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SILVER LIFE SAVING MEDAL.

A silver life saving medal awarded by the Secretary of the Treasury was forwarded by the Secretary of the Navy to John Cornelius Lafferty, CMM, U.S.Navy, in recognition of his services in bravely assisting in rescuing a man from drowning in the waters of Pensacola Bay, Florida, on June 1, 1939.

A silver life saving medal awarded by the Secretary of the Treasury was forwarded by the Secretary of the Navy to Wilfred Fredrick Johansen, AMM3c, U.S.Navy, in recognition of his services in bravely assisting in rescuing a man from drowning in the waters of Pensacola Bay, Florida, on June 1, 1939.

COMMENDATIONS.

Letters of commendation signed by the Assistant Secretary of the Navy have been issued as follows:

Commander Allan R. McCann, U.S.Navy, Bureau of Navigation, Washington, D.C.
For especially creditable and outstanding performance of duty in connection with the operations resulting in the rescue of the survivors and the successful salvage of the U.S.S. Squalus.

Commander Henry Hartley, U.S.Navy, Bureau of Navigation, Washington, D.C.
For especially creditable and outstanding performance of duty in connection with the operations resulting in the successful salvage of the U.S.S. Squalus.

Commander Charles B. Momsen, U.S.Navy, Commanding Officer, U.S.S. Sirius.
For especially creditable and outstanding performance of duty in the successful rescue of the survivors and the salvage of the U.S.S. Squalus.

Commander John B. Longstaff, U.S.Navy, Navy Yard, Portsmouth, N.H. - For most creditable and exemplary performance of duty as Aide to the Commander Squalus Salvage Unit in charge of Press Relations in connection with the rescue and salvage of the U.S.S. Squalus.

Commander Andrew I. McKee, U.S.Navy, Navy Yard, Portsmouth, N.H. - For exemplary initiative, zeal and efficiency in the technical planning in connection with the operations resulting in the rescue of the survivors and successful salvage of the U.S.S. Squalus.

Lt. Comdr. Floyd A. Tusler, U.S.Navy, Navy Yard, Portsmouth, N.H. - For most creditable and efficient performance of duty as technical Aide to the Commander Squalus Salvage Unit in connection with the successful rescue and salvage of the Squalus.

Lt. Comdr. John A. Sweeton, U.S.Navy, Navy Yard, Portsmouth, N.H. - For most creditable and efficient performance of duty in connection with the

successful rescue and salvage of the U.S.S. Squalus.

Lt. Comdr. Warren D. Wilkins, U.S. Navy, Commanding Officer, U.S.S. Sculpin.
For performance of duty in connection with the successful rescue and salvage
of the U.S.S. Squalus.

SPONSOR.

The Secretary of the Navy has designated Mrs. Wilhelm L. Friedell, wife of Rear Admiral Wilhelm L. Friedell, U.S.N., Commander, Submarine Force, United States Fleet, U.S.S. RICHMOND, Flagship, as sponsor for the U.S.S. TUNA.

The U.S.S. TUNA is scheduled to be launched at the Navy Yard, Mare Island, California, October 1, 1940.

This vessel was authorized by Act of Congress dated March 27, 1934.

NAMES ASSIGNED BY PRESIDENT TO 68 NAVAL VESSELS.

The Secretary of the Navy, Honorable Frank Knox, announced that the President of the United States has selected the following names for the sixty-eight vessels for which contracts have been awarded. All but three of the destroyer names appear on the Navy List for the first time - the names BEALE, COREY and STEVENS having been borne by former vessels of that name. The name TAYLOR has also been borne by a former vessel of that name but the one just recently selected is to honor the memory of the late Rear Admiral William Rogers Taylor, U.S.N.

The sixty-eight vessels above referred to were authorized under the Acts of March 27, 1934, May 17, 1938 and June 14, 1940. Funds for their construction were provided for in the 1941 Naval Appropriation Act and the "First Supplemental, National Defense Appropriation Act, 1941" approved June 26, 1940:

3-AIRCRAFT CARRIERS

BUILDING

BON HOMME RICHARD	Newport News SB & DD C
INTREPID	ditto
KEARSARGE	Navy Yard, Norfolk, Va.

13-CRUISERS

AMSTERDAM New York SB Corp., Camden, N.J.
(Named for the City of Amsterdam, N.Y. - 1st vessel so called).

SANTA FE New York SB Corp., Camden, N.J.
(Named for the City of Santa Fe, New Mexico - 1st vessel so called).

CRUISERS (CONTINUED)

BUILDING

TALLAHASSEE New York SB Corp., Camden, N.J.
(Named for the City of Tallahassee, Florida - 2nd vessel so called).

BIRMINGHAM Newport News SB & DD Co., Va.
(Named for the City of Birmingham, Alabama - 2nd vessel so called).

MOBILE Newport News SB & DD Co., Va.
(Named for the City of Mobile, Alabama - 1st vessel so called).

FLINT Beth. Steel Co., Quincy, Mass.
(Named for the City of Flint, Michigan - 1st vessel so called).

PASADENA Beth. Steel Co., Quincy, Mass.
(Named for the City of Pasadena, California, 2nd vessel so called).

SPRINGFIELD Beth. Steel Co., Quincy, Mass.
(Named for the Cities of Springfield, Mass., and Springfield, Illinois - 2nd vessel so called).

TOPEKA Beth. Steel Co., Quincy, Mass.
(Named for the City of Topeka, Kansas - 2nd vessel so called).

BALTIMORE Beth. Steel Co., Quincy, Mass.
(Named for the City of Baltimore, Md., 4th vessel so called).

BOSTON Beth. Steel Co., Quincy, Mass.
(Named for the City of Boston, Mass. - 6th vessel so called).

PITTSBURGH Beth. Steel Co., Quincy, Mass.
(Named for the City of Pittsburgh, Pa. - 2nd vessel so called).

ST. PAUL Beth. Steel Co., Quincy, Mass.
(Named for the City of St. Paul, Minn. - 2nd vessel so called).

22-SUBMARINES

ALBACORE

Electric Boat Co., Groton, Conn.

AMBERJACK

ditto

SUBMARINES (CONTINUED)BUILDING

BARB	Electric Boat Co., Groton, Conn.
BLACKFISH	ditto
BLUEFISH	ditto
BONEFISH	ditto
COD	ditto
CERO	ditto
CORVINA	ditto
DARTER	ditto
DRUM	Navy Yard, Portsmouth, N.H.
FLYING FISH	ditto
FINBACK	ditto
HADDOCK	ditto
HALIBUT	ditto
HERRING	ditto
KINGFISH	ditto
SHAD	ditto
SILVERSIDES	Navy Yard, Mare Island, Calif.
TRIGGER	ditto
WAHOO	ditto
WHALE	ditto

30-DESTROYERSBUILDING

CHEVALLER Bath Iron Works Corp., Bath, Me.
 Named in honor of LIEUTENANT COMMANDER GODFREY
 DE COURCELLES CHEVALIER, U.S.N.

(Name PRINGLE originally assigned to this destroyer was re-
 assigned to later vessel).

BRISTOL Federal SB & DD Co., Kearny, N.J.
 Named in honor of REAR ADMIRAL MARK L. BRISTOL, U.S.N.

ELLYSON Federal SB & DD Co., Kearny, N.J.
 Named in honor of COMMANDER THEODORE GORDON ELLYSON, U.S.N.

HAMBLETON Federal SB & DD Co., Kearny, N.J.
 Named in honor of FURSER SAMUEL HAMBLETON, U.S.N.

RODMAN Federal SB & DD Co., Kearny, N.J.
 Named in honor of ADMIRAL HUGH RODMAN, U.S.N.

EMMONS Bath Iron Works Corp., Bath, Me.
 Named in honor of REAR ADMIRAL GEORGE FOSTER EMMONS, USN.

MACOMB Bath Iron Works Corp., Bath, Me.
 Named in honor of CAPTAIN WILLIAM H. MACOMB, U.S.N.

LAFFEY Beth SB Co., San Francisco, Calif.
 Named in honor of SEAMAN BARTLETT LAFFEY, U.S.N.

WOODWORTH Beth SB Co., San Francisco, Calif.
 Named in honor of COMMANDER SELIM E. WOODWORTH, U.S.N.

FORREST Navy Yard, Boston, Mass.
 Named in honor of LIEUTENANT DULANEY FORREST, U.S.N.

FITCH Navy Yard, Boston, Mass.
 Named in honor of COMMANDER LEROY FITCH, U.S.N.

CORRY Navy Yard, Charleston, S. C.
 Named in honor of LIEUTENANT COMMANDER WILLIAM MERRILL
 CORRY, U.S.N. - 2nd vessel so called.

HOBSON Navy Yard, Charleston, S. C.
 Named in honor of REAR ADMIRAL RICHMOND PEARSON HOBSON, USN.

SAUFLEY Federal SB & DD Co., Kearny, N. J.
 Named in honor of LIEUTENANT (JG) RICHARD CASWELL
 SAUFLEY, U.S.N.

WALLER Federal SB & DD Co., Kearny, N. J.
 Named in honor of MAJOR GENERAL LITTLETON W. T. WALLER USMC

STRONG Bath Iron Works Corp., Bath, Me.
 Named in honor of REAR ADMIRAL JAMES H. STRONG, U. S. N.

TAYLOR Bath Iron Works Corp., Bath, Me.
 Named in honor of REAR ADMIRAL WILLIAM ROGERS TAYLOR, USN.

DE HAVEN Bath Iron Works Corp., Bath, Me.
 Named in honor of LIEUTENANT EDWIN JEGSE DE HAVEN, U.S.N.

BACHE Beth SB Co., Staten Island, N.Y.
 Named in honor of COMMANDER GEORGE M. BACHE, U.S.N.

DESTROYERS (CONTINUED)

BUILDING

BEALE Beth SB Co., Staten Island, N.Y.
Named in honor of LIEUTENANT EDWARD FITZGERALD BEALE,
U.S.N. 2nd vessel so called.

GUEST Navy Yard, Boston, Mass.
Named in honor of CAPTAIN JOHN GUEST, U.S.N.

BENNETT Navy Yard, Boston, Mass.
Named in honor of AVIATION MACHINIST, FLOYD BENNETT, USN.

FULLAM Navy Yard, Boston, Mass.
Named in honor of REAR ADMIRAL WILLIAM FREELAND FULLAM, USN.

HUDSON Navy Yard, Boston, Mass.
Named in honor of CAPTAIN WILLIAM LEVERETT HUDSON, USN.

HUTCHINS Navy Yard, Boston, Mass.
Named in honor of LIEUTENANT CARLETON B. HUTCHINS, USN.

PRINGLE Navy Yard, Charleston, S.C.
Named in honor of VICE ADMIRAL JOEL ROBERTS POINSETT PRINGLE,
U.S.N. (Name originally assigned to earlier vessel.)

STANLY Navy Yard, Charleston, S.C.
Named in honor of REAR ADMIRAL FABIUS STANLY, USN.

STEVENS Navy Yard, Charleston, S.C.
Named in honor of COMMODORE THOMAS H. STEVENS, U.S.N.
(2nd vessel so called.)

HALFORD Navy Yard, Puget Sound, Washington.
Named in honor of LIEUTENANT WILLIAM HALFORD, USN.

LEUTZE Navy Yard, Puget Sound, Washington.
Named in honor of REAR ADMIRAL EUGENE HENRY COZZENS LEUTZE, USN.

WATSON Federal SB & DD Co., Kearny, N.J.
Named in honor of REAR ADMIRAL JOHN CRITTENDEN WATSON, USN.

Attached hereto are historical records of the names assigned to the aircraft carriers, data concerning the names of fish and biographical sketches of the men for whom the destroyers are named.

NAMES OF FISH ASSIGNED TO 22 SUBMARINES

Albacore - - - A large pelagic mackerel-like fish having long pectoral fins.

NAMES OF FISH SUGGESTED FOR SUBMARINES (Cont'd.)

- Amberjack - - Either of two fishes, *Seriola Dimerili* of the Mediterranean, tropical, Atlantic and West Indies, and *S. Lamandi* of the Atlantic Coast of America.
- Barb - - - - A kingfish of the Atlantic Coast.
- Blackfish - - One of various delphinoid cetaceans, esp., the Pilot Whale which is almost wholly black. Also includes the Tautog, the sea-bass (*Centropristies*), and a mud minnow of Northern Alaska.
- Bluefish - - A voracious food-fish common along the Atlantic Coast of the U.S. It is bluish above and silvery below; from two to three feet long and very destructive to other fish.
- Bonefish - - (1) the Ladyfish (*albula vulpes*), (2) (Local U.S.) the Dogfish, and (3) a surgeon fish.
- Cod - - - - - A gadoid food fish of temperate northern seas with rounded fins well developed barbel and white lateral lines. Taken in great quantities off both shores of the North Atlantic, esp., on the banks of Newfoundland.
- Cero - - - - A game fish of the Mackerel family belonging to the West Indian fauna of fishes; common from Florida to Brazil and usually weighs from five to six pounds.
- Corvina - - - Any of various marine fishes, especially the southern California *Ericcion Parvipinnis* and *E. Reticulatus*, which are important food fishes related to the weakfish and the croaker of the Atlantic Coast.
- Darter - - - Any of numerous small American fresh-water fishes closely related to the perches; so called for their swift, sudden movements when disturbed.
- Drum - - - - Any of various fishes capable of making a noise like a drum. It is best known on the Atlantic Coast; becomes over 100 lbs., in weight. The red drum is a southern Atlantic and gulf state food fish of importance.
- Finback - - - A rorqual; a whalebone whale (genus *Balaenoptera*) the common species of the Atlantic Coast of the U.S. (*B. physalus*) attains a length of over 60 feet.
- Flying fish - Any of certain fishes (*Exocoetus* and allied genera) of tropic and warm temperate seas, which have long winglike pectoral fins, and are capable of moving some distance through the air.

NAMES OF FISH SUGGESTED FOR SUBMARINES (Cont'd.)

- Haddock - - - An important food fish allied to, but smaller than, the cod, found on both sides of the Atlantic.
- Halibut - - - The largest species of flatfish, one of the finest of food fishes, found on both sides of the Atlantic.
- Herring - - - A clupeoid fish of the North Atlantic and North Pacific having an ovate patch of small vomerine teeth--frequents moderate ocean depths in great schools, spawns in shoal water--over 3,000,000,000 are caught annually and are smoked, dried and canned for food. It attains a length of from 12-17 inches.
- Kingfish - - - An American marine sciaenoid food fish (genus *Menticirrhus*), esp., one (*M. saxatilis*) of the Atlantic coast.
- Shad - - - - The common shad occurs along the Atlantic coast of North America and ascends rivers in early spring to spawn. It is one of the most valuable of American food-fishes.
- Silversides - Any of certain small fishes having a silvery stripe along each side of the body.
- Trigger - - - Occurs in the Mediterranean and on the American coast and is sometimes eaten. Many species are poisonous.
- Wahoo - - - - Same as Peto. A large Mackerel found in tropical seas and caught by trolling about Florida reefs and West Indies.
- Whale - - - - Any of numerous cetaceans, esp., those of large size, in distinction from the smaller porpoises and dolphins. Whales are true air-breathing, warm-blooded, viviparous mammals.

BON HOMME RICHARD, Continental Frigate.

The BON HOMME RICHARD, formerly the DUC de DURAS (name changed by John Paul Jones in honor of Benjamin Franklin), was purchased from the French East India Company by the French King, Louis XVI.

February 4, 1779, she was assigned by order of the King to John Paul Jones' command, to be refitted and armed by France under Jones' supervision.

The DUC de DURAS was a vessel of 40 guns, ship rigged; 14 years old and had made four voyages to the East Indies and elsewhere as armed transport and merchant vessel. She was a poor sailer and is described by Jones as old and weak; he renamed her after his friend Benjamin Franklin.

The BON HOMME RICHARD is described as a ship of 42 guns, 380 men; main deck 152 feet long; keel 128 feet; breadth 40 feet, and tonnage 900. The cannon ordered for her from Angouleme had not arrived in time, Jones in his journal for the King says, and she was mounted with a battery of 40 guns.

June 19, 1779, the BON HOMME RICHARD sailed on her first cruise accompanied by the ALLIANCE recently from America, and the French ships PALLAS, CERF, and VENGEANCE. Her orders were to convoy a fleet of transports carrying troops and some merchant vessels sailing between L'Orient and Bordeaux, then to cruise against the English in the Bay of Biscay. The little fleet stood on its cruise, however, made some small prizes and chased two large English frigates, prepared to engage them but they out-sailed the BON HOMME RICHARD and her escort, and escaped. After this the BON HOMME RICHARD was obliged to return to port to repair damage.

August 14, 1779, the BON HOMME RICHARD sailed from Croix as flagship of Jones' squadron; to the same vessels that had accompanied him before were added the MONSIEUR and GRANVILLE.

Sailing west and then northwest past Cape Clear, some captures were made between the 18th and 21st of August and the MONSIEUR and GRANVILLE returned to France. The CERF left on the 25th to search for some boats that had been sent out from the BON HOMME RICHARD near the coast of Ireland.

A brigantine was sighted and chased toward the shore. About noon, September 23, a large vessel was sighted and soon a fleet of 41 sails, off Flamborough Head. John Paul Jones sent a boat with two officers and men to continue the chase of the brigantine and making signal to the PALLAS and VENGEANCE for a general chase, stood toward the Baltic Fleet. The two frigates H.M.S. SERAPIS 48 guns and H.M.S. COUNTESS OF SCARBOROUGH 22 guns, stood out to protect their convoy and then to meet the BON HOMME RICHARD, but the latter was so slow a sailer it was seven in the evening before she came up with the enemy, and the greatest naval engagement of the Revolution was commenced at pistol range. Part of the time the ships were lashed together. After nearly four hours of desperate fighting the SERAPIS surrendered to the BON HOMME RICHARD, and the COUNTESS OF SCARBOROUGH (after a running fight) surrendered to the PALLAS and ALLIANCE, which had come up during the action, and after

sailing around the ships and sending two broadsides into the BON HOMME RICHARD fired a few shots at the enemy and claimed she in their surrender.

The fight had been most severe in its effects upon the BON HOMME RICHARD. Every effort to save the gallant ship was made, but of no avail. Officers and men were removed to the other vessels and between 10 and 11 a.m. September 25, 1779, the BON HOMME RICHARD went down, her "flag flying, nothing saved but her signal flags". This flag is supposed to be the first "Stars and Stripes" hoisted on a man-of-war (on the RANGER by Jones, July, 1777, and the first to receive a salute from a foreign power, February 14, 1778, at Quiberon Bay, France). John Paul Jones with the survivors of his crew went on board the SERAPIS and sailed to France, where the SERAPIS was sold for 240,000 livres.

At the critical part of the battle the two ships being near together Captain Pearson of the SERAPIS hailed the BON HOMME RICHARD, calling to John Paul Jones, "Has your ship struck?"; to which Jones replied, "I have not begun to fight", or as given in his journal to the King, in French, "I do not dream of surrendering; but I am determined to make you ask for quarter."

INTREPID (No. 1)

The first INTREPID was built as a gunboat by the French in 1798, sold to Tripoli, renamed the MASTICO and captured by the U.S.S. ENTERPRISE December 23, 1803. She was rigged Mediterranean fashion, equipped with oars and armed with four small guns.

The INTREPID was first used by the United States Navy for the destruction of the former U.S. Frigate PHILADELPHIA, grounded in the harbor of Tripoli February 16, 1804. Next she was equipped as a fire ship and sent into the Harbor of Tripoli where she was blown up with all on board September 4, 1804.

INTREPID (No. 2)

INTREPID (No. 2) was a steam torpedo ram of 438 tons, built at the Boston Navy Yard, commissioned July 31, 1874. She was brig rigged; had an iron hull; was 170 feet 3 $\frac{1}{2}$ inches in length; 35 feet in her beam; and 11 feet in depth.

From August 3 to October 30, 1874, she cruised along the North Atlantic coast trying her torpedoes; from 1875 to 1882 she was in commission at the New York Navy Yard; and from 1883 to 1889 was undergoing repairs and alterations at that yard. She was stricken from the Navy List and sold in 1892.

INTREPID (No. 3)

One of two steel ships, of 1800 tons each, (CUMBERLAND and INTREPID) authorized by Act of Congress of March 3, 1903, to be used in training landsmen and apprentices, at a cost not exceeding \$370,000 each; to be propelled by sail only, and to be bark rigged.

INTREPID (No. 3) (contd).

Built at the Navy Yard, Mare Island, Calif. Keel laid, January 2, 1904; launched, October 8, 1904.

Placed in service at the Training Station, San Francisco, Calif., August 16, 1907. Assumed duties as Receiving Ship, February 28, 1912, to January 25, 1914; Receiving Ship at Navy Yard, Mare Island, Calif., to October 15, 1914, when placed out of commission.

Placed in commission in ordinary at the Navy Yard, Mare Island, November 11, 1915, for use as barracks for men of F-boats, Pacific Fleet. At Mare Island, 1916-1919; Receiving Ship at Mare Island, 1920-1921; placed out of commission, August 30, 1921. Ordered placed on sale list and naval material removed, July 1, 1921. Ordered sold after removal of naval material, August 27, 1921. Sold, December 20, 1921.

KEARSARGE (No. 1)

The first Kearsarge was a steam sloop of war, 3rd rate, built at Navy Yard, Portsmouth, N. H., in 1861. Engaged and sank the Confederate steamer ALABAMA, Captain Raphael Semmes commanding, off Cherbourg, France June 19, 1864.

KEARSARGE (No. 2)

The second Kearsarge was Battleship No. 5, named by Act of Congress, March 2, 1895 which provided for construction of two battleships and "one of said battleships shall be named KEARSARGE". She was converted to Crane Ship No. 1 at the Philadelphia Navy Yard in 1921.

COMMANDER GEORGE M. BACHE, U.S.N.

Born November 12, 1840, in Washington, D. C., died February 11, 1896 in Washington, D. C.

Appointed Midshipman in the Navy on November 9, 1857; Lieutenant July 16, 1862; Lt. Comdr. July 26, 1866; Commander on retired list April 5, 1875.

Attached to the sloop JAMESTOWN and steam sloop POWHATAN on Atlantic coast during 1861-62; commanded the Ironclad CINCINNATI in the Mississippi Squadron, 1862-63. Took part in the attack on Haines Bluff, December 27, 1862, engagement with batteries and sharp shooters March, 1863, and engagement with the Vicksburg batteries on May 27, 1863, during which the CINCINNATI was sunk.

Lieut. Bache was commended by Rear Admiral Porter for his meritorious conduct in this battle, was praised by General Sherman who witnessed the battle, and received the thanks of the Navy Department.

During the remainder of the Civil War he commanded the gunboat LEXINGTON, Mississippi Squadron, 1863-64, taking part in numerous engagements; and in 1864 as Executive Officer of sloop POWHATAN, North Atlantic Blockad-

ing Squadron, participated in both attacks on Fort Fisher and led one of the divisions of the naval assault on the works, during which he was wounded.

From 1865-67 he was attached to the Sloop SACRAMENTO on a special service cruise to the coasts of China and Japan, ending in the wrecking of the SACRAMENTO in the Bay of Bengal. This was followed by duty on the steam sloop JUNIATA in the European Squadron from 1869-72, and ordnance duty at the Washington Navy Yard until his retirement in 1875.

LIEUTENANT EDWARD FITZGERALD BEALE, U. S. NAVY.

Born February 4, 1822, Washington, D.C., died April 22, 1893, Washington, D. C.

Appointed a Midshipman in the U. S. Navy on December 14, 1836; Lieutenant, February 28, 1850; Resigned March 5, 1852.

Attached to vessels on Brazil and Pacific Stations 1837-1846. In 1845 on the U.S.S. CONGRESS bound for the Pacific was sent back to Washington by Commodore Stockton with important despatches concerning the Mexican situation. Rejoined the CONGRESS at Callao, Peru, in May 1846. When the CONGRESS reached Monterey, California, was detached with a small force under Lieut. Gillespie to join Kearney's column. Took part in the disastrous battle of San Pasqual and afterwards was one of three men (his Indian servant and Kit Carson) who crept through the enemy lines and made a dangerous journey on foot to Stockton, who sent relief to Kearney's troops. Two months later in February, 1847, was sent East with despatches. During 1848-49 made six journeys from ocean to ocean as the bearer of despatches.

After his resignation from the Navy Edward F. Beale served his country as Superintendent of Indian Affairs in New Mexico and California in 1852; Brigadier General of the State of California, 1854-55; Surveyor General of California, 1861-65; and Envoy Extraordinary and Minister Plenipotentiary to Austria-Hungary, 1876-77.

Destroyer DD40 was named BEALE.

FLOYD BENNETT, AVIATION MACHINIST, U.S.N.

Born Warrensburg, New York, October 25, 1890. Died April 25, 1928. Entered Naval Service December 15, 1917.

Commended by Secretary of Navy on November 17, 1925, for "Efficiency, indefatigable energy and courage while engaged on duty in connection with operations of Unit, McMillen Polar Expedition during summer of 1925."

August 6, 1926, given Distinguished Service Medal for "Exceptionally meritorious service to the Government; his courage and ability contributed largely to the success of the first heavier than air craft flight to the North Pole and return."

February 19, 1927, given Medal of Honor for "Distinguishing himself conspicuously by courage and intrepidity at the risk of his life as

a member of the Byrd Arctic Expedition, and thus contributing largely to the success of the first heavier than air craft flight to the North Pole and return."

REAR ADMIRAL MARK L. BRISTOL, U.S.NAVY, RETIRED.

Rear Admiral Bristol was born in Glassboro, New Jersey, April 17, 1868, and was appointed to the Naval Academy from the First District of New Jersey when fifteen years old.

He was commissioned Ensign July 1, 1889 and promoted to the rank of Lieutenant (junior grade) March 14, 1897. During the Spanish American War Admiral Bristol served on board the U.S.S. TEXAS, battleship, assigned to Admiral Sampson's squadron, and participated in the Battle of Santiago, Cuba.

Admiral Bristol was promoted to the rank of Lieutenant March 3, 1899 and was on duty at the Navy Yard, Washington, D. C., from 1899 to 1901. He served as aide to the Commander-in-Chief, North Atlantic Fleet, from 1901 to 1903 and was promoted to Lieutenant Commander March 5, 1905.

After duty in the Bureau of Ordnance, he served as aide to Rear Admiral Robley E. Evans, U.S.N., Commander-in-Chief, North Atlantic Fleet, and in 1907 was executive officer of the U.S.S. CONNECTICUT. In 1908, he was Inspector of Ordnance in charge of the Naval Torpedo Station, Newport, R. I.

Admiral Bristol was promoted to the rank of Commander July 1, 1909; in 1911 he was Inspector of Ordnance, Whitehead Torpedo Company, England, and later that year proceeded to the Asiatic Station where he commanded the U.S.S. MONTEREY.

As commanding officer of the MONTEREY, he was awarded a letter of commendation from the Secretary of the Navy for his services in protecting American interests during disturbances in Swatow, China, June 11, 1912. He was transferred to command the U.S.S. ALBANY, and promoted to the rank of Captain, July 1, 1913. In the fall of 1913, he was ordered to the Navy Department for special duty in connection with the development of aeronautics and appointed Director of Naval Aeronautics, Division of Operations, Navy Department. In June, 1916, he was ordered to command the NORTH CAROLINA, battleship, with additional duties in connection with the supervision of the development of aircraft and aircraft service with the fleet.

In January, 1917, he was ordered to the Naval War College, for instruction, but upon the entrance of the United States into the World War, he returned to his former command, the U.S.S. NORTH CAROLINA, which was employed in convoying troop ships to the war zone. In January, 1918, he was transferred to command the U.S.S. OKLAHOMA, battleship, operating in the war zone and cooperating with the British Grand Fleet. For this service he was awarded the Distinguished Service Medal.

He was given the temporary rank of Rear Admiral July 1, 1918, and on August 31, 1918, he was transferred to command the United States Naval Base, Plymouth, England and in December of that year he was appointed as "United States Naval Representative to superintend the execution of certain naval conditions of the armistice with Germany."

In January, 1919, he was ordered to Constantinople, Turkey, where he later was appointed United States High Commissioner by the State Department and was given a permanent commission as Rear Admiral May 29, 1921. For his services as High Commissioner in Turkey from 1919 to 1927 he was commended by the President of the United States, and Secretaries of State, Lansing, Hughes and Kellogg. Upon the termination of that service President Coolidge sent him the following letter:

June 20, 1927.

My dear Admiral Bristol:

It is with sincere regret that I accept your resignation as High Commissioner in Turkey. For more than eight years you have been an Ambassador in all but name and an Ambassador moreover charged with duties of unusual difficulty and delicacy. The success which you have achieved, the position which you have secured for the United States in Turkey has been notable in the annals of American diplomacy. In the name of the United States Government and in my own name I thank you for your services and I wish you every success in the new and important duties upon which you are about to enter as Commander in Chief of the Asiatic Fleet.

Very truly yours,

CALVIN COOLIDGE.

In September, 1927, Admiral Bristol assumed command of the United States Asiatic Fleet with the rank of Admiral. He served in that capacity until December, 1929, when he was ordered to duty as a member of the General Board, reverting to the rank of Rear Admiral. He was appointed chairman of the Executive Committee of the General Board March 24, 1930 and retired from active duty on May 1, 1932. He received the Spanish Campaign medal, the Victory Medal with Atlantic Fleet Clasp, the Distinguished Service Medal, the Order of St. Stanislaus, first class, by Russia, and Yangtze Service Medal for service in the U.S.S. PITTSBURGH.

LIEUTENANT COMMANDER GODFREY DE COURCELLES CHEVALIER, U.S.N.

Born March 7, 1889 at Providence, R.I., died November 14, 1922, at Norfolk, Va., as result of aeroplane crash. Died in line of duty.

Appointed to the Naval Academy June 27, 1906, graduated June, 1910. Commissioned Ensign, March 7, 1912; Lieutenant (jg) March 7, 1915; Lieutenant, March 7, 1918; Lt. Comdr., February 21, 1922. Naval Air Pilot No. 7, 1915, Naval Aviator No. 7, 1918.

In 1912 ordered to Naval aviation camp at Naval Academy for instruction. On March 10, 1913 made, with Lieut. Towers, a record flight during maneuvers of the Atlantic Battle Fleet in Cuban waters. March 22, 1913, designated Naval Aviator.

In 1914 was one of the aviation detachment sent on board the BIRMINGHAM to Tampico. Did not fly at Tampico but later flew over Vera Cruz.

In 1916 participated in the installation of the first real catapult in the Navy on the cruiser NORTH CAROLINA. Piloted first plane to be shot off by catapult.

In November, 1917, he commanded first naval air station in France at Dunkerque, participating in Belgian coast patrol work. In 1918 attached to the Northern Bombing Squadron, U.S. Naval Aviation forces and to U.S. Naval Headquarters, London.

After the war on active aviation duty with the Atlantic fleet, with Office of Naval Operations and at flying fields. In 1922 was attached to the LANGLEY, our first aircraft carrier, in connection with fitting her out. Given much credit by Rear Admiral Moffett for developing landing deck gear. On October 26, 1922 he flew plane #006 which made the first landing on the deck of the LANGLEY.

Died at Naval Hospital, Norfolk, Va., on November 14, 1922 as result of plane crash.

Awarded: Mexican Campaign Medal, U.S.S. MISSISSIPPI.
Victory Medal, Overseas Clasp, World War Service.
Distinguished Service Medal -

Citation: "For exceptionally meritorious services in a duty of great responsibility in connection with first aeronautical detachment to reach France, and as Commander of the U.S. Naval Air Station at Dunkirk, which was established and maintained in spite of constant bombing by the enemy. Later he commanded the Assembly and Repair Base at Eastleigh, England."

Chevalier of Legion of Honor by Government of France
Croix de Guerre with Palm " " " "

LIEUTENANT COMMANDER WILLIAM MERRILL CONRY, JR., U.S.N.

Born October 5, 1869, at Quincy, Florida. Died October 7, 1920, at Hartford, Conn. Funeral services held at St. Thomas Church, New York City, with full military honors.

Appointed a midshipman, June 20, 1906; commissioned a Lieutenant Commander July 1, 1918.

On March 6, 1916 he was designated Naval Aviator for duty in flying

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bia River. In this occasion Lieut. De Haven conducted himself bravely. He finished the cruise of the expedition in the OREGON, returning to the East coast in June, 1842.

During 1843 he served on board the U.S.S. TRUXTON and in January 1845 he was transferred to the U.S.S. SOMERS in the Home Squadron under Commodore Connor. The SOMERS was active in the Gulf of Mexico during the early part of the trouble with Mexico, and took part in the first expedition against Alvarado. Following duty on the Receiving Ship at Philadelphia from November 1846 to August 1847, Lieut. De Haven was ordered to the U.S.S. MISSISSIPPI, flagship of Commodore Perry in the Gulf of Mexico, and was attached to that vessel until April 1848.

From September 1849 to April 1850 he was attached to the Naval Observatory under Matthew F. Maury.

On May 3, 1850 he was placed in command of the Grinnell Rescue Expedition to search for Sir John Franklin and to make scientific explorations. The two vessels of the Expedition, the brigs ADVANCE and RESCUE, were caught in the ice west of Greenland in September and drifted for nine months. The Expedition, which returned to New York in September 1851, failed to find Franklin, but discovered and named Grinnell Land, and did other scientific work.

Following brief duty on the Sloop-of-War DECATUR and DALE in 1853, De Haven was employed by the Coast Survey until 1857. On waiting orders at the beginning of the Civil War, he requested active duty, but was pronounced physically unfit. He was placed on the retired list on February 6, 1862, and remained on waiting orders until his death.

COMMANDER THEODORE GORDON ELLISON, U.S. NAVY.

Born Richmond, Virginia, February 27, 1885; died February 27, 1928, in an aeroplane crash.

Appointed a naval cadet June 4, 1901, completed course at Naval Academy in January, 1905; commissioned Ensign January 31, 1907; commander, June 3, 1921; Naval Aviator No. 1.

Attached to U.S. ships TEXAS, PENNSYLVANIA, COLORADO, WEST VIRGINIA, RAINBOW and SHARK, in Central American, Asiatic and other waters, and in command of the TARANTULA and SEAL.

On December 23, 1910, ordered to Los Angeles, Calif., for instruction in aviation. The following years spent in active flying and experimental work in connection with aviation, including the establishment of the Naval Aviation Camp at North Island, San Diego, Calif., in 1911.

On February 14, 1918, ordered to duty at Submarine Chaser Base, New London, Conn., and on May 25, to London England, for duty with the Sub-Chaser Squadron, U.S. Naval Base, Plymouth, England. In March and April, 1919, in command of the Zeppelin (NUCLEUS Crew #4).

During 1919-1920 in command of several vessels, including the LITTLE and the BROOKS, then on aviation duty at Hampton Roads and in the Bureau

of Aeronautics, being detached from the latter between December, 1922, and May, 1925, to serve as a member of the U.S. Naval Mission to Brazil.

On July 20, 1925, took command of VT Squadron I, followed in 1926 by duty involving flying on the WRIGHT, the LANGLEY, and the LEXINGTON.

Killed February 27, 1928 in a plane crash en route from Norfolk, Virginia, to Annapolis, Maryland.

Awarded: Navy Cross -

Citation: "For distinguished service in the line of his profession as Assistant for Operations to the Commander, Submarine Chaser Detachment One, and as largely responsible for the development of successful submarine-chaser tactics and doctrine."

REAR ADMIRAL GEORGE FOSTER EMMONS, U.S.N.

Born August 23, 1811, in Clarendon, Vt. Died July 23, 1884, at Princeton, New Jersey.

Midshipman, April 1, 1833; Lieutenant, February 25, 1841; Commander, January 28, 1856; Captain February 7, 1863; Commodore, September 20, 1868, Rear Admiral, November 25, 1872.

George F. Emmons' early sea service was on board the Frigate BRANDY-WINE in the West Indies and the Mediterranean from 1830 to 1833; and on the Brig CONSORT and Frigate MACEDONIAN on the Atlantic Coast from 1836 to 1838.

On July 11, 1838 he was appointed a Lieutenant on the U.S. Exploring Expedition under Commander Charles Wilkes, and attached to the PEACOCK during the exploration of the Antarctic, the South Seas and the North American Coast, until the PEACOCK was wrecked on the Columbia River bar on 18 July, 1841. He was then placed in charge of the overland party to make explorations between Oregon and San Francisco. Joining the VINCENT at San Francisco, he returned to the United States in that vessel in 1842. Lt. Emmons was highly praised for his conduct of the Overland Expedition as well as for his entire service on the Expedition.

Subsequent service included duty on the Receiving Ship at Baltimore, 1842-43; on board the U.S.S. BOSTON, Brazil Squadron 1843-46, and at the Naval Rendezvous, Baltimore, Md., 1846-47.

In June 1847 he was ordered to the U.S.S. OHIO, flagship of Commodore Thos. ap C. Jones, which reached the Pacific in time to take part in the end of the Mexican War. Lt. Emmons was employed on shore in Upper and Lower California and once sent to Sierra Nevada as bearer of despatches. He was later attached to the WARREN and SOUTHAMPTON in the Pacific.

One cruise, on board the U.S.S. SAVANNAH on the Brazil Station 1853-56, interrupted a number of years of shore duty in which he did much valuable work.

On October 18, 1861, Emons was ordered to the Command of the HATTERAS, in which he captured Cedar Keys and Pass Christian. He next commanded the R.R. CUYLER and the MOLONGAMELLA in the West Gulf Blockading Squadron. In July 1863 he was appointed Fleet Captain of the South Atlantic Blockading Squadron and served as such during the siege of Charleston and reduction of Ft. Sumpter. Special duty at Washington during most of 1864 was followed by Command of the U.S.S. LACKAWANNA and the 2nd Division of the West Gulf Blockading Squadron. While in command afloat at New Orleans, he assisted in destruction of Rebel ram WEBB, and twice thwarted enemy attempts to burn the city.

From 1866 to 1868 Captain Emons commanded the U.S. steam sloop OSSIPPEE in the Pacific, assisting in ceremonies of hoisting American flag over Alaska, and bringing his ship through a hurricane on the return voyage from Alaska.

Rear Admiral Emons' last years of service were spent on shore, on duty with various boards and with the Hydrographic Office, and in command of the Navy Yard, Philadelphia, from which he was detached in October 1872. He was placed on the Retired List August 23, 1873.

COMMANDER LEROY FITCH, U.S. NAVY.

Born in Logansport, Indiana, October 1, 1835; died April 13, 1875, Logansport, Indiana and buried there.

Appointed a midshipman, October 1, 1851 and graduated in June 1856; commander, August 28, 1870.

1856-1859 - attached to the Pacific Station; 1860-1861, served on the U.S.S. WYANDOTTE, Home Squadron.

During the Civil War, 1861-1865, with Mississippi Squadron; took part in operations at Island No. 10 and Fort Pillow; capture of Memphis, Tenn., and destruction of Confederate Fleet. Engaged in operations against Fort Donelson, February 3, 1863. While commanding the U.S.S. MOOSE intercepted General John H. Morgan, C.S. Army, and frustrated his attempts to recross the Ohio River at Buffington Island, having followed him then 500 miles up the river. His zeal, energy and ability won him congratulatory letters from General Burnside and General Cox, and from the Secretary of the Navy, Gideon Welles: "Your pursuit of the flying guerrilla Morgan ***** led to his final capture, gives additional evidence of your zeal and activity, and reflects additional credit on the service and yourself."

He defended Johnsonville, Tenn., from the attack of General Forrest and took part in the engagement before Nashville and many minor engagements with guerrillas on the Mississippi, Cumberland and Tennessee rivers.

1866, he was an instructor at Naval Academy, Annapolis, Md.

1867-1868, commanded the MARBLEHEAD, North Atlantic Squadron and from 1872-1873, Navy Yard, Pensacola, Florida.

LIEUTENANT DULANTY FORREST, U.S.NAVY.

Appointed Midshipman in the U.S.Navy, May 22, 1809. Served on board the U.S.Frigates PRESIDENT and ESSEX.

During the War of 1812 attached to the Lake Erie Station, served as Acting Lieutenant on board the U.S.Brig LAWRENCE during the Battle of Lake Erie, September 10, 1813. Severely wounded in the battle. Commended by Commodore O. H. Perry and received thanks of U.S.Government.

Later served on the U.S.S. JAVA in the Mediterranean and on the JOHN ADAMS in the West Indies. Commanded gunboats on the Charleston and Washington Stations and commanded schooners BEAGLE, PORPOSE and Store Ship DECOY in the West Indies against the pirates. Died on board the DECOY, October 1, 1825.

REAR ADMIRAL WILLIAM FREELAND FULLAM, U.S.N.

Rear Admiral William Freeland Fullam, U.S.Navy, was born in Pittsford, New York, October 20, 1855. He was appointed to the Naval Academy September 25, 1873, and graduated in June, 1877, at the head of his class.

Commanded the sailing vessel CHEESAPEAKE in 1904, the monitor TERROR in 1905, the supply ship GLACIER in 1905 and 1906, while holding the rank of Lieutenant Commander, and the gunboat MARIETTA in 1906, and the battleship MISSISSIPPI in 1909, as Commander and Captain, respectively.

His assignments during the World War were those of Commander Reserve Force, Pacific Fleet, and Commander Patrol Force, Pacific Fleet. In the latter office he was, in the absence of the Commander-in-Chief, Pacific, in South Atlantic waters, in command of all U.S. forces in the Pacific outside of Asiatic waters.

Rear Admiral Fullam was awarded the Navy Cross with the following citation:

"For exceptionally meritorious service in a duty of great responsibility as Commander of the Reserve Force, U.S.Pacific Fleet, and Senior Officer in command of the Pacific Station during the absence of the Commander in Chief-in-South Atlantic waters."

Rear Admiral Fullam attained the rank of Rear Admiral, December 15, 1914 and was retired on attaining the age of sixty-four years, 8 October, 1919. He died September 23, 1926.

CAPTAIN JOHN GUEST, U.S.NAVY.

Frigate CONGRESS, Pacific Squadron 1845-48; war with Mexico, San Gabriel, California, January 8th, 1848, Mesa, January 9th, 1848.

U.S.S. PLYMOUTH, East India Squadron 1851-55; board with the cutter of the PLYMOUTH, at Shanghai, 1854, the Chinese man-of-war, SIR H. COMPTON and liberated a pilot-boat's crew who were under the protection of the American flag; in April, 1854, was second in command of the PLYMOUTH, under Captain John Kelley, in a severe and victorious action with the Chinese, at Shanghai, to prevent aggression on foreign residents.

On steam frigate NIAGARA, West Gulf Blockading Squadron, 1861; in command of the boats of the NIAGARA, cut out the schooner AID, then under the protection of Fort Morgan, Mobile Bay, August, 1861; commanding steamer OWASCO, West Gulf Blockading Squadron, 1862; at Fort Jackson and St. Philip, and capture of New Orleans, 1862; battles on the Mississippi up to and including Vicksburg, 1862; commanding ironclad LEHIGH, South Atlantic Blockading Squadron, 1863; commanding steamer IOSCO, North Atlantic Blockading Squadron, 1864-65; present at the two attacks on Fort Fisher; commissioned as Captain, July 25th, 1866.

Captain Guest was born in Missouri.

LIEUTENANT WILLIAM HALFORD, U.S.NAVY.

Born August 18, 1841, in England and died February 7, 1919, Oakland, California.

Entered the Navy as a seaman and while attached to the U.S.S. SAGINAW as a coxswain performed an act of heroism, a brief account of which is as follows:

On October 29, 1871, at about 3 a.m., the SAGINAW, which was returned to San Francisco from duty at the Midway Islands, ran on a reef off Ocean Island, at which she was intending to call in order to rescue any sailors who might have been wrecked there, and was herself wrecked. All on board were safely landed after much exertion and on November 18 a party of five volunteers, consisting of Lieut. Talbot, William Halford, Coxswain, Peter Francis, Quartermaster, and John Andrews and James Muir, seamen, started in a small boat for Honolulu, more than 1500 miles away to bring relief to their stranded comrades. After a dangerous voyage of 31 days, during which they suffered greatly, they arrived on December 19 off the island of Kauai, one of the Hawaiian group. In attempting to land the boat was upset, and the members of the party were so weakened by their privations and suffering that all were drowned in the surf except Halford, who reached the shore with despatches from Commander

Montgomery Sicard, the Commanding Officer of the SAGINAW. The Secretary of the Navy commended Halford's bravery in these words: "No one can estimate how much of danger and suffering, and perhaps death, was saved through the courage and endurance of the sole survivor." Halford was given a medal for his bravery and made an acting gunner.

He was warranted a gunner in 1873 and commissioned Chief Gunner in 1899; transferred to the Retired List from August 18, 1903.

April 5, 1917, to duty Naval Training Station, San Francisco, California; July 1, 1918, tempo. appointed Lieutenant on the Retired List from July 1, 1918 and died February 7, 1919.

PURSER SAMUEL HAMBLETON, U.S.NAVY.

Samuel Hambloton was born in 1777 in Talbot County, Md., and died January 17, 1851, Talbot County, Md.

He entered the Navy as a Purser on December 6, 1806. During the Battle of Lake Erie he served on board the U.S.S. LAWRENCE as an Acting Lieutenant. He was especially commended by Commodore Perry for his gallant conduct in encouraging the men on deck and in personally working a gun until severely wounded.

Until 1832, Purser Hambloton served actively in the Navy being attached to the U.S. Frigate JAVA and U.S. Ship COLUMBUS during Mediterranean cruises and to the JOHN ADAMS and the Sloop-of-War ERIE in the West Indies, as well as having duty at several shore stations. From 1832 with the exception of a tour of duty from 1843-1845 at the Philadelphia Navy Yard, he remained on leave or waiting orders until his death.

REAR ADMIRAL RICHMOND PEARSON HOBSON (CC) U.S.N.

Born August 17, 1870 at Greensboro, Alabama. Died March 16, 1937.

Appointed Naval Cadet, May 21, 1885; Assistant Naval Constructor, July 1, 1891; Naval Constructor, June 23, 1898. Resigned February 6, 1903.

While attached to the U.S.S. NEW YORK, flagship of North Atlantic Station, planned and executed the sinking of the U.S.S. MERRIMAC in an attempt to block the harbor at Santiago, on June 3, 1898.

After Spanish-American War on duty refitting the late Spanish cruisers and the docking of the BROOKLYN at Cavite. In 1902 Superintendent of Construction at Crescent Ship Yard, Elizabeth, N.J. In 1903 head of Department of Construction and Repair, Puget Sound Navy Yard.

For his services in sinking the MERRIMAC, advanced 10 numbers in rank and promoted to be Naval Constructor with rank of Captain on July 1, 1898; received Specially meritorious medal and Spanish Campaign Medal. In 1933 he was given a Medal of Honor for the same service, citation as

follows:

"For distinguishing himself conspicuously by extraordinary courage and intrepidity at risk of his life and beyond the call of duty on 3 June 1898, by entering the fortified harbor of Santiago, Cuba, and sinking the partially dismantled collier MERRIMAC in the channel under persistent fire from the enemy fleet and fortifications on shore."

CAPTAIN WILLIAM LEVERETTH HUDSON, U.S.N.

Born May 11, 1794 at Brooklyn, New York. Died October 15, 1862 at Brooklyn, New York.

William L. Hudson's first service afloat was in the Mediterranean Squadron of Commodore Bainbridge, on board the Schooner ALBERT and the Sloop ONTARIO from 1815 to 1817. This was followed in 1821-23 by service in the U.S.S. DOLPHIN on the Pacific Coast of South America, and in 1826-29 by a Mediterranean cruise in the Sloop WARREN. During 1830-51 he went to Russia with Lieut. Ransoy and was then on duty for several years at the New York Navy Yard.

In June 1838 he was ordered to the command of the Sloop of War PEACOCK, attached to the Wilkes Exploring Expedition. After strenuous service in the Antarctic, the South Seas and on the coast of North America, the PEACOCK was wrecked on July 18, 1841, while attempting to cross the bar and enter the Columbia River in obedience to orders from Captain Wilkes. Commander Hudson made every attempt to get the ship off, but was forced to leave her, fortunately saving all his men and the scientific papers. He was commended for his conduct on this occasion. He completed the cruise with the Exploring Expedition on board the U.S.S. VINCENNES.

In September 1849 after shore and Light House duty, Hudson was ordered to the command of the VINCENNES, cruising in the Pacific until 1852.

In March 1857 he was ordered to the command of the U.S.S. NIAGARA and in August, in conjunction with English vessels, made the first attempt at laying the Atlantic cable. This was unsuccessful, but another attempt was made in 1858, the cable laying being successfully completed on August 10.

He commanded the Boston Navy Yard from 1859 to 1862, being next made Inspector of the Third Light House District, which position he held until the time of his death.

Appointed Sailing Master June 16, 1814; Midshipman on January 1, 1816; Lieutenant April 28, 1826; Commander January 10, 1843; Captain October 8, 1855.

LIEUTENANT CARLETON B. HUTCHINS, U.S.N.

Born September 12, 1904 at Albany, New York. Died February 2, 1938 in crash off coast of southern California.

Appointed Midshipman July 11, 1922; Ensign, June 3, 1926; Lieutenant (junior grade) June 3, 1929; Lieutenant June 30, 1936.

Medal of Honor: awarded August 3, 1938 (posthumously)

Citation: For extraordinary heroism as the pilot of U.S. Navy Seaplane PEY-2 No. 0463 (11-P-4) on the occasion of a collision with U.S. Navy Seaplane PEY-2 No. 0462 (11-P-3) while engaged in tactical exercises with the U.S. Fleet on 2 February 1938. Although his plane was badly damaged, Lt. Hutchins remained at the controls endeavoring to bring the damaged plane to a safe landing and to afford an opportunity for his crew to escape by parachutes. His cool calculated conduct contributed principally to the saving of the lives of all who survived.

His conduct on this occasion was above and beyond the call of duty.

SEAMAN BARTLETT LAFFEY, U.S.N.

While serving on board the U.S.S. PETREL was sent on shore with others to man a rifle howitzer which had been mounted on a field carriage and posted in the streets of Yazoo City during the rebel attack on that place, March 5, 1864. Their defense of the gun against superior forces is mentioned as most gallant, having nobly stood their ground through the whole action, fighting hand to hand to save the gun and the reputation of the Navy.

Awarded a medal and appointed an Acting Master's Mate which appointment he declined.

Seaman Bartlett Laffey was born in Ireland.

Age on enlistment March 17, 1862 - 21 years.

Died March 22, 1901, Chelsea, Mass.

REAR ADMIRAL EUGENE HENRY COZZENS LEUTZE, U.S.N.

Born in Dusseldorf, Prussia, November 16, 1847. Appointed to U.S. Naval Academy March 4, 1863 by President Lincoln. In 1864 while on leave from the Naval Academy volunteered for active service and was employed on U.S.S. MONTICELLO, Lieutenant Wm. B. Cushing, commanding, on the North Atlantic Blockading Squadron. Graduated from the Naval Academy in 1867.

Served with the European Squadron from 1867-69. Commissioned Ensign, 1868. On the SEVERN, flagship, North Atlantic Fleet 1869-71. While attached to SEVERN was favorably mentioned in an official report for coolness and efficiency during an emergency created by the ramming of the

SEVERN by the ironclad TERROR. Commissioned Master, 1870 and Lieutenant in 1871.

Accompanied the Nicaraguan Survey Expeditions 1872-73; had charge of one of the surveying parties, and surveyed the west side of Lake Nicaragua, as well as the river Sanapequi to Greytown. With the Panama Surveying Expedition 1874-75. Executive officer and in charge of party surveying the upper part of the Chagres River.

With the Coast Survey from 1876-1880. On leave of absence from 1880-1882 and employed by the Tehuantepec R.R.Co., to survey and explore for a harbor on the Pacific side of the Isthmus of Tehuantepec. Was executive officer of the U.S.S. JUNIATA, 1882-1885, in Persian Gulf, India, and Asiatic Station. At U.S. Naval Academy 1886-1890.

Appointed Lieutenant Commander March 1889 and Commander 1897. Commanded the U.S.S. ALERT 1897 employed in guarding American interests in Nicaragua during the insurrection there. The treaty of peace, between Nicaragua and Costa Rica, was signed on board the ALERT off Punta Arenas.

On the U.S.S. MONTEREY May 1897-Dec. 1899, and was present at the capture of Manila. He was officially commended for aiding Admiral Dewey at Manila Bay. In addition to commanding the MONTEREY he was Commandant of the Cavite Navy Yard from December 1898-December 1900 during which time that Yard was re-established.

Was Superintendent of Naval Gun Factory, Washington, from 1900-1902; commanded the U.S.S. MAINE 1902-1904; served on Board of Inspection and Survey 1904-1905; was Superintendent of Naval Gun Factory, Washington for the second time 1905 to the date of his retirement, 16 November, 1909, but he was retained on active duty at the Gun Factory till March 1910, when he was assigned additional duty as Commandant of Navy Yard, New York from 1910 to 6 June, 1912 when he was relieved of all duty.

Died at Naval Hospital, Brooklyn, New York, on September 15, 1931 and was buried at Arlington Cemetery on September 17, 1931.

CAPTAIN WILLIAM H. MACOMB, U.S.N.

While attached to the U.S.S. GENESSEE he attempted the passage of rebel batteries at Port Hudson, March 14, 1863, and took part in almost daily engagements with rebel batteries along the Mississippi during April, May and June, 1863.

Commanded U.S. Steamer SHAMROCK, North Atlantic Blockading Squadron, 1864-65; commanded naval force in capture and bombardment of Plymouth, N.C., October 29th and 30th, 1864; commanded naval forces in the action with the rebel batteries and infantry on the Roanoke River, near Poplar Point, North Carolina, during the expedition up that river.

For his gallantry and energy as displayed in his operations against the rebels while serving in the North Atlantic Squadron, Commander Macomb was advanced several numbers in his grade.

Captain Macomb was born in Michigan and appointed from New York, April 10, 1834. He died in Philadelphia August 12, 1872.

VICE ADMIRAL JOEL ROBERTS POINSETT PRINGLE, U.S.N.

Vice Admiral Pringle was born in Georgetown, S. C., February 4, 1873, and died September 25, 1932 at San Diego, California, while serving as Commander, Battleships, Battle Force, U. S. Fleet, with accompanying rank of Vice Admiral.

He was appointed to the Naval Academy from the 20th District of Illinois in 1888. He was commissioned Ensign in 1894, and promoted through the grades and commissioned Rear Admiral in 1926.

During the Spanish American War, he served in the U.S.S. COLUMBIA and after duty at the Naval Academy and in the U.S.S. TEXAS, he was attached to the U.S.S. MONONGAHELA from 1900 to 1903. He was on duty at the Naval Academy from 1903 to 1905 when he was ordered to the U.S.S. HARTFORD as Watch and Division Officer. Later that year he was transferred to the U.S.S. WEST VIRGINIA.

He served as Ordnance officer of the U.S.S. MAINE from 1906 to 1908 when he returned to the Naval Academy for duty. In 1910, Admiral Pringle commanded the U.S.S. PERKINS and in 1912 was Executive Officer of the ILLINOIS and later of the NEBRASKA. After another tour of duty at the Naval Academy, he served as commanding officer of the U.S.S. DIXIE, with additional duty in command of Flotilla Two, Destroyer Force, Atlantic Fleet, and in 1917 transferred to command of the U.S.S. MELVILLE based at Queenstown.

Admiral Pringle completed the course at the Naval War College in May, 1920 and reported at that time for duty on the staff of the President of the War College. From June 1921 to June 1923 he was in command of the battleship IDAHO and then returned to the Naval War College for duty on the staff. In October 1925, he was assigned as Chief of Staff, Commander Battleship Divisions, Battle Fleet and in September 1926 was Chief of Staff, Commander, Battle Fleet. He was appointed President of the Naval War College in 1927 and served in that capacity until June 1930 when he was ordered to command Battleship Division 3, Battle Force. He hoisted his three-star flag and assumed command of Battleships Battle Force, on August 12, 1932. During the winter of 1929-1930, he was an Assistant to Naval Advisors to American Representation on London Naval Conference.

For his service during the World War he was awarded the Distinguished Service Medal with the citation:

"For exceptionally meritorious service in a duty of great responsibility as commanding officer, U.S.S. MELVILLE and Chief of Staff, Destroyer Flotillas, European Waters."

He was also awarded the "Order of Companion of St. Michael and St. George" by the British Government.

ADMIRAL HUGH RODMAN, U.S.N.

Admiral Rodman was born in Frankfort, Kentucky, January 6, 1859, was appointed to the Naval Academy from Kentucky in 1875, and after graduation in 1880 was assigned to the U.S.S. YANNEIC. From 1882 until 1885 was junior officer in the U.S.S. WACHUSSETT and U.S.S. HARTFORD. He was on duty in the Hydrographic Office, Navy Department, for a year before joining the U.S.S. ESSEX, which cruised to the Orient. He returned to the United States in the ESSEX in 1889, was on duty in the Hydrographic Office and at the Naval Observatory until 1891, and during the next four years was engaged in survey duty along the coasts of Alaska and British Columbia. He served in the U.S.S. RALEIGH, which joined the Asiatic Squadron commanded by Admiral Dewey, and participated in the Battle of Manila Bay. For that service, the following commendation by Captain J. B. Coghlan, commanding the RALEIGH, was given Admiral Rodman, then with the rank of Lieutenant:

"He was present and showed eminent and conspicuous conduct in the battle of Manila Bay, May 1, 1898. Was present at and went ashore to demand the surrender of the forts at the entrance to Manila Bay, and superintended their destruction May 2 and 3, 1898. At capture of gunboat CALIBO, May 12, 1898 - at capture of and went ashore to demand surrender of and had charge of embarkation of prisoners at Isla Grande, Subig Bay, Luzon, July 7 and 8, 1898, and at bombardment of Malate fort and trenches and capture of Manila City, August 13, 1898."

He was detached from the RALEIGH in 1899, and under the general direction of Professor Alexander Agassiz, made a scientific exploration in the Pacific and the following year returned to Alaska and continued work of investigating its fisheries. He commanded the U.S.S. IROQUIS, operating in Hawaiian Waters from 1901 until 1904, and during the next three years served on the Asiatic Station in the U.S.S. NEW ORLEANS, U.S.S. CINCINNATI, and U.S.S. WISCONSIN, and in 1905 commanded the U.S.S. ELCANO, which patrolled the Yangtze River. He attended the Naval War College, Newport, Rhode Island, in 1907, and during the next two years was Lighthouse Inspector, 6th District, headquarters, Charleston, S. C. He had a third tour of duty in the Far East, during 1909 and 1910, as captain of the yard, Cavite, P.I., and later commanding the U.S.S. CLEVELAND. He was captain of the yard, Mare Island, in 1911, and commanded the U.S.S. CONNECTICUT, flagship, Atlantic Fleet, in 1912 and commanded the U.S.S. DELAWARE in 1913. He was Marine Superintendent of the Panama Canal in 1914 and in 1915 commanded the U.S.S. NEW YORK. During part of 1916 he served as a member of the General Board, and upon detachment from that duty served as Division, and later, Squadron Commander in the Atlantic Fleet. He returned to the U.S.S. NEW YORK in 1917 which was his flagship while he served as Commander Ninth Division, Atlantic Fleet, which was ordered to European Waters late in 1917.

On joining the British Grand Fleet, under Admiral Sir David Beatty, K.C.B. Royal Navy, at Scapa Flow, Orkney Islands, Scotland, this division became the 6th Battle Squadron of the British Grand Fleet. Based on Scapa and Edinburgh, participated in various fleet and naval operations in the North Sea during the World War until the Armistice. Present at the surrender of the German Fleet. Shortly afterwards, sailed for Portland,

England, met and convoyed President Wilson into Brest, France, then sailed for New York. Afterwards cruised in our own and Cuban waters.

In July 1919, upon reorganization of U. S. Naval Forces Afloat, he became first Commander in Chief, Pacific Fleet, flagship, U.S.S. NEW MEXICO, and upon detachment from that duty in 1921, became Commandant, Fifth Naval District. While serving as Commandant of the 5th Naval District, he made an official visit to Lima, Peru, and return via Panama, as a member of a special diplomatic mission with the rank of Minister Plenipotentiary and Envoy Extraordinary.

During 1922-1923 he was Senior Member of a Board to formulate a Policy for the Administration of all of our Shore Station.

He was transferred to the Retired List of the Navy, upon reaching the statutory retirement age of 64 years.

In 1923 he accompanied President Harding to Alaska and return on special duty in connection with a general inspection of Alaska, and in 1925 was unofficial guest of the Commander in Chief, Pacific Fleet. He sailed from Annapolis, Maryland, via the Panama Canal for Honolulu. From there, with the Fleet, made a voyage to Australia and New Zealand, calling at Samoa (Pago Pago and Apia) both going and returning. Disembarked at San Pedro, Calif., and returned to Washington.

On April 19, 1937, he was commissioned by the President as the Representative of the Navy of the United States of America to attend the Coronation ceremonies in London, England, as one of the guests of the King.

He was authorized by the Secretary of the Navy and hoisted his flag on the U.S.S. NEW YORK during the review of the Fleet by the King, May 20, 1937, and lowered it on leaving British waters.

A medal in commemoration of their Majesties' coronation was conferred upon him.

Admiral Rodman had received the following medals and decorations:

- Dewey Medal; for service at Manila Bay, May 1, 1898, in U.S.S. RALEIGH.
- Spanish War Medal; for service during the Spanish War, U.S.S. RALEIGH.
- Distinguished Service Medal; for exceptionally meritorious service in a duty of great responsibility as Commander Division Nine, United States Atlantic Fleet which served with the British Grand Fleet as the Sixth Battle Squadron.
- World War Medal; for services afloat during the World War, U.S.S. NEW YORK, flagship (Victory Medal).

Knight Commander of the Bath; presented in person by King George V of Great Britain for services in the British Grand Fleet during the World War.

Grand Cordon of Leopold; presented in person by King Albert of the Belgians, for services during the World War.
Order of the Rising Sun of Japan; presented by the Empire of Japan for services during the World War.
Commander of the Legion of Honor; presented by the Republic of France for services during the World War.

Grand Official of the Order of "El Sol del Peru;" presented by the President of the Republic of Peru.
Premero Order de Merito; presented by the President of the Republic of Chile.

(These latter two decorations were presented for service in connection with diplomatic missions and duty.)

La Solidaridad; presented in person by the President of the Republic of Panama on the occasion of an official visit while Commander in Chief, U. S. Pacific Fleet.
Coronation Medal; Their Britannic Majesties' Coronation, May 12, 1937, London, England, as a Member of the American Delegation in attendance.

LIEUTENANT (JG) RICHARD CASWELL SAUFLEY, U.S.N.

Born September 1, 1884, at Stanford, Kentucky; died June 9, 1916, at Pensacola as result of hydroaeroplane crash.

Appointed Midshipman June 11, 1904, completed course at Naval Academy June 1908; commissioned Ensign June 6, 1910; Lieutenant (jg) June 6, 1913; Naval Aviator #14.

After duty on board the U.S. Ships KANSAS, BIDDLE and TERRY, Saufley was in 1913 ordered to the Naval Academy for training in aviation. Attached to the U.S. Ships MISSISSIPPI and NORTH CAROLINA during the Mexican campaign. Took part in attack on Vera Cruz.

In 1915-16 he was attached to the Office of Naval Aeronautics, the Naval Aeronautical Station at Pensacola, Fla., on duty with the Sperry Gyroscope Co., New York, in connection with work on gyroscopic stabilizers, and again at Pensacola.

Lieutenant Saufley did much experimental work with hydroaeroplanes and set altitude and endurance records with them. He was trying to break his endurance record when his plane crashed.

Received Mexican Campaign Medal - MISSISSIPPI.

REAR ADMIRAL FEBIUS STANLY, U.S.N.

During the Mexican War he was in the Pacific; took part in the capture of California and defense of San Francisco; had a part in the capture of Guaymas; led the advance in storming Fort Cachori; commanded the expedition against Fort Bacooh Vampa, - took it by storm, leading the charge; was in command of the night expedition to spike a battery of guns on its way to Guaymas; passed through the enemy's lines, of fifteen hundred men, with thirty men, spiked the guns, and fought his way back to the boats

(twelve miles), bringing off the wounded and prisoners; was commended in the public despatches from each of his commanding officers (Captains Craven and Yard and Commander Rudd) for his conduct in each of these actions. There were several other less important affairs, not mentioned by name, for which he was also commended in the public despatches from Guaymas, by the above-named officers. Was at the capture of Mazatlan, - Admiral Shubrick commanding, - and was assigned the command of the outpost nearest the enemy, who held the approaches to the city, whose nightly attacks were so troublesome that two men of straw had to be replaced with each sentinel. Was in the battle of Trois, commanding the centre division, which became the rear on the retreat of the rear division. In this action had one man killed and twenty-three badly wounded out of twenty-five men; was in the action the next day, commanding the artillery, at the capture of the village Trois; received favorable mention in official reports; had frequent skirmishes with the enemy about Mazatlan, in one of which a hand-to-hand contest ensued, in which he received a lance wound in the breast.

Born in North Carolina, December 15, 1815.

Appointed from North Carolina, December 20, 1831.

REAR ADMIRAL THOMAS H. STEVENS, U.S.N.

Born in Connecticut May 27, 1819, appointed midshipman 1836; warrant 1839 and appointed master in 1848. He was commissioned as Lieutenant 1849 and commanded the U.S.S. JAMES ADGER, PENGUIN, OTTAWA, and MARATANGA. He was promoted Commander in 1862 and commanded the MONITOR, SEBAGO, WACHUSETT, VERMONT, PATAPSCO and ONEIDA. He was commissioned Captain in 1869 and commanded the GUERRIERE. He was commissioned Commodore in 1872, commanded the Navy Yard, Norfolk, Virginia and was commissioned Rear Admiral in 1879. Commanded Pacific Station in 1880 and was retired in 1881. Died May 15, 1896 at Rockville, Maryland.

Also Captain Thomas Holdup Stevens; born in Charleston, S.C., February, 1795; died Washington, D.C., January 22, 1841. Appointed midshipman January 16, 1809; at beginning of War of 1812 he volunteered for service on the Great Lakes and was assigned to the Niagara frontier, where he rendered splendid service at the attack on Black Rock; commander of the TRIPPE in the battle of Lake Erie; 1823-24, commanded vessels in the West Indies in the suppression of piracy.

Destroyer No. 86 was named in honor of Captain Stevens.

REAR ADMIRAL JAMES H. SPONG, U.S.N.

Born in New York. Died in 1882. Midshipman February 2, 1829. Served in Brazil, West India, Brazil, East India, Mediterranean Squadrons, respectively, prior to the Civil War.

During the Civil War he commanded the U.S. Steamer MOHAWK and U.S. Steamer FLAG of the South Atlantic Squadron, 1861-1862, and the MONONGAHELA of the West Gulf Squadron, 1863-1865. During the battle of Mobile Bay

August 5, 1864, his vessel was the first to engage the rebel ram TENNESSEE. He steered out of the line to run into her, and struck her fair, at the same time giving her a broadside of solid 11-inch shot, which apparently had but little if any effect upon her. Soon after, signal was made to his ship to again run into her; he did so, and was about to do it a third time, when she surrendered to the fleet.

He was commissioned a Rear Admiral in September, 1873; commanded the South Atlantic Station, 1873-74.

REAR ADMIRAL WILLIAM ROGERS TAYLOR, U.S.N.

When the U.S. Sloop PEACOCK ran ashore on the island of Madeira, in 1836, Passed Midshipman Taylor was sent to Muscat, in command of a cutter, to convey the diplomatic agent, Edmund Roberts, Esq. to that place, with some ratified treaties which he was charged to exchange. It was a sea voyage of five days' duration, attended with considerable peril from bad weather and the Arab pirates, some of whom chased them for several hours. The Arabian sloop-of-war SULTANA was sent to render assistance to the PEACOCK.

Lieutenant in the U.S.S. ST. MARYS, Home Squadron, during the Mexican War engaged at Tampico Bar, June 8 and June 15, 1846; present at siege of Vera Cruz, and commanded an eight-inch gun in the Naval Battery.

Captain, commanding steam sloop-of-war HOUSATONIC, South Atlantic Blockading Squadron, 1862-1863. Senior officer off Charleston, at time of unsuccessful attack upon the blockading vessels by rebel rams CHOCURA and PALMETTO; present as Fleet-Captain with Admiral Dahlgren, during all the operations against Morris Island, from July 10 to 19, 1863, and was in battle with Forts Wagner and Sumter; on board the monitor CATSKILL on the 10th, and again on board the monitor MONTAUK, on July 18, 1863; commanded steam-sloop JUNIATA, North Atlantic Blockading Squadron, 1864-65, and was present upon both attacks upon Fort Fisher.

Rear Admiral Taylor was born in Rhode Island, November 7, 1811. Appointed midshipman from R.I., April 1, 1828.

MAJOR GENERAL LITTLETON W. T. WALLER, U.S.M.C.

Major General Little Waller Tazewell Waller, U.S.M.C., was born September 26, 1856, in Virginia. He was appointed a Second Lieutenant in the Marine Corps June 24, 1880 and attained the rank of Major General July 1, 1918. He was retired March 27, 1920 and died July 13, 1926 at Atlantic City, N. J.

As a Second Lieutenant he served with a United States Naval Landing Force, composed of bluejackets and marines which landed at Alexandria, Egypt, in 1882, to restore order after a serious uprising.

During the Spanish American War, as a Captain he commanded the Marine Detachments of the U.S.S. NEWARK and U.S.S. INDIANA, participating in the engagements with the enemy at San Juan de Puerto Rico, May 12, 1898; Santiago de Cuba, June 22, July 2 and July 4; and in the destruction

of Admiral Cervera's Fleet at Santiago on July 3.

As a Major, he served in the Philippine Islands and China from November 1899 to May 1902. For eminent and conspicuous conduct in battle during the Boxer Rebellion, at Tientsin, China, on June 21 and 23, and July 3 and 9, 1900, he was advanced two numbers on the list of Majors, and he was appointed Lieutenant Colonel by brevet for distinguished conduct and public service in the presence of the enemy near Tientsin on July 13, 1900. In 1902-03 he commanded an expedition to the Island of Samar, Philippine Islands, and rendered distinguished service during that expedition.

From December 1903 to March 1904, commanded a Marine Regiment on expeditionary duty on the Isthmus of Panama and in 1906 commanded the brigade of Marines which was first to land in Cuba and which formed the first part of the Army of Cuban Pacification.

From August 1915 to January 1917 he commanded the U.S. Expeditionary Forces ashore in Haiti, and during that period successfully crushed all armed resistance to the American Occupation and the Haitian Government, and established peace and order in that country.

REAR ADMIRAL JOHN CRITTENDEN WATSON, U.S.N.

Rear Admiral John Crittenden Watson, U.S. Navy, was born in Frankfort, Kentucky, August 24, 1842 and died in Washington, D.C., December 14, 1923. He was appointed to the Naval Academy from Kentucky, September 29, 1856. Was promoted to Master and attached to the frigate SABINE, 19 September, 1861, commanded by Captain Cadwalader Ringgold. On November 1, 1861 this ship went to the aid of the transport GOVERNOR of Flag Officer DuPont's Squadron, with a battalion of Marines on board in command of Major Reynolds. There were in all 400 souls on board the GOVERNOR which was a helpless wreck. A smallscrew steamer was standing by when the SABINE started her rescue, but both were helpless in the high and very heavy seas and gale. In spite of almost overwhelming danger and with conspicuous courage the SABINE, herself battered by the storm, was, after an all night struggle with the elements able to rescue all on board the GOVERNOR. Captain Ringgold said: "Master J. C. Watson was indefatigable in his exertions and managed the cables, hawsers, etc., with the utmost skill and efficiency."

July 16, 1862 was promoted to Lieutenant and participated at the bombardment and passage of Forts Jackson and St. Philip, and Chalmette batteries, April 1862; passage of Vicksburg batteries June and July, 1862; passage of Port Hudson, March 14, 1863; passage of Grand Gulf, March 19 and 30, 1863; battle of Mobile Bay, August 5, 1864; was wounded by a fragment of shell from the Confederate battery at Warrington.

July 22, 1863, Admiral Farragut ordered him to duty as Flag Lieutenant on board the U.S.S. HARTFORD.

1865-7 Attached to the U.S.S. COLORADO Flagship of the European Squadron. Executive Officer steam sloop ALASKA, Asiatic Squadron, April 1870 to May 1871. Made Inspector of Ordnance, Navy Yard, Mare Island, April to November 1875. Commanded U.S.S. WYOMING, European Station, February

1878 to March 1880. In this ship he conveyed the United States exhibit to the Paris Exposition of 1878. Commanded the U.S.S. IROQUOIS, South Pacific, September 1886 to May 1887.

Member of Naval Retiring Board, 1894-5; Governor, Naval Home, Phila., Pa., 1895-8. July 10, 1898, at Guantanamo Bay, Cuba, on board U.S.S. NEWARK, Commodore Watson assumed command of the Eastern Squadron and afterwards transferred his broad pennant to the U.S.S. GREGON. June 21 to June 27, was in command of the First North Atlantic Squadron.

On July 3, 1898, Playa del Este, he telegraphed the Secretary of the Navy: "July 3 at 9:30 a.m. today Spanish Squadron seven in all, including one gunboat, came out of Santiago in column and was totally destroyed within an hour excepting CRESTOBAL COLON. None of our officers or men were injured except on board BROOKLYN the chief yeoman, Ellis, was killed and one man wounded.*****"

Admiral Dewey remained in command of the Asiatic Fleet until May 20, 1899 when he was relieved by Captain A.S. Barker, who in turn was relieved by Rear Admiral J.C. Watson June 20, 1899.

In 1900-2 was President of Naval Examining Board; Naval representative to the Coronation of King Edward VII of England, 1902; 1902-4 President, Naval Examining Board and Retiring Board; 1904 was placed on Retired List.

COMMANDER SELIM E. WOODWORTH, U.S.N.

Appointed a midshipman June 16, 1838 and July 9, ordered to duty with the Wilkes Exploring Expedition. The order was sent to Norfolk and was not forwarded to him so when he reported in response to a duplicate order the Expedition had sailed.

Ordered to the U.S.S. CHIC for duty in the Mediterranean, November 20th. Warrant as a midshipman sent to him September 17, 1841. On the FAIRMOUTH at Pensacola, Florida, December 29, 1842. Ordered to the Receiving Ship NORTH CAROLINA at New York, March 17, 1843. December 12, 1844, reported for duty in the sloop of war JAMESSTOWN, African Squadron.

March 14, 1846, asked permission to cross the United States to Oregon and California and join the squadron on the Pacific Coast. Permission granted March 25th. April 11, arrived at St. Louis. May 6, at West Port, Missouri. June 21, 1846, at Fort Laramie. February 7, 1847, left Yerba Buena in charge of an expedition sent for the rescue of some American emigrants in the California mountains. May 17, 1847 reported on board the U.S.S. WARREN, Monterey Bay.

June 5, 1848 in charge of the ANITA; made a report relative to the fate of the crew of the WARREN'S Launch. From here on until 1850 there seems to be no record of Lieutenant Woodworth. The registers carry him as attached to the Pacific Squadron but no record has been found in the archives.

February 2, 1850, ordered to join the Pacific Squadron. February 11, resignation accepted. The resignation not found.

September 10, 1861 appointed an acting lieutenant, U.S.Navy and ordered to report to Flag Officer Montgomery for duty. January 13, 1862, ordered to command the U.S.S. JOHN P. JACKSON. Assisted in the capture of Forts Jackson and St. Philip and operations around Vicksburg in June-July, 1862. Lieut. Woodworth was commended by Admiral Porter for these services and for his part in the capture of Forts Jackson and St. Philip he was recommended by President Lincoln for the thanks of Congress.

Assigned to the GLIDE about January 1, 1863; January 24, recommended by Admiral Porter for appointment to the regular Navy. April 11, 1863, commissioned a commander in the regular Navy to date from July 16, 1862.

August, 1863, after months of hard fighting up and down the Mississippi River for which he was mentioned several times by his superior officers for his bravery and helpfulness he was detached from the GENERAL PRICE which was taken to Cairo for repairs.

August 15, ordered to the command of the U.S.S. NATRAGANSETT in the Pacific. Took command Oct. 7th. March 13, 1865, arrived at New York, having brought the NATRAGANSETT around the Horn.

March 2, 1866 resignation accepted.

NAVY NAMES NEWLY ACQUIRED VESSELS.

The following names have been assigned to 32 Tenders inclusive:

ALOE	LOCUST
ASH	MAHOGANY
BIRCH	MANGO
BUTTERNUT	MAPLE
CATALPA	MIMOSA
CHESTNUT	MULBERRY
CINCHONA	PAIM
COTTONWOOD	POPLAR
DOGWOOD	REDWOOD
EEONY	ROSEWOOD
EUCALYPTUS	SANDALWOOD
FIR	SYCAMORE
GUM-TREE	TEABERRY
HOLLY	TEAK
JUNIPER	WALNUT
LARCH	YEW

The name of the U.S.S. BUSHNELL has been changed to SUMNER in honor of Captain Thomas Hubbard Sumner, discoverer of the "line of position principle as applied to celestial navigation."

The class designation of this vessel has also been changed from a Submarine Tender (AS) to Auxiliary Miscellaneous.

A biographical sketch of the late Captain Sumner follows:

CAPTAIN THOMAS HUBBARD SUMNER.

Captain Thomas Hubbard Sumner was born in Boston, Mass., March 20, 1807, and discovered the line of position principle as applied to celestial navigation. Following his graduation from Harvard University in 1826, he went to sea in the China trade, attaining his captaincy in 1847.

On December 18, 1837, during a passage from Charleston, S.C., to Greenock, Scotland, he made a discovery which forms the basis of modern navigation. Boisterous seas and overcast skies had prevented celestial observations, but by soundings it was believed that the vessel was near the southeast coast of Ireland. During the forenoon an altitude of the sun was taken and the time noted. Because of previous bad weather, the dead reckoning latitude was considered untrustworthy, so Sumner tried working the sight from three different latitudes, spaced ten miles apart. The three plotted resultant positions lay in a straight line which, when extended, passed through Small's Light. Convinced that his vessel was located somewhere along this line, a course was set coincident with this line, and, as proof, Small's Light was picked almost dead ahead in very short order. Sumner announced his discovery, which in modern parlance states that an observer is located on a circle of equal altitude with the geographical position of the observed body as its center.

This important discovery, published by Sumner in book form, led to the adoption of the Sumner Line of Position as standard practice in the United States Navy, and on foreign and domestic vessels. Most modern methods of navigation are based on this discovery of Thomas H. Sumner.

The following vessels taken over by the Navy and converted to Mine Sweepers (AM) have been renamed as follows:

ILLINOIS	renamed	ALBATROSS
MAINE	"	BLUEBIRD
VILLANOVA	"	BULLFINCH
JEAN D'ARC	"	CARDINAL
BITTERN	"	CASPIAN
KITTIWAKE	"	CURLEW
DELAWARE	"	FLICKER
FORDHAM	"	GOLDFINCH
NOTRE DAME	"	CRACKLE
BOSTON COLLEGE	"	GULL
HOLY CROSS	"	KITE
GEORGETOWN	"	LINNET

Names of the following vessels have been changed as indicated:

CARMELETTE changed to HOPOCAN - A Delaware Chief, signed first treaty between U.S. and Indians in 1773.

CONSULTOR changed to MENEWA - Second Chief of Creeks, "Great Warrior."

COUNSELOR changed to ONEKA - A Monhegan Chief, son of the celebrated Uncas.

As the above vessels are in fact harbor tugs with similar characteristics, the names hereto assigned are in accordance with a policy of the Department assigning the names of Indian Chiefs and Indian words to these types of vessels.

* * * * *

The S.S. MORMACPENN taken over by the Navy from the U.S. Maritime Commission has been renamed GRIFFIN in honor of the late Rear Admiral Robert Stanislaus Griffin, U.S. Navy, who was decorated by the French government as a Commander of the Legion of Honor and was awarded a Navy Cross for exceptionally meritorious service in a duty of great responsibility as Chief of the Bureau of Steam Engineering in connection with the design, building and upkeep of machinery for new vessels and vessels in commission.

The U.S.S. GRIFFIN is to be used as a Submarine Tender.

* * * * *

The three Maritime Commission vessels, PRESIDENT GRANT, PRESIDENT JACKSON and IROQUOIS, which are scheduled for acquisition by the Navy Department have been renamed as follows:

S.S. PRESIDENT GRANT, to be used as a Transport, has been renamed HARRIS in honor of Colonel John Harris, 5th Commandant of the U.S. Marine Corps.

S.S. PRESIDENT JACKSON, to be used as a Transport, has been renamed ZEILIN in honor of Brigadier General Jacob Zeilin, 6th Commandant of the U. S. Marine Corps. This is the second vessel of that name, the other being Destroyer DD313 which has been stricken from the Navy List.

S.S. IROQUOIS, to be used as a Hospital Ship, has been named SOLACE. This is the second Hospital Ship of that name.

The S.S. SEA ARROW, recently acquired by the Navy, has been renamed TANGLER after the Sound of that name located off the Coast of the eastern shore of Maryland. The U.S.S. TANGLER is to be used as a Seaplane Tender (large).

The two Grace Line vessels, S.S. SANTA BARBARA and S.S. SANTA MARIA, purchased by the Navy, have been renamed as follows:

S.S. SANTA BARBARA, to be used as a Transport, has been renamed McCawley in honor of Colonel Charles G. McCawley, 7th Commandant of the U.S. Marine Corps, 1876-1891.

S.S. SANTA MARIA, to be used as a Transport, has been renamed Barnhart in honor of Major General George Barnett, 11th Commandant of the U.S. Marine Corps, 1914-1920.

UNDER SECRETARY OF THE NAVY TAKES OFFICE.

On August 22, 1940, the Honorable James V. Forrestal was sworn into office as Under Secretary of the Navy.

An Act of Congress of June 20, 1940, authorized the President of the United States "to appoint from civil life, by the advice and consent of the Senate, an Under Secretary in the Department of the Navy to serve during any national emergency declared by him to exist, including the present limited emergency."

The Under Secretary of the Navy is next in succession to the Secretary of the Navy. He is entitled to seven days leave upon his arrival and departure.

By authority of the Secretary of the Navy on August 15, 1940, there was established a Personal Flag for the Under Secretary of the Navy. This flag is similar in design to the flag of the Secretary of the Navy, except that the field is red and the fouled anchor and stars are white.

ALNAV 48 NOT BEING COMPLIED WITH.

It has come to the attention of the Bureau that some officers expecting to be examined for promotion upon their record have failed to comply with the provision of Alnav 48, in that a specific statement to the effect that the officer concerned is willing to be examined upon his record, has not been submitted.

The Examining Board can take no action until such a statement has been received; consequently, delay in establishing the qualification of the officer concerned ensues.

In future, the orders for physical examination incident to promotion will include the directive that such statement be included over the officer's signature in the fitness report to be submitted at time of physical examination.

Officers who have failed heretofore to submit such a statement in returning their examination papers are advised to forward it to this Bureau for further transmittal to the Examining Board as early as practicable.

Failure to promptly forward fitness reports, made out to the date of physical examination, still is cause for delay in a few cases.

JUNIOR LINE OFFICERS, AUGUST 16, 1940.

The following are the junior line officers in the respective grades who have made their number for promotion on or before August 16, 1940:

Rear Admiral	Aubrey W. Fitch
Captain	John M. Creighton
Commander	Arthur D. Ayrault
Lieut. Comdr.	Heywood L. Edwards
Lieutenant	Frederick W. Purdy

Corresponding Staff Corps running mates who are on the respective promotion lists have also made their number on or before this date.

NAVAL RESERVE OFFICERS ON ACTIVE DUTY - EXAMINATIONS FOR PROMOTION.

On August 1, 1940, the Secretary of the Navy released ALNAV 62, which made the provisions of ALNAV 48 applicable to Naval Reserve officers serving on active duty under the following classes of orders:

- (a) No time limit stated for release.
- (b) Until such time as release is directed by the Bureau of Navigation.
- (c) Duty limited either to one year from date of reporting or until the termination of a state of national emergency, should this period be earlier.

The effect of the foregoing order is to permit the exemption of Naval Reserve officers serving under such orders from written professional examinations when they become due for such examination for promotion while serving on active duty, provided the officer concerned states that he has no objection to examination based on his record. Any officer objecting to examination on his record only is authorized to so state and he will be ordered to take the usual written examination. Any officer subject to reexamination for deficiency in written examinations already completed will be required to take reexamination in the subject in which deficient.

The provisions of ALNAV 48 and ALLNAV 62 are not applicable to Naval Reserve officers serving on active duty for specified short periods not included above.

NAVY REGULATIONS FOR NAVAL RESERVE OFFICERS.

Naval Reserve officers on active duty for the duration of the present emergency may, if they so desire, receive a copy of Navy Regulations for their personal use. Officers desiring copies should request them by letter to the Chief of the Bureau of Navigation, via their Commanding Officers, using the following form:

1. Having been ordered to active duty, it is requested that I be furnished one copy of Navy Regulations for my personal use.
2. Upon completion of this active duty, I will return the copy, with binder, to the Bureau of Navigation.
3. Below is the address to which I desire this copy mailed.

Rank	Name	Class
Ship or Station		
Signature		

Naval Reserve officers who do not intend to remain on active duty for the duration of the emergency, or whose orders do not read for the duration of the emergency, are not entitled to copies.

PRACTICAL COURSE IN AEROLOGY.

The following-named officers have been selected for a short practical course in Aerology at the California Institute of Technology, commencing in September, 1940:

Lieutenant Commander	C. A. Legg, U.S.N.,
"	" R. R. Lyons, U.S.N.,
"	" J. C. Shively, U.S.N.

ADDITIONAL OFFICERS FOR SUBMARINE TRAINING.

The following additional officers have been recommended for the class at the Submarine School, New London, Conn., commencing September 26, 1940. Orders are being issued to these officers.

Lieutenant (jg)	Stephan H. Gimber
"	" Morton H. Lytle
"	" Hugh R. Rinmer
"	" George L. Street, Third
Ensign James G. Andrews	
"	Philip A. Besheny
"	Charles D. Brown
"	Freeland H. Carde
"	Robert E. Cutts
"	Robert C. Fletcher
"	Charles R. Gebhardt
"	Guy F. Gugliota
"	Ralph H. Lockwood
"	Woodrow W. McCrory
"	Lucian B. McDonald

TRAINING COURSES.

The Bureau of Navigation announces the following naval training courses are ready for distribution:

Quartermaster 1/c and Chief Quartermaster.
Radioman 2/c.
Fire Controlmen 3/c.

U.S. NAVY RADIO AND SOUND LABORATORY, SAN DIEGO, CALIFORNIA ESTABLISHED.

Effective June 1, 1940, a radio and underwater sound laboratory was established at Point Loma, San Diego, California. This laboratory was designated the U. S. Navy Radio and Sound Laboratory, San Diego, California.

The military administration of the laboratory will be under the Commandant, Eleventh Naval District. Correspondence in connection with the military administration of the laboratory will be forwarded to or through the Commandant, Eleventh Naval District.

The technical work of the laboratory is administered by the Bureau of Ships. Correspondence in connection with the technical work of the laboratory will be handled directly with the Officer-in-Charge, Navy Radio and Sound Laboratory, San Diego, California.

COMMISSARY PRIVILEGES.

In an opinion rendered by the Judge Advocate General on August 17, 1940, and approved on that date by the Secretary of the Navy, in regard to eligibility as to purchases from commissary stores, it was held that the widows of officers of the Naval Reserve who have died while on active duty are the "widows of officers of the Navy" and are therefore included among those listed in Article 1618(10), Navy Regulations, 1920.

ADDITIONAL H.O. 214 VOLUME READY.

The Hydrographic Office announces that Volume V of H.O. 214 is now ready for issue. This volume covers latitude bands from 40 to 49, inclusive.

STATE NAUTICAL SCHOOLS.

In accordance with the President's Fourth Reorganization Plan, Federal jurisdiction over the State Nautical Schools was transferred from the Navy Department to the Maritime Commission on June 30, 1940.

The Navy Department's policy in regard to the State Nautical Schools is expressed in the following extract from the Secretary of the Navy's letter to the Chairman of the Maritime Commission, dated June 27, 1940:

"It is the Navy Department's policy to cooperate fully with the Maritime Commission in continuing the Naval Reserve program with respect to the cadets and other personnel of State Nautical Schools and to develop further the naval instruction and training given in their curricula. The Navy Department has been assured by representatives of the Maritime Commission, of the Commission's purpose to cooperate fully with the Navy Department in these objectives. This assurance is appreciated.

"Pursuant to above policy, insofar as practicable, the Navy Department will cooperate in the following measures:

- (a) The Navy Yard, Boston, will continue to afford the MNIS NANTUCKET berthing and certain class room, practical work and indoor drill facilities.
- (b) The Navy Yard, Philadelphia will continue to afford the PNIS ANNAPOLIS berthing and certain class room, practical work and indoor drill facilities. It is the Department's purpose to cruise the Cadet Corps of the Pennsylvania Nautical School (Cadets, Marchant Marine Reserve) pending replacement of the Training Ship ANNAPOLIS, subject to the availability of vessels therefor.
- (c) The Commandant of the Twelfth Naval District (and Bureau of Ordnance) will continue to afford the CNIS CALIFORNIA STATE berthing space and certain shore facilities at the Naval Fuel Depot, Tiburon, California (to be designated a Naval Net Depot) insofar as the continued use of these facilities does not interfere with the essential requirements of the net activities.
- (d) The State Nautical Schoolships will be furnished stores and supplies by the Navy as heretofore, the Navy being reimbursed for the cost of same.
- (e) Subject to the availability of facilities, the repairs to State Nautical Schoolships will be accomplished by Navy Yards as heretofore, all such repairs being chargeable to the Maritime Commission. Such facilities will not be available during the present emergency.
- (f) It is understood that the Superintendent-Commanding Officers of State Nautical Schools will continue to be Naval Officers whose acceptance of these duties is approved by the Bureau of Navigation.
- (g) The Navy Department has previously recorded itself as favorable to three year courses for all State Nautical Schools and admission of non-resident students, if and when increased facilities have been provided in the form of new training ships and an increase in the annual Federal appropriation.

"The Navy Department considers the State Nautical Schools a valuable asset in the program of national defense. On the occasion of the transfer of these schools from the Navy to the Maritime Commission, the Navy trusts that this action will result in their increased efficiency and the furtherance of the interests of all concerned."

MERCHANT MARINE RESERVE TRAINING CENTER.

A Merchant Marine Reserve Training Center has been established on Yerba Buena Island, San Francisco, California. An 8 weeks' course of instruction will be given in subjects pertinent to merchant ship defense, including the following:

- (a) Gunnery, both surface and anti-aircraft.
- (b) Anti-submarine and anti-aircraft tactics.
- (c) Convoy instructions and tactics.
- (d) Mine defense and damage control.
- (e) Communications.
- (f) Navy Regulations and Customs.
- (g) Gas Defense procedure.

Student officers will also be given a cruise of about 1 week on combatant vessels.

The officer personnel is as follows:

Officer in Charge

Captain R. G. Coman, USN.

Instructors

Comdr. P. W. Northcroft, USN (Ret.)
Lieut. Comdr. J. H. Falge, USN (Ret.)
Lieut. F. P. Brewer, USN (Ret.)

The Training Center has a capacity of 40 student officers in each class. The first class commenced instruction on August 12, 1940.

Request for instruction at the Training Center should be submitted to the Bureau of Navigation via the Commandant of the Naval District in which the officer's record is carried.

MORATORIUM ON HOME MORTGAGES.

There are now before Congress two bills which provide for the protection of personnel in the Naval (among others) service. The first of these was H.R. 10294 - "To give protection to home mortgagors who are required to render military or naval service during any national emergency."

This bill provides that any home mortgagor who volunteers or is drafted through selective methods may apply to Administrator of the

National Mortgage Emergency Fund for payments from that fund of any installments which may become due during the period of service. To effect this relief it will be necessary for the mortgagor to agree that, after the payment of all other installments or claims against the mortgage, such mortgage will then be transferred to the Administrator of the National Mortgage Emergency Fund until all claims by reason of payments from that fund have been satisfied.

It, therefore, appears that should this bill become law, mortgagors of homes who are in the naval service during the present or any subsequent emergency may make arrangements for the suspension of all mortgage payments due during such emergency, and will not thereafter be required to make such payments until after expiration of the original contract.

This bill is at present in the House Committee on Banking and Currency and has not been reported out.

The second bill on this subject is H.R. 10358, at present in the House Committee on Military Affairs and not yet reported out.

This bill is later than H.R. 10294 and is more comprehensive. Its title is "To promote and strengthen the national defense by suspending enforcement of certain civil liabilities of persons serving in the military and naval establishments, including the Coast Guard."

It provides for civil liabilities under rent, installment contracts, mortgages, insurance, taxes and public lands, beginning with the approval of the act and extending to June 30, 1942, or, in case of war on that date, then for not less than six months after proclamation of peace by the President, but also provides that the time allowed by any court order or other action taken under this act is not affected by the expiration of the act.

In general it specifies:

- (1) That no eviction from premises rented for dwelling purposes for less than \$30 per month may be effected in less than three months except by court order, where such premises are occupied by any person in the service or by his dependents, and unless the court decide that the ability of the tenant to pay the agreed rent is not affected by his military service.

Under this section the Secretary of the Navy is authorized to order an allotment of pay in reasonable proportion to discharge the rent.

- (2) Purchase, by any person in the Military (Naval) service, of real or personal property upon which a deposit has been made may not be rescinded, terminated or repossessed for non-payment of any installment due except by court order.
- (3) That, in any action to recover any obligation on a contract originating prior to date of the act and secured by mortgage,

trust deed, or other security in the nature of a mortgage upon real or personal property, any court may -

- (a) Stay the proceedings.
 - (b) Make such other disposition of the case as may be equitable to conserve the interests of all parties.
- (4) The bill also provides that no insurance issued to persons in the Military (Naval) service of face value less than \$5,000.00 may lapse or be forfeited or cancelled for non-payment of premiums for less than one year before entry into service nor one year after the expiration of the act.
- (5) That no real or personal property may be sold because of non-payment of taxes or assessments.
- (6) That no right to any public lands acquired by any person prior to entry into the Military (Naval) service shall be forfeited or prejudiced by reason of his absence from the land or his failure to work thereon or to make any improvements during the period of his service.

This information is published for the information of the service in order that all may be informed, and particularly so that the information may be available to such fleet reservists as may have become home owners since transfer to the Fleet Reserve and before recall to active duty.