

# MINISTRY OF AGRICULTURE

55, WHITEHALL,  
LONDON, S.W.1

PRESS NOTICE

7th August, 1945

M.A.F. 1453

## CERTIFIED BLACKCURRANT BUSHES

The Ministry of Agriculture has published a Register of stocks of Blackcurrant Bushes which have been certified in 1945 in respect of health and purity. Copies of the Register are available, free and post free, from the Secretary, Ministry of Agriculture and Fisheries, Berri Court Hotel, St. Annes, Lytham St. Annes, Lancs.



Not for publication, broadcast in overseas bulletins or use on club tapes before 2330 B.S.T. on 7.8.45. (i.e. for Wednesday mornings papers). Not to be broadcast in the midnight news of 7/8-8-45. Overseas messages should be prefaced with this embargo.

Air Ministry News Service

AMB No. 19405

### THE HARVEST OF AIR/SEA RESCUE

It has now been established that 5,721 R.A.F. and American aircrew have been saved by the Air/Sea Rescue Service in the waters around Great Britain, during the period between February, 1941, when the Air/Sea Rescue Organisation was formed, and the end of the war against Germany. Of this total, 1,998 were Americans.

Overseas, A.S.R. units have rescued 3,200 aircrew - a conservative figure in view of the fact that complete records were not kept in the early days of the war.

In addition, during the same period, A.S.R. saved 4,665 soldiers, sailors and civilians in areas other than the seas around Britain.

From a local rescue service, organised to operate during the Battle of Britain, the Air/Sea Rescue Service evolved, and an Air Ministry directorate of A/S/R was formed in February 1941.

It is by no means an exclusively R.A.F. organisation. From the very beginning it has been closely associated with the Admiralty, The Royal Navy having played a very prominent part in the work. Other Services which have given the closest co-operation throughout the war include:-

Trinity House, Royal National Lifeboat Institution, G.P.O.

Northern and Irish Lighthouse Boards, Royal Observer Corps.

Board of Trade, Merchant and Fishing Fleets, coastguards, police and of course all R.A.F. operational Commands.

Facts and figures formerly withheld for security reasons, now show Air/Sea Rescue to have played a vital role in restoring to active service a large number of highly-trained personnel. The improvised rescue service ultimately developed into the highly-specialised organisation playing an individual role in 'D' Day invasions, when 136 R.A.F. craft, a large number of Naval craft and 60 U.S. coastal cutters were operating in the invasion areas alone.

The story of A.S.R. is a story of constant adaptation to the needs of air warfare against a German-held Continent. In the opening stages of the Battle of Britain fighter-pilots had nothing but their Mae Wests although all but single-engined....



engined R.A.F. aircraft were equipped with rubber dinghies. Early aircrew losses in the sea led to the formation of a local rescue service at Dover, operated by R.A.F. high-speed launches, naval craft and eight Lysanders borrowed from Army Co-operation Command.

At this stage the Luftwaffe was better equipped in the rescue sphere, and a number of emergency floats, stocked with the means to preserve life, was stationed along the Channel coast. All German aircraft were also provided with dinghies and their bomber crews also with a radio for distress signals. One of their fighter-pilot dinghies was later captured and greatly improved upon by the British service. A captured radio was also used in like manner.

R.A.F. rescues near the enemy coast were very rare. Until the enemy lost his coastline there was a number of occasions when the lives of R.A.F. or American aircrew were saved by the enemy's Rescue Service in response to an international distress signal.

Early in 1941 sixteen floats were established along the British coast on the same lines as the German rafts. These proved helpful from the point of view of morale, but although visited, from time to time, no aircrew was ever found to have taken refuge on them. One had become the home of a pair of seals.

In the early days a certain amount of chivalry existed between the German and British rescue services but in August, 1941, the enemy attacked two R.A.F. high-speed launches and sunk them both. The two .303 guns on these craft were then replaced by four Brownings, but throughout the war crews were under orders not to attack but only to defend themselves when necessary.

With the formation of the Directorate of A.S.R. in February, 1941, rapid strides were made in the development of the rescue system and rescue apparatus. By September of that year the Rescue Service had 24 Lysanders and 9 Walrus aircraft, the latter capable of coming down on the water close to a drifting crew. By March, 1942, its quota of H.S.Ls. had been augmented by a further 50 Fairmile launches from the Admiralty. In a single year the number of R.A.F. aircraft operating in this Service had increased by 65.

One of the earliest developments in the means of dropping succour to ditched crews was the 'Thornaby Bag', named after R.A.F. Station Thornaby, where it was invented. This was a container of food and first-aid. Subsequently, the  
/'Bircham...



'Birchan Barrel' (named after R.A.F. Station Bircham Newton) proved a more robust development of this idea, made from a container of a 250 lb. bomb. This was an improvement on the Thornaby Bag but even more successful was the 'Lindholme Dinghy', devised at R.A.F. Station Lindholme. This consisted of a large and well-equipped dinghy to which survivors could transfer, and a string of four containers stocked with food, warm clothing and distress signals. Dinghy and containers were dropped to windward of the drifting men, who could help themselves to the food and clothing after transferring to the dinghy.

Meanwhile the 'K' type dinghy had been issued to fighter-pilots. This was attached to their parachute harness and inflated immediately they had entered the water and had cast off the harness.

After a number of drifting aircrew had been found dead in their dinghies, due to severe exposure, it was decided to equip dinghies with sails. These not only enabled the crew to make some progress towards land but were an important factor in sustaining morale.

The first operation in which the Rescue Service officially took part was Dieppe, in August, 1942. Their launches saved a number of aircrew, but three H.S.Ls. were sunk, with the loss of 2 officers and 18 other ranks. By this time the Service had been extended to American aircrews, who began to arrive in Britain in increasing numbers during 1942. American airmen accustomed to flying over vast tracts of land, followed the practice of baling out if their chances of getting the aircraft home were remote. They were unaccustomed to flying over sea and were untrained and not particularly well equipped for ditching. In the early stages of their day offensive the A.S.R. not only loaned the Americans a great deal of equipment but instituted training in the art of using every means then known to sustain life until rescued.

American fighter pilots were given 'K' dinghies and British parachute harness. They were also issued with British Mae Wests, which had the advantage of a pad behind the neck to prevent the head falling back in the water if the wearer lost consciousness.

The first occasion Americans were rescued by A.S.R. was on the 9th October, 1942, when a Fortress crew, returning from Lille, ditched off the North Foreland. One of their two dinghies had been damaged but the nine men kept afloat and were rescued by launches in 90 minutes, after a passing Spitfire had radioed their position.



One of A.S.R.'s busiest days in respect of U.S. rescues was in July, 1943, when the heavy American daylight attacks had opened against the Continent. In that month they saved 139 members of Fortress crews out of a total of 196. On July 25th they saved 78 out of 80. Their work earned warm thanks and congratulations on the part of General Anderson, of the 8th U.S.A.A.F. Six weeks later, in a period of two days, the Service rescued 118 out of 121 American fliers.

In September 1943. U.S. aircraft were made available to join in searches for any Allied aircrew known to have ditched in the Channel. By May 1944, the Americans had their own Emergency Rescue Squadron, composed of 25 P.47s.

The greatest single development in the work of A.S.R. was the airborne lifeboat, which had been evolved after a considerable period of research and experiment. It was first employed off the Humber, in May, 1943, when the crew of a Halifax boarded a lifeboat dropped by parachute and navigated their way towards land until picked up by launches.

The idea of a lifeboat dropped from the air had been maturing for some time. The airborne lifeboat is petrol driven and equipped with every device likely to be useful to men who have come down in the sea. The latest model is larger than its predecessors. One of the chief advantages of the airborne lifeboat over previous means of assisting aircrews adrift, is that it affords them a much better chance of getting away from the neighbourhood of an enemy coast and returning "under their own steam". Incidentally, it avoids the risk of sacrificing lives in rescue attempts carried out under enemy fire. The venture has proved a very great success.

The fifth drop - and the first to an American crew - took place 77 miles north-west of Borkum, where a Fortress crew climbed aboard and navigated their way towards Britain, until picked up by a Danish fishing vessel. The next day, July 28th, a second American crew were rescued by an airborne lifeboat, dropped near the same spot. This party cruised 100 miles before being picked up.

Perhaps the most perfect illustration of the use of an airborne lifeboat in sustaining life, occurred on January 7th, 1944, when the crew of a

/Mosquito.....



Mosquito ditched 200 miles south of the Scilly Isles in very bad weather. After surviving a grim ordeal in their dinghy they boarded the lifeboat dropped by a Warwick some 180 miles out to sea. They were afloat nearly four days and four nights and were picked up in excellent physical condition, due to the good use made of the equipment they found on board. Altogether they cruised 200 miles from the spot where their aircraft came down.

A recent addition to the equipment of dinghies is the de-salting kit. For years experiments have been made to enable shipwrecked men to convert salt water into drinking water, but apparatus employed in various methods proved far too cumbersome for carriage in aircraft.

At last a simpler method was found. By using chemical reagents a dinghy crew can now produce  $4\frac{1}{2}$  pints of drinking water from equipment which takes up the space of a pint can of stored drinking water.

A great deal of the special equipment stowed in dinghies throughout the war has been made by well-known commercial firms, which manufactured similar products in peacetime. 'Gadgets', which have often saved life, include sea-dye tablets for attracting the notice of search aircraft, floating knives, floating torches, water-proofed matches and a variety of distress signals.

In spite of vast 'D' Day preparations on the part of A.S.R., June 6th, 1944, did not prove an exceptionally busy day; far busier was the Arnhem period, when a new peak was reached in the rescue of 181 airborne troops. The Rhine crossings involved much less work, two glider crews being rescued when their aircraft came down in the sea. On that occasion also there was a very extensive A.S.R. coverage, and aircraft participating in the operations reported that it was not necessary to navigate aircraft to the dropping zones -- the course could be followed by observing H.S.L. tracks.

Malta improvised an A.S.R. service and in the summer and autumn of 1941, whilst under ceaseless air attack, the local A.S.R. rescued 30 R.A.F. pilots. The return of these men to the island proved a vital factor in the defence.

In the Middle East a local A.S.R. flight had been operating since the entry of Italy into the war and up to the end of the Desert campaign this service achieved excellent results. A good deal of its rescue work took place in the desert, where stranded pilots and bomber crews were as helpless as if they

/had...



had fallen into the Mediterranean. During the brief period up to the time the Middle East flight was incorporated into the official service, it saved 193 aircrew from the sea and 131 from the desert.

In the Mediterranean theatre, up to the end of June, 1945, 1114 American airmen are known to have been rescued by the Air Sea Rescue Service.

In the Far East A.S.R. development was handicapped by shortage of equipment in the early days of the struggle against Japan. The demands of the struggle in Europe made extension of A.S.R. facilities in the Far East quite impossible when the Japanese poured into Burma at the end of 1941. The A.S.R. organisation at Singapore with a single high-speed launch and home-made equipment, rescued a total of 23 pilots in the two months, December 1941 and January, 1942. The unit disappeared when Singapore fell to the enemy.

Sometimes, in the past five years, A.S.R. personnel have made headlines. Perhaps the most memorable occasion was when Sgt. Cohen, flying an A/S/R Swordfish, landed on Lampedusa during a heavy bombing assault. He ordered the garrison to refuel his aircraft, took off, and reported the island's surrender to his headquarters.

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NOT FOR PUBLICATION, BROADCAST, OR USE ON CLUB TAPES BEFORE 0830 B.S.T.  
(i.e. FOR EVENING PAPERS) ON TUESDAY, AUGUST 7, 1945.  
THIS EMBARGO SHOULD BE RESPECTED OVERSEAS BY PREFACING ANY MESSAGES  
FILED WITH THE EMBARGO.

CENSORSHIP PERMITS

Under a new Control of Communications Order which comes into force to-day (Tuesday), Censorship permits are now required for postal and freight dispatches overseas only if they are addressed to destinations in China (unoccupied), Portugal, Spain, Sweden or Switzerland. The new Order will also apply to Austria and Germany when civil postal and freight services to these two countries are restored.

Similarly, Censorship control at the ports is now limited to travellers proceeding to, or arriving from, the countries mentioned above. Travellers leaving Great Britain should therefore not submit their papers for pre-Censorship unless they are proceeding to one of those countries.

Copies of the new Order may be obtained at His Majesty's Stationery Office.

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GENERAL POST OFFICE.



"YARD" MAN RETURNING FROM M.E.F.

(By A Military Observer)

Expected back in Britain shortly is a former member of the C.I.D. at New Scotland Yard. He is Major M.F. GOOD, A.P.M., S.I.B., for Syria, the Lebanon and Cyprus.

Major GOOD, whose home address is 36 Mount Park Crescent, Ealing, W.5, was one of the original eighteen men released from the Yard in 1940 for duty with the Army. He was with the B.E.F. in France, and during the past four years has served in Egypt, the Western Desert, North Africa, Sicily, Italy, Malta, Cyprus, Persia, Irak and Palestine.

In that time he has supervised investigations into about forty murder cases.

The most interesting of these, he disclosed in an interview, was that concerning a British woman who was strangled in Cairo. The body was discovered on the floor of her bedroom, a thin cord round the neck. It had been tightened by a hairbrush, used as a lever.

The murderer left finger prints on bottles and glasses which were strewn about to give the appearance of a party, and these, with the discovery of a piece of string in a man's pocket, identical with that used for the murder, led to the solving of the crime. Scientific blood tests were made in collaboration with the Cairo City Police.

For his work in Italy, Major GOOD was mentioned in despatches.

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MILITARY AFFAIRS



7/8/45. No. 4.

HIT BY MINE - BUT SHE STEAMED 7,500 MILES HOME

With hoses playing on her bearings to prevent her overheating her propeller shaft out of alignment and her bottom buckled, H.M.S. SILVIO, a 7,000-tons infantry landing ship succeeded in making the 1,200 mile voyage from Rangoon to Trincomalee under her own power.

The SILVIO was mined during landing operations at Rangoon. When she arrived at Trincomalee, her engineer-officer, Lieut.-Commander (E) James Brown, R.N.R., of Heswall, Cheshire, went down in a diving suit to inspect the damage to the hull.

Afterwards, it was decided that the ship would be able to sail on another 7,500 miles to Britain provided the engines were carefully nursed and she steamed only in good weather.

Now she has just arrived in the London Docks.

"Fortunately the weather forecasts worked out more or less right," said Lieut. (E) G.E. Shimmin, R.N.R., of Douglas, Isle of Man, "and the engines stood up to the strain well."

Built in Los Angeles, California, in November, 1943, H.M.S. SILVIO first sailed under the Red Ensign, taking part in the Normandy Invasion.

Later she was commissioned as a British man-of-war and went out to join the East Indies Fleet at the end of last year.

Her Commanding Officer is Commander H.B. Peate, D.S.C., R.D., R.N.R., of Great Saughall, Cheshire.

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NAVAL AFFAIRS.



7.8.45. - No.5.

NOT FOR PUBLICATION, BROADCAST OR USE ON CLUB TAPES BEFORE 0830  
HOURS B.S.T. (i.e. FOR EVENING PAPERS) ON

7th AUGUST, 1945

THIS EMBARGO SHOULD BE RESPECTED OVERSEAS BY PREFACING ANY MESSAGE  
WITH THIS EMBARGO

Air Ministry News Service

Air Ministry Bulletin No.19412

PIGEON DEMOBILISATION -- SALE OF RECORD-BREAKING

R.A.F. WAR PIGEON

With the consent of the National Pigeon Service Committee, "Per Ardua", the R.A.F. pigeon which cut the British 1,000 mile record in half, is to be offered for sale by auction at the Allied Forces Mascot Club Fete at Chelsea Hospital Grounds, Chelsea, London, on Saturday, September 8, in aid of the R.A.F. Benevolent Fund and the Allied Forces Animal War Memorial Fund.

Other distinguished war pigeons bred by the R.A.F., including "Ruhr Express", a Dickin Medal winner, and possibly the parents of "Per Ardua" will also be auctioned at the same time in the same cause.

"Per Ardua's" record flight was from Gibraltar to Gillingham, Kent, 1090 miles, singly and without special preparation, as a young bird, in November. The previous British 1,000 mile record, made 32 years ago by the winner of a race in which only specially selected experienced old birds were eligible, was 28 days. "Per Ardua", a young bird transferred to Gibraltar from Gillingham, cut loose from Gibraltar on her own account and homed to Gillingham inside 12 days.

Before being sent to Gibraltar, "Per Ardua" had distinguished herself by beating all civilian competitors in a race from Penzance - 280 miles. She is a Red Chequer hen, and shows no ill effects whatever from her gruelling trip as a young bird in the worst season of the year. She will be one of the birds on exhibition at Stanley Park, Blackpool, on August 22 and 23.

Particulars of the sale are in preparation by the Air Ministry (Pigeon Section) Adastral House, Kingsway, London, W.C.2.



7/8/45 No. 9.

S.E. ASIA COMMUNIQUE NO. 582.

H.Q., S.E.A.C.

August 7th. 1945.

LAND:

Determined resistance was encountered by our troops operating in the flooded area between Myitkyo and the old Sittang River channel.

In the Abya area enemy positions astride the Pegu-Martaban railway behind our forward troops were cleared.

An enemy attack on a village on the South bank of the Sittang channel, twenty miles East of Pegu, was repulsed.

British troops who crossed the Sittang in the Shwegyin area, twelve miles East of Nyaunglebin, met opposition on the North bank of the Shwegyin chaung.

On the Toungoo-Mawchi road our troops advanced to milestone thirty-one without opposition.

AIR:

Attacking in support of our ground forces on August 5th, Spitfires and Thunderbolts of Air Command bombed and strafed Japanese positions and machine gun posts from Pyu to Kyaikto (South-East of Mokpalin), hitting an enemy headquarters and destroying and damaging many jungle huts.

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7.8.45. - No.12

P.P.S. TO THE CHANCELLOR OF THE EXCHEQUER

The Chancellor of the Exchequer has appointed Mr. E.F.M. Durbin  
to be his Parliamentary Private Secretary.

H.M. TREASURY



7/8/45 - No. 13

AUSTRALIAN ARMY STAFF  
AUSTRALIAN ACTIVITIES IN SOUTH WEST PACIFIC AREA  
Official Australian Army Statement dated, August 4th

In war of extermination and re-occupation of territory in NEW GUINEA and BOUGAINVILLE troops of 1st Australian Army killed further 500 Japanese during week, bringing total confirmed dead since current operations began to 13712 in addition 351 prisoners taken.

One of most remarkable features these campaigns is closeness of tallies of Japs killed.

In NEW GUINEA, where 6th Australian Division is operating, latest count is 581, while 2nd Corps in BOUGAINVILLE has killed exactly 3 fewer.

Chief interest is now centred on arduous campaign being fought across rugged PRINCE ALEXANDER MOUNTAINS in inland sector of NEW GUINEA.

Here veteran jungle fighters of 17th Brigade are increasing pressure against outer fringe of Japs inland fortified zone, - crux to entire system of their three year old defences in these parts.

With infantry are members of hard-hitting native troops and tank attack troops fighting as infantry and patrol men.

The Australians are receiving excellent close bombing and strafing support from R.A.A.F. Beaufort Pilots, who have made up to 50 sorties daily. In some <sup>of</sup> these attacks entire villages <sup>have</sup> been flattened and extensive Japanese weapon pits smashed.

Except that greater tactical significance now involved <sup>in</sup> this drive the same war of liquidation of Japs in bunkers and foxholes sited on timbered slopes and ridges continues.

Japanese resistance shows no signs of changing. For many months as Australians slogged on to capture the key village of MAPRIK they were without any artillery support, their heaviest weapons being mortars.

With the opening up of MAPRIK Flying Field and construction of roads by heavier equipment then able to be flown in, mountain type 75 mm Howitzers were able to be got in. Now for first time infantry have support of 25 pounders which were able to be flown in. This formation has inflicted casualties on Japs at rate of 17 to 1.

Bitter actions have been fought over wide area even as far south as 12 miles from foul SEPIK RIVER area.

In BOUGAINVILLE operations in south are slackening to intensive patrolling by both sides and hotly contested artillery duels. It is temporarily simply a battle of supplies. Infantry and tanks of 3rd Australian Division which made such rapid earlier progress along BUIN ROAD now bogged down in flooded muddy crusted area between swollen MOBRIAI and MIBO RIVERS. The heaviest rains for 9 months so badly churned up BUIN ROAD that heavy traffic was brought to standstill and only tractor drawn jeeps and native carriers could get supplies to our forward companies on western banks of MIBO. There has been some improvement in weather but considerable repair work proceeding on damaged tracks and bidges is holding up immediate resumption of our drive south east towards BUIN fortress.

/Meanwhile,



Meanwhile Japs constantly infiltrating to our rear are meeting with minor success only. This being checked by intensified patrolling. Sporadic attempt is still being made by parties of stealthy Japs to mine BUIN ROAD. The enemy garrison cut off within BONIS PENINSULA on northern tip of BOUGAINVILLE settled itself into series of main defensive positions stretching from little north of BUOI PLANTATION on west coast in line across Peninsula to SIAR PLANTATION on east coast. The Japs fought savagely to resist any attempt to penetrate this line and they have been forced move back only distance of 500 yards along TISU/I TRACK. The enemy now holds a feature about 70 feet high astride this track. Australians using flame throwers ousted him from positions in this area.

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AIR MINISTRY NEWS SERVICE

AIR MINISTRY BULLETIN No. 19414

FLYING DUTCHMEN HIT OCCUPIED DUTCH EAST INDIES

Headquarters,  
Air Command, South  
East Asia, Tuesday

Sweeping at mastheight over Tjilatjap, the most important harbour on the south coast of enemy-occupied Java, Dutch - manned Liberators of the Indian Ocean Air Force on Saturday attacked and damaged a 3,000 tons Japanese merchant vessel.

The attack, which opened a new phase in the R.A.F. offensive against the Japanese in the Dutch East Indies, was led by Lieutenant-Commander Adrian De Bruyjn, of the Royal Dutch Naval Air Service, who served in Java before the war and whose family is at present in Australia.

"It was a great thrill", said Lieutenant-Commander De Bruyjn, "to see the coast of Java come up on the horizon and an even greater thrill to see the people waving and jumping for joy when they saw the Dutch markings on our aircraft as we flew over at something like 30 feet.

"After we had attacked the merchant ship and left her with smoke pouring out we swung low over the town. Above the Governor's house we spotted the Japanese flag flying, so we gave that a burst of machine-gun fire. I think we knocked some holes in it."

Other aircraft attacking the vessel claimed hits both on the ship and on a large floating crane moored alongside.

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7.8.45. No.15.

D.S.C. FOR ADMIRAL'S SON.

Sub-Lieutenant Christopher Denis Boyd, R.N., son of Vice-Admiral D.W. Boyd, C.B., C.B.E., D.S.C., Admiral (Air) has been awarded the Distinguished Service Cross, it is announced in to-night's London Gazette.

Sub.Lieut. Boyd was serving in the sloop H.M.S. AMETHYST which avenged the loss of a sister ship, the corvette H.M.S. Vervain in February this year by sinking the U-boat that torpedoed her.

After the AMETHYST's attack a German leather jacket helmet and gloves, three tins of German egg-powder, several German books, and navigational notes in German floated to the surface.

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NAVAL AFFAIRS.



AUSTRALIAN ARMY STAFFAUSTRALIAN ACTIVITIES IN SOUTH WEST PACIFIC AREA

Official Australian Army Statement dated 7 August 1945

In face of stiffening resistance, troops of the 6th Australian Division yesterday continued their drive down the slopes of the PRINCE ALEXANDER RANGES behind WEWAK in NEW GUINEA. They gained additional ground and captured the RINDOGIM VILLAGE Group, one of the Japs important strongpoints in the area.

Jap activity east and west of BIG ROAD flared up furiously as probing infantry inflicted casualties in a south west thrust. Throughout the preceeding night Japs threw grenades into our perimeters and in places cut signal lines. Early yesterday morning a battalion began to advance along the ridge leading to RINDOGIM. Every yard was bitterly opposed by the enemy with mortars and heavy and light machine guns. North east end of the village was occupied and the rest fired by our troops.

Meanwhile on the track leading from BIG ROAD other Australians encountered a strong force defending BARKIMBEM Village, half a mile to the west. Some casualties were suffered before clearing Japs from this point. Series of sharp skirmishes across entire front continued in inland campaign. North of KABOIBUS infantry is exerting pressure on the next enemy defensive zone.

Enemy gun positions on SOHANA ISLAND in North BOUGAINVILLE yesterday were heavily bombed by RNZAF Venturas, while Australian heavy anti-aircraft guns played new role, giving aircraft "covering" fire. Jap guns on SOHANA are known to include heavy anti aircraft - 120 mm guns. To prevent them offering any opposition, Australian guns sent over barrage while Venturas approached for their bomb runs, forcing Japs remain in deeply dug shelters.

Venturas dropped 63 four hundred pounders and at least half the bombs fell in gun battery areas. Then Australian guns switched to engage Japs assembled on jetties in BUKA passage, inflicting casualties by scoring direct hits on boatloads of troops.

KARA Airstrip in SOUTH BOUGAINVILLE was hit by Corsairs and one bomb falling west of the strip raised dense clouds of smoke to a thousand feet.

Ground forces following up another air strike occupied strong enemy post in BONIS PENINSULA. At least 43 abandoned bunkers and weapon pits were found. Infantry patrolled over wide areas in southern BOUGAINVILLE. There were sharp clashes at LIBO RIVER FORD.

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U. S. S. HORNET'S SWATH OF DESTRUCTION

HEADQUARTERS, U. S. NAVAL FORCES IN EUROPE, AUGUST 7 --

After cutting a 150,000 mile swath of destruction through the Pacific, leaving 1,270,000 tons of enemy shipping sunk or damaged and 1,410 destroyed enemy planes in her wake, the USS HORNET is home for repairs and leave for her crew.

It was not the Japs that sent the HORNET, named after the carrier which launched the first planes to attack Tokyo, to drydock. Rather it was the typhoon of June 5, the second sustained by the tough little carrier, with its 102 knot gale. The HORNET rose on the crest of an enormous wave and crashed into the troth with such force that the outward edges of the flight deck folded down along the sides of the carrier.

Even this did not stop the pilots from taking off from the after end with the ship backing into the wind, and assembling units of Task Force 58 which had been scattered by the storm.

Since her launching in August 1943 the HORNET has served many purposes: troop transport, auxiliary tanker, prison ship, drug store for delivery of ice-cream and other luxuries to smaller craft, and a home for a crew who never left her decks in fifteen months.

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