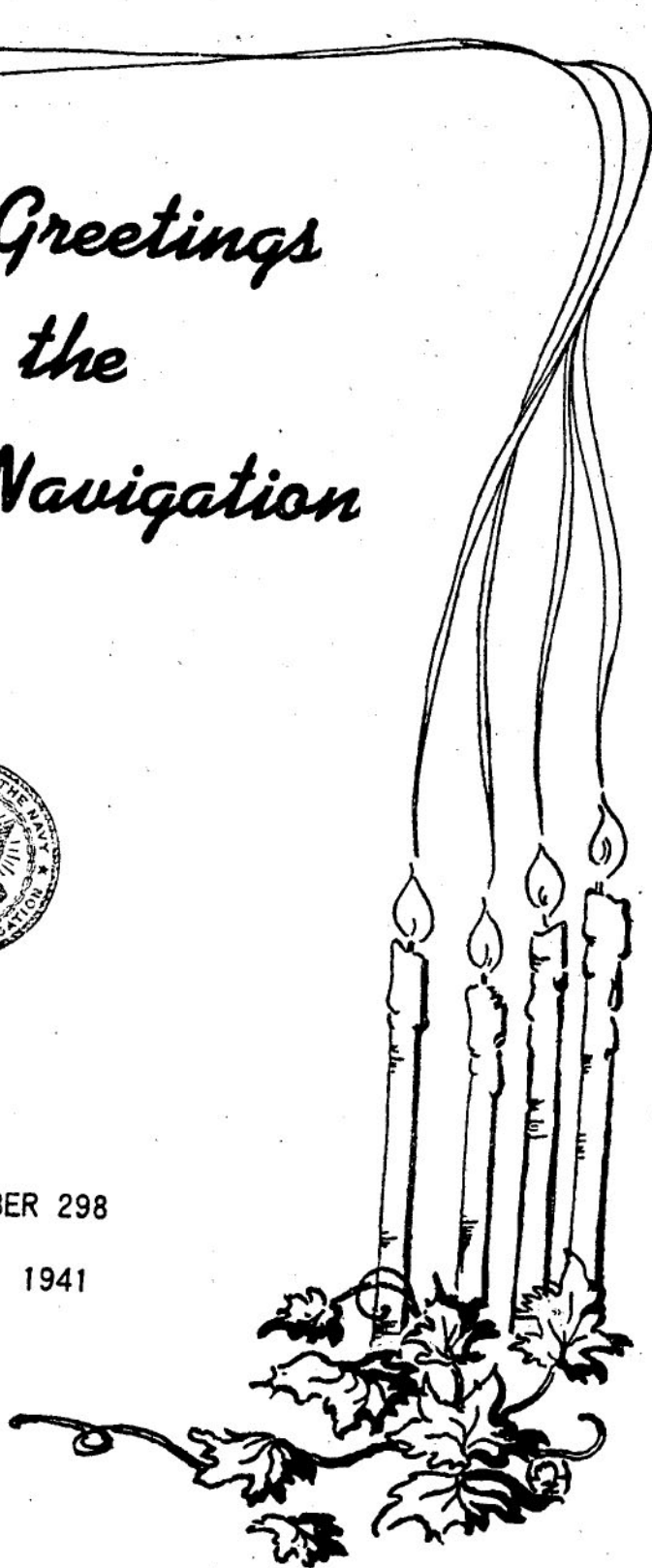


*Season's Greetings
from the
Bureau of Navigation*



BULLETIN NUMBER 298

DECEMBER 15, 1941



* * * * *
* CHRISTMAS GREETINGS *
* FROM THE *
* CHIEF OF THE BUREAU OF NAVIGATION *
* TO THE *
* OFFICERS AND MEN OF THE UNITED STATES NAVY *
* * * * *

* As the year draws to a close, our Country *
* is engaged in a war with the Axis Powers that will *
* require our utmost exertions, both physical and *
* mental. *
* * * * *

* The Navy has been trained and prepared to *
* fight a successful war. I know that our officers *
* and men can take punishment, but more important - *
* they can dish it out. We have been hit hard and *
* we have already commenced hitting back, but we *
* will hit harder. I know our Navy will carry on. *
* * * * *

* To the officers and men of the Naval Serv- *
* ice and their families I extend my sincere Christ- *
* mas greetings and best wishes for a successful New *
* Year. *
* * * * *

* /s/ C.W. NIMITZ *
* Rear Admiral, U.S. Navy *
* Chief of the Bureau of Navigation *
* * * * *

ARLINGTON ANNEX
THE BUREAU OF NAVIGATION SETTLED IN NEW HOME

The move of the Bureau of Navigation from the Navy Department on Constitution Avenue, Washington, to the Navy Department Annex No. 2, Arlington, Virginia, which started on October 22, 1941, has been practically completed. The move was completed with the minimum of confusion and damage. The Annex is occupied by the Bureau of Navigation, part of the Hydrographic Office, U.S. Marine Corps, Naval Records and Library, and part of it by the Army for records of enlisted men. The front or north approach of the building faces the Arlington National Cemetery.

The Bureau is transferring to the National Archives approximately 750,000 service records of enlisted men of the Navy; that is, the records of all men who have not been in the service since January 1, 1932.

Officers and enlisted men desiring to visit the Bureau of Navigation on official business may do so by boarding the official bus which leaves the main Navy Building for the Navy Department, Arlington Annex, every fifteen minutes. A local bus (Alexandria - Barcroft - Washington) leaves from Tenth and "D" Streets - fare, ten cents. Taxi fare from Washington to the Navy Department, Arlington Annex, is eighty cents.

Mail should not be addressed to the Navy Department, Arlington Annex, Arlington, Virginia. If it is, it will reach a small local post office with only two deliveries a day. Mail should be addressed as formerly - Navy Department, Washington, D.C., and it is brought over at frequent intervals by official conveyance to the Navy Department, Arlington Annex.

SECRETARY OF THE NAVY FRANK KNOX MAKES STATEMENT
ON AMENDMENT OF NEUTRALITY ACT

Secretary of the Navy Frank Knox made the following statement when advised that Congress had amended the Neutrality Law:

"The action of the Congress in amending the Neutrality Law, eliminating Sections 2, 3, and 6, will now make it possible to get the defense aid materials authorized by Congress for use in the war against the Axis powers transported to those positions where they can be usefully employed. This action makes that certain and it also insures, in my judgment, that war efforts of the British Commonwealth, of China and Russia, hold out greatly increased promise of ultimate victory. We are building a huge number of merchant vessels. Now those vessels can be used under our own flag. This means that we, ourselves, can determine just how they can be best used.

Furthermore, we are the only country which can supply the crews for these ships. Britain is already suffering

SECRETARY OF THE NAVY FRANK KNOX MAKES STATEMENT
ON AMENDMENT OF NEUTRALITY ACT
(Cont.)

from a shortage of manpower, particularly men available for service at sea. Thus, the action today insures that both the ships and the men will be available to deliver defense aid materials at those points and in such volume as to aid materially in assuring victory for those who fight against Hitler and his attempted domination of the world."

THREE LIFE SAVING MEDALS AWARDED

The Secretary of the Treasury has awarded life saving medals for three heroic rescues or attempted rescues from drownings performed by men in the Naval service, the Navy Department announced recently.

A gold life saving medal was posthumously awarded Ira Mack Helmick, Seaman 2nd Class, U.S. Navy, who lost his life in attempting to save a woman at Ocean View, Virginia, on August 4, 1940. The woman was rescued by two of Helmick's shipmates.

The gold medal, second of its kind to be awarded an enlisted man in the Navy in ten years, has been presented to Helmick's father, Mr. Charles William Helmick, 500 Roselynn Avenue, Parkersburg, West Virginia.

Silver life saving medals went to Eugene Judson Johnson, Ex-Coxswain, U.S. Navy, for rescuing a shipmate at Charlotte Amalie, St. Thomas, V.I., July 11, 1940, and Jasper Joseph Ala, Molder 1st Class, U.S. Navy, for rescuing a man on June 23, 1940.

Johnson, discharged under honorable conditions when his enlistment expired September 25, 1941, now resides at 3832 West 15th Street, Des Moines, Iowa, while Ala, who is on duty at the Naval Training Station, Norfolk, Virginia, lives at 110A Allen Street, Ben Moreell Park, Norfolk, Virginia.

Helmick and two other enlisted men, all on leave from the Naval Training Station at Norfolk, Virginia, were standing on a pier at Ocean View when a woman bather screamed for help.

Without hesitating, all three jumped into the water fully clothed and swam toward the woman. Helmick, hampered by his clothes and the high sea running at the time, was unable to reach the woman or to swim to the beach. His companions saved the woman, but Helmick drowned.

Johnson was on duty aboard the U.S.S. PHILIP at St. Thomas when he rescued a shipmate, Harry Clifford Howell, Fireman 3rd Class, U.S. Navy, from drowning.

THREE LIFE SAVING MEDALS AWARDED

(Cont.)

Howell and Ernest B. Bialecki, Fireman 1st Class, U.S. Navy, fell between the PHILIP and the U.S.S. TWIGGS, tied up alongside each other at the docks. Johnson heard their cries for help and jumped into the water, found Howell and turned him over to another enlisted man.

He endeavored for some time to locate Bialecki, but was unsuccessful. His record shows that he abandoned the search only when those aboard the PHILIP, fearing that he might become exhausted and drown, too, ordered him to return to the ship.

COMMANDING OFFICER OF U.S.S. SALINAS REPORTS ON TORPEDOING: RECEIVES COMMENDATION FROM CHIEF OF NAVAL OPERATIONS

The Navy Department recently announced additional details of the torpedo attack on the U.S.S. SALINAS, which has arrived safely in a United States port, made shortly before dawn on the morning of October 30 about 700 miles off Newfoundland; as revealed in the official report of the ship's commanding officer.

Commander Harley F. Cope, U.S. Navy, the commanding officer, has been officially commended by Admiral Harold R. Stark, Chief of Naval Operations, "for the excellent degree of judgment, effort and seamanship displayed on this occasion, and as a result of which the U.S.S. SALINAS was brought safely into port."

The commendation also included the officers and men of the ship for conducting "yourselves in a manner reflecting the greatest credit on the Naval Service."

Commander Cope reported the attack in a pre-dawn hour while the tanker was in a convoy bound for the American mainland. Two torpedoes were fired at approximately 7:12 a.m. (GCT), without warning. While the deck crew was maintained at gun and action stations steps were taken to insure safety of the entire crew while an examination of the damage to the vessel was made.

About 7:30 a.m. (GCT) a submarine was sighted on the starboard hand. The submarine fired three torpedoes from a surface position.

The SALINAS fired on the submarine. There was some evidence that the counter-attack did damage to the submarine, though the extent is not known.

"A check-up showed that all members of the crew were accounted for and that apparently no serious injuries existed - that the U.S.S. SALINAS would stay afloat if the bulkheads held and that we were then in the process of effecting necessary emergency repairs in the Engineering Department."

COMMANDING OFFICER OF U.S.S. SALINAS REPORTS ON TORPEDOING:
RECEIVES COMMENDATION FROM CHIEF OF NAVAL OPERATIONS
(Cont.)

About three and one half hours later another submarine periscope was sighted. The escort vessels detached from the convoy to aid the tanker made an attack with depth charges, results unknown.

Despite considerable structural damage to the tanker, the ship was gotten under way and proceeded to port. Both the deck and engineering forces worked constantly to not only repair damages, but also to prevent the injured structural parts of the vessel from failing under the stress of the sea and motion of the vessel.

"The conduct of the personnel during the entire period was exemplary. At the time of the first explosion there was not the slightest hesitation on the part of the bridge personnel in carrying out the prescribed instructions regarding signals to be made, safety to personnel and saving the ship if possible."

Commander Cope specifically cited the actions of the following officers and men for prompt, courageous and effective action;

Lieutenant Commander Ashton B. Smith, U.S. Navy, Lieutenant L.J. Modave, U.S.N.R.; Ensign S.J. Abrams, U.S.N.R., Thomas G. Kneavel, Quartermaster, 3rd class; Lunsford O. Garrett, Jr., Seaman, 1st class; Garland J. Vaughn, Seaman, 2nd Class, Edwin Davis, Seaman 2nd class; Henry J. Holzhauer, Chief Quartermaster; Edward M. Eakin, Quartermaster, 1st class; and Edward J. Murphy, Signalman, 1st class.

"I consider that the courage and coolness in such trying circumstances and their attendance to duty by the officers and men mentioned above to be of the highest order."

"The Engineer Officer, Lieutenant (jg) Theodore L. Jermann, U.S.N.R., showed unhesitancy and courage in going below to the engineering department while torpedoes were still being fired at us and we were in combat with the submarine. His courage was of the highest order and deserving of the highest praise. While this very unstable condition in the SALINAS still existed Francis H. McIntyre, Chief Machinist's Mate, and Rual S. Wilson, Machinist's Mate, 1st class, went below to the engineer officer and helped secure overboard valves or ruptured lines. This work was done under the most trying conditions, and without any faltering on the part of these men. This timely work unquestionably made it possible for the engineering department to be later put in an operating condition as the sea water, if its ingress had not been properly shut off, would have made it impossible to reach port under her own power.

"Lieutenant Jermann then reported to me on the bridge that he believed the engineering plant, as soon as a few repairs could be effected could be put in an operating condition in a few hours, and asked

COMMANDING OFFICER OF U.S.S. SALINAS REPORTS ON TORPEDOING:
RECEIVES COMMENDATION FROM CHIEF OF NAVAL OPERATIONS
(Cont.)

permission to take his men below. I granted him permission to go below and permit all men who desired to go with him. The entire engineering force unhesitatingly laid below and began repairs.

"An amazing amount of make-shift connections and repairs had to be undertaken and much ingenuity had to be employed. The men on watch in the engineering department at the time the ship was struck by torpedoes were: Raul S. Wilson, Lloyd A. Savage, Machinist's Mates, 1st class; William L. Sachs, Machinist's Mate, 2nd class; Roy Wood, Fireman, 1st class; and William L. Archer, Fireman, 1st class.

"In my opinion the entire engineer force, individually and collectively, are deserving of special commendation.

"The First Lieutenant, Lieutenant Henry K. Wallace, U.S.N.R., and his assistant, Harold C. Hoover, Shipfitter, 2nd class; were outstanding in their work immediately after the explosion and until arrival in port. The list on the ship was quickly taken off, quick and complete inspections were made of all parts of the ship and I was being kept informed continuously throughout the twenty-four hours of each day as to the material condition of the ship. The Chief Electrician's Mate, Albert W. Brown, was called upon to perform so many jobs and repair so many parts of the equipment that it seemed to me incredible that one man could work so continuously for twenty-four hours a day for over four days. Simple praise and commendation hardly appear adequate in his case.

"I feel that I could very properly name every other officer and man of the ship and state that he had performed his duty efficiently, courageously, and in accordance with the highest traditions of the Naval Service."

LIVING CONDITIONS IN ICELAND

The following letter was recently received from the Secretary of the Navy, and is herewith quoted:

"Subject: Transportation of Dependents to Iceland and Greenland.

1. In view of the living conditions in Iceland and Greenland and the need for all available space aboard vessels proceeding to ports in those areas for troops, it has been determined that no transportation will be provided for Navy dependents to either Greenland or Iceland.

/s/ Frank Knox."

RECREATION CENTERS IN HONOLULU NAMED FOR FORMER
COMMANDERS-IN-CHIEF U.S. FLEET

Admiral Harold R. Stark, Chief of Naval Operations, has directed that two recreation centers at Honolulu, T.H., be named for former Commanders-in-Chief of the United States Fleet.

Navy Field was renamed Richardson Recreation Center in honor of Rear Admiral J.O. Richardson, U.S. Navy, while Navy Recreation Center was renamed Bloch Recreation Center for Rear Admiral C.C. Bloch, U.S.N., now Commandant of the 14th Naval District at Pearl Harbor.

SECURITY OFFICER - NAVY DEPARTMENT

Colonel Miles R. Thacher, U.S. Marine Corps, has been ordered to duty in Marine Corps Headquarters in Washington to relieve Colonel Alley D. Rorex, U.S. Marine Corps, Retired.

MEMORIAL SERVICES

The following is quoted from a letter from the Secretary of the Navy, addressed to all ships and stations:

"When members of the Naval Service make the supreme sacrifice - give their lives while on active duty - their service to their country should be given public recognition.

It is directed, when a ship of the United States Navy is lost, that a suitable memorial service be arranged at the home yard or home port of the vessel by the District Commandant in commemoration of those who lost their lives.

When a catastrophe or accident occurs to a ship of the United States Navy, resulting in the death of Naval personnel but not involving the loss of the ship, the Commander-in-Chief of the Fleet concerned will direct the holding of a suitable memorial service in commemoration of those who lost their lives.

In case of loss of life in airplane disaster or accident, it shall be the duty of the officer commanding the squadron to which the aircraft was attached to arrange appropriate memorial services."

PROVERB

Liberty is the spirit that rises up from the hallowed graves of our hero dead and inspires us with reverence and patriotism.

Dec 1941

SOLILOQUY ON SILOS

The following letter was recently received by the Executive Officer of one of our larger ships from a Seaman, 2nd Class:

"Subject: Overleave - reason for.

1. I left the ship on ten days leave at my brother's farm in Cobblersrock, Arkansas. On September 10th my brother's barn burned down, all except the brick silo which was damaged at the top by the bolt of lightning which started the fire.

On September 11th he decided to repair the silo right away, because he had to get his corn in it. I was going to help him. I rigged a barrel hoist as I had been taught to do by my division officer, to the top of the silo, so that the necessary bricks could be hoisted to the top of the silo where the repair work was going on. Then we hauled up several hundred brick. This later turned out to be too many bricks. After my brother got all the brick work repaired, there was still a lot of brick at the top of the silo on the working platform which we had built. I said I would take it all down below. So I climbed down the ladder and hauled the barrel all the way up. Then I secured the line with sort of a slip knot so I could undo it easier later. Then I climbed back up the ladder and piled bricks into the barrel until it was full. Then I climbed back down the ladder. Then I untied the line to let the brick down. However, I found the barrel of brick was heavier than I was and when the barrel started down, I started up. I thought of letting go, but by that time I was so far up I thought it would be safer to hang on. Half-way up, the barrel hit me on the shoulder pretty hard, but I still hung on, as my division officer told me to always do when holding a line. I was going pretty fast at the top, and bumped my head hard. My finger also got pinched in the pulley block. However, at the same time, the barrel hit the ground and the bottom fell out of it, letting all the brick out. I was then heavier than the barrel and started down again. I got burned on the leg by the other rope as I went down until I met the barrel again which went by faster than before and took the skin off my shins and hit me on the other shoulder. I guess I landed pretty hard on the pile of bricks because at that time, I completely lost my presence of mind and let go of the line and the barrel came down pretty fast, and hit me squarely on top of the head.

2. The doctor wouldn't let me start back to the ship until September 16th, which made me two days overleave, which I don't think is too much under the circumstances.

/s/ _____ Seaman, 2nd Class."

GRADUATION OFFICERS CLASS
SUBMARINE SCHOOL

The 70th Officers' Class at the Submarine School, Submarine Base, New London, Connecticut, will hold graduation ceremonies December 20, 1941. Nineteen regular and thirty-three Reserve officers will be graduated and assigned to duty in all types of submarines. The principal speaker will be Rear Admiral Yates Stirling, Jr., U.S.N., (ret.), who established the Submarine Base and set up the School at New London, Connecticut in 1916.

Succeeding classes will convene at the Submarine School, Submarine Base, New London, Connecticut in January and April, 1942. Applications are desired for these classes and they should be submitted in accordance with the provisions contained in Bureau of Navigation Circular Letter No. 128-41 of October 7, 1941.

BOARD TO SELECT RESERVE AVIATORS
FOR TRANSFER TO REGULAR NAVY

The Navy Department announced recently that a Board of Naval Officers will convene in Washington, D.C., on or about February 1, 1942 to select Naval Aviators in the U.S. Naval Reserve and U.S. Marine Corps Reserve for transfer to the Line of the regular Navy.

Selections of the Board will be made from a list of recommended applicants for such transfers and the number is to be determined by the President of the United States. Authority for such transfers are contained in Public No. 775 of the 76th Congress, enacted August 27, 1940.

Reserve officers whose applications are approved will be appointed in the regular Navy in the same grades they occupy in the Naval Reserve or Marine Reserve.

Applicants must submit their applications for such transfers through the Commanding Officer under whom they are serving, or through the Commandant of the Naval District in which their records are carried. The applications must be submitted to the Bureau by January 15, 1942.

In order to be eligible for consideration, an applicant must be less than 26 years of age on June 30, 1942; must have had not less than 18 months of continuous active service by June 30, 1942 and must be capable of meeting the moral, physical, mental and professional requirements demanded by the Navy.

PROVERB

Time passes. Youth is impatient of delay. The road is difficult, but the longest journey begins with a step.

SALARY PREFERRED

An American applied at a Canadian recruiting office to enlist.
"I suppose you want a commission", said the officer.
"No, thanks", was the reply,
"I'm such a poor shot I'd rather work on a straight salary".

---N.A.S., Miami, Florida

NAVY INAUGURATES SHORT TERM ENLISTMENTS FOR U.S. NAVAL RESERVE

A new short term period of enlistment for men joining the Naval Reserve, with the minimum period set at two years, has been inaugurated. This policy marks an innovation in Navy enlistment practices for heretofore the four year, or minority term period was the shortest enlistment open to Naval Reserves.

A dispatch sent to the Recruiting Service authorized enlistment in the Naval Reserve for a period of two, three or four years or for minority, except for men training to become officers. Prior to execution of the oath of enlistment, it will be explained to all volunteers for the Navy and Naval Reserve that there will be included in writing in the articles which they sign that in the event of war or national emergency during the applicant's term of service, they obligate themselves to serve throughout the war or national emergency if so required.

TEMPORARY PROMOTIONS

The Secretary of the Navy recently instructed the Selection Board of which Captain Augustine H. Gray, U.S.N., is President, to consider for inclusion upon a list recommended for temporary promotion to the grade of lieutenant, those lieutenants (junior grade) of the line of the Navy whose date of rank as such is earlier than July 1, 1940, and who have not been previously recommended for inclusion on a promotion list for the rank of lieutenant.

In addition, this board was directed to consider for recommendation for temporary promotion to the rank of lieutenant, those lieutenants (junior grade) of the retired list who were on active duty on the 17th of November, 1941.

Nominations for temporary promotion to the grade of lieutenant will be submitted to the President from such a list as the needs of the service require and after the promotion list for permanent promotions has been exhausted.

TEMPORARY APPOINTMENTS AND PROMOTIONS

REGULATIONS FOR
THE ADMINISTRATION OF
THE ACT APPROVED JULY 24, 1941

(Public No. 188 - 77th Congress)

Supplementing the regulations for the administration of the above act, Bureau of Navigation Circular Letter No. 149-41 is herewith quoted, and the regulations should be amended accordingly:

"Reference: Bureau of Navigation Bulletin No. 297, dated November 10, 1941, page 24.

1. On November 26, 1941, the President approved the following addition to the regulations governing the temporary promotion law, to be added as sub-paragraph (9) of Section (A) of subject regulations:

"Precedence among officers holding temporary and permanent commissions shall be according to date of commission without distinction as to whether the appointment is permanent or temporary."

2. This provision means that each officer given a temporary promotion will retain the seniority stated in his temporary commission until such time as the temporary appointment is terminated (revoked or expired) regardless of whether or not the officer has received a permanent commission in the meantime.

3. In addition, this regulation supersedes paragraph (2) of Article 239, U.S. Navy Regulations."

The following men will be temporarily appointed to the grades indicated, effective as of January 3, 1942:

ENLISTED MEN RECOMMENDED FOR GRADE OF BOATSWAIN (TEMPORARY)

<u>Name</u>	<u>Rating</u>	<u>Home Address</u>
1. Bower, Melville	Chief Boatswain's Mate	San Diego, Calif.
2. Garrette, Walter R.	Chief Boatswain's Mate	San Pedro, Calif.
3. Keleher, Edward F.	Chief Boatswain's Mate	Jamaica, L.I., N.Y.
4. Daigle, Elias	Chief Boatswain's Mate	Cavite, P.I.
5. Maynes, Joseph F.	Chief Boatswain's Mate	Bronx, N.Y.
6. Holly, Rudolph J.	Chief Boatswain's Mate	Arlington, Mass.
7. Ogilvie, James	Chief Boatswain's Mate	Hartsville, S.C.
8. Alford, John B., Jr.	Chief Boatswain's Mate	Shawnee, Okla.
9. Kline, John L.	Chief Boatswain's Mate	Catonville, Md.
10. Robb, Charles A.	Chief Boatswain's Mate	Kansas City, Mo.

ENLISTED MEN RECOMMENDED FOR GRADE OF BOATSWAIN (TEMPORARY)
(Cont.)

<u>Name</u>	<u>Rating</u>	<u>Home Address</u>
11. Sherrod, Clarence G.	Chief Boatswain's Mate	Eastport, Md.
12. Meunier, Alfred J.	Chief Boatswain's Mate	Waukegan, Ill.
13. Cardoz, Manuel	Chief Boatswain's Mate	San Pedro, Calif.
14. Brouillette, Joseph T.E.	Chief Boatswain's Mate	Whitinsville, Mass.
15. Terrio, Harold	Chief Boatswain's Mate	Glendale, Calif.
16. Carey, George F.	Chief Boatswain's Mate	Long Beach, Cal.
17. Payton, Wallace N.	Chief Boatswain's Mate	Philadelphia, Pa.
18. Ogorek, Thomas S.	Chief Boatswain's Mate	Chicago, Ill.
19. Bryan, Elmer L.	Chief Boatswain's Mate	Long Beach, Cal.
20. Cardell, Thomas W.	Chief Boatswain's Mate	Philadelphia, Pa.
21. Csizmar, John	Chief Boatswain's Mate	Bridgeport, Conn.
22. Bird, Ralph W.	Chief Boatswain's Mate	Trenton, N.J.
23. McDermid, Alfred W.	Chief Boatswain's Mate	Honolulu, T.H.
24. Fisher, Walter H.	Chief Boatswain's Mate	San Diego, Calif.
25. Barlow, George W.	Chief Quartermaster	Whitman, Mass.
26. Lindeman, Matthew J.	Chief Quartermaster	Chicago, Ill.
27. Bahlau, Paul F.	Chief Quartermaster	San Francisco, Cal.
28. Moore, Clarence M.	Chief Quartermaster	Attleboro, Mass.
29. Fleming, Eugene S.	Chief Quartermaster	San Francisco, Cal.
30. Kuhn, William E.	Chief Quartermaster	Norfolk, Va.
31. Pendleton, Morris A.	Chief Quartermaster	San Diego, Calif.
32. Manners, Vernon R.	Chief Quartermaster	Honolulu, T.H.
33. Noia, John F.	Chief Quartermaster	Warrington, Fla.
34. Melcher, Aloysius B.	Chief Quartermaster	Bethlehem, Pa.
35. Paolozzi, John	Chief Quartermaster	San Pedro, Calif.
36. Matthews, Floyd H.	Chief Quartermaster	Loretto, Tenn.
37. Pollock, William	Chief Quartermaster	San Diego, Calif.
38. Lacy, Leamond F.	Chief Quartermaster	New London, Conn.
39. Johnson, William B.	Chief Signalman	Williamsport, Pa.
40. Simpson, William W.	Chief Signalman	Poughkeepsie, N.Y.
41. Mockbee, John J.	Chief Signalman	San Diego, Calif.
42. Olender, Frank	Chief Signalman	Pasadena, Calif.
43. Richie, Clarence E.	Chief Signalman	Fall River, Mass.
44. Maxwell, Joseph E.	Chief Signalman	Estacada, Oregon

ENLISTED MEN RECOMMENDED FOR GRADE OF GUNNER (TEMPORARY)

1. White, Clarence H.	Chief Gunner's Mate	Cosmopolis, Wash.
2. Cregger, Bert E.	Chief Gunner's Mate	San Diego, Calif.
3. Cavender, John L.	Chief Gunner's Mate	Fort Worth, Tex.
4. Garland, George T.	Chief Gunner's Mate	Hollywood, Calif.
5. Edens, John	Chief Gunner's Mate	Dunbar, W. Va.
6. Carr, Clyde W.	Chief Gunner's Mate	Mortinsville, Ind.
7. Olson, Martin	Chief Turret Captain	N. Hollywood, Cal.
8. Nelson, Lawrence A.	Chief Turret Captain	Long Beach, Calif.
9. Summers, Wayne L.	Chief Torpedoman	Great Lakes, Ill.

ENLISTED MEN RECOMMENDED FOR GRADE OF GUNNER (TEMPORARY)

(Cont.)

<u>Name</u>	<u>Rating</u>	<u>Home Address</u>
10. Kelf, Sidney A.	Chief Torpedoman	Bellingham, Wash.
11. Gallagher, Joseph C.	Chief Torpedoman	Honolulu, T.H.
12. Fiedler, Peter B.	Chief Torpedoman	San Diego, Calif.
13. Richardson, Cyril	Chief Torpedoman	San Diego, Calif.
14. McArt, George R.	Chief Torpedoman	Waltham, Mass.
15. Druke, Alexander B.	Chief Torpedoman	Minneapolis, Minn.
16. Merryfield, Zellus C.	Chief Torpedoman	Fort Smith, Ark.
17. Rader, John H.	Chief Fire Controlman	Baltimore, Md.
18. Jay, Roy E.	Chief Fire Controlman	San Pedro, Calif.
19. Morey, Frank	Aviation Ch. Ordnanceman	Honolulu, T.H.

ENLISTED MEN RECOMMENDED FOR GRADE OF ELECTRICIAN (TEMPORARY)

1. Frankovich, Michael J.	Chief Elec. Mate	Beachmont, Mass.
2. Seiquist, Arthur W.	Chief Elec. Mate	San Diego, Calif.
3. Guill, Richard A.	Chief Elec. Mate	Sparta, Ga.
4. Savage, John W.	Chief Elec. Mate	Spartanburg, S.C.
5. Ammons, William T.A.	Chief Elec. Mate	Altoona, Pa.
6. Tavernier, Harry T.	Chief Elec. Mate	Moosup, Conn.

ENLISTED MEN RECOMMENDED FOR GRADE OF RADIO ELECTRICIAN (TEMPORARY)

1. Clinton, George W.	Chief Radioman	New Brunswick, N.J.
2. Clow, Laurence E.	Chief Radioman	Long Beach, Cal.
3. Cooper, Orville T.	Chief Radioman	San Diego, Calif.
4. Bailey, Clayton W.	Chief Radioman	Sanford, Fla.
5. Gunn, Max C.	Chief Radioman	McKinley, Me.
6. Stout, James B.	Chief Radioman	Rogersville, Tenn.
7. Boyle, James	Chief Radioman	Redlands, Calif.
8. Milkay, Julius	Chief Radioman	Norfolk, Va.
9. Hoffman, William D.	Chief Radioman	South Amboy, N.J.

ENLISTED MEN RECOMMENDED FOR GRADE OF MACHINIST (TEMPORARY)

1. Pullman, Fred	Chief Machinist's Mate	Bridgeport, Conn.
2. Lamplugh, Quinby M.	Chief Machinist's Mate	San Diego, Calif.
3. Sandberg, Elton M.	Chief Machinist's Mate	Long Beach, Calif.
4. Terry, James H.	Chief Machinist's Mate	San Diego, Calif.
5. Harlan, Sam R.	Chief Machinist's Mate	Chula Vista, Cal.
6. McGrogan, Edward	Chief Machinist's Mate	Yonkers, N.Y.
7. McKinlay, Alexander	Chief Machinist's Mate	Taunton, Mass.
8. Burns, Robert B.	Chief Machinist's Mate	LaGrande, Oregon
9. Clair, Walter R.	Chief Machinist's Mate	San Diego, Calif.
10. Loring, Sylvester C., Jr.	Chief Machinist's Mate	San Diego, Calif.
11. Kirkpatrick, John F.	Chief Machinist's Mate	Vallejo, Calif.
12. MacLeod, James D.	Chief Machinist's Mate	Long Beach, Cal.

ENLISTED MEN RECOMMENDED FOR GRADE OF MACHINIST (TEMPORARY)

(Cont.)

<u>Name</u>	<u>Rating</u>	<u>Home Address</u>
13. Thomas, George H.	Chief Machinist's Mate	San Francisco, Cal.
14. Freeman, Charlie	Chief Machinist's Mate	Fall River, Mass.
15. Borus, Felix E.	Chief Machinist's Mate	Webster, Mass.
16. Palmer, John	Chief Machinist's Mate	Norfolk, Va.
17. Bryant, William D.	Chief Machinist's Mate	Sunnyside Block Island, R.I.
18. Smith, Harley W.	Chief Machinist's Mate	Pacific Beach, Cal.
19. Schmidt, August J.	Chief Machinist's Mate	Liverpool, N.Y.
20. Fahlsing, Walter C.	Chief Machinist's Mate	Ft. Wayne, Ind.
21. Hamner, John G.	Chief Machinist's Mate	Takoma Park, D.C.
22. Thore, Oliver C.	Chief Machinist's Mate	Lomita, Calif.
23. Post, Albert J.	Chief Machinist's Mate	Moravia, N.Y.
24. Stanley, Robert E.	Chief Machinist's Mate	Cranberry Isle, Me.
25. Leach, Theodore C.	Chief Machinist's Mate	San Diego, Calif.
26. Awes, Fritchof	Chief Machinist's Mate	San Diego, Calif.
27. Bickley, Lesley C.	Chief Water Tender	San Diego, Calif.
28. Christenbery, Thomas A.	Chief Water Tender	San Diego, Calif.
29. Wade, Frank	Chief Water Tender	Commerce, Ga.
30. Warner, Glen E.	Chief Water Tender	Philadelphia, Pa.
31. Livingston, Lester L.	Chief Water Tender	San Diego, Calif.
32. Naef, Frank L.	Chief Water Tender	Franklin, Idaho
33. Deal, Maurice H.	Chief Water Tender	Edgefield, S.C.
34. Kendall, Wilbur H.	Aviation Ch. Mach. Mate	San Diego, Calif.
35. Reneau, Homer E.	Aviation Ch. Mach. Mate	San Diego, Calif.
36. Harshman, Verne W.	Aviation Ch. Mach. Mate	San Diego, Calif.
37. Faust, Harry F.	Aviation Ch. Mach. Mate	Norfolk, Va.
38. Carle, Willard A.	Aviation Ch. Mach. Mate	San Diego, Calif.
39. Deiter, Walter A.	Aviation Ch. Mach. Mate	Washington, D.C.
40. Bowlin, William M.	Aviation Ch. Mach. Mate	Indianapolis, Ind.
41. Heckbert, Charles A.	Aviation Ch. Mach. Mate	Washington, D.C.
42. Ryan, Sidney H.	Aviation Ch. Mach. Mate	Los Angeles, Cal.
43. Pitts, Raymond J.	Aviation Ch. Mach. Mate	Bellflower, Cal.
44. Sharp, James G.	Aviation Ch. Mach. Mate	La Mesa, Calif.
45. Christian, Ralph C.	Aviation Ch. Mach. Mate	San Diego, Calif.
46. Burks, Tillman C.	Aviation Ch. Mach. Mate	Pensacola, Fla.
47. Place, James G.	Chief Boilermaker	Long Beach, Calif.

ENLISTED MEN RECOMMENDED FOR GRADE OF CARPENTER (TEMPORARY)

1. Reames, William L.	Chief Carpenter's Mate	Sanford, Miss.
2. Austin, Ralph R.	Chief Carpenter's Mate	San Francisco, Cal.
3. Machinsky, Joseph E.	Chief Carpenter's Mate	Long Beach, Calif.
4. Clements, James L.	Chief Carpenter's Mate	San Diego, Calif.
5. Martin, Joseph C.	Chief Carpenter's Mate	Meridur, Miss.
6. Hall, Robert E.	Chief Carpenter's Mate	Whiteville, N.C.
7. O'Neal, Victor C.	Chief Carpenter's Mate	Warrington, Fla.

ENLISTED MEN RECOMMENDED FOR GRADE OF CARPENTER (TEMPORARY)

(Cont.)

<u>Name</u>	<u>Rating</u>	<u>Home Address</u>
8. Kilpatrick, Arlen F.	Chief Shipfitter	Long Beach, Calif.
9. Coombs, Edmund F.	Chief Shipfitter	Gloucester, Mass.
10. Johnson, Lewis C.	Chief Shipfitter	San Diego, Calif.
11. Ferro, Joseph	Chief Shipfitter	Newport News, Va.
12. Cramer, James H.	Chief Shipfitter	Long Beach, Calif.
13. Green, Frank	Chief Shipfitter	Philadelphia, Pa.
14. Molpus, Richard P.	Chief Metalsmith	Wilmington, Calif.
15. Spidell, Morrow M.	Chief Metalsmith	Pittsburgh, Pa.
16. Kinder, Henry J.	Aviation Ch. Metalsmith	Rochester, N.Y.
17. Diehl, Clarence B.	Aviation Ch. Metalsmith	San Diego, Calif.
18. Beal, Trinigan E.	Aviation Ch. Metalsmith	Norfolk, Va.
19. Reinikka, Iver	Aviation Ch. Metalsmith	Port Angeles, Wash.
20. Alexander, Everett W.	Painter 1st Class	San Diego, Calif.

ENLISTED MEN RECOMMENDED FOR GRADE OF PHARMACIST (TEMPORARY)

1. Coltrell, Joseph M.	Chief Pharmacist's Mate	San Diego, Calif.
2. Smith, John B.	Chief Pharmacist's Mate	Meridian, Miss.
3. Dalhoff, Homer H.	Chief Pharmacist's Mate	Little Rock, Ark.
4. Ford, William S.	Chief Pharmacist's Mate	Newport, R.I.
5. Nordhausen, Edmond J.	Chief Pharmacist's Mate	Galveston, Tex.
6. White, Jesse J.	Chief Pharmacist's Mate	High Point, N.C.
7. Custer, Edwin M.	Chief Pharmacist's Mate	Fall River, Mass.
8. Hickok, Hamilton G.	Chief Pharmacist's Mate	Roanoke, Va.
9. Drowne, Robert M.	Chief Pharmacist's Mate	Somersworth, N.H.
10. Gidrites, Joseph C.	Chief Pharmacist's Mate	Washington, D.C.
11. Sommers, John	Chief Pharmacist's Mate	Long Island, N.Y.
12. Langston, Francis A.	Chief Pharmacist's Mate	Ocean Beach, Cal.
13. Enloe, Jessie M.R.	Chief Pharmacist's Mate	San Diego, Calif.
14. Gray, Ralph W.	Chief Pharmacist's Mate	Spokane, Wash.
15. Jockel, William C.	Chief Pharmacist's Mate	Rock Creek, Ohio
16. Gieke, Paul A.	Chief Pharmacist's Mate	Cincinnati, Ohio
17. O'Donnell, James W.	Chief Pharmacist's Mate	Indianapolis, Ind.
18. Reilley, Joseph R.	Chief Pharmacist's Mate	Washington, D.C.
19. Borner, Herbert F.	Chief Pharmacist's Mate	Bellingham, Wash.

ENLISTED MEN RECOMMENDED FOR GRADE OF ACTING PAY CLERK (TEMPORARY)

1. Rhine, Roy I.	Chief Yeoman	New Orleans, La.
2. Boutin, Alphonse J.	Chief Yeoman	Fall River, Mass.
3. Kirby, Arthur B.	Chief Yeoman	San Diego, Calif.
4. Evans, Gordon L.	Chief Yeoman	Greenville, N.C.
5. Hoag, Alvah N.	Chief Yeoman	San Diego, Calif.
6. Frew, John F.	Chief Yeoman	Birmingham, Ala.
7. Holden, Laurel P.	Chief Storekeeper	Los Angeles, Cal.
8. Goodwin, Allen E.	Chief Storekeeper	Portland, Oregon

ENLISTED MEN RECOMMENDED FOR GRADE OF ACTING PAY CLERK (TEMPORARY)
(Cont.)

<u>Name</u>	<u>Rating</u>	<u>Home Address</u>
9. Fox, Trevor H.	Chief Storekeeper	Bridgeport, Conn.
10. Gall, Chesley A.	Chief Storekeeper	Stonehurst, Pa.
11. Albert, Albert	Chief Storekeeper	Woodhaven, N.Y.
12. Maechtle, Hilmer M.	Chief Storekeeper	Torrance, Calif.
13. Cline, Oscar P.	Chief Storekeeper	New London, Conn.
14. West, Henry M.	Chief Storekeeper	W. Somerville, Mass.
15. Schildhauer, Jacob F.	Chief Storekeeper	Brooklyn, N.Y.
16. Bannister, Excie C.	Chief Storekeeper	Franklinton, La.
17. Vodopya, Louis	Chief Storekeeper	San Diego, Calif.
18. Quinn, Luke A.	Chief Storekeeper	Philadelphia, Pa.
19. Sabottke, Arthur	Chief Commissary Steward	New Britain, Conn.

NAVAL ADVISORY SERVICE IN FIELD OFFICES
OF THE DIVISION OF CONTRACT DISTRIBUTION
OFFICE OF PRODUCTION MANAGEMENT

There has been established in the field offices of the Division of Contract Distribution of the Office of Production Management the Naval Advisory Service in the various Naval Districts. Naval Reserve officers for assignment to active duty in this service will be procured through the Commandant of the First, Third, Fourth, Fifth, Sixth, Seventh, Eighth, Ninth, Eleventh, Twelfth and Thirteenth Naval Districts, and the Commandant, Navy Yard, Washington, D.C., and officers already appointed and on active duty may be re-assigned for this duty. Applicants who have both Naval and industrial experience are preferred; however, it may be necessary to consider qualified civilians who have had production experience only.

REGISTER OF NAVAL RESERVE OFFICERS 1941

The Register of commissioned and warrant officers, aviation cadets and midshipmen of the U.S. Naval Reserve, is expected to be distributed from the office of the Superintendent of Documents during the month of December. This distribution will include office copies for all Ships and Stations according to the same distribution list as for the Navy Register. Officers who desire to obtain personal copies of the Naval Reserve Register may purchase them from the Superintendent of Documents, Government Printing Office, Washington, D.C. The price for individual copies is \$.75.

The historic battleship OREGON is a naval museum in Portland, Oregon.

 * THINK OF THE FOLKS BACK HOME *
 *
 * During these times of personal sacrifices and *
 * stress and strain, we are all prone to procrastinate *
 * about some seemingly unimportant personal matters, *
 * yet we all know that back home there are dear ones *
 * who are most interested in our personal welfare and *
 * are constantly watching the mails for some word con- *
 * cerning our safety and well being. Because of *
 * certain restrictions, we cannot write home what ap- *
 * parently is important news, and after a tired day's *
 * work, we put off until tomorrow that one deed that *
 * would mean so much to someone who cares. If only *
 * a post card saying that we are well and happy and *
 * are thinking of the folks back home, let's make it *
 * a habit from now on to get the news home at least *
 * once a week. If nothing else during the holidays, *
 * let's remember the folks back home with a message *
 * then let's continue throughout the new year. *
 * *****

SELECTIONS FOR ENGINEER DUTY ONLY

The report of the Board for selection of officers for Engineering Duty Only, Rear Admiral Samuel M. Robinson, Senior Member, was approved by the Secretary of the Navy December 1, 1941. The following officers were recommended:

Lieutenant Commander:

Edwards, Frederick A.
 Hickey, William A.
 Swart, Robert L.
 Bedford, Stephen R.
 Tucker, Dundas P.
 Reamy, Thomas G.
 Mann, Everett E.
 Hart, Charles B.
 Crane, John J.
 Dolan, William A.
 Seabring, Cornelius S.
 Thorpe, Harlan M.
 Bennett, Rawson 2nd
 Lawrence, Martin J.

Lieutenant:

Engleman, Christian L.

The office of the Secretary of the Navy was established by Congress in 1798.

RETIRED AND RESERVE PERSONNEL

The following letter, originating in the Bureau of Supplies and Accounts, is herewith quoted for information:

"Subject: Pay and allowances of retired and reserve personnel of the Navy, and transportation of dependents of such personnel, under orders to active duty on and after September 8, 1939.

Reference:

- (a) Bureau of Navigation Circular Letter 44-39, dated November 7, 1939 published in BuNav Circular Letter No. 0-41.
- (b) AlNav 24 dated March 19, 1941.
- (c) AlNav 51 dated May 21, 1941.
- (d) U.S. Navy Travel Instructions.
- (e) Public Law 287, 77th Congress 1st Session, approved October 30, 1941.

1. Reference (e) provides as follows:

"That officers and enlisted men of the Naval Reserve and Marine Corps Reserve and retired officers and enlisted men of the Navy and Marine Corps who were ordered to active duty on or after September 8, 1939, contingent on physical qualification therefor, and who were found physically qualified, and reported for duty under such orders, shall be entitled to active duty pay and allowances and to transportation or mileage for the time and distances actually required to perform the necessary travel by the shortest usually traveled route from home to place of active duty, via the place of physical examination, and for the time actually required in undergoing the physical examination: Provided, that such personnel examined and found not physically qualified for active duty and who returned to the place designated in their orders shall be entitled only to transportation or mileage from home to place of physical examination and return.

"Sec. 2. Officers and enlisted men of the Naval Reserve and Marine Corps Reserve and retired officers and enlisted men of the Navy and Marine Corps (of grades entitled to transportation for dependents in the regular Navy or Marine Corps) who were ordered to active duty (other than training duty) on or after September 8, 1939, and who reported for duty under such orders, shall be entitled to transportation for their dependents to the place of reporting for active duty.

"Sec. 3. In case of travel heretofore performed, as provided in section 2 of this Act, by such personnel and their dependents, the Comptroller General of the United States is authorized and directed to allow pay and allowances and transportation or mileage as provided in this Act."

RETIRED AND RESERVE PERSONNEL

(Cont.)

2. Where officers and men of the Naval Reserve and retired officers and enlisted men of the Navy were ordered to active duty on and after September 8, 1939, the Act quoted above authorized payment for travel of such officers and men and of their dependents, subject to the conditions cited in the Act, for travel performed at own expense on and after September 8, 1939.

3. Claims should be submitted on the usual forms and will be subject to the instructions contained in references (a) and (d). Those covering personal travel should be submitted to the Bureau of Supplies and Accounts and those for travel of dependents should be submitted to the Bureau of Navigation. The claims should be supported by the original and two certified copies of orders and all endorsements thereon and should clearly indicate the point between which travel was performed. If the traveler proceeded from a point other than that to which the orders were addressed, this fact should be indicated in the claim.

4. If the same officer or man submits a claim for both personal travel and travel of dependents, it will be possible to attach the original orders to only one claim, and therefore both claims should be submitted to the Bureau of Navigation. The claims supported by only certified copies of orders, should contain a reference to the claim to which the original orders are attached.

5. The Act also provides that the officers and enlisted men concerned are entitled to active duty pay and allowances for the time required to perform the necessary travel via the shortest usually traveled route from home to place of active duty, via the place of physical examination. Claims for any amount believed to be due under this provision will not be paid by disbursing officers in the field but will be submitted to the General Accounting Office via the Bureau of Supplies and Accounts. Such claims should be stated on General Accounting Office (Claims Division) Form No. 2034, accompanied with two certified copies of the original orders to active duty, with all endorsements thereon, showing dates and hours of all arrivals and departures. If the claimant is still in the service, his present disbursing officer should certify that the claim has not and will not be paid. The disbursing officer executing this certificate should immediately make a brief notation thereof on his rough pay roll and, on transfer of the individual, should assure himself that a similar notation is placed on the transfer of pay accounts.

6. In the case of outstanding suspensions raised by the General Accounting Office relating to credits of mileage, travel expenses or active duty pay and allowances credited to Navy personnel ordered to active duty on or after September 8, 1939, contrary to the decision of the Comptroller General B-11813 of September 3, 1940, reply to the notice of exception should be made by requesting removal or revision of the suspension pursuant to the authority contained in the Act of October 30, 1941."

RAY SPEAR

RENTAL ALLOWANCES

The following letter addressed to all ships and stations is again called to the attention of officers occupying government quarters:

"Subject: Submission of claims by officers who occupied Panama Canal Zone Quarters during fiscal years 1935 and 1936 for difference between amounts allowed as rental allowance on current rolls and actual rental paid for such quarters.

Reference: (a) Public Law 266 - 77th Congress, approved October 13, 1941.

1. Reference (a) which contains remedial legislation for officers who occupied Panama Canal Zone Quarters during the fiscal years 1935 and 1936 provides as follows:

"That any amounts paid to the Panama Canal or lessees thereof by any officer of the Navy or Marine Corps incident to his occupancy of quarters under the jurisdiction of the Panama Canal during the fiscal years 1935 and 1936, which were in excess of the amounts paid such officer as rental allowance, shall to the extent of such excess be refunded to such persons upon presentation of a claim therefor to the Comptroller General."

2. Officers who are entitled to the benefits of the above quoted law should state their claim on General Accounting Office (Claims Division) Form 2034, or by letter if these forms are not readily available, in the following manner:

"From (date) to (date) I occupied quarters in the Panama Canal Zone which were under the jurisdiction of the Panama Canal. In view of the provisions of the Act of October 13, 1941, Public No. 266, 77th Congress, I hereby submit claim for the difference between the net amount of rental allowance which was credited me, and the amount which I paid as rental to the Panama Canal (or to _____, a lessee of the Panama Canal, from whom I subleased), for this period.

The amounts which I received as rental allowance for the period in question will be shown by the rolls of the _____ for the period _____ to _____, inclusive, which are now filed in the General Accounting Office. I actually paid rental during the period in question in the sum of \$_____, as evidenced by the attached receipts (or cancelled checks, original lease, or any other available substantiating evidence to show amount paid)."

RENTAL ALLOWANCES
(Cont)

3. Claims submitted pursuant to provisions of the Act of October 13, 1941, should be forwarded direct to the General Accounting Office (Claims Division) Washington, D. C.

RAY SPEAR
Chief of Bureau
Supplies and Accounts"

OFFICERS' STATUS — U.S. NAVAL RESERVE

At the present time there are slightly over 21,000 Naval Reserve officers of all classifications on active duty. This number includes officers afloat and ashore. Of those who are assigned to duty ashore, a large number are in positions such that officers of the regular Navy have been released for duty afloat.

Although the total enrollment of all classes of the Reserve, commissioned and warrant, is at the present time in excess of 28,000, this number includes Merchant Marine officers, officers in a probationary status, and a very limited number who are deferred because of the urgent need for their services in National Defense industry. In the case of the Merchant Marine officers, who make up a large proportion of the inactive numbers, the authority exists to order them to active duty, but the policy of the Bureau of Navigation is not to order them except in cases where the individual officer requests duty or where his orders to active duty will not hamper the efficiency of the Merchant Marine Service. Additional numbers of inactive officers who are in a probationary status are not being ordered to active duty until they have completed college work for degrees or special training of some nature. The remainder of the inactive officers consists of a small number from various staff corps.

With the exception of these particular classifications enumerated above, the officers' strength of the Naval Reserve, especially those of the line classifications, is in a full active duty status.

Newly commissioned officers, particularly those graduating from the Reserve Midshipmen schools, are being ordered to active duty as commissioned. The majority of these are being ordered to various training courses in which they will specialize for particular duties. Upon completion of this specialized training, these officers, in most cases, will go to duty afloat in accordance with the needs of the Navy under the expanding construction program.

The new Navy uniform regulations were two years in preparation and are the most comprehensive ever published.

A LETTER TO THE PRESIDENT

The following letter was recently received by the President of the United States, Franklin D. Roosevelt:

"New York City.

Dear Frank,

I understand a contingent of sailors from the Chelsea, Mass. base will be sent to Iceland shortly. As President of these United States kindly do me a favor and hasten their departure. You see one of these sailors is my rival for a very nice young lady. The further away he is the better I will like it. Send him to Timbucktoo or someplace. Thank you, I shall return the favor some day.

/s/ _____"

RECRUITING - ADVERTISING CAMPAIGN EXTENSIVE

The Navy has been conducting an advertising campaign in 28 states in order that boys and parents may appreciate the value of Naval service and the opportunities offered by it. The Navy is today one of the largest educational institutions in the world, sending 5,000 men a month to one of its many trade schools which teach almost fifty trades covering such wide and varied fields as pharmacy, welding, aviation mechanics, and store-keeping.

Every new ship launched offers additional opportunities for young men to become proficient in trades which will earn their livelihood the rest of their lives. The development of the two-ocean Navy offers greater opportunities for rapid advancement than the service has ever known before.

There are now about 286,000 enlisted men in the Naval service. As a result of its recruiting efforts, Navy enlistments for the first four months of this fiscal year have been at an average rate of 10,000 men a month, with the trend upward. However, since the KEARNY and REUBEN JAMES incidents, there has been a decline in the rate of enlistments of about 15% of young men who wanted to and would have otherwise joined the Navy.

The Navy is offering two forms of enlistment. Enlistment in the regular Navy calls for service for minority or six years. Enlistment in the Naval Reserve is for minority or four years. Secretary of the Navy Knox has stated previously that men in the Naval Reserve will be returned to inactive duty as soon after the emergency as their services can be spared. At the present time enlistments in the Navy are divided about 50-50 between the Reserve and the regulars.

RECRUITING -- ADVERTISING CAMPAIGN EXTENSIVE
(Cont)

The Navy is receiving excellent cooperation from small town newspaper editors in the states in which it is advertising: It is also receiving valuable help in its enlistment efforts from radio stations throughout the country which are contributing time to help the Navy carry its story into the homes of the country. Aid is also being received from car card advertising companies and from such civic organizations as the Junior Chamber of Commerce and the American Legion.

It is highly desirable for today's two-ocean Navy to be maintained as a volunteer service. A ship at sea is too small a place to maintain discipline and efficiency among men, some of whom may not wish to be there. Everyone in the country is proud of the Navy, and most people are firmly convinced that the Navy is ready to handle any tasks of national defense that may be assigned to it. The Navy will be able to maintain this high efficiency and morale only if the mothers and fathers of the United States continue to give their consent to the enlistments of those thousands of red-blooded American boys who wish to volunteer for Naval service.

TRAINING STATION SURVEY SHOWS 29.1 PERCENT OF U. S.
NAVY RECRUITS ARE HIGH SCHOOL GRADUATES

A recent survey made over a period of four months at the Naval Training Stations shows that 6,958 or 29.1 per cent of the 23,848 recruits at those stations are high school graduates.

The average school grade completed, as disclosed by the study, is approximately the 10th grade for the entire group. For the stations at Great Lakes, Illinois, San Diego, California, and Newport, Rhode Island, the median lies a few points within the 11th grade, while for the station at Norfolk, Virginia, the median lies approximately in the middle of the 10th grade.

San Diego and Norfolk stations have higher percentages than the other stations of men who have completed schooling beyond high school-- the 12th year.

RESERVE OFFICER TRAINING

The 1941-1942 Reserve Officer Training Program, known as the V-7 Midshipmen Program, is proceeding at full capacity. Classes are in progress on the Prairie State of New York and at Northwestern University. These classes will graduate about January 15, 1942, at which time 1,100 reserve midshipmen will be commissioned Ensigns, U.S. Naval Reserve, and will be available for the fleet of the Navy.

During the 1940-1941 Program, some 4,621 young men were graduated and were commissioned, and almost all are now serving as Ensigns, U.S.

RESERVE OFFICER TRAINING

(Cont)

Naval Reserve, on active duty in the fleet. Reports indicate that, as a whole, this program has proven most successful, and many of these young men are performing most efficiently.

A class of seven hundred apprentice seamen, Class V-7, will commence engineering training at the U. S. Naval Academy on January 9, 1942. The graduates of this class will be commissioned Ensigns, U.S. Naval Reserve, and will be assigned to fill the urgent need for junior engineering officers. There are still a number of vacancies for candidates for engineering duties afloat. Additional applications are desired from candidates who can meet the mental, moral, and physical requirements for enlistment in Class V-7 for engineering training. Contact should be made at once with the nearest Recruiting Station. Applications will be considered ninety days prior to graduation from an accredited college or university.

ADVANTAGES OF MECHANICAL TRAINING

The following explanation of why the Machinist's Mate didn't pay the dentist is published for information, if not for guidance:

"According to Blank, the services covered a set of false teeth. The dentist agreed to make a satisfactory set for \$70 down and \$49 to be paid as Blank saw fit. The set did not fit, the teeth became discolored, and two broke off. Though he returned them to the dentist on two occasions for correction, no work was done. Upon recall to active service he could wait no longer, and finally used his own mechanical training in chipping and filing to make the set serviceable in mastication of the navy standard ration. Blank feels that the dentist did not fulfill his part of the contract and has been paid enough for the work."

SPANISH INSTRUCTION

The program recently sponsored by the Secretary of the Navy and the Chief of the Army Air Corps for conversational Spanish training for certain officers and men of the armed forces is enthusiastically progressing. It is planned to have over five thousand officers and men of the U.S. Navy and Marine Corps under instruction during the present year. Classes have been established at most of the Naval Air Stations and at some of the Naval Districts. Over four hundred officers and enlisted men are attending classes in Washington. These classes are from time to time being supplemented by full-length Spanish motion pictures, and by addresses by distinguished authorities on linguistic and Spanish-American affairs.

The title Admiral may be traced to the Arabic Amir-al-Bahr, meaning Commander of the Seas.

NAVY SERVICE SCHOOL - FORD MOTOR COMPANY

The Navy Service School established on the grounds of the Ford Motor Company at Dearborn, Michigan, at no cost to the Government, is completed with the exception of a sixty-bed hospital which Mr. Henry Ford decided to have built. When the Navy Service School was established in January of this year, the capacity was 900 students. Now the capacity is 1920. At present there are 1600 enlisted men under instruction.

One very interesting feature of the school is the special power house that furnishes the electricity for the barracks and administration building. The plant is constructed and operated along marine lines, and on entering it a person believes he is on board a man-o-war.

The recreation building has recently been completed. It has seating capacity for 1100, and moving pictures will be shown here. On Sunday mornings, divine services are held in this building. In addition, equipment has been provided with which the school can stage plays. Provision has also been made for indoor athletics. Showers and locker rooms are provided in the basement and this building also has a reception room where the enlisted personnel may meet friends and relatives. In addition to the above, there are fields where the men can play football, baseball, soccer, and volleyball.

This is a concrete and splendid example of what Mr. Henry Ford and the Ford Motor Company have done in the interest of National Defense.

GYRO COMPASS SCHOOL

The Bureau of Navigation recently established a gyro compass school at the Navy Yard, New York, for the instruction of officers who will serve on Local Defense vessels. The first class will be convened on the first of December for a short course of instruction of about one month's duration. The second class will convene about January 5, 1942 for a period of three months.

DEFENSE INSTRUCTION CLASSES STARTED

The opening class of a series designed to teach Celestial Navigation to officers in the U. S. Navy and Coast Guard got off to a good start on November 7. These classes are being conducted by members of the United States Power Squadrons, and are held in the Federal Office Building, 90 Church Street, New York, N. Y. A very definite need for such a course is indicated, since 44 men, from Ensigns to Lieutenant Commanders, attended the first class. It is designed to be a refresher course for those who have allowed their navigation studies to lapse, as well as a thorough grounding in this subject for those to whom it is new. E. T. Ball of the Northern New Jersey Power Squadron led the discussion on the first two classes. Subsequent classes will be instructed by other prominent Squadron teachers.

MOTOR BOATING

RADIO MATERIAL MAINTENANCE MEN
NAVY TRAINING SCHOOL, TREASURE ISLAND, SAN FRANCISCO

In September the Navy formulated plans to train a large number of men in duties connected with maintenance and repair of radio material. Steps were immediately taken to provide school facilities, and the Commandant of the Twelfth Naval District was authorized to establish a school of large capacity on Treasure Island in San Francisco Bay.

Preliminary work has been started already and equipment and supplies are being ordered. Instructors are being selected and ordered now.

Instructions have been issued by the Naval Recruiting Service to recruit experienced radio service men as rapidly as possible. Especially qualified officers are being sent to each Recruiting Division Headquarters to assist the Recruiting Inspectors in obtaining qualified men who will be enlisted as second class petty officers in Class V-6 of the Naval Reserve.

The Navy expects that this school will be ready for operation about February 1, 1942. In the meantime, and to avoid any later delay, students are being assembled at radio operators' schools in Los Angeles, California, and Noroton, Connecticut. When the San Francisco School is ready, the Navy expects to have several hundred men ready to send to it immediately.

WAITING LISTS FOR THE RATINGS OF BGMSTR.1c AND PRTR.1c

1. The following men are on the waiting list for the ratings of Bgmstr.1c and Prtr.1c as a result of service-wide competitive examinations held July 16, 1941:

BUGLEMASTER, FIRST CLASS

1. RICHARDS, Comer	267-91-63	U.S.S. WASP
2. JORDAN, John Duffield	144-68-56	U.S.S. WASHINGTON
3. CURRIER, Frank Alexander	123-58-23	USNTS San Diego, California
4. HALE, Robert Otis	287-02-16	USNTS Great Lakes, Illinois

PRINTER, FIRST CLASS

*1. KIRBY, Everette Greenleaf	261-78-93	Sub.Basc, Pearl Harbor, T.H.
2. HERRINGTON, Oliver Edgar	268-07-52	U.S.S. OGLALA
3. MCGOWAN, James William	320-84-75	U.S.S. HOUSTON
4. ZIMMERMAN, Edwin Elmer	375-72-06	U.S.S. VULCAN
5. RAZLAFF, Thurman "B"	341-79-33	U.S.S. VIXEN

* Advancement of Kirby was authorized effective not earlier than December 1, 1941.

No U.S. man-of-war has ever mutinied or been in the hands of mutineers.

NAPOLEON WROTE A LETTER

It was directly responsible for the loss of his Campaign of 1814 and the whole empire he had built — and he lost the woman to whom the letter was written, his wife, Maria Louise. Napoleon was battling the Allies and decided that he would push to the Marne River and cut the enemies line of communications. It was a good idea except that when he wrote his wife he told her of his plans, and General Blucher, Commander in Chief of the Allies, captured the messenger carrying the note; and realized as he read it that the road to Paris would be undefended. Down that road Blucher sent his overwhelming force to capture Paris, drive Napoleon into exile, and cause Maria Louise to flee. The empire was lost.

It has all been summed up as follows: "Everyone knows of Napoleon's abdication and exile to Elba. But few know that a seemingly harmless letter of affection, love and ego from his own hand, and not the military genius of his enemy, caused his crushing defeat."

Dr. Johnson wrote: "In a man's letters, you know, madam, his soul lies naked." Yes not only his soul, but a man of the service might carelessly lay the soul of his country naked and vulnerably exposed to the enemy of his disclosure of 'unimportant' information.

In writing — BE WISE! BE CAREFUL!

—U.S.S. PENNSYLVANIA
"KEYSTONE"

LIEUTENANT COMMANDER TUNNEY COMPLETES TOUR

Lieutenant Commander J. J. Tunney, U.S.N.R., completed on Saturday, November 22, a tour of the main Navy Recruiting Stations throughout the United States. The primary purpose of this tour was the interview and selection of a number of young men with college degrees in physical education for enlistment as chief petty officers in the Naval Reserve. The tour has been highly successful and the Navy is well pleased with the results obtained. Lieutenant Commander Tunney is at present at the Ninth Naval District, with Headquarters in Chicago, for the purpose of rendering such assistance as the Commandant may desire in that District in connection with the Navy's Physical Fitness Program.

Beware of a pretended friend who praises you today when you agree with him and curses you tomorrow when you dissent from his opinion.

WISCONSIN ALUMNI ASSOCIATION

The following letter from Harry C. Thoma, Assistant Secretary of the Wisconsin Alumni Association, Madison Wisconsin, is quoted in part:

"At its recent meeting, the board of directors of the Wisconsin Alumni Association voted to send free copies of its publication, THE WISCONSIN ALUMNUS, to all alumni and former students who are now in the Army, Navy, or Marine Corps. I have been able to contact most of the army posts in this country through the use of a list of such posts that was furnished us. Contacting men in the Navy, however, is quite a different proposition. Many of our alumni, I know, are serving on board ship and serving in distant ports which we cannot reach. The same holds true for those alumni serving in the Marine Corps.....

The word we want to get to our alumni is this: We will be happy to send free copies of THE WISCONSIN ALUMNUS to all former students and graduates of the University of Wisconsin for the entire duration of this emergency. We ask that the individual write us at the above address stating that he wishes to be placed on this mailing list and giving us his correct present address".

- SUN SPOTS -

For many years, the Naval Observatory has been photographing the sun each clear day with a specially constructed camera of approximately forty feet focal length, known as a photoheliograph. From the plates obtained, the size, location, and arrangement of sun spot groups can be accurately recorded, and continuously followed. Collaboration with the Mt. Wilson Observatory makes it possible to get data for most days when clouds obscure the sun in Washington.

This sun spot work is becoming increasingly important. Shortly after the sun spots pass the sun's central meridian the bombardment of the earth and its atmosphere by the streams of electrified particles from the sun causes certain disturbances in the earth's magnetic field, the gasses of the upper air become luminous, causing auroral displays, and telephone, telegraph, and radio communications, radio beams, etc., may be seriously disrupted by the ensuing magnetic storms. The importance that this might have for an aviator following a radio beam in bad weather does not need elaboration.

The sun spot data obtained at the Naval Observatory and published in the Monthly Weather Review furnishes an invaluable record of changes in solar activity over long periods of time for scientists engaged in the study of terrestrial magnetism and conditions in the earth's atmosphere. Various official and other agencies receive daily reports, such as the Bureau of Standards, the Carnegie Institution, Bureau of Ships, Western Union, Science Service and some individual scientists doing research work, and regular service is maintained with the Observatory at Zurich, Switzerland.

SUMMARY OF NAVAL CRAFT BUILT OR BUILDING AS OF DECEMBER 1, 1941.

<u>TYPE</u>	<u>BUILT</u>	<u>BLDG. AND/OR CONVERTING</u>	<u>TOTAL</u>
Combatant	343	344	687
(Tonnage)	1,372,375	2,108,608	3,480,983
Auxiliary	204	92	296
Mine Craft	136	239	375
Patrol Vessels	187	256	443
Net and Boom Craft	72	5	77
Grand Total:	942	936	1878

(District craft, other than Net and Boom craft and Motor Minesweepers, are not included in these totals).

(The total for District Craft is 861).

SALVAGE VESSELS

Three salvage vessels now under the cognizance of the Bureau of Ships - USS VIKING, USS CRUSADER, and USS DISCOVERER - are nearing completion, and it is expected that they will be placed in trial operation under the contractors some time before the first of the year.

These ships were taken over by the Navy from the Coast and Geodetic Survey Division of the Department of Commerce and were converted into salvage vessels, based on a new U. S. Navy design. They are equipped with the latest gear and appurtenances for salvage work under all possible conditions.

These ships are 186 feet in length with a standard displacement of approximately 1,000 tons.

The USS VIKING is being converted at the San Diego Marine Construction Company, San Diego, California; the USS CRUSADER, at the General Engineering and Dry Dock Company, Alameda, California; and the USS DISCOVERER, at the Lake Union Dry Dock and Machine Works, Seattle, Washington.

U.S.S. SEA OTTER NO. 2

Final trials of the U.S.S. SEA OTTER NO.2 were recently run and subsequent to changes in machinery installation deemed necessary. Arrangements have been completed by Commander W. S. Jameson, R.N., for representatives of the British Government to witness trials of the SEA OTTER.

Production on this type of vessel will not begin until completion of all trials. Mr. Edward B. Germain, president of Ships, Incorporated, at present is making a survey of the country preparatory for starting construction on building ways for the construction of SEA OTTER type craft.

"400-BOAT" PROGRAM

Allocation as to types of the new "400-boat" program, recently authorized by Congress and approved by the President, will be completed in the near future. Detailed announcement of the type of craft to be constructed will be made at a later date.

ATTENTION ALL SPANISH STUDENTS

SHOULD I LISTEN?

Overheard on street corner near the equator: -

"Mr. Taxidriver, do you sabe espanola?"

"Yah, me sabe."

"OK, muchacha bonita chequita dinero, at the Rhumba Casino?"

"No comprende me caballero—but my cab will take you to the Rumba Casino."

"Well, so you can talk American!"

"Heck yes, I'm Jeff Sanchez from Natchez."

Well whaddayu know,—I'm Ben Fiechtl from Denver—my, but it's a small world."

NAVY'S MEN TO FARE WELL AT CHRISTMAS

Parents and other relatives of men in the Navy may be assured that whether afloat or ashore they will sit down to Christmas dinner of the same kind they would enjoy at home, it is announced by the Navy Department.

Here are some items on a typical ship's Christmas menu: oyster, shrimp, or fruit cocktail; celery, olives, radishes, sweet mixed pickles, saltines; chicken, cream or tomato soup; roast young turkey and spiced baked ham; sage, oyster or oyster and nut dressing; mashed potatoes, creamed onions, baked squash, buttered green peas; giblet gravy, cranberry sauce, bran rolls, bread and butter, lettuce and tomato salad; fruit cake, pumpkin pie, ice cream, assorted fresh fruit, mixed nuts, candy, coffee, cigars, cigarettes.

Where facilities are available, attractive menus are printed aboard ship so that the men may mail them home. Some of them are exceedingly artistic. Frequently they include a picture of the ship.

Although definite figures are not available on just how many pounds of various items are consumed on these particularly festive holidays, the Bureau of Supplies and Accounts of the Navy estimates that 1,600,000 pounds of food will be required. This will include an estimate of 360,000 pounds of turkey. In short, the men who man the Navy's ships and shore facilities and who are at training stations not only sit down to a board with all the usual items of a Christmas menu, but to one that is loaded with extra amounts for these days.

LARGE PURCHASE OF WOOLENS

700,000 pairs of woollen socks and 338,000 suits of heavy woollen underwear are being purchased to supplement present heavy winter clothing outfits now supplied to the men of the Navy. This material becomes standard issue. Deliveries will start approximately January 1.

THE NAVY MOTHER'S CLUB OF AMERICA

The Navy Mother's Club of America is a national organization interested in the welfare of Navy personnel but without any official connection with the Navy Department. However, the purposes of the organization are highly commendable and deserving of full support. Among objectives of the Navy Mother's Club of America are the following:

"To promote a friendly and sympathetic social relationship between the parents of the Navy men and boys.

To collect and disseminate information relating to the Navy and the manner of living and environment of its personnel.

To encourage contentment, efficiency, patriotism, and pride among boys and men serving in the Navy.

To extend benevolent relief to its needy members, those dependent upon or related thereto or to such other persons as the Association may seem desirable."

The National Adjutant of the Navy Mother's Club of America has requested the cooperation of the Bureau of Navigation in bringing to the attention of the men of the Navy the purposes of the Navy Mother's Club and secure its support in urging the men to stimulate the interest of their mothers in this organization.

Commanding Officers are urged to utilize such means as may be available to encourage men in the Service to write to their mothers, asking them to visit and become associated with the Navy Mother's Club in their community.

SCHOOL CONCESSION

St. George's School is a college preparatory boarding school for boys located in Middletown, R.I., about three miles from the various Naval Stations in Newport. It was established in 1896 and is affiliated with the Protestant Episcopal Church under the Diocese of Rhode Island. It has an approximate enrollment of from 130 to 150 boys ranging in ages from 13 to 18. Occasionally boys somewhat older are accepted when circumstances indicate this to be desirable particularly in the case of sons of Navy or Marine Corps personnel. Tuition: day students - \$500; boarding students- \$1400. A special rate of \$400 for day students and \$1000 for boarding students is available to sons of Navy or Marine Corps personnel."

CHAIRMEN OF COMMITTEES ON NATIONAL DEFENSE
OF STATE BAR ASSOCIATIONS

"In the list of Chairmen of Committees on National Defense of State Bar Associations, published in Bureau of Navigation Bulletin #290 of March 22, 1941 the following change should be made:

ALABAMA

Charles A. Stakely, Esq.
First National Bank Building
Montgomery

to replace Mr. Douglas Arant, Comer Building, Birmingham".

LIST OF BUREAU OF NAVIGATION CIRCULAR LETTERS

<u>Number</u>	<u>Subject</u>
	BEGINNING OCTOBER 21, 1941
131-41	Allowances for Transfer of Enlisted men and Baggage to and from Naval Activities.
132-41	Naval War College: Applications from Naval Reserve Officers.
133-41	Examination of Naval Reserve officers to determine physical fitness for active duty.
134-41	Instructions Regarding Muster Roll.
135-41	Advancement in Rating - Enlisted Personnel of Regular Navy and Naval Reserve on active duty. Re: Service requirements for advancement.
136-41	Subversive Activities - Combatting of.
137-41	Transaction of money order business by Assistant Navy Mail Clerks.
138-41	Appointment of certain naval aviators of the Naval Reserve to commissioned rank in the line of the regular Navy.
139-41	Temporary appointments to commissioned and warrant grades in the Naval Reserve of commissioned warrant officers, warrant officers, and certain enlisted men of the Naval Reserve.
140-41	Officer Data Cards, Forms N.Nav. 278 (revised) and N.Nav. 278A.
141-41	Training Reports on Ensigns: (N.Nav. 443-b) submission of.
142-41	Annual Census Report.
143-41	Discharge of Minors.
144-41	Commissions: Delays in issuance of.
145-41	Report on Absence or Discharge of Personnel Possessing Special Knowledge or information.
146-41	Application for Postgraduate Instruction.
147-41	Transfer of men awaiting immediate bad conduct or dishonorable discharge.

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 Chaplain W.H. Rafferty, U. S. *
* Navy.. *
* *
* * * * *

JANUARY

January 1

- 1800 U.S.S. Experiment attacked ten Picarons barges of war, Gonaives, Haiti.
1862 Mason and Slidell, the Confederate Commissioners to England and France were liberated from Fort Warren at Boston, and sailed for Europe.
1863 Galveston, Texas, recaptured by Confederates.
1899 Spaniards evacuate Cuba, and Spain ceded Cuba to the United States.

January 2

- 1776 Colonial flag first raised. (Crosses of St. George and St. Andrew, on blue ground with red and white stripes).
1862 Combined Army and Navy attack upon Confederate force at Fort Royal Ferry, South Carolina.
1900 Open Door policy in China announced by Secretary Hay.

January 3

- 1862 U.S.S. Katolidier assisted Army in the defense of Plaquemine, La.
1912 Robley D. Evans, Rear Admiral, U.S. Navy, died.

January 4

- 1862 Boat Expedition against Confederates at Bear Bluff, South Carolina.
1899 President McKinley sent treaty of peace with Spain to Senate.

January 5

- 1781 U.S. Privateer Pilgrim captured British Ship "Mary".
1814 U.S.S. President sunk ship "Wanderer", seven guns, off Barbadoes.

NAVAL ALMANAC
(Cont.)

1846 Commodore Biddell in U.S.S. Columbus and Vincennes anchored near Canton, China.

January 6

1776 Medical Corps, U.S. Navy, established.

1793 In a letter dated January 6, 1793, Joshua Humphreys, designer of the "Constitution", wrote to Robert Morris describing the type of ship which the United States should build as the beginning of its modest Navy. It read, "As our Navy for a considerable time will be inferior in numbers, we are to consider what size ships would be more formidable, and be an over-match for those of the enemy. Frigates built to carry 12 and 18 pounders will not answer." "They must be superior to any European frigate, and if others (of the enemy) should be in company, our frigates can always lead ahead and never be obliged to go into action but on their own terms, except in a calm." The "Constitution" and her sisters were built as Humphreys suggested.

1813 U.S.S. Hornet captured British sloop of war "Ellen".

1815 U. S. Launch with 38 men capture and burn brig "Cyrus", carrying clothing for British Army on Lake Borgne.

1846 Orders of Navy Department to Commodore Biddle to proceed with "Columbus" to northwest coast of America to assume command of the Naval Forces of the U.S. on that station.

1863 U.S.S. Pocahontas captured Confederate "Antona".

1812 Treaty powers undertook protection of railway between Pekin, China and the sea.

January 7

1779 United States Ship General Arnold driven ashore at Plymouth and was lost (71 men).

1822 U.S.S. Porpoise capture six (6) pirate ships off Cuba.

1906 Battleships Alabama and Kentucky collided.

January 8

1815 Navy participated in the battle of New Orleans.

1847 Action between U.S. Naval Brigade and Mexicans at San Gabriel River, California. Capture of Los Angeles under Admiral Stockton.

1850 Brooklyn Naval Dry Dock first used.

1892 Christopher R.P. Rodgers, U.S.N., died.

1912 U.S. Government warned Ecuador against destruction of American property.

January 9

1814 U.S.S. President sunk off Barbadoes ship Edward--six (6) guns.

NAVAL ALMANAC

(Cont.)

- 1847 Action between U.S. Naval Brigade and Mexicans at La Mesa, Calif.
1861 Steamship "Star of the West" fired on from Morris Island, Charleston, South Carolina.

January 10

- 1863 United States squadron attacked Confederate works at Arkansas Post, Arkansas.

January 11

- 1779 American Ship Alliance sailed from Boston for France, with continental representatives and with General Lafayette. (The only mutiny which has occurred in the U.S. Navy took place on this voyage incited by foreign sailors).
1843 Francis Scott Key, author of Star Spangled Banner, died.
1853 Experimental Ship Monitor sailed from New York to the Potomac River. (See January 4).
1863 U.S. Warship Hatteras destroyed by the Alabama off Galveston.
1863 Capture of Fort Hindman, Arkansas.
1863 U.S.S. Iron Age grounded and was destroyed in North Carolina waters.
1864 Confederate blockade Vesta and Ranger destroyed off Wilmington, North Carolina.
1868 Henry H. Bell, Rear Admiral, U.S.N., drowned in Japan.

January 12

- 1815 U.S. Ship Chesapeake captured and sent to Portsmouth ship "Volunteer" -- 12 guns, with dry goods cargo, etc., value \$700,000.00.
1862 U.S.S. Pensacola attacked and passed Confederate batteries on Potomac River.
1848 U.S.S. Lexington captured Mexican town of San Blas, and two (2) schooners.
1911 President Taft asked Congress to appropriate five million dollars toward fortifying Panama Canal.

January 13

- 1842 U.S. Wilkes Exploring Expedition arrived at Manila, P.I.
1865 Second Naval attack on Fort Fisher, North Carolina.

January 14

- 1813 U.S. Privateer Comet fought three British and one Portuguese vessels of war.
1813 U.S.S. Chesapeake captured and sunk Brig Liverpool Ben in North Atlantic.
1815 U.S.S. President stood out to sea successfully after long blockade.
1863 U.S.S. Columbia lost near New Inlet, South Carolina.

NAVAL ALMANAC
(Cont.)

- 1865 Fort Fisher attacked and captured by Admiral Porter (Last Naval event of Civil War).

January 15

- 1815 U.S.S. President captured by British squadron after fight of six hours.
1847 City of Los Angeles, California, retaken by joint Army and Naval forces.
1865 U.S.S. Patapsco sunk near Fort Moultrie, South Carolina.
1865 Final and successful attack on Fort Fisher, South Carolina.

January 16

- 1813 U.S. Privateer Decatur captured by His Majesty's Ship Surprise off Barbadoes, West Indies.
1840 Wilkes Expedition saw land of Antarctic continent.

January 17

- 1813 U.S.S. Viper captured by H.M.S. Narcissus.
1862 U.S. Naval Force made reconnaissance in Wright's River, South Carolina.

January 18

- 1814 U.S. Brig Enterprise and Rattlesnake captured by H.M.S. Isabella.

January 19

- 1815 Boat expedition under Purser Shields cut out British Schooner Bon Hermans, Lake Borgne, La.

January 20

- 1882 Panama Canal -- Real work begun at Culebra.
1783 Treaty of Peace made with England.
1862 Second Stone Fleet sunk off Charleston, South Carolina.

January 21

- 1815 British Schooner Delores captured on the Mississippi River.
1815 Successful boat expedition against the British on Lake Borgne, capturing three enemy vessels and turned prisoners over to U.S. Army.

January 22

- 1865 Boat Expedition on the Apalachicola River, Florida.

NAVAL ALMANAC
(Cont.)

January 23

- 1863 U.S.S. Cambridge captured Confederate schooner Time off New Inlet, North Carolina.
1870 U.S.S. Oneida sunk in Yokohama Harbor, Japan, by collision with P & O Steamer Bombay.

January 24

- 1826 U.S.S. United States saluted Peruvian flag. The first salute to that flag, Spain having surrendered country that day.
1864 U.S.S. Crusader chased as blockade runner off Windmill Point.

January 25

- 1856 Shubrick Expedition of 19 vessels arrived at Asuncion, Paraguay.
1893 U.S.S. Maine arrived in Havana Harbor.

January 26

- 1856 U.S.S. Decatur shelled town of Seattle to protect settlers from Indians.
1913 John Paul Jones placed in crypt, Chapel, U.S. Naval Academy.

January 27

- 1840 Commodore Chauncey, U.S.N., died.
1778 American ship Providence captured a British fort at New Providence, West Indies. The first U.S. Flag raised over a foreign fortress, spiked the guns, removed all ammunitions, three hundred small arms, sailed with six prize vessels and released twenty American Prisoners.

January 28

- 1815 U.S. Privateer Surprise captured British ship "Star".
1862 Attack on Roanoke Island by U.S. Fleet.
1865 Confederate forces on Savannah River destroyed.

January 29

- 1814 Boats from a British frigate attacked schooner "Alligator".
1815 U.S. Launch and 35 men and three barges, captured two tenders which were gallantly carried by boarding while under fire of one of the enemy frigates.
1814 Corvett Adams burned in North Atlantic British schooner Prince Regent with \$17,000.00 cargo.
1894 Admiral Benham at Rio de Janeiro for the Brazilian Fleet to permit passage of United States ships.

NAVAL ALMANAC

(Cont.)

January 30

- 1848 Naval forces from U.S.S. Dale captured town of Cochori, Mexico,
U.S.S. Olive also participated, capturing several small boats.
1862 Original Monitor launched at New York.
1863 U.S.S. Isaac Smith captured by Confederates.

January 31

- 1815 U.S. Privateer MacDonough engaged a British vessel off Teneriffe.
1862 Confederate States Ship Palmetto State compelled the surrender of
U.S.S. Mercedita, and Keystone State. They were later recaptured.
1780 Admiral Porter was born.
1800 U.S.S. Constellation, Captain Truxton, defeated French Frigate
Vengeance off Guadalupe, West Indies.
1813 U.S.S. Chesapeake captured British Brig Julian, condemned in Boston
as good prize.
1838 Screw propeller patented by its inventor, John Ericsson, designer
and builder of monitor.
1862 Second attack on Fort McAllister.
1917 Germany unrestricted submarine campaign goes into effect.

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PROVERBS

* A man's conversation is the *
* mirror of his thoughts. *

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