

MAY 31, 1941.

BUREAU OF NAVIGATION

BULLETIN

★  
TECHNICAL LIBRARY  
BUREAU OF NAVAL PERSONNEL  
NUMBER 292



INFORMATION

FOR

NAVAL PERSONNEL

## DISCIPLINE

"To be disciplined does not mean either that one executes orders received only in such measure as seems proper or possible, but it means that one enters freely into the thought and aims of the chief who has ordered, and that one takes every possible means to satisfy him.

"The first condition to obeying is, therefore, to visualize all the order received and nothing else, then to find the means of complying with it, irrespective of personal opinions, difficulties, or obstacles.

MARSHAL FOCH."

## HONORABLE DAVID I. WALSH CHAIRMAN SENATE NAVAL AFFAIRS COMMITTEE

The Bureau is pleased to publish for the information of the service the following complimentary remarks made by Senator David I. Walsh on the floor of the Senate, on April 15, 1941:

"Mr. President, I think it is appropriate to say that, though I have a very high estimate and opinion of the officer personnel of the Navy -- and I think that opinion is shared by the members of my committee -- the enlisted personnel is also of a very high order. They are exceptional types of American manhood. They are patriotic to the core, deeply interested in their work, and actuated by a desire for constant and steady self-improvement. The record of their taking of correspondence courses and private instruction under the officers, which is voluntarily done, is remarkable. The contributions from their pay which they send home to their families are most gratifying; and I am pleased to say that our country is most fortunate in the fine personnel of the Navy and of the Marine Corps, particularly the enlisted men."

## LETTER OF COMMENDATION TO COMMANDER DELMER S. FAHRNEY, USN

Secretary of the Navy Knox has sent a letter of commendation to Commander Delmer S. Fahrney, U. S. Navy, of the Engineering Division of the Bureau of Aeronautics, for contributing outstandingly to naval aviation.

The letter stated:

"The Secretary of the Navy wishes to take this opportunity to commend you for your leadership, technical knowledge, and outstanding zeal which have made this project of such great benefit to the Navy."

OUR SAFETY DEPENDS ON YOUR SILENCE

## COMMENDATIONS

Rear Admiral C. W. Nimitz, Chief of the Bureau of Navigation, announced recently that he has forwarded, through their commanding officers, commendations to two U. S. Navy enlisted men for inventions perfected by them.

The commendation for Edgar Bradford McClure, attached to Torpedo Squadron Three, follows:

"The Bureau commends you for your ingenuity and resourcefulness in inventing and perfecting a magneto locking device which has been successfully tested by the Commander, Torpedo Squadron Three."

The commendation for Malcolm Carl Peterson, attached to Torpedo Squadron Three, is as follows:

"The Bureau commends you for your ingenuity and resourcefulness in inventing and perfecting a hollow bolt puller which has been successfully tested by the Commander, Torpedo Squadron Three."

## COMMENDATION

The Chief of the Bureau of Navigation recently addressed a letter of commendation to Millard Fillmore Haley, ACMM, U.S.N., commending him for his resourcefulness and ingenuity in devising a portable propeller hoist which has simplified pulling and installation of propellers.

## LIFESAVING

The following information has been forwarded by Captain Benyaured B. Wygant, U. S. Navy (Ret.), Commanding Officer, U. S. Naval Reserve Midshipmen's School, Abbott Hall, Northwestern University, Chicago, Illinois:

### "MIDSHIPMAN RODNEY S. FOSS, U.S.N.R."

"On Saturday, April 12th, while Midshipman Rodney S. Foss, U.S.N.R. whose home address is 1941 Terrace Ark, Baton Rouge, Louisiana, was dressing in his room in Abbott Hall, he saw a man jump or fall off the sea wall, several hundred feet away, into Lake Michigan. Midshipman Foss ran down, notifying the Duty Officer as he went, ran to the spot where the man was in the water, plunged in and brought the man back. Foss himself jumped in without removing shoes or clothes. He brought the man back to the sea wall where he was lifted out by two midshipmen who had followed him."

WORDS ONCE SPOKEN CAN NEVER BE RECALLED

LIFESAVING  
(Cont.)

"Midshipman Foss exhibited in particular, three qualities that go to make a good Naval Officer: (1) alertness, in that he noticed this occurrence taking place at some distance, (2) prompt decision, in that without hesitation he acted, notifying the Duty Officer as he went, (3) courage, which is always exhibited in the case of a man who goes to the rescue of another man in water over his depth. We expect all these qualities in a good naval officer, but it is none the less gratifying to see them exhibited in a marked degree on such an occasion as this. Midshipman Foss was publicly commended by his Commanding Officer at a special formation at noon the same day."

APPRECIATION

The Chief of the Bureau of Navigation recently addressed a letter of appreciation of services to Merritt William Barnes, CQM, U.S.N.R., for his efforts in connection with the instruction of students in the Navigation Classes conducted by the Branch Hydrographic Office, Detroit, Michigan.

HEROIC WORK  
MEMBERS OF ARMY AND NAVY BRILLIANTLY  
FIGHT FIRE

On the night of Friday, April 18, a huge fire raged through the downtown section of San Juan, Puerto Rico. This fire could not be controlled by the local fire and police departments. The personnel of the Army and Navy located in this area volunteered to assist with their equipment, and it was through the combined efforts and heroic work of the Army, Navy, and Coast Guard stationed on the ships and shore stations in that locality that the conflagration was brought under control.

Extract from "EL IMPARCIAL", San Juan, P.R.  
Monday, April 21, 1941.

"The Army and Navy men of the United States stationed in San Juan showed the islanders the other night what they can do in an emergency. When the local firemen, because of faulty equipment and lack of water, could not cope with a blazing inferno that threatened a whole block of houses in the business center of San Juan, they brought their modern fire-fighting engines and, after strenuous efforts, had the fire under control.

"We are grateful to the men of the Army and Navy of Uncle Sam; they were very gallant and showed the stuff they are made of.

"How about three cheers for the soldiers and sailors?"

KEEP YOUR OWN COUNSEL



HEROIC WORK  
(Cont.)

Extract from "EL IMPARCIAL", San Juan, P.R.  
Saturday, April 19, 1941.

"The soldiers, sailors, and San Juan firemen worked heroically during more than four hours, extinguishing the flames and preventing them from extending to other buildings. San Juan must live gratefully obliged to the Army and Navy, as if it had not been for their excellent equipment and the skill of soldiers and sailors, many of whom risked their lives trying to extinguish the flames, at this hour there would be at least fifteen houses completely destroyed in San Juan."

Copy of Letter from Edwin V. Byrne,  
Bishop of San Juan.

"April 21, 1941.

"Admiral Spruance, U.S.N.,  
10th Naval District,  
San Juan, Puerto Rico.

"My dear Admiral:-

"May I, as the Bishop of San Juan, take this occasion to extend my sincere thanks and heartfelt gratitude to the sailors of the United States Navy for the efficient aid rendered by them in fighting the fire which threatened the destruction of the Church and Convent of St. Ann's on last Friday night.

"Their quick thinking and prompt action saved the venerable Church of St. Ann's, so dear to the Catholics of Puerto Rico, and limited the damage done to the Convent to a minimum.

"In voicing my praise of the sailors, I also express the sentiments of deep gratitude of the Sisters of St. Ann's Convent.

"Congratulating the United States Navy on having such valiant and efficient men, and asking God to bless them, I am

Sincerely yours,

EVB:JPF

Edwin V. Byrne  
Bishop of San Juan."

TERMINAL ISLAND DESIGNATED ROOSEVELT BASE

Designation of the 333-acre fleet operating base on Terminal Island in San Pedro, California, Harbor, as Roosevelt Base was recently announced by the Assistant Secretary of the Navy in a communication to all naval ships and stations.

GOSSIP TRAVELS FASTER THAN RADIO

TERMINAL ISLAND DESIGNATED ROOSEVELT BASE  
(Cont.)

The name was originally proposed by Admiral Harold R. Stark, U.S. Navy, Chief of Naval Operations, and Rear Admiral Ben Moreell, U.S. Navy, Chief of the Bureau of Yards and Docks and was approved by the Secretary of the Navy to honor President Franklin D. Roosevelt. It was the President's interest in the base that made it possible to obtain these operating facilities to serve the fleet when anchored in San Pedro roadstead.

U.S.S. WASHINGTON

On May 15 the "Washington" was commissioned one year and four months ahead of schedule at Philadelphia Navy Yard, where its keel had been laid only two years and eleven months before, on June 14, 1938. Captain Howard H. J. Benson assumed command of the second U. S. battleship built since 1923, from Rear Admiral Adolphus E. Watson, Commandant of the Fourth Naval District.

The ceremonies included the following notable remarks:

Chaplain John F. Robinson: "....Thou who alone rulest the raging of the sea, vouchsafe to take into Thy almighty and most gracious protection our country's Navy and all who serve them. Endow its officers with wisdom, zeal, and patience; inspire its men with the spirit of truth, courage, and loyalty; enable all to maintain the honor of the Navy unsullied, and to acquit ourselves as men in all our duties...."

Secretary Frank Knox: "....It is the great good fortune of the United States that in a time of grave peril, of grave danger, when our chief and first reliance must be placed upon sea power, the main executive officer of the Government is a President who better understands Navy problems than any man who ever sat in that chair....It is a marvelous thing to be called to serve on one of the two greatest battleships that ply the ocean -- and both bearing the flag of the United States of America...."

From a letter of Admiral Harold R. Stark: "....May she be able singlehanded to take on at any time anything that floats on the seven seas...."

Admiral Watson: "....We expect that the record of this ship will be broken by ships yet to be built in this yard...."

SPONSORS DESIGNATED

U.S.S. Anthony  
(Destroyer)

The Secretary of the Navy has designated Misses Alice and Frances Anthony of Penn Yan, New York, to serve jointly as sponsors for the

WORDS GET TWISTED - AND SOMEBODY FALLS

SPONSORS DESIGNATED

(Cont.)

U.S.S. Anthony, named in honor of their grandfather, the late Sergeant Major Anthony, U. S. Marine Corps.

The U. S. S. Anthony will be launched prior to December, 1942.

\* \* \* \* \*

U.S.S. Auk  
(Minesweeper)

Miss Priscilla Alden Hague, of Norfolk, Virginia, will serve as sponsor for the U.S.S. Auk, which is scheduled for launching in August of this year.

\* \* \* \* \*

U.S.S. Bache  
(Destroyer)

The Secretary of the Navy has designated Miss Louise Franklin Bache, New York City, New York, as sponsor for the U.S.S. Bache, named in honor of her father, the late Commander George Mifflin Bache, U. S. Navy.

The date of launching will be announced sometime in the future.

\* \* \* \* \*

U.S.S. Bristol  
(Destroyer)

The Secretary of the Navy has designated Mrs. Powell Clayton, Washington, D. C., as sponsor for the U.S.S. Bristol, Destroyer, named in honor of the late Rear Admiral Mark Lambert Bristol, U. S. Navy.

The U.S.S. Bristol should be launched in late July, 1941.

\* \* \* \* \*

U.S.S. Doyen  
(Transport)

Miss Fay Doyen Johnson of Annapolis, Maryland, will serve as sponsor for the U.S.S. Doyen, named in honor of her grandfather, the late Brigadier General Charles A. Doyen, U. S. Marine Corps.

The date of launching will be announced sometime in the future. The U.S.S. Doyen is the second ship of the U. S. Navy to bear this name, the first being Destroyer 280.

\* \* \* \* \*

YOURS IS A SACRED TRUST - DON'T BETRAY IT

SPONSORS DESIGNATED  
(Cont.)

U.S.S. Finback  
(Submarine)

The Secretary of the Navy has designated Mrs. Adolphus E. Watson, wife of Rear Admiral Adolphus E. Watson, U. S. Navy, Commandant of the Fourth Naval District, Navy Yard, Philadelphia, Pennsylvania, as sponsor for the U.S.S. Finback.

The U.S.S. Finback is scheduled to be launched prior to October, 1941.

\* \* \* \* \*

U.S.S. Foote  
(Destroyer)

Mrs. J. C. Aspinwall, Virginia Beach, Virginia, will serve as sponsor for the U.S.S. Foote, named in honor of her grandfather, the late Rear Admiral Andrew H. Foote, U.S. Navy.

The U.S.S. Foote will probably be launched prior to August, 1942.

\* \* \* \* \*

U.S.S. Jenkins  
(Destroyer)

The Secretary of the Navy has designated Mrs. Marion Parker Embry, Washington, D. C., to serve as sponsor for the U.S.S. Jenkins, named in honor of her grandfather, the late Rear Admiral Thornton A. Jenkins, U. S. Navy.

The U.S.S. Jenkins will be launched prior to November, 1942.

\* \* \* \* \*

U.S.S. McCalla  
(Destroyer)

The Secretary of the Navy recently designated Mrs. Arthur MacArthur, of Chevy Chase, Maryland, to serve as sponsor for the U.S.S. McCalla, named in honor of her father, the late Rear Admiral Bowman Hendry McCalla, U. S. Navy.

The U.S.S. McCalla is the second destroyer of that name.

\* \* \* \* \*

HEAR EVERYTHING, SEE EVERYTHING, SAY NOTHING

SPONSORS DESIGNATED

(Cont.)

U.S.S. O'Bannon

(Destroyer)

The Secretary of the Navy has designated Mrs. E. F. Kennedy, Washington, D. C., as sponsor for the U.S.S. O'Bannon named in honor of her great-great-uncle, the late First Lieutenant Presley W. O'Bannon, U. S. Marine Corps.

The U.S.S. O'Bannon probably will be launched in November, 1941.

\* \* \* \* \*

U.S.S. Twining

(Destroyer)

The Secretary of the Navy has designated Mrs. Nathan Crook Twining, New York City, New York, as sponsor for the U.S.S. Twining, named in honor of her husband, the late Rear Admiral Nathan Crook Twining.

The U.S.S. Twining probably will be launched prior to May, 1943.

\* \* \* \* \*

SEVEN U. S. NAVY VESSELS NAMED

Names have been selected by President Franklin D. Roosevelt for seven naval vessels -- five submarine tenders and two mine layers -- under construction in Pacific Coast shipyards, it was recently announced by the Navy Department.

Names assigned the submarine tenders are: U.S.S. Bushnell, and U.S.S. Neptune, both building at Mare Island Navy Yard, California, U.S.S. Nereus, building at Puget Sound Navy Yard, Bremerton, Washington, and U.S.S. Orion and U.S.S. Proteus, both building in the yards of the Moore Dry Dock Company, Oakland, California.

The two mine layers were designated U.S.S. Catskill and U.S.S. Ozark. Both vessels are under construction on the ways of the Willamette Iron and Steel Company, Portland, Oregon.

The U.S.S. Bushnell is named in honor of David Bushnell, who was known as the "Father of the Submarine" because of his study of submarine warfare during the American Revolution. Bushnell built a diving boat known as the Turtle and made several unsuccessful attempts to blow up British men-of-war in New York and New London, Connecticut, harbors in 1776 and 1777. The attempts failed through inability to detonate explosives attached to the bottoms of the enemy craft.

The new ship is the second naval vessel to bear the name. The first Bushnell, renamed U.S.S. Sumner August 23, 1940, also was a

THAT GUY MAY BE A SPY - DON'T TALK

SEVEN U. S. NAVY VESSELS NAMED  
(Cont.)

submarine tender. She was launched from the ways of the Seattle Construction & Dry Dock Company in 1915. The ship served during the World War as submarine tender in Ponta Delgada, Azores, Queenstown, and Berehaven, Ireland. She convoyed several ex-German U-boats to the United States after the war.

The new Neptune is the fourth vessel to be so-named. The first was a wooden screw-steamer engaged in convoying California steamers in the West Indies during the Civil War. The second Neptune was a light draft monitor. The third Neptune was a collier launched in 1911 and placed out of commission in 1922.

The U.S.S. Nereus is the third of the same name on the Navy lists. The first was a steam screw schooner which served in the Civil War. The second was a collier launched in 1913 and stricken from the Navy list December 5, 1940.

The new Orion is the fourth of the same name. The first was a Baltimore schooner purchased to sink in the entrance of a North Carolina inlet during the Civil War. The second was a monitor built in 1864 and broken up in 1874. The third was a collier launched in 1912 and stricken from the Navy list in 1931.

The new Proteus is the third vessel of the same name. The first was a wooden steam screw schooner which captured several blockade runners in the Civil War. The second Proteus was a collier launched in 1912 and stricken from the Navy list December 5, 1940.

The new Catskill is the second vessel of that name. The first was a single turreted monitor designed and built by John Ericsson in 1862. She was sold in 1901.

The new Ozark also is second of the name. The first Ozark was a single turreted monitor propelled by a recessed stern wheel. She was launched in 1863 and sold in 1865.

BISHOP WILLIAM T. MANNING

The following quoted letter was addressed to the Rt. Rev. William T. Manning, D.D., LL.D., Bishop House, Cathedral Close, Cathedral of St. John the Divine, New York, N. Y. by Admiral Nimitz extending the best wishes and felicitations on the occasion of the celebration of his seventy-fifth birthday, the fiftieth anniversary of his consecration as a minister in the Protestant Episcopal Church, and the twentieth anniversary of his consecration as a Bishop in that Church.

TALK OVER BARS MAY LEAD TO TIME BEHIND BARS

BISHOP WILLIAM T. MANNING  
(Cont.)

"My dear Bishop Manning:

"I wish to extend to you and to the members of your diocese my sincere best wishes and felicitations on the occasion of your celebration of the anniversary of your birth, your ordination to the priesthood, and your consecration to the episcopate, all three of which anniversaries, I am told, fall on Monday, May 12.

"You are to be congratulated, not only on the great contribution which you have made to your church but also because of the contribution which you have made to your great city and to the nation as a whole through your deep interest in civic and national affairs. We of the Navy have noted especially your interest in and your efforts in behalf of the Navy during this long period and express again our deep appreciation.

"May you be spared for many more years and continue to be the source of great spiritual blessings and influence for good through the high office you are privileged to hold.

Sincerely,

/s/ C. W. Nimitz,  
Rear Admiral, U.S.N.,  
Chief of the Bureau of Navigation."

The following is Bishop Manning's reply:

"Dear Admiral Nimitz:

"It is a pleasure to have your letter of May 7th which has just come. I appreciate more than I can say your kind and much too generous message. These are days in which we must try to do all in our power for God and Right and Freedom in this world.

"Again with warm thanks and with highest regard,  
I am

Faithfully yours,

/s/ William T. Manning  
Bishop of New York."

THE NAVY IS YOUR WORK - DO IT AT THE OFFICE



APPROPRIATION BILL  
1941-42

The appropriation bill providing funds for the maintenance of the Navy for the fiscal year ending June 30, 1942, was signed by the President on May 6, 1941. The Act is called "Naval Appropriation Act - 1942."

LEGISLATION

H. R. 4473

Hearings were completed by the House Naval Affairs Committee May 16th, on H. R. 4473, authorizing the temporary appointment or advancement of certain personnel of the Navy and Marine Corps, and for other purposes.

A number of Committee amendments were made to the bill, and as of May 21st the bill had not been reported out of the Committee.

H. R. 4491

A bill, H. R. 4491, to authorize clothing allowances for the United States Navy or Naval Reserve was recently introduced in the House of Representatives.

Hearings on this bill had not begun as of May 21st.

TRANSPORTATION -- DEPENDENTS  
RETIRED AND RESERVE PERSONNEL

Under date of March 18, 1941, the following ALNAV was published to the service:

"THE DEFICIENCY AND SUPPLEMENTAL APPROPRIATION ACT APPROVED MARCH SEVENTEEN NINETEEN FORTYONE AUTHORIZES TRANSPORTATION DEPENDENTS RETIRED AND RESERVE PERSONNEL OF GRADES ENTITLED TRANSPORTATION DEPENDENTS IN REGULAR NAVY WHEN ORDERED TO ACTIVE DUTY OTHER THAN TRAINING AND UPON RELEASE THEREFROM EFFECTIVE ONLY FROM MARCH SEVENTEEN NINETEEN FORTYONE TO AND INCLUDING JUNE THIRTY NINETEEN FORTYONE X BASIC ALLOWANCE WILL BE FROM OFFICIAL RESIDENCE OF RECORD AT TIME OF CALL TO ACTIVE DUTY TO FIRST DUTY STATION AND RETURN TO SUCH PLACE UPON RELEASE FROM ACTIVE DUTY X TRANSPORTATION WILL BE OBTAINED IN MANNER PROVIDED BY EXISTING INSTRUCTIONS FOR REGULAR NAVY X PROVISIONS PARAGRAPHS NINETEEN (A) AND TWENTY (A) ARTICLE TWENTY FIVE ZERO FIVE NAVY TRAVEL INSTRUCTIONS SUSPENDED DURING PERIOD COVERED BY THIS ACT X THE ACT MAKES FUNDS AVAILABLE FOR TRANSFER HOUSEHOLD GOODS CIVILIANS UNDER PERMANENT CHANGE STATION ORDERS X OBTAIN INSTRUCTIONS SANDA EACH INSTANCE PENDING ISSUE DETAILED REGULATIONS."

BE CAREFUL OF WHAT YOU SAY AND WHERE YOU SAY IT

TRANSPORTATION -- DEPENDENTS  
RETIRED AND RESERVE PERSONNEL  
(Cont.)

In connection with the above quoted act the Comptroller General under date of May 14, 1941, ruled that the provisions of such act with reference to transportation of dependents of reserve and retired personnel were not retroactive in any respect and that the rights to such transportation accrued only on orders becoming effective on or after March 17, 1941. This means that on any orders issued and effective prior to March 17, 1941, transportation of dependents at Government expense is not authorized.

CAMERAS  
RESTRICTED USE OF

The Commanding Officers of the Atlantic Fleet, the Pacific Fleet, and the Asiatic Fleet, and the Commandants of various district and shore stations have issued the following instructions:

"The personal possession of cameras on board ships or within limits of naval stations or other prescribed activities is prohibited. Those cameras now personally owned by officers, enlisted men, or civilian personnel should be immediately placed in the custody of the Commanding Officers, and at the earliest practicable date should be forwarded by the owners to non-naval or non-military destinations at owner's expense."

TOUR OF THE UNITED STATES BY THE CHIEFS OF THE  
NAVAL GENERAL STAFFS OF THE AMERICAN REPUBLICS.

On April 2nd, invitations were issued by the Chief of Naval Operations to the Chiefs of the Naval General Staffs of the 11 Central and South American Republics for a tour of the United States. The invitations were accepted by the following countries: Argentina, Brazil, Chile, Colombia, Cuba, Ecuador, Mexico, Paraguay, Peru, Uruguay, and Venezuela. A United States naval staff, headed by Rear Admiral A. T. Beaufregard, was assigned to the distinguished visitors.

The Latin American party of 21, containing three vice-admirals and two rear admirals, began the tour on May 5th with an inspection of the Naval Air Station at Jacksonville, Florida. The entire trip was made by airplane and included inspection of naval stations, armament and plane factories, as well as a visit aboard the recently commissioned North Carolina. The official party toured the Atlantic coast, the Middle West, the Pacific coast, and returned to Miami, Florida, on May 23rd.

YOUR FRIEND MAY BE ALL RIGHT --  
BUT YOU DON'T KNOW ALL HIS FRIENDS

DISCONTINUANCE OF DAILY PRESS RELEASE  
ON CHANGES OF DUTY OF OFFICERS  
OF THE U. S. NAVY AND MARINE CORPS

The Navy Department recently announced that the daily press release indicating changes of duties of officers of the U. S. Navy and U. S. Marine Corps will be discontinued.

From time to time and in certain specific cases, notice of change of duty of officers in the Navy and Marine Corps will be released.

The cancellation of this daily notice is deemed essential in the interests of security of the Navy and Marine Corps.

TEMPORARY DUTY ORDERS

Several cases of duplication of orders have come to the attention of the Bureau since authority has been granted to the Commandants of the various Naval Districts to issue temporary additional duty orders. While it is appreciated that the decentralization of control over temporary additional duty involving travel will inevitably result in some duplication, every effort must be made to keep such duplication at a minimum.

A Bureau despatch order should be delivered for compliance to the officer involved and never made the basis of a Naval District order with a District T number. Bunav despatch orders will be confirmed as usual, by letter for the collection of mileage.

Where duplication is discovered, the order issued by the District Commandant should be immediately cancelled, and notification sent to the Bureau if such order has been sent in for approval. In cases where district orders are already approved and mileage collected before the duplication is discovered, the Bureau orders should be returned for cancellation.

REQUESTS FOR SPECIAL COURSES OR SPECIAL ASSIGNMENTS TO DUTY

The Bureau is frequently in receipt of correspondence from individual officers requesting special courses of instruction or special assignments for which they are not eligible, at times when such requests are not under consideration. An example would be requests for postgraduate instruction submitted at other than the period each year when requests for such instruction are specifically desired by the Bureau and a notice to that effect sent to all Naval Units. Another example would be in connection with requests for transfer to the Supply Corps of the regular Navy, when definite requirements as to age, marital status, etc., are specified.

Commanding officers frequently forward such requests even though the officer does not meet the requirements, and in some cases a waiver of requirements is recommended.

YOU CAN TAKE BACK WHAT YOU SAID BUT NOT WHAT HE HEARD

## REQUESTS FOR SPECIAL COURSES OR SPECIAL ASSIGNMENTS TO DUTY

(Cont.)

The Bureau is faced with the problem of replying to and taking action concerning an increased amount of correspondence. As it is the policy to acknowledge all requests for special instruction, etc., the increased load could be relieved, in part, if commanding officers would refrain from forwarding requests for special instruction, etc., when the applicant obviously does not meet the requirements and is not eligible.

## CAPTAIN QUIGLEY APPOINTED CHIEF OF STAFF OF PERUVIAN NAVY

The Navy Department has been informed that Captain William M. Quigley, U. S. Navy, Chief of the U. S. Naval Mission to Peru, has been appointed Chief of the General Staff of the Peruvian Navy by the President of Peru. Captain Quigley has been on duty with the Naval Mission to Peru since October 9, 1940, and will in his new capacity replace Admiral Carlos Rotalde who is now visiting in the United States at the invitation of the Chief of Naval Operations, Admiral Harold R. Stark, U. S. Navy. (Admiral Rotalde is expected to remain in this country for some time.)

## OFFICER PROMOTIONS

The following officers became due for promotion on May 1, 1941:

Captain Richard S. Edwards  
Commander William E. Malloy  
Commander Charles F. Martin  
Commander Wilder D. Baker  
Lieutenant Commander Gerard F. Galpin  
Lieutenant Commander George H. Bahm  
Lieutenant Commander Gordon B. Parks  
Lieutenant Commander Charles R. Pratt  
Lieutenant Ralph D. Smith  
Lieutenant Jacob E. Cooper  
Lieutenant Malcolm A. Hufty  
Lieutenant Luther K. Reynolds  
Lieutenant Louis M. LeHardy  
Lieutenant (jg) Kenneth S. Shook  
Lieutenant (jg) Charles T. Fritter  
Lieutenant (jg) Millener W. Thomas  
Lieutenant (jg) Bernard M. Streat  
Lieutenant (jg) Frank M. Slater  
Lieutenant (jg) Thomas A. Christopher

These promotions are incident to the retirement of:

Rear Admiral Forde A. Todd  
Captain Lemuel M. Stevens

"THEY SAY AT THE OFFICE...." IS DYNAMITE IN A COCKTAIL

OFFICER PROMOTIONS  
(Cont.)

Commander Spencer H. Warner  
Commander Robert H. Harrell  
Lieutenant Commander William G. Livingstone  
Lieutenant John M. Lewis

\* \* \* \* \*

It is estimated that the following officers recently selected for promotion to Lieutenant Commander and Lieutenant in the Dental Corps will make their number on 1 July 1941:

LIEUTENANT COMMANDER

Clifford E. Allen  
Raymond A. Lowry  
Clifford C. De Ford  
Lyman R. Vaughan  
Charles F. Woodard  
George H. Mills  
Thomas E. Crowley  
Jesse B. Bancroft  
Edwin A. Thomas  
Charles F. Hoyt

LIEUTENANT

William Seidel  
John H. Bailey  
Morris C. Craig  
John "C" Allen  
Edward C. Raffetto  
James A. English  
Frank E. Frates, Jr.  
Karl VanL. Berglund  
Walter W. Lippold  
Wendell Naish  
LeRoy B. Nagel  
Jesse V. Westerman  
Charles T. Pridgeon  
Stanley F. Webster  
James L. Wanger  
Daryl S. McClung  
John J. Hilt  
Vernon S. Robinson  
Frank I. Gonzales, Jr.  
Maurice S. Shortridge  
Miller H. Cosby

\* \* \* \* \*

BEWARE OF INQUISITIVE FRIENDS

# FLASH!

\* \* \* \* \*

\* The Secretary of the Navy has just\*  
\* received the following letter from\*  
\* the White House. \*

\* \*

\* "On Saturday morning, May thirty-\*  
\* first, and every Saturday there-\*  
\* after, until further notice, the \*  
\* White House will be open from ten \*  
\* to twelve for the exclusive bene-\*  
\* fit of Service men in uniform and \*  
\* those accompanying them. It will \*  
\* be closed to other visitors on \*  
\* Saturday mornings." \*

\* \* \* \* \*

## OFFICER PROMOTIONS (Cont.)

### APPOINTMENTS AS WARRANT OFFICERS

The following named enlisted men were issued acting appointments as warrant officers in the Navy, to rank from 16 May 1941:

<u>Name</u>	<u>Rating</u>	<u>Present Station</u>	<u>Home Address</u>
<u>BOATSWAINS</u>			
John L. Hostinsky	CBM	U.S.S. Bear	Adena, Ohio
Paul V. Evans	CQM	Receiving Ship, New York	San Francisco, California
Francis Murphy, Jr.	CQM	U.S.S. Ortolan	Charleston, Mass.
<u>GUNNERS</u>			
Donald A. Sable	CMlc	U.S.S. Oklahoma	Lacoochee, Fla.
Edward W. Duckworth	CMlc	U.S.S. Ortolan	San Diego, Calif.
<u>MACHINISTS</u>			
Berdett B. Berton	MMlc	U.S.S. Altair	San Diego, Calif.
Eugene R. Davis	CM	U.S.S. S-12	Groton, Conn.
<u>CARPENTERS</u>			
Robert H. Epps	CMlc	Naval Station, Tutuila, Samoa	Kingstree, S.C.

WORDS ARE LIKE RAZORS - THEY MAY BE USED TO CUT YOUR THROAT



## NAVAL RESERVE OFFICER PROMOTED ON RETIRED LIST FOR WORLD WAR SERVICE

Lieutenant Commander Gordon A. Grimland, MC-V(S), U.S.N.R., 1112 Medical Arts Building, San Antonio, Texas, has been transferred to the Honorary Retired List of the Naval Reserve, without pay or allowances, effective June 1, 1941.

The Secretary of the Navy has expressed to Lieutenant Commander Grimland his appreciation for his past services and has issued him a commission as a Commander (Medical Corps), on the Honorary Retired List of the Naval Reserve from June 1, 1941, in accordance with Section 309 of the Naval Reserve Act of 1938, which authorizes the Secretary of the Navy to advance to the next higher grade a member of the Naval Reserve on the Honorary Retired List, if such member has been specially commended for performance of duty in actual combat with the enemy by the head of the executive department under whose jurisdiction such duty was performed.

Lieutenant Commander Grimland, then a Lieutenant of the Medical Corps of the regular Navy, was presented the Navy Cross by the President of the United States for services during the World War, as set forth in the following citation:

### CITATION

"For distinguished service and devotion to duty while serving with the 6th Regiment, U. S. Marines, near Thiaucourt, France, on September 15th, 1918. Lieut. Grimland displayed heroism by establishing a dressing station in a culvert, which later was subjected to high explosive fire, and remained at his station caring for the wounded and directing their evacuation during heavy bombardment."

### LAW

#### Selections for Postgraduate Instruction

The Board to select officers for post graduate instruction in Law met on May 15, 1941, and made the following selections:

Lieutenant Commander Eugene T. Seaward, U.S.N.  
Lieutenant John E. Burke, U.S.N.  
Lieutenant Mervin Halstead, U.S.N.  
Lieutenant William H. Organ, U.S.N.  
Lieutenant Edward C. Stephan, U. S.N.

#### AEROLOGICAL COURSE--OFFICERS SELECTED FOR

The applications for a practical course in aerological instruction, submitted in accordance with Bureau of Navigation Circular Letter 32-41,

#### TALK OVER BARS MAY LEAD TO TIME BEHIND BARS



# AEROLOGICAL COURSE OFFICERS SELECTED FOR

(Cont.)

have been considered and the following named officers have been tentatively selected to take this instruction:

Lieutenant Commander Dewey H. Collins  
Lieutenant Royal Lovell  
Lieutenant Commander Thomas C. Thomas  
Lieutenant Commander Albin R. Sodergren  
Lieutenant Commander Harry R. Carson, Jr.

## OFFICERS FOR AVIATION TRAINING (HEAVIER-THAN-AIR)

In accordance with Bureau of Navigation Circular Letter 9-41 of January 21, 1941, the following officers have been selected and tentatively slated for aviation training (heavier-than-air) classes as indicated:

### Class scheduled to convene July 24, 1941

<u>Rank</u>	<u>Name</u>	<u>Class</u>	<u>Ship</u>
Lt. (jg)	Biwerse, Denis H.	1934	Saratoga
Lt. (jg)	Boyle, Peter F.	1935	Geo. E. Badger
Lt. (jg)	Hood, Clark A.	1935	Crosby
Lt. (jg)	Adams, Thomas McC.	1937 P	Comairbatfor
Lt. (jg)	Mehlig, John L.	1937	Tennessee
Ensign	Bauer, John F.	1938 P	St. Louis
Ensign	Cox, Robert D., Jr.	1938	Plunkett
Ensign	Dalton, John S.	1938	Talbot
Ensign	DeCamp, Louis E.	1938	Kearney
Ensign	Eckhardt, John C., Jr.	1938	Vincennes
Ensign	Hammond, Keene G.	1938	Comairbatfor
Ensign	Sampson, Richard D.	1938	Helena
Ensign	Harris, Edwin L., Jr.	1939	Hughes
Ensign	Nicolai, Rawland F.	1939	Raleigh

### Class scheduled to convene August 7, 1941

Lt. (jg)	Barleon, John S., Jr.	1935 P	McCormick
Lt. (jg)	Prickett, Robert H.	1935 P	Buck
Lt. (jg)	King, John W.	1937	Perkins
Lt. (jg)	Stevens, William R.	1937	Comscofor
Ensign	Benthin, Paul L.	1938	Kane
Ensign	Gillmor, Hurlbut E.	1938	Mauzy
Ensign	Millard, Robert C.	1938	Gilmer
Ensign	Smith, John C. H.	1938 P	Wasp
Ensign	Barnes, Robert C.	1939	Bagley
Ensign	Evins, Robert C.	1939	Noah

PLAYING WITH WORDS IS LIKE PLAYING WITH FIRE

OFFICERS FOR AVIATION TRAINING (HEAVIER-THAN-AIR)  
(Cont.)

Class scheduled to convene August 7, 1941 - cont.

<u>Rank</u>	<u>Name</u>	<u>Class</u>	<u>Ship</u>
Ensign	Miller, Harold C.	1939 P	Rathburne
Ensign	de Poix, Vincent P.	1939	Sicard
Ensign	Stuart, Robert R., Jr.	1939	PC-451
Ensign	Watkins, David W., Jr.	1939	Case
Ensign	Wussow, Allen G.	1939	Lexington

Class scheduled to convene August 21, 1941

Ensign	Bennett, Thomas M.	1939	Gleaves
Ensign	Craig, Earle F.	1939	Smith
Ensign	Fisher, Elis J.	1939	Porter
Ensign	Hardy, Donald J.	1939	Maryland
Ensign	Micka, Edward	1939	Clemson
Ensign	Miller, Frank D.	1939	Moffett
Ensign	O'Neill, John T.	1939	Dewey
Ensign	Ostroski, Allyn B.	1939	Drayton
Ensign	Quillan, Ivan D.	1939	Litchfield
Ensign	Reichel, Lenard O.	1939	McCall
Ensign	Rush, Augustus J.	1939	Reid
Ensign	Tunnell, Richard M.	1939 P	Mugford
Ensign	Wallace, Daniel J., Jr.	1939	Williamson
Ensign	Waring, Elmar S., Jr.	1939 P	Cushing
Ensign	Wright, Wilson G., III	1939	Lamson

P - Report of physical examination has not been confirmed by the Bureau of Medicine and Surgery.

OFFICERS FOR AVIATION TRAINING (LIGHTER-THAN-AIR)

In accordance with Bureau of Navigation Circular Letter 18-41, the following officers have been selected for the aviation training (lighter-than-air) class which will convene about June 30, 1941:

<u>Rank</u>	<u>Name</u>	<u>Class</u>	<u>Ship</u>
Lt. (jg)	Lee, George R.	1935	Idaho
Lt. (jg)	Cruse, James H.	1937	Tattnall
Lt. (jg)	Rixey, Franklin S.	1937	Cinclant
Ensign	Bolam, Cecil A.	1938	Jarvis
Ensign	Cody, Ernest D.	1938	Texas
Ensign	Jackson, Robert L.	1938	Wichita
Ensign	Bemis, Wendell W.	1939	Clark
Ensign	Gantz, Saxe P.	1939	Wasp

ONE LEAK CAN SINK A SHIP - DON'T TALK

## SUPPLY CORPS - U. S. NAVAL RESERVE

Eighty-eight (88) officers under instruction at the Supply Corps Naval Reserve Officers' School, National University, Washington, D. C., completed their course on May 20th, and have been assigned duties afloat and ashore. There will be no further classes held at this location.

Applications for appointment in Class SC-V(P), U.S.N.R., are now being forwarded by the district commandants.

\* \* \* \* \*

### NAVY SUPPLY CORPS SCHOOL HARVARD UNIVERSITY

Arrangements have been made with Harvard University for the establishment of a three months' course in postgraduate work in Supply Corps duties at the Graduate School of Business Administration. It is estimated that a class of approximately 400 Ensigns, SC-V(P), U. S. Naval Reserve, will report 16 June 1941 for this course of instruction. These officers will be recruited chiefly from this year's graduates of universities, preferably those graduating from engineering schools or having a basic engineering background in their collegiate work. Such officers who complete the work satisfactorily as may be required for active duty will be continued in that status; the remainder of the class, if any, will be returned to an inactive status.

Thirty-five Reserve officers now under instruction in the Supply Corps Naval Reserve Officers' School at the Naval Medical Center, Washington, D. C. will be transferred to the course at Harvard University on June 3, 1941.

Living facilities as well as the necessary classroom space and recreational activities will be provided for the student officers at the University.

Commander E. A. Eddiegorde, SC, U.S.N., has been ordered to duty as Officer-in-Charge of the School.

It is contemplated that the facilities of Harvard University be further utilized after completion of the course in September, 1941, for approximately 125 officers of the Supply Corps during the winter months.

\* \* \* \* \*

Copies of the Bureau of Supplies and Accounts Manual are again available to officers of the Naval Reserve who submit an official request for them and agree to keep them corrected up to date. Any officers recently enrolled in the correspondence course who have not received their publications should advise the bureau, via official channels, at once.

AN IDLE TONGUE CARRIES DEATH IN ITS WAG

OFFICERS FOR TRANSFER TO THE SUPPLY CORPS, U. S. NAVY AND  
FOR INSTRUCTION AT THE NAVAL FINANCE AND SUPPLY SCHOOL

In accordance with Bureau of Navigation Circular Letter 15-41 of February 11, 1941, the following officers have been selected for transfer to the Supply Corps, U. S. Navy, and for instruction at the Naval Finance and Supply School which will convene at the Harvard Graduate School of Business Administration, Boston, Massachusetts, about September 15, 1941:

REGULAR OFFICERS

<u>Rank</u>	<u>Name</u>	<u>Class</u>	<u>Ship</u>
Ensign	Adams, Henry Patteson	1939	USS Ranger
"	Beard, John G., Jr.	1939	USS Oklahoma
"	Bell, Thomas H.	1939	USS Oklahoma
"	Carlsten, Earl E.	1939	USS Pensacola
"	Carrison, Daniel J.	1939	USS Trenton
"	Claypoole, Jesse S.	1939	USS Indianapolis
"	Corle, Frederic W.	1939	USS New Orleans
"	Dexter, Robert C., Jr.	1939	USS Concord
"	Fischer, Benhardt B.	1939	USS Concord
"	Gore, John M.	1939	USS Wasp
"	Grubb, Francis B.	1939	USS Philadelphia
"	James, Nathaniel W., 3rd	1939	USS Mississippi
"	Lovig, Lawrence, Jr.	1939	USS Vincennes
"	Major, Samuel J.	1939	USS Astoria
"	Moore, George E., 2nd	1939	USS Pennsylvania
"	Netts, George W.	1939	USS Richmond
"	Pennell, John C.	1939	USS Arizona
"	Seed, William H.	1939	USS Saratoga
"	Spector, Herman	1939	USS Crane
"	Warner, Rex W.	1939	USS New York
"	Williams, William H.	1939	USS Oklahoma
"	Zoeller, Raphael A.	1939	USS Idaho

RESERVE OFFICERS

<u>Rank</u>	<u>Name</u>	<u>Designation</u>
Ensign	Fink, Douglas G.	DE-V(G) U.S.N.R.
"	Finn, Philip P.	D-O U.S.N.R.
"	Freeborn, Stanley B., Jr.	D-V(G) U.S.N.R.
"	Hughes, Theodore, L.	D-V(G) U.S.N.R.
"	Johnson, Albert B.	E-V(S) U.S.N.R.
"	Lindman, George Edward	D-V(G) U.S.N.R.
"	Nettles, Jack E.	D-V(G) U.S.N.R.
"	Skaife, Douglas C.	D-V(G) U.S.N.R.
"	Stevens, Ralph S., Jr.	E-V(S) U.S.N.R.

SPYING IS SIMPLE - JUST THE CEASELESS COLLECTION  
OF FRAGMENTS OF FACTS

OFFICERS FOR TRANSFER TO THE SUPPLY CORPS, U.S. NAVY AND  
FOR INSTRUCTION AT THE NAVAL FINANCE AND SUPPLY SCHOOL  
(Cont.)

RESERVE OFFICERS CLASSIFIED SC-V(G), USNR  
TO BE TRANSFERRED TO THE SUPPLY CORPS, U. S. NAVY

<u>Rank</u>	<u>Name</u>
Ensign	Algire, Kent D.
"	Bacon, John F.
"	Burrage, Leonard F., 3rd
"	Coleman, Fred
"	Evans, Philip W.
"	Fahy, Francis M.
"	Harris, Virgil J., Jr.
"	Leasure, Shelby C., Jr.
"	McGowish, Daniel R.
"	Parker, James W.
"	Ritter, Alfred F.
"	Sander, William M.

SUPPLY CORPS

The total number of officers of the Supply Corps on active duty, including regular, retired, and reserve officers, is 1,277. Of this number 603 are regular officers of the Supply Corps; 38 retired officers of the Supply Corps are now on active duty.

ASSISTANT SURGEONS U. S. NAVY

The following candidates were appointed Assistant Surgeons in the Navy, with the rank of Lieutenant (junior grade) to rank from March 20, 1941:

<u>Name</u>	<u>Home Address</u>
Arthur L. Schultz	Burbank, Calif.
Edward A. Kearney, Jr.	Boston, Mass.
James N. DeLamater	Pasadena, Calif.
Donald W. Gressly	Beaver, Pa.
Christopher Mamonas	Pittsfield, Mass.
William G. Langston	New York, N. Y.
Knox Pittard	Anson, Texas
Mark H. Young	Buffalo, New York
Robert F. Robertson	Los Angeles, Calif.
William J. Grace	Swampscott, Mass.
John C. Hart	Los Angeles, Calif.
H. Leonard Jones, Jr.	Benson, N. C.
James T. Fowler, Jr.	El Paso, Texas
Harry S. Etter	Shippensburg, Pa.

"STRICTLY BETWEEN US..." - DON'T KID YOURSELF

ASSISTANT SURGEONS U. S. NAVY  
(Cont.)

<u>Name</u>	<u>Home Address</u>
Everett J. Olenick	Oak Park, Ill.
Joseph P. Pollard	Alexandria, Va.
Marion T. Martin	Memphis, Tenn.
Clement C. Chesko	Washington, D. C.
Glen G. Passmore	San Antonio, Texas
Robert H. Williams	Seattle, Wash.
John W. Albrittain	Baltimore, Md.
Fred A. Butler	Chattahoochee, Fla.
Robert A. Mount	Houston, Texas
Wait R. Griswold	So. Weymouth, Mass.
John H. Bergman	Charleston, W. Va.
John B. Rowe	Flint, Mich.
John P. Dobson	Manhasset, L.I., N. Y.
James H. Bunn	Arlington, Va.
George S. Rader	Indianapolis, Ind.
Gerald H. McAteer	Washington, D. C.
Francis M. Burns	Jersey City, N. J.
Gerald W. Hurst	Boulder, Colo.

INFORMATION FOR RETIRED OFFICERS - ACTIVE AND INACTIVE

Inasmuch as assignments of all inactive retired officers to specific mobilization stations have recently been cancelled, the mobilization stations indicated after the name of each retired officer on the inactive list have been deleted from the April 1, 1941, issue of the Navy Directory. Inactive retired officers who are physically fit for active duty may, during the present emergency, expect to be ordered to active duty when and where their services are required. The Bureau will endeavor to order retired officers to active duty in the locality in which they reside, but all retired officers are considered available for duty wherever they are physically qualified to go and their services may best be utilized.

QUIZ

The following quotations famous in naval history have been heard and read many times by all naval personnel. Can you identify the source of each quotation? Credit yourself .5 for each question answered correctly. A mark of 2.5 will be considered passing.

1. "The American nation -- May danger from abroad insure union at home."
2. "If that fellow wants to fight we won't disappoint him."

A SLIP OF THE LIP MAY GIVE A SPY A TIP



QUIZ  
(Cont.)

3. "Will you have me surrender to a drop of water?"
4. "Historically good men with poor ships are better than poor men with good ships."
5. "We are ready for a frolic or a fight."
6. "Don't cheer, men; those poor fellows are dying."
7. "The best protection against the enemy's fire is a well-directed fire from our own guns."
8. "We have met the enemy and they are ours..."

(Answers on page 30)

UNITED STATES NAVY UNIFORM REGULATIONS, 1941

The following additional changes have been authorized and included in the United States Navy Uniform Regulation, 1941, and are herewith presented for information of the general service:

A. FLEXIBLE SHOULDER MARKS

Difficulties have been experienced in wearing the standard shoulder mark on the khaki uniform coat by officers in the submarine and aviation services. Flexible shoulder marks may be worn by all officers whose duties require them to enter restricted spaces or to wear equipment strapped over the shoulders. It is not intended to require an additional article of equipment, and flexible shoulder marks may be provided by altering present regulation shoulder marks. The Naval Uniform Shop at the Naval Clothing Depot will shortly be in a position to offer shoulder marks made on a flexible canvas base in place of a stiff cardboard base.

B. WEARING OF AVIATION AND SUBMARINE INSIGNIA

The courses for qualification as a Naval Aviator, Naval Aviation Pilot, and for officers and enlisted men in submarines, are rigorous and demand a high degree of application with especial ability. Aviation insignia and submarine insignia represent successful completion of the prescribed courses and qualification for a special branch of the Service.

Officers and men who have "qualified" as Naval Aviators, Naval Aviation Pilots, and for the submarine service, may wear the insignia of these services even after they have been assigned to other duties in the naval service. The insignia for these services will, therefore, indicate

IDLE WORDS EQUIP THE FIFTH COLUMNIST'S WORKSHOP



UNITED STATES NAVY UNIFORM REGULATIONS, 1941  
(Cont.)

the wearer has qualified as a Naval Aviator, Naval Aviation Pilot, or for the submarine service, but will not necessarily indicate he is still serving in these branches.

C. GARRISON CAP FOR AVIATORS

A garrison cap has been authorized for wear by commissioned and warrant Naval Aviators and Chief Petty Officers designated as Naval Aviation Pilots. In lieu of officers' and chief petty officers' regulation caps, a garrison cap may be worn with winter and summer working uniforms. The garrison cap when worn with these uniforms shall be made of same material as coat and trousers of uniform. Miniature aviation insignia shall be worn on left side of this cap two inches from the front.

IDENTIFICATION TAGS

Attention is invited to Bureau of Navigation Circular Letter No. 57-41 and enclosures, which give complete instructions as to the preparation of tags to be worn by all officers and enlisted men of the Navy and Naval Reserve for identification purposes.

The identification tag for officers and enlisted men of the Navy will consist of an oval plate of monel metal, 1.25 by 1.50 inches, perforated at each end and suspended from the neck by a monel wire encased in a cotton sleeve. The tag has on one side the etched fingerprint of the right index finger. On the other side, the following information will be embossed by a graphotype machine:

- (a) Name.
- (b) Officer's rank or man's service number.
- (c) Type of blood, and if the man has received tetanus toxoid, the letter "T" with date (T 8/40) to so indicate.
- (d) At one end of the tag the letters "USN", "USNR", "USMC", or "USMCR", whichever may be appropriate will be placed.

Equipment is being furnished each Naval District, Training Station, the U. S. Pacific Fleet, the U. S. Atlantic Fleet, and the Asiatic Fleet for preparation of these tags.

TRAINING COURSES

The following training course is now available for distribution:

"Instructions for Use in Preparation for the Rating of Machinist's Mate 2c."

IF YOU DON'T SAY IT, THE WRONG PERSON WON'T HEAR IT

## IN DEFENSE OF COMMUNICATIONS

The Old Exec was not always crabbed, nor did the job cause him many worries. He was well along in the fourth quarter of his cruise, and he was still able to feel a thrill in being a part of the ship, whether she were making the anchorage at 0300 after a disappointing night on the range or heaving short before a back drop of pre-dawn blue, shot with vivid reds and pinks. But he was a little out of sorts as he flopped at his desk. The day had been a long one, drawn out far into the night with NBPA postponed at least twenty-four hours due to bad visibility. So, when the Radio Officer stopped by the Cabin for a last word, he was greeted with none too cheerful, "Come in" followed by almost a tirade.

"This communication orderly of yours is driving me nuts," said the Old Exec. "I realize he's only doing his duty, but when he's told to get an initial on a despatch, why can't he choose an appropriate time and place, unless messages have some immediate bearing? Being a marine, he feels he has no discretion, but someone in your gang might use a little, and tell the bird when he must barge in and when he may wait for a suitable occasion. Why, I can't remember when I've had an uninterrupted shave even, much less a fifteen minutes' nap after lunch."

"But sir," the Radio Officer put in as the Old Exec paused for breath, "if we start such a system, something important might get by you."

"Not if they use a little sense. Why, last night when the ship was making the approach for the main battery on official rehearsal the orderly found me on the bridge, stuck his board under my nose, and threw his flashlight on it. The ship drew a penalty because Clatsop Spit Gas Buoy No. 4 had been blown off its station, or rather because either you or your supervisor or your orderly thought I ought to know about it right at that moment."

The Radio Officer admitted that things had been carried a bit far and promised to produce the rough draft of a modification of orders the next day. As he turned to leave the cabin he brushed by the Medico who was just popping in to chat on the subject of increase in venereal cases, and asked the Exec if he felt like writing a bulletin or lecture or something to publish to the crew. The Exec ignored the insult, but declined the honor. He did agree, however, to accept from the Medico, if that gentleman were interested in prescribing for other complaints, a couple of C.C. pills or something to that effect. Apparently the tie-up in schedules extended further than the O.C.P. had any knowledge. The Medico sent up the pills, which the Old Exec swallowed before he eased the strain on all parts and gratefully sank into his downy couch for what was left of the night.

Tomorrow was another day. On arrival in the assigned area, the setup was formed for L.C.B.P. "GENERAL QUARTERS" sounded, and the Old Exec took his station in Battle II. This was the one day in the year when he came up to bat in his own right. For every other occasion he was

CARELESS TALK MAY HAVE CAREFUL LISTENERS

IN DEFENSE OF COMMUNICATIONS  
(Cont.)

just the mouth-piece of the Captain. Today, however, the rules stipulated that the Captain was shot away along with about two-thirds of the ship, and the Executive Officer had to take charge of the remainder and fight it out to a finish with the target. As his thought played about a real Naval engagement which might result in such an opportunity for him, he felt a sudden gripping across his midriff. "What T-'ell! Oh, yes; those damned C.C. pills! Can't they wait? They cannot. Is there time? Just about. The ship is still maneuvering to get in the initial position."

The Old Exec moved with somewhat more than his usual alacrity in the direction of his cabin and bath room, and bent himself to the task of obeying the mandate of the pills in the shortest possible time. Having achieved a fair degree of stability, he reached for the roll of soft tissue with which to cap the climax, so to speak. Imagine his horror when he discovered only the bare wooden spindle! His faithful room-boy had chosen this day of days to be derelict in his duty. Much as a drowning man's life passes across his brain the Old Exec thought of that neat pile of corn cobs in the corner of the "Telephone Booth" in the back yard of his old boyhood home. What wouldn't he give for just one of those at the moment. Into this tense scene came the harsh sound of the buzzer at his door. To his anguished shout of "Who is it?" came the once annoying but now more than welcome, "Comm orderly, Sir." Without a trace of shame he hurriedly scanned the body of each message on the board. "GOVERNMENT HYDRO--FLOATING LOG OFF TATOOSH LIGHT", "MEDUSA CONDUCTING DIVING OPERATIONS OFF EAST END", "MACHINE GUN FIRING OFF WAIANAE", "OKLAHOMA URGENTLY REQUIRES HALF-INCH GASKET RUBBER", "DIVINE SERVICES SUNDAY". With a savage gleam in his eye he yanked the neatly typed sheets of many-hued onion skin from the clip and used them to the best advantage, while the orderly looked on aghast at the sacrilege.

Racing through the passageways, he heard the loud-speakers sounding his call to action:- "Bridge and Conning Tower shot away." Arriving at his station breathless but exultant, he gave his commands and, as the shots began to tear great holes through the screen, he saw not battle raft No. 129 but an enemy cruiser heeling over in her death agony, her men clinging to the slippery bottom in frantic effort to escape a watery grave.

So crowded together are the events of the day, one hour seems hardly able to carry its imprint beyond its own allotted span. The Old Exec sat in his cabin that evening with his thoughts on another day, -- tomorrow. A knock on the door, and the Radio Officer entered.

"I've worked up a plan," he said, "which may accomplish what you want in the handling of despatches."

The Old Exec's brow knotted in a frown for an instant and then widened into an almost friendly smile.

"Skip it," he said.

SILENCE IS GOLDEN

## MAKE THE BEST OF WHAT WE HAVE

The Bureau has received a most interesting letter wherein certain observations are made in regard to the enlisted and officer personnel situation in general.

The writer has expressed clearly and without exaggeration the personnel situation as it appears to him in his ship, and his summary may be taken as representative of that of each commanding officer in the Fleet. From the viewpoint of the individual commanding officer it is natural and fitting that the ship should be his immediate concern, and the Bureau of Navigation is in complete and understanding sympathy with that viewpoint. It is eminently a proper one. However, from the Bureau's viewpoint of the entire naval service, the individual ships must be considered as parts of the whole and the available personnel must be distributed for the maximum good of the entire naval establishment.

The subject of permanency of personnel has been a prior item of thought in our Navy for many years. Officers are practically unanimous in their opinions as to what the desired end should be. Administrative difficulties, attrition and rotation in duties have prevented the attainment of the ideal objective. As far as officers are concerned, each desires, and considers it his right, that the duties he performs should contribute to a well rounded career, and the action of selection boards confirms his opinion in this matter. However, in times of national emergency, it is obvious that these considerations must be given second place.

It has been decided that we are to have a two-ocean Navy and we are well launched on that program. This program carries with it correspondingly increased shore establishments. To this should be added the acquisition of additional naval bases, auxiliary vessels and organizations brought into being by virtue of the international situation. The question is how best to meet this greatly increased demand for officer personnel.

The situation is considered urgent. To date the needs have been met by spreading the regular personnel thinner and thinner and making numerical replacements with reserves. This process has been going on about a year, and it is reasonable to assume that, under pressure, training has progressed rapidly. Perfection in so short a time is neither hoped for nor expected, still it is conceived that considerable progress has been made. But this is not the end, for the expansion proceeds both for sea and shore billets. This means that as the reserves receive more training the various units must suffer further reduction in their regular personnel. Heavy demands have been made and will continue to be made on the shore establishments for regular officers, but these units have already been reduced at a rate which it is probably not wise to exceed.

No better solution is in sight at the moment. Commanding officers no doubt see the picture and are training the reserve officers to fill the various billets on board ship. Every effort will be made to consider and meet, insofar as practicable, the wishes of commanding officers in their desires to retain regular officers in key billets.

HOT AIR RISES - DON'T TALK



## MAKE THE BEST OF WHAT WE HAVE

(Cont.)

The demand for additional warrant officers has far exceeded the supply both from the regular Navy and from the reserves. Advancements to warrant ranks have, of course, been made from those qualifying by examination. It has heretofore been considered good policy to move a newly created warrant officer from the ship or station wherein he made his warrant rank. The advantages of such a move are obvious; the disadvantages are not so obvious but are nevertheless real. In view of the urgent need for these officers, the older warrants or those newly made must be moved if the vacancies are to be filled. Under these circumstances it would appear the better plan to move the newly created warrant officers, though, if the commanding officer so wishes it, the alternate move could be made.

Priority has been given, in all cases, to combatant units. Most auxiliaries, except tenders, have only two regular officers on board.

The ultimate question appears to be: Shall we have a limited number of highly efficient units of the Fleet, or shall we accept a lesser degree of efficiency of all units to the end that expansion may progress as planned? The Bureau is of the opinion that the Navy is definitely committed to the latter plan, and it behooves all ships to get on with the business now, concentrating on training to advance the overall efficiency as rapidly as possible, and bearing in mind that the general regular officer situation from the viewpoint of vessels will not get better, but worse.

### U. S. NAVAL ACADEMY

#### Uniform Requirements for Officers

ALNAV 121627/93 states that no uniforms other than service dress blue and white are required during the present emergency, except that officers attending White House functions should be prepared to wear any uniforms prescribed.

An exception to this order is made in the case of the U. S. Naval Academy, where dress uniforms continue to be worn for formal occasions. They are required to be worn by active regular officers and may be worn by retired and reserve officers who possess them.

Accordingly, active regular officers ordered to the Naval Academy should be prepared to wear any uniform prescribed.

### U. S. NAVAL ACADEMY

An Act to authorize the President to reduce, in his discretion, until August 1, 1945, the course of instruction at the Naval Academy

"QUIET, PLEASE" - ALWAYS!

U. S. NAVAL ACADEMY  
(Cont.)

from four to three years, and graduate classes which have completed such reduced courses of instruction, has passed the Senate and House of Representatives and now awaits the signature of the President.

As soon as this Act becomes a law, the following table will show the number of midshipmen authorized by statute law which may be at the Academy on a three year basis:

96 Senators.....	480
435 Representatives.....	2,175
2 Delegates.....	10
Puerto Rico (Governor).....	1
Puerto Rico (Resident Commissioner).....	5
District of Columbia.....	5
President, 25 annually, 4 yrs.....	100
Vice President.....	5
Enlisted men, 100 annually, 4 yrs.....	400
Naval Reserve, 100 annually, 4 yrs.....	400
From Sons of Veterans of World War.....	40
From Honor Graduates of Military Schools and N.R.C.T.C., 20 annually.....	80
Canal Zone.....	1

Total Authorized by Law.. 3,702

ANSWERS TO QUIZ ON PAGE 23

1. Toast given at dinner to Captain Hull and his officers, (U.S.S. Constitution), at Faneuil Hall, Boston, September 5, 1812.
2. Hull in 1811 when two British ships tried to harass the U.S.S. Constitution into allowing a Press Gang to come on board in search of supposed British deserters.
3. John Paul Jones early in the engagement Bonne Homme Richard and Serapis when the doctor reported the ship filling with water.
4. Mahan.
5. Admiral Evans, December, 1907 -- round the world cruise.
6. Captain Philip of the Texas at Santiago Bay -- Spanish-American War.
7. Farragut's message to his ships just before the dash past Port Hudson -- Civil War.
8. Perry at the Battle of Lake Erie -- War of 1812.

WHEN YOU BARK, HE MAY BITE

SELECTIVE SERVICE

Military Service as Basis for Relief  
from Liability for Training and Service

VOL. III OPINION NO. 9  
NATIONAL HEADQUARTERS  
SELECTIVE SERVICE SYSTEM

Question 2.--Are cadets of the Merchant Marine Reserve relieved from liability for training and service?

Answer.--Yes. Cadets of the Merchant Marine Reserve are members of the United States Naval Reserve and should be placed in Class I-C.

Question 3.--Is a volunteer for induction into the naval forces relieved from liability for training and service in the land forces?

Answer.--No. Registrants who volunteer through local boards for service in the naval forces should be continued by the local boards as volunteers for the naval forces until a quota is established for naval forces, but in the event that their order numbers are reached before any call is received for men for naval forces, they shall be ordered to report for induction in the land forces.

Question 5.--Does the pendency of an application for a commission in the Army, Navy, or Marine Corps or for enlistment as a flying cadet affect a registrant's liability for training and service?

Answer.--Temporary deferment, in Class II-A, may be granted in such cases, but should be limited to 60 or 90 days, subject to renewal for cause. No such deferment should be granted unless written statement of proper authority of the Army, Navy, or Marine Corps is first filed with the local board to the effect that the registrant has applied for commission or enlistment, and that such application is being considered, and that the registrant will be commissioned or enlisted if he fulfills the prescribed requirements. After the registrant has been commissioned or enlisted, reclassification into Class I-C as a member of the armed forces should be made. If the application is rejected, the registrant should then be classified in the same manner as any other registrant.

Question 7.--May a registrant waive his right to be relieved from liability for training and service because of previous military service?

Answer.--No.

\* \* \* \* \*

SILENCE IS ALWAYS ON THE GOLD STANDARD



SELECTIVE SERVICE

(Cont.)

VOL. III OPINION NO. 9-A  
NATIONAL HEADQUARTERS  
SELECTIVE SERVICE SYSTEM

Question 4.--Is a graduate of the United States Military Academy or the United States Naval Academy relieved from training and service?

Answer.--The fact that a registrant is a graduate of the United States Naval Academy does not relieve him from liability for training and service under the Selective Service Law. A graduate of the United States Military Academy, however, is relieved from liability for training and service in time of peace, since the Regular Army of the United States includes the cadets of the United States Military Academy, and any graduate of the Academy would therefore have "satisfactorily served for at least three consecutive years in the Regular Army" within the provisions of Section 5 (b) (1) of the Selective Training and Service Act of 1940.

Question 6.--Does a person become liable for training and service upon the termination of his status as a member of the Reserve Corps?

Answer.--Yes. When a man terminates his connection with the Reserve Corps he must register within five days, unless he has already registered, and his previous service in the Reserve does not, of itself, relieve him from liability for training and service, except as provided in Section 5 (b) (4) of the Selective Training and Service Act of 1940.

\* \* \* \* \*

Deferment--Reserve  
Officers' Training Corps

VOL. III OPINION NO. 10  
NATIONAL HEADQUARTERS  
SELECTIVE SERVICE SYSTEM

Question 1.--What is the "Advanced Course, Senior Division," of the R.O.T.C.?

Answer.--Cadets of the "Advanced Course, Senior Division," R.O.T.C. or N.R.O.T.C., are those members of the R.O.T.C. or the N.R.O.T.C. who are enrolled in the third and fourth-year course for military training in a university or college granting degrees or in an essentially military school not conferring academic degrees especially designated by the Secretary of War as qualified.

LET THE ORATORS DO THE PUBLIC SPEAKING

## SELECTIVE SERVICE

(Cont.)

Such members will normally be students of junior or senior standing in such institutions.

Under 10 U.S.C.A. 381, the words "Senior Division" apply to R.O.T.C. installations at universities or colleges granting degrees and those essentially military schools not conferring academic degrees especially designated by the Secretary of War as qualified, and the "Junior Division" includes the installations at all other institutions than those described above.

The words "Advanced Course" mean the course of instruction given those selected for advanced military training in the R.O.T.C. or N.R.O.T.C. upon completion of the initial two years' elective or compulsory course of military training prescribed by 10 U.S.C.A. 381.

Question 2.--When does a student become a cadet of the Advanced Course, Senior Division, R.O.T.C. or N.R.O.T.C.?

Answer.--It has been administratively determined by National Headquarters that cadets who have completed two academic years of the service prescribed for members of the Senior Division, R.O.T.C., and who have been selected by the President of their institution and the Professor of Military Science and Tactics for further training (QMC Form #3), and who have executed the contract set forth on said form, are cadets of the Advanced Course, Senior Division, R.O.T.C., within the meaning of Section 5 (a), Selective Training and Service Act of 1940.

/s/ Lewis B. Hershey,  
Deputy Director.

## JAMESTOWN TRAINING OF MIDSHIPMEN

The Navy Department announced that the Jamestown will be commissioned and converted for the training of the Midshipmen of the Third Class at the Naval Academy during the coming summer.

The Jamestown, formerly the yacht Alder, was acquired by the Navy from W. B. Thompson for conversion to a gunboat. Accommodations for 100 midshipmen, in addition to the ship's company, will be installed in the Jamestown which will make short cruises during the summer.

There are 853 midshipmen in the Fourth Class which will become the Third Class at the end of the present scholastic year.

"HAS THE CAT GOT YOUR TONGUE?" - WELL, LET HIM KEEP IT!

NEW NAVAL RESERVE OFFICERS' TRAINING CORPS  
UNITS TO BE ESTABLISHED

Secretary of the Navy Knox announced May 21st that new Naval Reserve Officers' Training Corps Units will be established this summer at eight colleges and universities, operation commencing with the fall semester, as follows:

University of Colorado, Boulder, Colorado  
Duke University, Durham, North Carolina  
College of the Holy Cross, Worcester, Massachusetts  
University of New Mexico, Albuquerque, New Mexico  
University of Notre Dame, South Bend, Indiana  
Rensselaer Polytechnic Institute, Troy, New York  
Rice Institute, Houston, Texas  
Tufts College, Medford, Massachusetts

Legislation providing for an increase in enrollment of the Naval Officers' Training Corps from 2400 to 7200 was approved on September 11, 1940. In the same month, ten Naval Reserve Officers' Training Corps Units were established, which, with the nine units already in operation and the eight to be established, make a total of 27.

The nineteen previously announced units are as follows:

<u>University or College</u>	<u>Year Established</u>	<u>No. Enrolled (1941)</u>	<u>No. Graduates (1941)</u>
Brown University, Providence, R.I.	1940	90	
University of California, Berkeley, Calif.	1926	285	41
University of California at Los Angeles, Los Angeles, Calif.	1938	215	
Georgia School of Technology, Atlanta, Ga.	1926	225	35
Harvard University, Cambridge, Mass.	1926	230	33
Marquette University, Milwaukee, Wis.	1940	90	
University of Michigan, Ann Arbor, Mich.	1940	90	
University of Minnesota, Minneapolis, Minn.	1939	135	
University of North Carolina, Chapel Hill, N.C.	1940	90	
Northwestern University, Evanston, Ill.	1926	270	33
University of Oklahoma, Norman, Okla.	1940	90	
University of Pennsylvania, Philadelphia, Pa.	1940	90	
University of South Carolina, Columbia, S.C.	1940	90	
University of Southern California, Los Angeles, Calif.	1940	90	

IT'S YOUR SAFETY THAT'S AT STAKE

NEW NAVAL RESERVE OFFICERS' TRAINING  
CORPS UNITS TO BE ESTABLISHED

(Cont.)

<u>University or College</u>	<u>Year</u> <u>Established</u>	<u>No.</u> <u>Enrolled</u> <u>(1941)</u>	<u>No.</u> <u>Graduates</u> <u>(1941)</u>
University of Texas, Austin, Texas	1940	90	
The Tulane University of Louisiana, New Orleans, La.	1938	225	
University of Virginia, Charlottesville, Va.	1940	90	
University of Washington, Seattle, Wash.	1926	290	44
Yale University, New Haven, Conn.	1926	230	33
		<u>3055</u>	<u>219</u>

The average enrollment of each unit will be 250. At present there is a total enrollment in the Naval Reserve Officers' Training Corps of 3,055. During the academic year 1941-42 this figure is expected to be 4,600, with approximately 300 graduating, and in 1944-45 the total enrollment will reach the authorized limit of 7,200, with approximately 1,581 graduates.

WILLIAM RANDOLPH HEARST TROPHY  
N.R.O.T.C. RIFLE COMPETITION

The Chief of the Bureau congratulates the teams of the University of California, University of Washington, and Yale University for standing first, second, and third, respectively, in this competition. It is noted that the University of California has won this competition during the last five consecutive years.

The Chief of the Bureau also congratulates Mr. William S. McCain, Naval R.O.T.C. Senior, Yale University, for obtaining the high individual score.

Table Showing the Standing of the Teams  
Firing for the William Randolph Hearst Trophy

1941

: Standing :	Unit	: Scores :
:	:	: Team 1: Team 2: Team 3:
: 1 :	University of California	: - : 923 : - :
: 2 :	University of Washington	: 914 : - : - :
: 3 :	Yale University	(1): 904 : - : - :
: 4 :	University of California	: 904 : - : - :
: 5 :	University of Minnesota	: 898 : - : - :

IN THE CAFETERIA, LOOSEN YOUR BELT, NOT YOUR TONGUE

WILLIAM RANDOLPH HEARST TROPHY  
N.R.O.T.C. RIFLE COMPETITION  
(Cont.)

: Standing :	Unit	Scores		
		Team 1	Team 2	Team 3
: 6 :	Northwestern University	: 395 :	- :	- :
: 7 :	Georgia School of Technology	: 379 :	- :	- :
: 8 :	University of Washington	: - :	873 :	- :
: 9 :	University of Michigan	: 870 :	- :	- :
: 10 :	University of Minnesota	: - :	369 :	- :
: 11 :	Harvard University	: 866 :	- :	- :
: 12 :	Northwestern University	: - :	- :	861 :
: 13 :	Tulane University of Louisiana	: 860 :	- :	- :
: 14 :	Brown University (2)	: 855 :	- :	- :
: 15 :	University of California at Los Angeles (3)	: 855 :	- :	- :
: 16 :	University of California	: - :	- :	855 :
: 17 :	Northwestern University	: - :	838 :	- :
: 18 :	Harvard University	: - :	836 :	- :
: 19 :	University of Minnesota	: - :	- :	825 :
: 20 :	University of Pennsylvania	: 821 :	- :	- :
: 21 :	Yale University	: - :	820 :	- :
: 22 :	University of North Carolina	: 810 :	- :	- :
: 23 :	Georgia School of Technology	: - :	804 :	- :
: 24 :	Georgia School of Technology	: - :	- :	792 :
: 25 :	Tulane University of Louisiana	: - :	782 :	- :
: 26 :	University of Texas	: 776 :	- :	- :
: 27 :	University of North Carolina	: - :	763 :	- :
: 28 :	University of Pennsylvania	: - :	702 :	- :
: 29 :	University of South Carolina	: 679 :	- :	- :
: 30 :	University of South Carolina	: - :	626 :	- :
: 31 :	University of South Carolina	: - :	- :	613 :

(1) Had fewer hits of lowest value.

(2) Had fewer misses.

(3) Had fewer misses.

High gun 193 by William S. McCain, Yale University N.R.O.T.C. Unit.

TROPHY FOR EXCELLENCE

Small Arms Firing for 1940-41 N.R.O.T.C.'s

The results of the Rifle Competition for the N.R.O.T.C. Trophy for Excellence in Small Arms for the scholastic year 1940-41 are as follows:

Standing	Unit	Score
1	University of California	1776
2	University of Washington	1722
3	Georgia School of Technology	1639
4	Northwestern University	1673

A SECRET IS A WEAPON AND A FRIEND

TROPHY FOR EXCELLENCE  
(Cont.)

<u>Standing</u>	<u>Unit</u>	<u>Score</u>
5	Harvard University	1667
6	Yale University	1661
7	University of Minnesota	1658
8	University of California at Los Angeles	1600
9	Tulane University of Louisiana	1588
10	University of Michigan	1585
11	University of Pennsylvania	1547
12	Brown University	1525
13	University of Texas	1480
14	University of North Carolina	1452
15	University of Virginia	1441
16	University of Oklahoma	1384
17	University of South Carolina	1256

In consideration of the above scores, the University of California Naval R.O.T.C. Unit is awarded the N.R.O.T.C. Trophy, to be retained until the completion of the next annual competition therefor.

The N.R.O.T.C. Units at Marquette University and the University of Southern California did not compete.

The Chief of the Bureau congratulates the University of California Unit particularly for winning the trophy for the second consecutive year, and also congratulates John P. Jones, N.R.O.T.C. Sophomore, University of California, for obtaining the highest individual score.

MEMBERS OF NAVAL RESERVE TO BE RELEASED  
TO INACTIVE DUTY AFTER EMERGENCY

Acting Secretary of the Navy Ralph Bard recently announced that men enlisting in the Naval Reserve will be retained on active duty during the period of the emergency, but they will be released to inactive duty as soon after the emergency as their services can be spared, regardless of the number of years remaining in their enlistment.

Enlistments in the U. S. Naval Reserve are for a period of four years if over 18 years of age. If the applicant is between 17 and 18 years of age, the enlistment is for the period of minority.

NEW TRAINING PROGRAM FOR  
CANDIDATES, ENSIGNS, U. S. NAVAL RESERVE

Secretary of the Navy Knox recently announced that approximately four thousand nine hundred young college graduates are to be enlisted in the Naval Reserve for training to fit them for line officer commissions

LOOSE WORDS MAY LOSE SHIPS



NEW TRAINING PROGRAM FOR  
CANDIDATES, ENSIGNS, U. S. NAVAL RESERVE  
(Cont.)

in the United States Naval Reserve. They will be enlisted as apprentice seamen in Class V-7 of the Naval Reserve, and given one month's preliminary training during which time those not deemed to be suitable officer material will be eliminated. Recruiting for this class will commence May 8, 1941.

Those individuals who successfully complete the preliminary training will be qualified for appointment as midshipmen in the Naval Reserve and will be given a further course of three months' special instruction and upon successful completion of same will be commissioned as Ensigns in the Volunteer Naval Reserve for general deck or engineering duties.

Naval Reserve Ensigns appointed under this program may request active duty in the Fleet with full pay and allowance and, if conditions warrant, will be ordered to active duty for such periods as the Secretary of the Navy may deem advisable.

Candidates for enlistment in this program must be of good repute in their community, present birth certificates or other acceptable evidence of native born citizenship, be not less than 20 and under 28 years of age, as of date of enlistment, and unmarried, and must remain unmarried until completion of course as Reserve Midshipmen. They must present abstracts of their college records showing that they have completed successfully not less than four years of college at accredited institutions. They must possess a Bachelor of Arts, Bachelor of Science, or an Engineering degree from an accredited university or college, and present credits necessary to substantiate the degree held. Credits must indicate at least two one-semester courses, or their equivalent, in mathematics of college grade. A course in Plane Trigonometry must be included in, or have been taken preparatory to, the college mathematics courses presented. Students in their senior college year may file application 90 days prior to graduation, but shall not be enlisted until receipt of degree. They must have written recommendations from at least three responsible citizens. Candidates under 21 years of age must have the signed consent of their legal guardian. The physical requirements for acceptance will be the same as prescribed for applicants for Line Commissions in the U. S. Naval Reserve.

Candidates for enlistment as apprentice seamen in Class V-7, U.S.N.R. may apply at the headquarters of the Naval Districts or Naval Recruiting Station nearest their homes, enlistments being effected only at the District Headquarters located in Boston, New York, Philadelphia, Washington, D. C., Norfolk, Va., Charleston, S. C., New Orleans, Great Lakes, Illinois, San Diego, San Francisco, and Seattle, or such other places as may be designated by the District Commandants. Only those individuals who can meet the basic mental and physical qualifications will be accepted for enlistment.

THERE'S MANY A SLIP TWIXT THE EAR AND THE LIP

NEW TRAINING PROGRAM FOR  
CANDIDATES, ENSIGNS, U. S. NAVAL RESERVE  
(Cont.)

The quotas assigned to the Naval Districts will be divided between the Engineering and Arts and Sciences graduates, based on the needs of the Service.

Preliminary elimination training classes will convene about September 18, 1941, January 22, 1942, and May 28, 1942, at Abbott Hall, Northwestern University, Chicago, Illinois, and on the Prairie State, 135th Street and North River, New York City, New York, and one class will be held at the U. S. Naval Academy, Annapolis, Maryland, about February 13, 1942, after the graduation of the 1942 class of regular midshipmen. The quota for each class at Northwestern University will be 900 men, and for each class on the Prairie State, 500 men. The majority of those assigned to the Prairie State and the Naval Academy class will be trained for engineering duties, while those at Northwestern will be trained for deck duties.

During the one month's preliminary training period the embryo officers will be trained in the fundamentals of military discipline, ship-board life and naval procedure by officers of the regular Navy and will be under critical observation for demonstration of those basic mental and moral qualities demanded of all naval officer personnel.

Enlisted men who cannot qualify during the preliminary training period will be discharged from the Naval Reserve immediately.

The three months' special course as a Naval Reserve Midshipman will follow immediately after the preliminary training.

The government will pay the railway fare and subsistence of successful applicants enroute to and from the point of training. The students will receive no pay during the one month's preliminary training, but will be given their food, lodging, uniforms, books, and equipment, so that no direct expense will be involved for those accepted. Those who successfully complete the preliminary course and are appointed Naval Reserve Midshipmen will, while undergoing the three months' course of instruction, receive the same pay and allowances as Midshipmen of the regular Navy. From this pay the Naval Reserve Midshipmen will be able and required to provide articles of uniform, books, and clothing. Bedding, certain books, and other equipment will be provided by the Government.

Naval Reserve Midshipmen who successfully complete the 90-day course will be given commissions as ensigns in the Volunteer Naval Reserve for deck or engineering duties.

GRADUATION EXERCISES  
FIRST CLASS OF RESERVE MIDSHIPMEN  
U. S. NAVAL ACADEMY

On Thursday, May 15, the first class of Naval Reserve Midshipmen --

PUT YOUR SAFETY BELT - ON YOUR MOUTH

GRADUATION EXERCISES  
FIRST CLASS OF RESERVE MIDSHIPMEN  
U. S. NAVAL ACADEMY  
(Cont.)

some 570 strong -- were graduated at the U. S. Naval Academy and commissioned Ensigns, U.S.N.R., after having completed successfully their three months' intensive training.

The guest speaker was the Honorable Herbert R. O'Connor, Governor of Maryland, who delivered a most inspiring address in which he emphasized the seriousness of the international situation as it now exists, and pointing out to these young men how they can serve the future generations. Governor O'Connor also presented the graduates their commissions.

Graduation of this class brings the total number of graduates from the Naval Reserve Midshipmen's School up to 2352, of which 2012 have applied for and are now on active duty.

There is a total of 1173 Naval Reserve Midshipmen now attending classes at Northwestern and on board the Prairie State. The next class will graduate from the Prairie State on June 6 and from Northwestern on June 12.

One more class will convene on June 16 at Northwestern and June 12 on board the Prairie State, thus completing in early September the first V-7 Reserve Midshipmen Program.

TRAINING CRUISES FOR RESERVE MIDSHIPMEN  
NOW ATTACHED TO THE PRAIRIE STATE

Reserve Midshipmen now under instruction at the Reserve Midshipmen's School on the Prairie State, receive practical instruction on board the U.S.S. Sylph. Forty Midshipmen make a one-day cruise, four days a week, through New York Harbor to open water off Ambrose Light. Intensive instruction is given in piloting, ship handling, the use of the Sextant, ship organization, radio compass, practical gunnery, and in all general drills. Engineering Midshipmen receive instruction in diesel engines, compressors, generators, batteries, and ship construction.

The U.S.S. Sylph (PYL2), 596 tons, was formerly the auxiliary barkentine Intrepid and was sold to the Navy by Mr. Walter P. Murphy for a token payment of \$1.00. It was converted to naval use by the installation of steel deckhouse and bridge, and by fitting her with anti-aircraft gun, machine guns, and other ordnance equipment.

ROW! BOYS, ROW!

Among the Naval Reserve Midshipmen on the Prairie State, there are a number of ex-college oarsmen. Through the courtesy of Columbia University, a shell and oars has been furnished and through the courtesy of

DO NOT REPEAT RUMORS

ROW! BOYS, ROW!  
(Cont.)

the Nonpareil Rowing Club, boating facilities have been provided.

They have been on the water since mid-April. The shell is seated as follows: No 1, J. F. Conlan, Captain of Boston University, 1940; No. 2, Phillip Dean, Harvard Varsity Squad, 1939; No. 3, K. C. Bristol, Yale J. V., 1940; No. 4, G. F. Vietor, Jr. Yale Varsity, 1940; No. 5, J. H. Gardiner, Harvard Varsity, 1938; No. 6, Stanley Livingston, Yale Varsity, 1940; No. 7, Dudley Talbot, Captain Harvard Varsity, 1939; Stroke, F. T. Warner Jr. Stroke of Princeton Varsity, 1937; Coxswain, J. L. Ryan. There is a total of about 17 ex-college oarsmen in the School, of which eleven were picked as the crew and alternates.

Races were scheduled for May 10th with Yale Third Varsity, on May 17th in the Stewards Challenge Cup Race at Cambridge, Massachusetts, against the Union Boat Club and Harvard Third Varsity on May 24th, with one of the University of Pennsylvania's crews at Philadelphia, and on May 30th in the New York Rowing Association Regatta on the Harlem River.

\* \* \* \* \*

\* FLASH! \*

\* \* \* \* \*

\* "On May 10th, Yale Third Varsity\*  
\* defeated us by about 2 1/2 \*  
\* lengths. On May 24th, at Cam- \*  
\* bridge there was a change in the\*  
\* race and we did not row in the \*  
\* Stewards Challenge Cup Race but \*  
\* rowed in a special race against \*  
\* a boat club of Boston and crews \*  
\* from the Elliot House and Adams \*  
\* House of Harvard University. We\*  
\* won that race by 3 3/4 lengths \*  
\* in 6:56." \*

\* \* \* \* \*

U. S. NAVAL ACADEMY  
NAVAL RESERVE CANDIDATES

Attention is invited to Bureau of Navigation Circular Letter No. 61-41, which gives in full detail information regarding Naval Reserve candidates for competitive appointment for the U. S. Naval Academy.

REQUIREMENTS FOR APPOINTMENT TO THE NAVAL ACADEMY FROM THE NAVAL RESERVE

1. Only enlisted men of the Naval Reserve who meet the following requirements will be selected as a result of a competitive examination for appointment as midshipmen:

RATS HAVE BIG EARS

REQUIREMENTS FOR APPOINTMENT TO THE NAVAL ACADEMY FROM THE NAVAL RESERVE  
(Cont.)

- (a) Must be citizens of the United States, over 17 years of age and not more than 21 years of age on April 1 of the year in which appointed.
- (b) Must have been in the Naval Reserve at least 1 year by July 1 of the year in which appointed. (Service in the Marine Corps Reserve shall be credited.)
- (c) Must have had two years in high school or an equivalent education, and have passed successfully at least two half years of algebra and one-half year of geometry.
- (d) Must have had nine months active duty in any location by the date of his final transfer to the Naval Academy (usually about July 1 of year in which entrance examination is held) or

Must have gone through the recruit course on active duty at a Naval Training Station and attended drills while on inactive duty as arranged by the Commandants of the Naval Districts so that at least 27 drills or equivalent are attended during the period between July 1 of the year preceding appointment and the third Wednesday in the following April which is the usual date of mental examination for admission. (All active duty performed in this connection shall be computed on the basis of one month's active duty being the equivalent of 3 drills.)

- (e) Must have a good record.
- (f) Must be officer caliber.
- (g) Must submit application through official channels prior to October 1 of the year preceding appointment. Transcript from service record and report of physical examination, (Form Y), in duplicate shall be attached.
- (h) Must be recommended by their commanding officer.

REQUIREMENTS FOR MEMBERS OF THE NAVAL RESERVE  
TO ATTEND THE NAVAL ACADEMY PREPARATORY SCHOOL

1. In addition to the requirements for appointment to the Naval Academy, to be eligible to attend the Naval Academy Preparatory School during the year 1941-42, a member of the Naval Reserve must:

- (a) Be on active duty prior to May 15, 1941.

MILITARY ORATORY SOUNDS BEST IN SOLITUDE



REQUIREMENTS FOR MEMBERS OF THE NAVAL RESERVE  
TO ATTEND THE NAVAL ACADEMY PREPARATORY SCHOOL  
(Cont.)

- (b) Take preliminary examinations for Naval Academy Preparatory School. (Given at place of duty on or about July 1, 1941.)
- (c) Have 9 months active duty or equivalent prior to October 1, 1941. In this connection any drills attended prior to going on active duty shall be computed on basis of three drills being equivalent to one month of active duty.
2. The Naval Academy Preparatory School will convene on or about October 1, 1941.

GUNNERY TROPHY -- NAVAL RESERVE

The letter quoted below was recently addressed to the Commandant, Third Naval District.

"1. The Third Division, First Battalion, Third Naval District, commanded by Lieutenant Commander Lewis H. Rabbage, D-O, U.S.N.R., attained the highest graded merit (100.000) of all the divisions of the Organized Reserve at Naval Reserve Battle Practice fired during the competition year 1940-41. The Third Division is therefore awarded the Naval Reserve Gunnery Trophy for the year 1940-41.

"2. The Chief of the Bureau of Navigation is pleased to commend the Commanding Officer and members of the Third Division for their excellent performance in winning this trophy. Copies of this letter will be made a part of the official records of the officers of the division who took part in the practice. Appropriate entry shall be made in the service records of the following men who comprised the guns' crews:

<u>STATION</u>	<u>GUN CREW #1</u>	<u>GUN CREW #2</u>
Gun Captain	Slack, H. C.	BM2c
Pointers	Janocha, J. J.	Sealc
Trainer	Christie, A. P.	Sea2c
Sightsetter	Levy, H. E.	Sealc
1st Loader	McCrea, W. E.	AS
2nd Loader	Nicosia, S. L.	Sea2c
3rd Loader	Killelea, C. F.	AS
4th Loader	Manger, P.	Sealc
	Giallanza, C.	BM1c
	Trojack, G.	SK3c
	Pond, S. M.	AS
	Riordan, J. J.	Sea2c
	Tortorici, A.	Sea2c
	Stretton, S. Y.	AS
	Flechsenaar, H.	Sea2c
	Manger, F.	Sea2c

"3. As the Third Division is now serving in the U.S.S. Pollux, the Commanding Officer of that ship is requested to publish this letter at quarters."

IDLE WORDS MAY REVEAL VITAL INFORMATION



MOBILIZATION  
OF NAVAL RESERVE FLEET DIVISIONS

Secretary of the Navy Knox announced recently that mobilization of the remaining inactive Fleet Divisions of the Organized Reserve would be completed between May 5 and May 30.

Commandants of Naval Districts will issue orders during this period affecting 45 divisions comprising approximately 230 officers and 4600 men. The following divisions will be ordered to duty.

First Naval District: Boston, 2nd Division; New Bedford, 7th Division; Fall River, 10th Division; Worcester, 11th Division; Springfield, 12th Division; Lynn, 14th Division; Portland, Maine, 19th and 20th Divisions.

Third Naval District: North River, 4th Division; Brooklyn, 8th Division; Rochester, 9th Division; Buffalo, 11th Division; Dunkirk, 12th Division; Watertown, 13th Division; Buffalo, 14th Division; Oswego, 15th Division; New Haven, 18th Division; Hartford, 19th Division; Jersey City, 25th Division; Perth Amboy, 26th Division; Hoboken, 29th Division; Garfield, 30th Division; Yonkers, 32nd Division; and New Rochelle, 31st Division.

Fourth Naval District: Philadelphia, 1st Division; Philadelphia, 2nd Division; Erie, 5th Division; Pittsburgh, 6th Division; and Camden, 7th Division.

Sixth Naval District: Atlanta, 2nd Division; Georgetown, 4th Division.

Seventh Naval District: Miami, 1st Division.

Eighth Naval District: Dallas, 4th Division.

Ninth Naval District: Cleveland, 2nd Division; Toledo, 6th Division; Indianapolis, 17th Division; Milwaukee, 32nd Division; Minneapolis, 46th Division; St. Paul, 48th Division; and Columbus, 52nd Division.

Eleventh Naval District: Los Angeles, 4th Division; Santa Barbara, 6th Division.

Thirteenth Naval District: Aberdeen, Washington, 5th Division.

Washington Navy Yard: 1st Division and 2nd Division.

These divisions will be sent to auxiliary ships and Naval District vessels which are to be manned with naval crews.

RECRUITING POLICY  
UNITED STATES NAVAL RESERVE

Attention is invited to Naval Reserve Circular Letter No. 19-41

CARELESS TALK COSTS LIVES

RECRUITING POLICY  
UNITED STATES NAVAL RESERVE  
(Cont.)

of May 9, 1941, addressed to Commandants, All Naval Districts; the Navy Yard, Washington, D. C.; and Naval Recruiting Service, with the following enclosures attached:

Provisions governing enlistment in Classes O-1, O-2, V-1, V-2, V-3, V-4, V-5, V-6, and V-7 of the Naval Reserve.

TRAINING  
U. S. NAVAL RESERVE

Due to the great expansion program of the Navy which will result in the construction of a great many additional ships of all types, it became necessary to establish increased training facilities for the correspondingly great expansion in personnel.

Training was required for both officers and enlisted men in many specialty branches, particularly in aviation and Diesel engineering. To accomplish this program, the facilities of Naval Stations and armories were used and through the cooperation of the U. S. Office of Education, courses have been established in a number of colleges and universities for officers and in vocational trade schools for enlisted men. At the present time the following courses are in operation or have been authorized: Diesel engineering at Pennsylvania State College, State College, Pennsylvania; Lehigh University, Bethlehem, Pennsylvania; Cornell University, Ithaca, New York; North Carolina State College, Raleigh, North Carolina; University of California, Berkeley, California; Aeronautical Engineering at Massachusetts Institute of Technology, Boston, Massachusetts; New York University, New York; University of Minnesota, Minneapolis, Minnesota; California Institute of Technology, Pasadena, California. A course in aviation engines and one in Naval Architecture has also been established at Massachusetts Institute of Technology, and a course in Naval Architecture is being given at the U. S. Naval Academy, in addition to a course in aerology. Courses for Supply Officers exist at the Finance and Supply School, Philadelphia, Pennsylvania; Medical Center, Washington, D. C.; National University, Washington, D. C.; and Georgetown University, Washington, D. C. Courses for Merchant Marine training at Navy Yard, New York, and Yerba Buena Island, San Francisco. Other courses in anti-submarine nets, mine warfare, gas warfare, and sound detection are in existence. A number of schools for communication officers have been established, one for Local Defense training, and some Naval Reserve officers are under instruction in the War College course in Strategy and Tactics.

Courses for enlisted men are as follows: For aviation machinist's mates and metalsmiths at Chicago and Detroit; for aviation instrument men at certain manufacturers of these instruments; for radiomen and

DO YOU KNOW WHO IS LISTENING?

TRAINING  
U. S. NAVAL RESERVE  
(Cont.)

signalmen at ten different locations throughout the country. There are also schools for yeomen, storekeepers, carpenter's mates, electrician's mates, and ship's cooks, while a number of enlisted men are in training in the Local Defense, mine warfare, and anti-submarine net schools. A great many Reserves of the engineering branch are being trained in Diesel operation at special schools either operated by the Navy or under the vocational training system and a number of others are attending courses at various manufacturers of Diesel engines.

All of this program is in addition to the Regular Navy Service Schools which have been in operation for a long time.

FLEEMAN KNOWS HIS OATS!

Yo heave ho -- and a bucket of oats!

And on this hangs a tale of Navy recruiting, which pursues its merry way, even though directed from the quarter deck of a horse!

Young John Coscorreza, lived in the vicinity of Grand Junction, Colorado. He wanted to be a sailor. That was fine with Chief Machinist's Mate W. F. Fleeman, of the Navy's Grand Junction substation. But to make John's enlistment shipshape, the signature of his father had to be secured. And the father was sheep herding on a ranch thirty-four miles away!

So, nothing daunted, Fleeman climbed aboard a horse:- the quarter deck of the horse, to be exact! He set his course by the stars, weighed anchor, and squared away. He reached the ranch only to learn that the father was another twelve miles ahead. Breaking out more sail aboard good ship "Dobbin," Fleeman pressed on until his purpose was achieved. -- He secured the signature and young John Coscorreza's in the Navy now!

P.S.: Returning to the Recruiting station, Chief Machinist's Mate Fleeman received the next dozen applicants for Naval enlistment standing up.

FLIGHT TRAINING FOR NAVAL RESERVE OFFICERS

Numerous requests for flight training have reached the Bureau from officers of the Naval Reserve on active duty. The nature of these requests indicates that there is a general misconception as to the eligibility of reserve officers in this regard. Reserve officers who desire flight training must meet all the requirements for appointment as aviation cadets, as indicated in Chapter 10, Part H, Bureau Manual. All applications for flight training must be forwarded on form N. Nav. 373

VILLAINS DON'T WEAR WHISKERS ANY MORE

FLIGHT TRAINING FOR NAVAL RESERVE OFFICERS  
(Cont.)

(formal application for flight training in the Naval Reserve), complete with signature and all documentary evidence required, via one of the naval aviation cadet selection boards functioning under the commandants of the respective naval districts in the continental limits of the United States.

The reserve officers who are recommended by a naval aviation cadet selection board, and whose applications are approved by the Bureau of Navigation, are ordered to report for enlistment as seamen, second class, V-5, U. S. Naval Reserve. Upon enlistment, their commissions are vacated as of the day prior to enlistment. Following successful completion of elimination flight training at a naval reserve aviation base they are transferred to a naval flight training center and appointed as aviation cadets. Upon successful completion of flight training they will be commissioned as ensigns, A-V(N), U.S.N.R. The date of rank of all ensigns, A-V(N), U.S.N.R., is the date of graduation of their respective classes in flight training.

A reserve officer who vacates a commission to enlist in Class V-5 for aviation training may be considered for reappointment in his former commissioned status, in case he fails at any stage of the flight training.

PROGRESS OF PILOT TRAINING, MAY 1, 1940-MAY 1, 1941, AND  
EXPANSION NAVAL RESERVE AVIATION BASES

The student entry rate for pilot training on May 1, 1940, was one hundred students per month. On May 1, 1941, this rate had increased to 500 per month. In July, 1941, the rate will be increased to 800 entries per month.

The students who enter the Naval Air Stations are selected at sixteen Naval Reserve Aviation Bases which conduct elimination flight training. Ground instruction plus up to ten hours' primary flight training is given at these bases, and successful candidates are appointed aviation cadets upon entering training at Pensacola, Jacksonville, or Corpus Christi.

Of the three new Naval Reserve Aviation Bases authorized for construction July, 1940, the Naval Reserve Aviation Bases at Atlanta and Dallas are now operating. The new base at New Orleans will be operating on June 1, 1941. New and more satisfactory facilities at Naval Reserve Bases, St. Louis, Minneapolis, Long Beach, and Oakland are under construction. Although construction work is being done at these bases, they are operating at top quotas. The required number of training airplanes have been delivered, bringing the total number of planes assigned to the sixteen Naval Reserve Aviation Bases to 307 planes.

A summary of the training program with its facilities is as follows:

DO NOT USE THE TELEPHONE FOR SECRETS

PROGRESS OF PILOT TRAINING, MAY 1, 1940-MAY 1, 1941, AND  
EXPANSION NAVAL RESERVE AVIATION BASES  
(Cont.)

1. The Primary Flight Training Centers:

Pensacola, Florida

Present entrance rate - 300 cadets per month (full capacity.)

Jacksonville, Florida

Present entrance rate - 175 cadets per month.

Capacity rate - 200 cadets per month will be reached in July.

Corpus Christi, Texas

Present entrance rate - 200 cadets per month.

Capacity rate - 300 per month will be reached in July.

Summary--

Present entrance rate 675 per month.

Ultimate entrance rate 300 per month (July).

Ultimate student load - about 5100.

2. Elimination Training.

Carried on at 16 Naval Reserve Aviation Bases.

Ground instruction plus up to ten hours' primary flight training.

Successful candidates are appointed Naval Aviation Cadets and enter training at Pensacola, Jacksonville, or Corpus Christi.

About 10 to 20 per cent of the applicants are eliminated at this stage.

3. Pilot Training.

About one month at Naval Reserve Aviation Bases.

Seven months at Primary Flight Training Centers.

On completion of training at Primary Flight Training Centers, the cadets are commissioned as Ensign A-V(N) or 2nd Lt., U.S.M.C. Res. and detailed to active duty.

4. Pilot Output.

Experience shows that about 25 per cent of cadets fail to meet the demands of the course and are discharged.

The entrance rate of 300 cadets per month will therefore yield pilots at about 600 pilots per month.

Training time is seven months; therefore the peak of pilot output will lag the peak of student entrance. Capacity output of pilots will be reached in January 1942.

Present pilot output is 200 per month.

5. Status of Pilots with Reference to Demands of the 15000 Plane Program.

"HE WHO TALKS MUCH MAKES MANY MISTAKES" - SPANISH PROVERB



PROGRESS OF PILOT TRAINING, MAY 1, 1940-MAY 1, 1941, AND  
EXPANSION NAVAL RESERVE AVIATION BASES  
(Cont.)

The existing shortage of pilots with reference to the schedule of expansion will be overcome in January, 1942. Subsequent to January 1942, the training program will supply a reserve of pilots which will always be in advance of the requirements up to and subsequent to reaching the goal of 15000 planes.

LANGUAGE INSTRUCTION

The classes in Spanish and Portuguese voluntarily attended by commissioned officers of the Navy and Marine Corps on duty in the Washington area have now been meeting for a period of over five weeks. The attendance has grown, and some 200 officers are now attending regularly.

These classes, as previously stated, were organized under the local Defense Program and are being so enthusiastically received by the officers that much benefit is to be expected. The purpose of these courses is ultimately to develop better interpreters for the Navy. In attacking these subjects the intention is to train officers to speak and understand the language sufficiently to order "ham and eggs," etc.

It is still possible to join the classes, and further information may be obtained from Lieutenant (jg) Ralph A. Sentman, U.S.N.(Ret.), Bureau of Navigation Bulletin, Room 3614, Navy Department, Extension 2324.

SPANISH INSTRUCTION  
ENLISTED MEN, WASHINGTON AREA

Classes in Spanish for enlisted men of the Navy and Marine Corps on duty in the Washington area have now been inaugurated. These classes are being conducted under the auspices of the local Board of Education and are being enthusiastically attended.

Attendance is voluntary but must be regular once it is started. It is anticipated that similar classes will be inaugurated in many other areas.

GRATEFUL PARENTS

Mr. John Downes, Rear Admiral  
United States Navy  
Naval Training Station  
Great Lakes, Illinois

Dear Admiral Downes:

I wish to take this means of expressing my appreciation to you

SILENCE TODAY MEANS SAFETY TOMORROW



GRATEFUL PARENTS  
(Cont.)

and the personnel of the United States Navy for the excellent training program given apprentice seamen.

Early this year my son enlisted in the Navy. He had been extremely interested and wanted to join up six months previous; however, having served in the Army in 1917 and 1918, I was not particularly anxious to have him enlist and tried every reasonable argument I could think of to talk him out of it. He was not particularly good in his high school work preferring athletics, and sort of "loafed". In addition, I felt that he was a trifle high-spirited and might have difficulty in obeying instructions, etc.

But after his enlistment, and after having spent two months in training at Great Lakes, Illinois, he has returned home. The improvement in his carriage, in his bearing, in his attitude toward life, the youngsters he went to school with, and to his mother and me has been remarkable. His interest in the Navy, his description of his training period, and his desire to get every young fellow that was in school with him to enlist has removed any doubts that I might have had.

He is extremely proud that he never once was reprimanded for a violation of any of the rules or regulations during training period, which is almost unbelievable to his mother and me. I am sure that the training he receives in the three years of his enlistment in the Navy will be exceptionally valuable to him and he will be returned to us on his twenty-first birthday a very clean and mentally alert young man. For this his mother and I are extremely grateful to you, Admiral Downes, and to the Navy's personnel.

Sincerely,

---

U. S. NAVY SCHOOL OF MUSIC GRADUATES RECORD CLASS

The largest class in the history of the U. S. Navy School of Music consisting of eight twenty-one piece bands or one hundred and sixty-eight men, will be graduated on the twenty-third of May at the Sail Loft in the Navy Yard at Washington, D. C.

The School of Music, headed by Lt. Charles Benter, U.S.N., was founded in the Spring of 1935 and has graduated fourteen bands up to the present time, all of them being stationed on flagships. The calibre of the bands and the quality of music they have produced has been the subject of much favorable comment among the Officers and men of the Fleet and it is being recognized more and more what a real boost to morale a good band playing good music can be.

BE CAREFUL OF WHAT YOU SAY AND WHERE YOU SAY IT

U. S. NAVY SCHOOL OF MUSIC GRADUATES RECORD CLASS  
(Cont.)

The student personnel of the school is composed entirely of recruits selected for their musical skill while those men taking the Bandmaster's course are selected from musicians in the Fleet with good records who have attained the rating of First Musician and do not have over fifteen years' service.

The practice of keeping the unit bands intact after graduation, and making replacements only with graduates of the school, has been an important factor in raising the morale and efficiency of musicians in the Navy to what it is today, and it is the goal of the School of Music to have an efficient musical unit on board every ship to help bolster the spirits of Officers and men both at sea and ashore.

NAVY PROCEDURE FOR HANDLING PURCHASE OF DEFENSE  
SAVINGS BONDS BY NAVAL PERSONNEL

The Bureau of Supplies and Accounts has completed the procedure for handling the purchase of Defense Savings Bonds by naval personnel upon voluntary written application. Operation of the plan will not require the creation of a separate administrative agency within the Department as a periodical "blanket check" payment will be made to the Treasurer of the United States, representing the total amount of payroll deductions for the entire Navy, in the same manner as payments, representing payroll deductions for Government life insurance, are now being made to the Veterans' Administration.

PROCUREMENT OF CLOTHING AND SMALL STORES  
MATERIAL FOR THE NAVY

The Navy does not anticipate any insurmountable difficulty in maintaining adequate supplies of clothing and small stores for its expanding personnel, but does expect to encounter increased costs generally for clothing and textiles. Recent purchases indicate abnormal increases in cost of woolen gloves and also of clothing made from combed cotton yarn. Efforts are made to keep these costs at a minimum by long-range planning, which provides ample time for delivery and thereby eliminates excessive costs caused by time restrictions which increase manufacturing costs. The cost of an enlisted man's outfit for issue during the next fiscal year is \$118.95, as compared with a cost of \$112.75 for the current fiscal year.

\* \* \* \* \*

The Navy has had the whole-hearted support and cooperation of textile industry and has been enabled to overcome all difficulties regarding matters related to textiles. Because of this cooperation, gold

SPYING IS SIMPLE - JUST THE CEASELESS COLLECTION OF FRAGMENTS OF FACTS

PROCUREMENT OF CLOTHING AND SMALL STORES  
MATERIAL FOR THE NAVY  
(Cont.)

lace is now being manufactured in the United States, and it is hoped that a new domestic industry will result. Experiments have been made in the textile industry and machinery is now being constructed to simplify and expedite the dyeing of blue woolen fabrics. If this method of dyeing proves successful, it will provide for rapid supply of naval requirements of blue woolen fabrics under any possible personnel expansion, and will also reduce materially the cost of dyeing.

PROVISIONS FOR THE NAVY

The Bureau is currently making an extensive study of many items of provisions used by the Navy with a view of making changes in the types used in the interests of conservation of space and effecting improvements in the ration. Among the more important of these items are boneless beef, canned luncheon meat, canned corn beef hash, canned carrots, and grapefruit, and dehydrated potatoes. Of these items boneless beef offers the greatest possibilities for the saving of space, as this type beef requires but one-third the space required for beef in quarters as now purchased. Canned luncheon meat and corned beef hash are new items, the former taking the place of the present frozen product and improved in quality. The latter is being tried to determine its suitability as a ration item that can be carried in ordinary storage. Canned carrots and grapefruit and dehydrated potatoes are intended to supplement the fresh articles and are also adapted for ordinary storage.

There has been a gradual increase in the cost of food products during the past year, and thus far it has amounted to approximately 10 per cent.

RECRUITERS' TRAINING SCHOOL

In addition to other things, men under instruction in the recruiters' training school are now given one hour's typing instruction and practice each day. Prospective recruiters should practice on the typewriter whenever possible before coming to school.

MAILING ADDRESSES

Mailing addresses of naval stations and naval vessels may be found in the "Navy Directory," a publication which may be purchased from the Government Printing Office, Washington, D. C., at thirty-five cents a copy.

Communications in regard to Ship's Service Stores should be addressed to the "Ship's Service Officer" of the ship or station concerned.

SILENCE IS GOLDEN

ENLISTMENTS, CLASS M-1, U.S. MERCHANT MARINE  
RESERVE

The Navy Department recently announced that the facilities for enlistment in Class M-1, Merchant Marine Reserve, have been expanded and a revision of the requirements for enlistment have been published.

Commandants of all Naval Districts and the Commandant of the Navy Yard, Washington, D. C., are authorized to make enlistments in Class M-1, and recruiting officers for the various districts will be designated by the Commandant of the respective districts. In addition, facilities for enlistments in this class will be provided in the principal ports from which merchant vessels operate and at all U. S. Maritime Service training stations for unlicensed personnel.

Enlistments may be made from the enrollees of the United States Maritime Service, and from unlicensed personnel of the Merchant Marine holding certificates of service issued by the Bureau of Marine Inspection and Navigation, Department of Commerce.

Enlistments in Class M-1 are not limited by quotas. The applicants must be citizens of the United States and the age limits are 17 to 40.

Enrollees of the U. S. Maritime Service may be enlisted either before or after completion of the training course. The desirability of the applicant must be established by the written recommendation of the Superintendent of the training station or the Commanding Officer of the training ship.

Unlicensed personnel of the Merchant Marine will be eligible for enlistment if they have been employed for not less than three months within the preceding three years in ocean or coastwise vessels documented under the laws of the United States. The desirability of the applicant must be established by the written recommendation of the Master or the Chief Engineer of the last vessel in which he was employed.

Apprentice seamen who have been dropped from the Maritime Service Radio School after four months' training, who are recommended by the Training Officer, and who volunteer for active duty, may be enlisted as seamen, second class.

Physical requirements for enlistment in Class M-1 are the same as for other classes of the Naval Reserve, except that minor physical defects may be waived by the Bureau of Navigation. Where no medical officer of the Navy or Naval Reserve is available, physical examinations for enlistment may be conducted by medical officers of the Public Health Service, attached to training stations or training ships of the U. S. Maritime Service.

Original enlistments in Class M-1 may be made in the following ratings:

Boatswain's Mate  
Coxswain

Machinist's Mate  
Water Tender

WORDS ARE LIKE RAZORS - THEY MAY BE USED TO CUT YOUR THROAT

ENLISTMENTS, CLASS M-1, U.S. MERCHANT MARINE  
RESERVE (CONT.)

Quartermaster	Boilermaker
Signalman	Electrician's Mate
Seaman	Fireman
Radioman	Yeoman
Carpenter's Mate	Storekeeper
Ship Fitter	Ship's Cook
Chief Commissary Steward.	

Men enrolled in the Maritime Service apprentice seaman course will be enlisted in the rating of apprentice seaman. Unlicensed personnel of the Merchant Marine will be enlisted in ratings corresponding to their certificate, position, and length of service.

MERCHANT MARINE RESERVE TRAINING CENTERS

The capacity of the Merchant Marine Reserve Training Center, New York, has been increased from twenty-four to forty student officers. The Training Center at San Francisco also has a capacity of forty student officers but has not been filled to capacity in the last two classes.

Officers of class D-M who desire instruction at the Training Centers, should submit their requests for eight weeks' temporary active duty for this purpose to the Bureau of Navigation via the Commandant of the Naval District in which their records are carried.

The Bureau desires that this matter be again brought to the attention of officers of class D-M, in order that as many such officers as practicable may receive this instruction.

CHIEF PETTY OFFICER ADVANCEMENTS

A recent Bureau letter to all ships and stations authorized commanding officers to advance 2119 listed first class petty officers to chief petty officer (acting appointment) provided men concerned were in all respects qualified. In addition, authorizations were issued for 39 chief yeomen subject to re-examination in stenography. Below is listed the number on the list in each rating:

C.B.M.	84	C.Bmkr.	8
C.G.M.	107	C.Msmth.	24
C.T.M.	38	C.Y.	39
C.T.C.	30	C.S.K.	78
C.Q.M.	4	C.Phm.M.	79
C.S.M.	110	Bmstr.	0
C.F.C.	49	C.Bgmstr.	1
C.E.M.	303	C.C.Std.	89
C.R.M.	3	A.C.M.M.	116

"STRICTLY BETWEEN US..." - DON'T KID YOURSELF



### CHIEF PETTY OFFICER ADVANCEMENTS (CONT.)

C.C.M.	77	A.C.M.	2
C.S.F.	55	C.Aerog.	0
C.Prtr.	16	C.P.	9
C.M.M.	700	A.C.O.M.	4
C.W.T.	133		

### CHIEF PETTY OFFICER EXAMINATIONS

The next service-wide examination for chief petty officers will be held October 30, 1941, for candidates recommended and eligible as of February 28, 1942 (instead of December 31, 1941, as previously announced). A circular letter containing pertinent information on the subject is being issued shortly.

Attention is invited to the article on training courses for chief petty officer ratings published on page 38 of Bureau of Navigation Bulletin No.291. Candidates are again reminded that courses must be completed and practical factors checked off before the date of the examination.

Recommendation of commanding officer is necessary for a candidate to be permitted to compete in the examination. Men about to be discharged on expiration of enlistment are advised of the desirability of reenlisting on board, in order to insure the maintenance of their recommended status, if such was earned on their present duty.

### ATTENTION GOURMETS TAKE NOTICE

Bureau of Navigation letter P11-1/MM(954) of December 26, 1940, addressed to the Commandants of all Naval Districts within the continental limits of the United States and the copies sent to all ships and shore stations in the United States stated that the National Restaurant Association offered its services in training and advising Naval personnel concerning the preparation of food, menu arrangements, and elimination of waste. The letter listed the names and addresses of the Advisory Committee who would be available for consultation and advice.

The National Restaurant Association has stated that to date very few ships and stations have availed themselves of the opportunity to send butchers, cooks, and ~~bakers~~ for instruction.

It is the desire of the Bureau of Navigation that all ships and stations take every advantage of this training whenever possible. Arrangements for this instruction should be made with the Commandant of the Naval District involved.

IT'S YOUR SAFETY THAT'S AT STAKE



ATTENTION  
GOURMETS TAKE NOTICE (CONT.)

Results: The following is a letter in part received from the Commanding Officer of a destroyer.

"From: The Commanding Officer.  
To: The Commander Destroyer Squadron \_\_\_\_\_.  
Subject: \_\_\_\_\_, Sea2c., U. S. Navy -  
Instruction in Preparation of Food.

"1. Arrangements were made during the current yard overhaul with the Commandant, \_\_\_\_\_ Naval District, whereby \_\_\_\_\_, Sea2c., U. S. Navy, U.S.S. \_\_\_\_\_, received instruction in the preparation of food at Boldt's Catering Service, Seattle, Washington.

"2. From a report submitted by the subject man, the Commanding Officer is of the opinion that this instruction was of great benefit to \_\_\_\_\_ and as a consequence to the entire crew of this ship.

"3. The following is quoted from the report made: 'I have learned enough to put out better meals to the crew. I was complimented for my improvement by a number of the crew. I appreciate having the opportunity of going to a cooking school.'

"4. A letter of appreciation has been written to Mr. Boldt.

/s/ \_\_\_\_\_  
Commanding Officer."

This service is available to the cooks of all naval messes, and much good should be accomplished from these courses.

\* \* \* \* \*

A well-fed crew is a contented crew.

PAYMENT OF ALLOWANCES TO ENLISTED MEN  
FOR QUARTERS AND SUBSISTENCE

The payment of an allowance to enlisted men for quarters or for subsistence, or for both is an obligation of the Government, payable only when quarters and messing facilities are not available and cannot be made available.

MILITARY ORATORY SOUNDS BEST IN SOLITUDE

PAYMENT OF ALLOWANCES TO ENLISTED MEN  
FOR QUARTERS AND SUBSISTENCE  
(CONT.)

The particular circumstances under which the various allowances are to be paid are prescribed in detail by the laws which establish them. The circumstances under which many requests are presented make it difficult to understand how and why they were approved for forwarding to the Bureau.

Prior to passage of the dependency allowance act, many requests based solely on marriage were forwarded to the Bureau. Since such passage men for whom quarters were previously not available (according to their official requests) nevertheless apparently have been assigned quarters and have been put on dependency allowance.

Subsistence allowance is sometimes requested because of some slight distance to walk from employment to mess, when the Bureau has reason to believe that the man finds time to go home in his machine to eat.

Careless and perfunctory handling of such official correspondence can only result in delay and in embarrassment to all concerned.

REDUCED RAILROAD FARES FOR ARMED SERVICES

The following Alnav was issued on May 2, 1941, relative to reduced rates granted personnel of the Army, Navy, Marine Corps and Coast Guard.

"REFER ALNAV ONE TWO TWO OF DECEMBER SIX NINETEENFORTY X ON SALE MAY FIVE NINETEENFORTYONE TO AND INCLUDING OCTOBER THIRTYONE NINETEENFORTYONE WITH THIRTY DAY RETURN LIMIT ALL RAILROADS HAVE GRANTED REDUCED ROUNDTrip RATE ONE AND ONEFOURTH CENTS PER MILE GOOD IN COACHES ONLY GOING AND RETURNING SAME ROUTE FOR ALL PERSONNEL ARMY NAVY MARINE CORPS AND COASTGUARD TRAVELING ON LEAVE IN UNIFORM OWN EXPENSE OBTAINABLE ON FURLOUGH FARE CERTIFICATES WHICH ARE BEING MAILED COMMANDANTS NAVAL DISTRICTS IN US X COMMANDANTS WILL DISTRIBUTE CERTIFICATES ACCORDING TO NEEDS OF DISTRICT ACTIVITIES AND SHIPS X SHIPS WILL OBTAIN CERTIFICATES FROM CONVENIENT SHORE ACTIVITY X LEAVE ORDERS MUST BE PRESENTED BY INDIVIDUAL WHEN APPLYING FOR CERTIFICATE AND TICKET X REQUEST COMMANDANTS COOPERATE WITH LOCAL RAILROAD OFFICIALS AND GIVE MAXIMUM PUBLICITY X REQUEST ALL UNUSED CERTIFICATES FORWARDED UNDER ALNAV ONE TWO TWO BE DESTROYED."

Furlough fare certificates have been distributed by the Bureau of Navigation to all Naval Districts in the United States, including the Naval Academy and the Navy Yard, Washington, D. C. Furlough fare certificates may also be obtained from the various Bureaus in the Navy Department by personnel on duty in the Navy Department.

\* \* \* \* \*

AN IDLE TONGUE CARRIES DEATH  
IN ITS WAG

## CONDUCT OF PERSONNEL

The railroads of the United States have been most generous in offering members of the armed services the reduced rates as outlined above.

There have been incidents reported in the past where members of the personnel of the Army, Navy, and Marine Corps have unfortunately not conducted themselves in the proper manner while travelling on trains. The conduct of these few individuals has been a reflection on the service.

It is expected that all men while on leave will endeavor to reflect good credit on the service they represent. Elect yourself a committee of one to do your part.

## DECK COURT IRREGULARITIES

There is a growing tendency among deck court officers to consider mast punishments as included in "previous convictions considered." While there is nothing illegal in this, that is to say nothing contrary to law as distinguished from regulation, the practice is irregular and should be stopped. (Naval Digest 1916, P. 91, Par. 31; N.C. & B. Sec. 436).

Since limitations of confinement and forfeiture of pay by deck court are clearly set forth in Art. 64 (b) for the Government of the Navy, and loss of pay may be found by the simplest arithmetic, the Bureau sees no excuse whatsoever for the number of excessive punishments awarded.

The Bureau looks with disfavor upon reduction in rating as a punishment for non-rated men for most offenses. It may be used sparingly for the topmost non-rated men when a degree of unreliability or negligence is involved. In the case of petty officers it should be used with much care; invariably for incompetence, as necessary for unreliability or negligence, bearing always in mind that a petty officer has a military function as leader in addition to his mechanical duties. Where the offense charged leads to a presumption of possible disrating, as senior an officer as practicable should be designated, and in the case of a chief or first class petty officer the Commanding Officer may appropriately designate himself.

## "QUARTERLY REPORT OF TRAINING ACTIVITIES"

### OBSELETE

The "Quarterly Report of Training Activities" was eliminated from the 1939 edition of the Yearbook of Enlisted Training. However, this report is still being made by approximately 30 units of the Fleet every quarter.

The reports when received in the Bureau are filed in the circular file.

## WALLS HAVE EARS

"YOU CAN'T TAKE IT WITH YOU"

"You Can't Take it With You!"

That should have been the title for a recent amusing incident at a Navy Training station.

The watch at this Naval Training station's main gate was going about its accustomed duties with placid efficiency dreaming, as sailors do, dreams of liberty, and fun on the beach. Suddenly a long, sleek black limousine drove up. --- It was the kind generally reserved for Admirals.

As the car slid to a smooth stop at the Station gate the chauffeur sprang down, opened the rear door, and his young "master" descended. With military bearing, he marched into the Station, where he reported for training with the United States Naval Reserve. In a moment he was swallowed up behind the high fence.

The chauffeur watched uncertainly, as the young man disappeared. Finally, the chauffeur approached the sentry, and asked wistfully:-

"When shall I call for the Master, sir?"

"Come back in about eight weeks, buddy," the sentry replies, "he'll be through his training then --- and he sure won't need you before that!"

CHAIRMAN OF COMMITTEES ON NATIONAL DEFENSE  
OF STATE BAR ASSOCIATION

"A list of Chairmen of Committees on National Defense of State Bar Associations was published in Bureau of Navigation Bulletin #290 and supplemented in Bulletin #291.

The following additions to that list have been received and are published for use in connection with lists previously issued.

Kentucky.

Henry J. Stiles, Esq.,  
Starks Building,  
Louisville.

Minnesota.

Hon. Albin S. Pearson,  
St. Paul.

Mississippi.

Forrest G. Cooper, Esq.,  
Indianola.

Montana.

Hon. George E. Snell,  
Billings.

DO NOT REPEAT RUMORS

CHAIRMAN OF COMMITTEES ON NATIONAL DEFENSE  
OF STATE BAR ASSOCIATION (CONT.)

South Carolina.

Utah.

Tennessee.

Pinckney L. Cain, H. P. Thomas, Esq., E. W. Eggleston, Esq.,  
Palmetto Building, Templeton Building, Franklin.  
Columbia. Salt Lake City.

U. S. NAVAL OBSERVATORY

1. During the recent annual conference of the Geophysical Union, a general discussion was held regarding the Naval Observatory's photoheliograph work.

2. From time to time during the past ten years there have been recommendations to have this work discontinued, but to all these recommendations a deaf ear was turned as it was felt that the continuity of the records of the Naval Observatory would undoubtedly prove of great value at some later date. The fact that the cost was nominal did not warrant the discontinuance of the service because of economy.

3. During the conference at Stockholm, in 1938, the Director of the Zurich Observatory, who learned that we had a complete file of sunspot data, immediately applied for copies of all of our current work to assist him in his work at Zurich. This has been done regularly since 1938 and has resulted in considerable praise regarding the character and the accuracy of the work.

4. The following letter expresses one point of view regarding the photoheliograph work. Doctor Stetson has had charge of the special cosmic terrestrial research work and has been very appreciative in his expressions regarding the information now furnished various activities by the Naval Observatory.

J. F. Hellweg,  
Captain, U.S.N.(ret.)  
Superintendent, U.S.Naval Observatory.

"Dear Captain Hellweg:

"May I express my appreciation of the valuable service of the Naval Observatory in supplying promptly sunspot data from observations made at our national observatory. There has been a marked improvement in your service in this respect since the numbers of groups and numbers of spots are now being distributed through the Science Service Research Aid Announcement. I hope that no change in plans or policies can interfere with the continuance of this service. It would be most unfortunate if this country had to depend upon Zurich and Tokyo alone for solar data in this time of national emergency.

SILENCE IS ALWAYS ON THE GOLD STANDARD

U. S. NAVAL OBSERVATORY (CONT.)

"You are of course well aware that our radio communication companies have taken cognizance of communication frequencies upon sunspot data and that the National Bureau of Standards are now predicting three months in advance the best communication frequencies based upon the anticipated sunspot changes. For this reason, if for no other, the continuance of this service I regard as necessary to the national welfare as any other part of the service which your observatory renders to the taxpayers of the nation.

Very sincerely yours,

HTS:vc

Harlan T. Stetson."  
Cosmic Terrestrial Research,  
Massachusetts Institute of Technology.

SURFACE NAVIGATION WITH THE AMERICAN AIR ALMANAC

The American Air Almanac was designed primarily for the use of the Aviator, but its advantages for the surface navigator are obvious.

In order to learn the reaction of Naval personnel to the new almanac, the first issue (January to April 1941) was sent to each ship in the fleet in December and the second (May to August 1941) in March. In the second book was enclosed the following questionnaire:

- (A) Is the Air Almanac of sufficient additional value to you in the navigation of your ship to warrant sending a copy to your ship regularly? \_\_\_\_ (Yes or No).
- (B) If so, would this copy of the Air Almanac replace one of the copies of the Nautical Almanac now regularly received? \_\_\_\_ (Yes or No).

If you have any comments to make add them here.

597 questionnaires were sent out, 328 have so far been returned. The following tabular data is submitted:-

	:Number of :Questionnaires:	:Answers to: :Question A:	:Answers to: :Question B:	:Number :of :Comments
		:Yes : No :	:Yes : No :	
Battleships & Carriers:	20	: 16 : 3 :	: 11 : 6 :	7
Cruisers	: 20	: 16 : 4 :	: 7 : 12 :	9
Destroyers	: 130	: 93 : 34 :	: 76 : 40 :	39
Submarines	: 42	: 33 : 7 :	: 21 : 17 :	9
Tenders, transports & auxiliaries	: 54	: 37 : 16 :	: 25 : 25 :	17

ONE LEAK CAN SINK A SHIP - DON'T TALK



# SURFACE NAVIGATION WITH THE AMERICAN AIR ALMANAC

(CONT.)

	:Number of	:Answers to:	:Answers to:	:Number
	:Questionnaires:	:Question A:	:Question B:	: of Comments
	:	:	:	:
	:	:Yes : No	:Yes : No	:
Tugs, Yachts & small craft	: 62	: 41 : 21	: 27 : 24	: 23
TOTAL	: 328	: 236 : 85	: 167 : 124	: 104

104 officers submitted comments as follows:

- 32 consider the Air Almanac a great time-saver and much more convenient than the Nautical Almanac.
- 16 noted the advantages of some particular feature of the Air Almanac.
- 3 stated that the Air Almanac is not accurate enough. Attention of those officers is invited to the statement on the outside of back cover of the Air Almanac giving the average error as 0.5'. It is not believed that personal errors, and other errors incident to navigation are smaller than this.
- 7 stated the Nautical Almanac is good enough.
- 11 recommended that the Air Almanac be sent to ships in addition to the usual number of Nautical Almanacs, either because of the large number of junior officers on board or because the ship receives only one copy of the Nautical Almanac.
- 5 requested more than one copy of Air Almanac.
- 5 ships under repair reported no opportunity to try the Air Almanac.
- 16 reported operations which did not require astronomical navigation.
- 6 suggested changes considered improvements in either the Nautical Almanac or the Air Almanac.

These suggestions are appreciated and will be given careful consideration.

Questionnaires are still arriving at about the same rate as during the past month. The replies have not changed appreciably, so it is fair to assume that the 328 so far received represent a fair average of service opinion.

As a result and until further notice, one copy of the Air Almanac will be issued to each ship in the fleet together with the usual number of Nautical Almanacs. This distribution is for the Navigation of the ship only and is entirely separate from those volumes issued through the squadrons for the use of aircraft attached to ships.

The third volume (September-December 1941) is now being issued to the Fleet. This completes the first edition of the Red, White, and Blue Almanacs.

THE NAVY IS YOUR WORK - DO IT AT THE OFFICE

## CRYSTAL-CONTROLLED CLOCKS.

Since 1844, when the Naval Observatory's time signal was simply the dropping of a time ball from a staff, to the present highly accurate hourly broadcasts, much progress has been made in the method by which these time signals have been made available. From the few who could see the time ball drop, the audience has been expanded until it is now world-wide. But behind all this, man's development through the ages of a means for measuring time accurately has seen some ingenious devices used - sundials, hour glasses, water clocks, a burning candle marked to indicate time intervals, and clocks as we know them; which have now been electrified.

But electric clocks are far from accurate, as their rates vary with the speed of the generators supplying the current. So the Naval Observatory, which calculates time to a thousandth of a second, utilizes a crystal-controlled clock-transmitter, that is the Rolls-Royce of electric clocks. It is believed comparatively few know that this clock actually is controlled by a quartz-crystal.

Any good electric clock would keep perfect time if the current driving it were absolutely controlled as to frequency. The piezo-electric quartz crystal acts as a tuning fork in this instance. The crystal, when properly cut with respect to its axes, and ground to size, vibrates at a natural frequency of 50 kc. This vibration is maintained by placing the crystal within an alternating electro magnetic field. Each time the crystal vibrates, it sets up a minute current within itself. The minute current thus generated is taken off by tiny contacts, amplified by vacuum tubes, and its frequency reduced to 1 kc. It is this current that drives the motors of the clock-transmitters which send out the time signals.

Temperature changes affect the frequency of the crystals vibration, so they are protected by insulated boxes, thermostatically controlled to within .01°C.

Thus the crystal-controlled clock generates its own accurately monitored current, automatically sends out the hourly time signals, and to insure accuracy, is set twice daily to correct the few thousandths of a second it may have drifted off since the last setting.

## HYDROGRAPHIC OFFICE NEW HYDROGRAPHIC OFFICE PUBLICATION

Hydrographic Office Publication No.194 entitled "Naval Air Pilot of the West Indies" is now available for issue.

This publication contains information of assistance in the navigation of aircraft in the West Indies, Bermuda, Bahama Islands, and the north coasts of Colombia and Venezuela.

WORDS ONCE SPOKEN CAN NEVER BE RECALLED

NEW HYDROGRAPHIC OFFICE PUBLICATION

(CONT.)

For convenience in extracting the particular information desired, the contents of the book are arranged in three parts as follows:

Part I contains general information concerning meteorological conditions.

Part II contains general features special regulations, detailed information, and sketches of seaplane anchorages and landing fields arranged in geographical order by island groups and countries.

Part III contains photographs of seaplane anchorages, landing fields, landmarks, and other aids to air navigation arranged in geographical order by island groups and countries.

Initial distribution has been made to the Naval Service. However, a limited supply is on hand to meet special needs. Application should be made to the Hydrographic Office, Washington, D. C.

H.O. PUBLICATION No. 214 - VOLUME VII

The Hydrographic Office has just issued the first edition of Volume VII of the "Tables of Computed Altitude and Azimuth" for the latitude belt  $60^{\circ}$  to  $69^{\circ}$  N. or S. This volume may now be obtained in the Service, or it is also issued to the maritime world in general. There has now been published for the aid of navigators, seven volumes of this series, ranging in latitude from the equator to  $70^{\circ}$  N. or S.

The entire computations for the whole series of nine books have been completed. Volume VIII (latitude  $70^{\circ}$  to  $79^{\circ}$ ) is now in the hands of the Public Printer and will be issued sometime in July.

It is felt that this simplified method is today the best and shortest process for a direct solution of all elements of the astronomical triangle by mere inspection. Its manipulation is easy to grasp by the amateur and its use eliminates many errors for the professional navigator. Everywhere it has been received by mariners with interest and enthusiasm.

SPIRIT OF '41

To the President of the United States of America.  
Executive Mansion, Washington, D.C.

Dear Mr. Roosevelt:

As Commander in Chief of the armed forces of the Republic I earnestly beg of you to use your executive power to allow us older men who have

HEAR EVERYTHING, SEE EVERYTHING, SAY NOTHING

SPIRIT OF '41  
(CONT.)

served in the army, navy, marine corps, etc. to enlist again either in the regular service or reserves with the same rating that we had when last discharged. That the age limit be raised to seventy (70) years and physical examination to not debar any of us who have two arms, two legs, our eyes, and are able to "navigate" on our two legs without the aid of canes, crutches, or other aids for a distance of one mile at the rate of "picking them up and laying them down" at one hundred and twenty steps (120) to the minute.

The people are making "cracks" about us older fellows being out of the war. Please let us show them we want to do our part. Allow us to do all that we are able in the various branches of the service to the fullest extent of our ability. Let us show the people an example.

Last September while I was in Washington D.C. I requested permission to reenlist in the navy and because I was sixty-four (64) years old I am debarred. I then climbed to the top of the Washington Monument, without pausing to rest on the landings or assisting myself by hanging onto the railing, in the time of twenty-one (21) minutes. Then after taking a short look around the top I ran down in the time of twelve (12) minutes. All this occurred between the time of 11.25 A.M. and 12.13 P.M. Sunday \_\_\_\_\_ and can be verified by special police officers \_\_\_\_\_ and \_\_\_\_\_ the persons whom I requested to officially time me. I started to ascend 11.25 A.M. arrived at the top 11.46 A.M. Started to descend at 12.01 P.M. and arrived at the bottom again at 12.13 P.M. Try it yourself.

A few days ago I climbed to the top of my radio mast, a utility pole, four times in order to take down a 14 foot extension from the top which I am placing on a higher pole. I did this intirely alone. Using my strength and my head.

Now is it not reasonable that I could be employed in the service in some manner. At the age of sixty I took out an amateur radio operator and station license having never previously had any experience with radio or telegraph code.

Take a look at all the perambulating "mummies" around Washington who are "still" in the government service. So please issue an order to the Bureau of "Irritation" (Navigation) to permit me to enlist either in the regular navy or the reserves with a rating equal to that in which I was last discharged, and that I be allowed to have active service during this emergency in such capacity as I am best fitted, by the officers uhdar whose command I am placed.

I assure you, Mr. President, I will faithfully serve to the best of my ability. If they offer to enlist me as a marine when you give the word to enlist me I will turn it down. I would prefer to be taken on as a third class seaman and "captain of the heads".

NEVER TALK ABOUT YOUR WORK WHEN OFF DUTY

SPIRIT OF '41  
(CONT.)

You, Mr. President, are the greatest president this country has had since Lincoln and you are in a spot equally as bad. Such decisions you will be compelled to make will be as great as Lincoln's, and no doubt you will have the same heavy burden on your shoulders. What ever course you decide to take, it will be the right course as you will be motivated in the same manner as Lincoln. I am with you when you give the signal to go no matter where it leads. "Those who never made mistakes never did anything."

Very sincerely,

Ex M.M.1cl, U.S.Navy.

SHIP'S SERVICE INSURANCE

The Judge Advocate General has received and placed on file the below insurance policy and master bond:

Insurance policy No. FO 74341 dated January 7, 1941, issued by the Federal Insurance Company, affords adequate protection to Ship's Service Activities desiring to secure certificates of insurance thereunder.

Continuous Schedule Master Bond No. 1308594, dated January 7, 1941, issued by the United States Guarantee Company, affords adequate protection to Ship's Service Activities desiring to secure certificates thereunder indemnifying them against dishonest acts of employees.

Agents for the above companies:

Monnett & Vickrey, Inc.,  
1 Cedar Street,  
New York, N.Y.

CORRECTIONS

PAMPHLET "SCHOOLS AND COLLEGES GRANTING CONCESSIONS TO  
SONS AND DAUGHTERS OF OFFICER AND ENLISTED PERSONNEL,  
U.S. NAVY, 1940"

Page 22, 1st paragraph, last line, change - "Army, Navy, and Marine Corps personnel" to read "officers of the United States regular Army and Navy".

Page 23, last two lines, change - "Mrs. Henry Lync, care of First National Bank, Baltimore, Md." to read "Mrs. Stephen F. Smith, 'Eltham', York, Pennsylvania".

\* \* \* \* \*

A SLIP OF THE LIP MAY GIVE A SPY A TIP



CORRECTIONS  
PAMPHLET "SCHOOLS AND COLLEGES GRANTING CONCESSIONS TO  
SONS AND DAUGHTERS OF OFFICER AND ENLISTED PERSONNEL,  
U.S. NAVY, 1940"  
(CONT.)

Column 5 change "12-18" to "12 to 19"; Column 6 change "Grades VIII-XII" to "VII to XIII (including one post-graduate year"; Column 9 change "1,250" to "\$1350 for first year (including the uniform and clothing outfit valued at \$200). The rate of tuition is reduced to \$1200 for the second and subsequent years."; Column 11 change "\$450" to "\$200"; Column 12 change to read "Manlius is a military school having an ROTC unit, college preparation, and training for service schools. Students are accepted for the second term at pro rata charges. Clothing and uniforms are included in the initial year's tuition."

EDUCATIONAL COURSES OFFERED TO WISCONSIN MEN

A new Wisconsin law (Chapter 29, Laws of 1941) permits Wisconsin Citizens enrolled in the armed forces to take educational courses, offered by the University of Wisconsin through correspondence study, at the expense of the State of Wisconsin.

Men desiring to take advantage of this law should communicate with Mr. L. W. Bridgman, Extension Editor, University of Wisconsin, University Extension Division, Madison, Wisconsin, for full information.

SCHOOL CONCESSION

The Tome School, Port Deposit, Maryland. This is a non-sectarian school established in 1901 and having an approximate enrollment of 150 boys, divided in two schools: a junior school, grades five through eight and a senior school, grades nine through twelve. It is a class A college preparatory school. Day tuition is \$300 plus about \$50 for extras; board and tuition is \$1200 plus \$55 for extras. Tome offers a Navy scholarship, repeated automatically year by year according to the student's continuing qualifications for aid, to the amount of \$200 for boarders and \$50 for day students. These scholarships do not require qualifying examinations.

\* \* \* \* \*

Convent of the Sacred Heart, 2222 Broadway, San Francisco, Calif., is a day school for girls from pre-primary and kindergarten through high school. Small boys also received through the second grade. Tuition is from \$200 to \$350 depending on the age of the pupil. A 10% discount from the tuition rates is offered to the children of Navy officers.



SCHOOL CONCESSION  
(CONT.)

CAMP NIMROD FOR BOYS

This camp is located in the foothills of the Alleghany Mountains at Nimrod Hall, Bath County, Virginia. The rate is \$160.00 for the eight full weeks. No uniform is required and there are no extras. Concessions which are offered to sons of Navy personnel are determined by the circumstances in the individual case. A larger reduction in rate is offered where there is more than one child in the family.

\* \* \* \* \*

Cooperstown Academy, Cooperstown, New York is a non-sectarian school established in 1940, and having an approximate enrollment of 15 boys and a capacity enrollment of approximately 30. The boys are from 9 to 15 years of age. Classes in grades 4 through 9. Tuition: Day - \$4.00; Board and tuition - \$12.00. Routine reduction of 10% allowed to children of Navy officers with a greater reduction in special cases where circumstances warrant.

CALIFORNIA MARITIME ACADEMY GRADUATES

The Governor of California has advised the Bureau of Navigation that the class of cadets at the California Maritime Academy, which will graduate this month, has completed a full three-year course and will be awarded the degree of Bachelor of Science.

As cadets in the Merchant Marine Reserve, the graduates of this course completed eighty (80) hours of lectures in naval subjects. These cadets will have to serve three months at sea as licensed officers of the Merchant Marine before being eligible for commission in the Merchant Marine Reserve.

Beginning with the next academic year, the curriculum for the three years will provide for 80 hours of instruction in naval science each year.

The Bureau has informed the Governor that it will issue commissions as ensigns in the Merchant Marine Reserve to future graduating classes when they have completed the full three-year course with 240 hours of instruction in naval science. The Bureau will take similar action in the cases of State Nautical Schools that have a three-year course, qualify their graduates as Bachelors of Science, and have established the 240 hours of instruction in naval science as a part of the three-year curriculum.

JOHN HAY, SECRETARY OF STATE, 1902

"I have always felt relieved when a Naval Officer has arrived on the scene because he always kept within the situation."

"THEY SAY AT THE OFFICE,..." IS DYNAMITE IN A COCKTAIL

## NAVAL ALMANAC

\* \* \* \* \*

\*  
\* Outstanding events in naval history \*  
\* will be logged each month in this \*  
\* Bulletin. Some ships and stations \*  
\* have found it constructive to make \*  
\* up daily slides entitled, "Today in \*  
\* Naval History" and flash them just \*  
\* before the featured moving picture \*  
\* goes on. \*  
\* \*  
\* Credit for compiling this data is \*  
\* due Lieutenant Commander W. H. Raf- \*  
\* ferty, (ChC), U.S.N. \*  
\* \*  
\* \* \* \* \*

### JUNE

#### 1 June

1813 Naval engagement of Chesapeake with H.M.S. Shannon 18 miles east of Boston Light. Battle lasted 15 minutes.

Captain James Lawrence was mortally wounded, but by him our Navy was left a great tradition.

The most serious defeat of an American ship during the war. (Don't give up the Ship.)

1789 Privateer General Pickering captured British Ship Golden Eagle.

1861 U.S.S. Thomas Freeborn captured Aguia Creek Batteries.

#### 2 June

1780 American Ship Trumbull engaged in action privateer Watt.

1814 U.S. Sloop Wasp 12 days out, captured and burned British Bark Neptune.

1865 Galveston surrendered to the Union Naval Forces, Lee having surrendered to Grant nearly two months before, April 10, 1865.

#### 3 June

1776 U.S.S. Wasp captured two transports with 400 Highland troops off Newfoundland.

1805 Peace made with Tripoli; tribute to Barbary states discontinued.

YOUR WORK IS CONFIDENTIAL

NAVAL ALMANAC  
(Cont.)

- 1313 U.S. Sloop Eagle captured on Lake Champlain.
- 1898 U.S.S. Merrimac (collier) sunk in channel to harbor of Santiago, Cuba, by Lieutenant Hobson and eight volunteers from fleet to prevent escape of Spanish squadron.

4 June

- 1862 Fort Pillow evacuated by the Confederates.
- 1863 U.S.S. Switzerland reconnoitered Confederate batteries at Simmesport, La.
- 1829 U.S.S. Fulton accidentally blown up at Brooklyn, N. Y. First steamer built for U. S. Navy and originally intended to throw hot water as well as shot -- 48 killed.

5 June

- 1813 Captain Lawrence died at Halifax.
- 1861 U.S.S. Harriet Lane engaged Confederate batteries at Pig Point, Virginia.

6 June

- 1779 U.S. Vessels Boston and Confederacy captured three enemy vessels which were subsequently taken into general service.
- 1362 U. S. Fleet attacked Memphis, Tennessee.
- 1862 Confederate vessel Little Rebel captured by U. S. Navy.
- 1893 Bombardment of Santiago Forts.

7 June

- 1863 U.S.S. Crockton and Lexington learned that Mexican troops had attacked forces of General Taylor north of the Rio Grande.  
(Note: 8 June.)
- 1850 American slaver Martha captured by U.S.S. Perry. (Captain Foote.)
- 1846 Commodore Sloat at Mazatlan engaged Confederate batteries at Milliken's Bend, La.
- 1893 U.S.S. Marblehead, Yankee, and Saint Louis detailed by Admiral Sampson to capture Guantanamo Bay, Cuba.

TALK IS CHEAP - WHEN IT'S NOT  
AN EXPENSIVE LIABILITY

NAVAL ALMANAC  
(Cont.)

8 June

- 1314 U. S. Gun Boat flotilla engaged H.M.S. Loitre in Patuxent River.
- 1846 Commodore Sloat in Frigate Savannah sailed for the coast of California to carry out orders of department of 24 June, 1845.

9 June

- 1313 U.S.S. President captured Brig Kitty -- 2 guns and 11 prisoners.
- 1784 Massachusetts State vessel Protector destroyed British Privateer Admiral Duff.
- 1814 U.S. Brig Rattlesnake with only two guns captured and burned Brig John.

10 June

- 1797 Launching of 44 gun frigate United States at Philadelphia.
- 1801 Bashaw of Tripoli, formally declared war on the United States.
- 1813 U.S.S. President captured 54 men and 12 guns from Packet Duke of Montrose.
- 1863 Vicksburg batteries destroyed by U. S. Navy.
- 1871 Two Korean forts captured by boat expedition from the U.S.S. Monocacy and Colorado.
- 1898 Marines landed at Guantanamo Bay, Cuba.
- 1900 Participation of Naval Brigade under Captain McCalla in expedition to relieve legations at Pekin.

11 June

- 1871 American sailors and marines attacked Korean Forts in Pingyang River, carrying them by storm.
- 1813 U.S.S. President captured and sent to France Brig Maria, 14 guns, 35 prisoners.
- 1863 U.S.S. Florida captured blockade runner Calypso.
- 1864 Alabama entered harbor of Cherbourg, France, for an overhaul and to take on coal, having been on a continuous cruise for nearly two years, having travelled 57,000 miles, burned 57 ships, under command of Captain Semmes. (Note: See 19 June.)

STREET CARS ARE FOR RIDING, NOT TALKING

NAVAL ALMANAC  
(Cont.)

12 June

- 1780 Privateer Comet cut out eight English merchantmen off Sandy Hook, N. J.
- 1813 U.S.S. President seized schooner Falcon, 2 guns, 10 men, in Spanish fort, and sent them to France.
- 1881 U. S. Arctic vessel Jeannette sunk.
- 1898 First U. S. Army expedition sailed for Cuba.

13 June

- 1814 U.S.S. Wasp captured and burned Brig William in English Channel.
- 1815 U.S.S. Peacock captured and burned ship Union.
- 1867 Naval Brigade from U.S.S. Wyoming and Hartford routed savages of Formosa, driving them into interior, burning their villages in retaliation for the murder of the crew of the American Bark Rover.
- 1899 Landing party of 90 men from the U.S.S. Helena and Monadnock, routed enemy who began firing upon Navy Yard, at Manila, Philippine Islands.

14 June

- 1777 Congress passed resolution which made the Stars and Stripes the official flag of the United States.
- 1777 John Paul Jones commission issued to command the Ranger.
- 1813 U. S. Sloop Lady of the Lake captured British Sloop Lady Murry on Lake Ontario.
- 1813 U. S. Brig Argus from this date to August 14, 1813, captured and burned during passage to France 18 enemy vessels, property to the amount of two and one-half million dollars, before she fell into hands of enemy.
- 1862 U.S.S. Sumpter sunk in collision in Chesapeake Bay.
- 1898 U. S. Marines engaged Spanish troops at Guantanamo, Cuba.
- 1847 Town of Tobasco, Mexico, captured by Commodore Perry.
- 1898 Bombardment of Santiago forts.

WHAT FIFTH COLUMNISTS DON'T KNOW WON'T HURT YOU

NAVAL ALMANAC  
(Cont.)

15 June

- 1864 U. S. Steamers General Bragg and Nalad engaged Confederate batteries at Watkins Bluff, S. C.

16 June

- 1847 Town of Tobasco, Mexico, captured by Commodore Perry.
- 1393 Bombardment of Santiago forts.

17 June

- 1772 British Sloop Gaspee captured near Newport, R. I.
- 1812 Orders in Council were revoked by Great Britain, and on the following day, the United States declared war on England.
- 1814 U.S.S. Peacock off Grand Banks captured and burned British Brig Seaflower.
- 1815 U.S.S. Guerriere captured Algerian Frigate Masrouda.
- 1814 Act of Congress authorized employment in the Navy of 7,500 petty officers, seamen, landsmen, and boys.
- 1861 Commander J. H. Ward, U.S.N., killed in attack on Malharas Pt.
- 1863 Confederate Ram Atlanta captured by Union Ironclad Weehawken, Nassau Sound, Georgia.
- 1870 Six boats of U.S.S. Morican captured and destroyed pirate ship at mouth of Teacapan River, Mexico.

18 June

- 1772 Eight colony boats from Rhode Island, no guns, but with paving stones, captured English Schooner Gaspee, tender to British Squadron, off Providence, which had run aground in chase of Packet Hannah, carried by boarding, set on fire, and soon after blew up.
- 1812 Declaration of war by United States against Great Britain owing to wrongs inflicted upon American commerce. U. S. Navy at this time was composed of 18 seaworthy vessels, only seven of the eighteen seaworthy vessels being frigates, and a few small schooner gun boats. Peace ratified 18 February, 1915.

SILENCE TODAY MEANS SAFETY TOMORROW



NAVAL ALMANAC  
(Cont.)

1814 U. S. Sloop Wasp captured and scuttled British Brig Palace in English Channel.

19 June

1813 U. S. boat attack on three British frigates at Hampton Roads.

1814 Three U. S. gigs and twenty-five sailors captured Gun Boat Blacksnake in St. Lawrence.

1815 U.S.S. Guerriere captured Algerian Frigate Estido.

1864 Naval battle between U.S.S. Kearsarge and Confederate ship Alabama. Confederate ship had been pursued by Kearsarge for more than a year. Three miles outside Cherbourg battle raged two hours. Alabama sunk without surrendering. Captain Semmes of the Alabama and forty-one of his crew picked up by English Yacht Deerhound, which landed them on English Coast. (Note: See 11 June.)

20 June

1813 U.S.S. Constellation between June 20 and 23, sunk three barges in action, 90 killed and wounded, 43 taken prisoners, belonging to boats of British Squadron of 13 sail under Admiral Cockburn.

1362 U. S. Steamer Jacob Bell engaged Confederate batteries at Watkins Bluff, S. C.

1898 Captain Glass, U.S.N., commander U.S.S. Charleston, appeared off the island of Guam and fired on Fort Santa Cruz. Little resistance was offered, and American Naval Forces captured the islands before nightfall.

21 June

1779 U.S.S. Cerf captured privateer off coast of France. Prize was abandoned, a superior force heaving in sight.

1813 U.S.S. Constellation attacked by a boat expedition from British Fleet.

1815 U. S. Sloop Peacock captured British Ship Venus and turned her into cartel for 150 prisoners.

1848 U.S.S. Onkabye lost in West Indies.

1864 Engagement at Howleets, Virginia, between Confederate Squadron and U. S. Ironclads.

CAN YOU KEEP A SECRET? O. K., KEEP IT!

NAVAL ALMANAC

(Cont.)

22 June

- 1803 U. S. Frigate John Adams destroyed a Tripolitan man-o'-war.
- 1807 British ship Leopard fired on and impressed from the U. S. Frigate Chesapeake four seamen. This was one of the causes of the War of 1812. These impressments continued until 24 June, 1810. (Note: See 10 June.)
- 1804 Lieutenant Greely, U.S.A., and 6 of his exploring party rescued by the U.S.S. Bear (Comdr. Schley) and U.S.S. Thetis.
- 1814 U. S. Brig Rattlesnake captured and burned British Brig Crown Prince.

24 June

- 1810 U. S. Brig Vixen fired on by British man-o'-war, Lieutenant Triple in command. Retaliated by returning fire. Previous to this incident, few U. S. ships returned the fire of the English ships that insisted upon taking crews from American ships.
- 1814 U. S. Frigate Adams captured British Brig Hunter.
- 1845 Issuance of confidential instructions to Commodore Sloat "Attention particularly to the present aspect of the relations between this country and Mexico. Employ forces under your command to the best advantage."

25 June

- 1815 Attempt to blow up H.M.S. Ramillies in New York Harbor by exploding schooner Eagle alongside.
- 1839 Captain Tattnal, U.S.N., rushed his ship Powhatan to aid of sorely pressed British and French who were engaging Pilio small forts, north China, (saying, "Blood is thicker than water.")

26 June

- 1814 U.S.S. Wasp sank British Sloop Orange Boven.
- 1832 Bombardment of Vicksburg begun on this date, and two days later Farragut passed forts.
- 1863 Admiral Foote died at New York.

27 June

- 1777 U. S. Frigate Hancock captured H.M.S. Fox.

WALLS HAVE EARS

NAVAL ALMANAC  
(Cont.)

- 1861 Commander Waid killed off Mathias Point. First Federal Naval Officer to lose his life in Civil War.

28 June

- 1776 Repulse of British Fleet at Charleston, S. C.
- 1814 American Sloop Wasp in English Channel captured British Sloop Reindeer.
- 1814 U. S. Corvette Adams destroyed two Brigs, Mary and Favorite.
- 1898 President McKinley proclaims blockade of Southern Coast of Cuba and Port of San Juan, Porto Rico.

29 June

- 1815 U. S. Sloop Peacock captured and burned enemy vessel Brio De Mar.
- 1864 U.S.S. Sangus and Hunchback attacked Confederate batteries at Four Mile Creek, Virginia.

30 June

- 1815 U. S. Sloop Peacock captured Brig Nautilus, an East Indian Company cruiser, which gave the first news of peace and which led to her being released the following day.
- 1813 Commodore Decatur concluded a Peace Treaty with the Bey of Algiers.
- 1898 U.S.S. Charleston arrived at Manila, first vessel to relieve Dewey.

(Note: Historical events for the months July and August will be published in Bureau of Navigation Bulletin, June, 1941, Number 293.)

N E V E R

The U.S.S. J.L. Luckenbach's answer to radio message not to surrender until help came; - She had been torpedoed by a U-Boat and was sinking rapidly -- WORLD WAR, I.

"QUIET, PLEASE" - ALWAYS!

LIST OF BUREAU OF NAVIGATION CIRCULAR LETTERS  
BEGINNING APRIL 22, 1941

<u>Number</u>	<u>Subject</u>
46-41	Volunteer Reserve (Special Service) Officers on active duty with forces afloat - transfer to Volunteer Reserve (General Service).
47-41	Unemployment compensation benefit rights of certain enlisted men of the Naval Service.
48-41	United States Savings Bonds purchased with Ship's Service Funds; Registration of.
49-41	Complaints regarding drafts of enlisted men while traveling on public conveyances.
50-41	Naval Reserves serving at sea.
51-41	Stamp credits for naval post offices.
52-41	Official residence of Naval Reserve Officers.
53-41	Certificate required on claims for transportation of dependents on change of home yard or home port.
54-41	Enlisted Personnel - Distribution of.
55-41	Enlisted Personnel - Transfer of from Forces afloat.
56-41	Eligibility of Enlisted men of the Regular Navy and of the Naval Reserve for training as Reserve Midshipmen.
57-41	Identification Tags.
58-41	Engineering Duty Only officers for the Aeronautic Organization.
59-41	Reports of Death.
60-41	Enlisted Personnel - status of.
61-41	Naval Reserve candidates for competitive appointment for the U. S. Naval Academy.

LIST OF NAVAL RESERVE CIRCULAR LETTERS

Attention is called to the following Naval Reserve Circular Letters which have been issued since publication of Bureau of Navigation Bulletin No. 291, of April 26, 1941.

<u>Number</u>	<u>Subject</u>
18-41	Cancellation of the Annual Competitions among battalions, divisions, and squadrons of the Organized Reserve.
19-41	Recruiting Policy, Naval Reserve.

"HAS THE CAT GOT YOUR TONGUE?" - WELL, LET HIM KEEP IT!

# INDEX

Aerological Course - Officers Selected for.....	17-18
Answers to Quiz on Page 23.....	30
Appreciation.....	3
Appropriation Bill.....	11
Assistant Surgeons U. S. Navy.....	22-23
 Bishop William T. Manning.....	 9-10
 California Maritime Academy Graduates.....	 68
Cameras, Restricted Use of.....	12
Chairman of Committees on National Defense of State Bar Association.....	59-60
Chief Petty Officer Advancements.....	54-55
Chief Petty Officer Examinations.....	55
Commendations.....	2
Commendation to Commander Delmer S. Fahrney, U.S.N.....	1
Conduct of Personnel.....	58
Corrections - Pamphlet "Schools and Colleges Granting Concessions to Sons and Daughters of Officer and Enlisted Personnel, U. S. Navy, 1940".....	66-67
 Deck Court Irregularities.....	 58
Defense Savings Bonds - Navy Procedure for Handling Purchase of by Naval Personnel.....	51
Discipline.....	1
Discontinuance of Daily Press Release on Changes of Duty of Officers of the U. S. Navy and Marine Corps.....	13
 Education Courses Offered to Wisconsin Men.....	 67
Enlistments, Class M-1, U. S. Merchant Marine Reserve.....	53-54
 Fleeman Knows His Oats!.....	 46
Flight Training for Naval Reserve Officers.....	46-47
 Gourmets Take Notice.....	 55-56
Graduation Exercises - First Class of Reserve Midshipmen, U. S. Naval Academy.....	39-40
Grateful Parents.....	49-50
Gunnery Trophy, Naval Reserve.....	43
 Hearst Trophy, N.R.O.T.C. Rifle Competition.....	 35-36
Heroic Work - Members of Army and Navy Brilliantly Fight Fire	3-4
H. O. Publication No. 214 - Volume VII.....	64
Hydrographic Office; New Hydrographic Office Publication.....	63-64
 Identification Tags.....	 25
In Defense of Communications.....	26-27
Information for Retired Officers - Active and Inactive.....	23

INDEX  
(Cont.)

Jamestown, Training of Midshipmen.....	33
Language Instruction.....	49
Law - Selections for Postgraduate Instruction.....	17
Legislation.....	11
Lifesaving.....	2-3
List of Bureau of Navigation Circular Letters Beginning April 22, 1941.....	77
List of Naval Reserve Circular Letters.....	77
Mailing Addresses.....	52
Make the Best of What We Have.....	28-29
Members of Naval Reserve to be Released to Inactive Duty After Emergency.....	37
Merchant Marine Reserve Training Centers.....	54
Mobilization of Naval Reserve Fleet Divisions.....	44
Naval Almanac.....	69-76
Naval Reserve Officer Promoted on Retired List for World War Service.....	17
Navy Supply Corps School, Harvard University.....	20
New Naval Reserve Officers' Training Corps Units to be Established.....	34-35
Officers for Aviation Training (Heavier-than-Air).....	18-19
Officers for Aviation Training (Lighter-than-Air).....	19
Officers for Transfer to the Supply Corps, U. S. Navy, and for Instruction at the Naval Finance and Supply School.....	21-22
Officer Promotions.....	14-16
Payment of Allowances to Enlisted Men for Quarters and Subsistence.....	56-57
Procurement of Clothing and Small Stores Material for the Navy.....	51-52
Progress of Pilot Training, May 1, 1940-May 1, 1941, and Expansion Naval Reserve Aviation Bases.....	47-49
Provisions for the Navy.....	52
"Quarterly Report of Training Activities" Obsolete.....	58
Quigley Appointed Chief of Staff of Peruvian Navy.....	14
Quiz.....	23-24
Railroad Fares for Armed Services.....	57
Recruiters' Training School.....	52



INDEX  
(Cont.)

Recruiting Policy, U.S.N.R.....	44-45
Requests for Special Courses or Special Assignments to Duty.	13-14
Row! Boys, Row!.....	40-41
School Concession.....	67-68
Secretary of State John Hay, 1902.....	68
Selective Service.....	31-33
Seven U. S. Navy Vessels Named.....	8-9
Ship's Service Insurance.....	66
Spanish Instruction - Enlisted Men, Washington Area.....	49
Spirit of '41.....	64-66
Sponsors Designated.....	5-8
Supply Corps.....	22
Supply Corps - U. S. Naval Reserve.....	20
Surface Navigation with the American Air Almanac.....	61-62
Temporary Duty Orders.....	13
Terminal Island Designated Roosevelt Base.....	4-5
Tour of the U. S. by the Chiefs of the Naval General Staffs of the American Republics.....	12
Training Courses.....	25
Training Cruises for Reserve Midshipmen Now Attached to the Prairie State.....	40
Training Program for Candidates, Ensigns, U.S.N.R.....	37-39
Training, U.S.N.R.....	45-46
Transportation - Dependents Retired and Reserve Personnel...	11-12
Trophy for Excellence.....	36-37
U. S. Naval Academy.....	29-30
U. S. Naval Academy, Naval Reserve Candidates.....	41-43
U. S. Naval Observatory.....	60-61
U. S. Navy School of Music Graduates Record Class.....	50-51
U. S. Navy Uniform Regulations, 1941.....	24-25
U.S.S. Washington.....	5
Walsh, Hon. David I. - Chairman Senate Naval Affairs Committee.....	1
"You Can't Take It With You".....	59