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 ** Success in war depends upon men, **
 ** not money. **
 ** ---Douglas MacArthur. **

DISTINGUISHED FLYING CROSSES AWARDED TO TWO NAVY AIRMEN

The Secretary of the Navy, by direction of the President of the United States, recently awarded Distinguished Flying Crosses to two Navy airmen who were members of the Antarctic Expedition of Rear Admiral Richard E. Byrd, U.S.N., (ret) in 1939-40.

One of the recipients is Ashley Clinton Snow, Jr., Aviation Chief Machinist's Mate, U.S.N., while the other is Earle Baker Perce, Chief Radioman, U.S.N.

The citation accompanying Snow's award reads:

"For extraordinary achievements while participating in hazardous aerial flights in the Antarctica 1939-40. Ashley Clinton Snow, Jr., Aviation Chief Machinist's Mate, U.S. Navy, piloted the airplane on many of the flights during which new mountain ranges, islands, and 700 miles of previously unknown Antarctic coast line were discovered. These flights were made over heavy broken pack ice where a forced landing would have resulted in a crash, and where rescue would have been practically impossible.

"Particularly outstanding in aerial achievement was the final evacuation of the personnel from the East Base on March 22, 1941. In the successful accomplishment of this hazardous undertaking Snow demonstrated an unusually high degree of sound judgment, courage and professional skill which reflects great credit upon the Naval Service."

The citation with Perce's award is identical to Snow's except for the name and his identification as co-pilot and radio operator on the Antarctic flights.

Snow is on duty at the Naval Air Station, Anacostia, D.C.
 Perce is stationed at Naval Research Laboratory, Bellevue, D.C.

COMMENDATIONS

The Secretary of the Navy recently addressed the following letters of commendation for outstanding services rendered in connection with the seizure of the German Motor Ship ODENWALD:

Captain Theodore E. Chandler, U.S.N.:

Citation

"Your operations on the occasion of the seizure of the German Motor Ship ODENWALD on November 6, 1941 are noted with great interest.

"The identification of the ODENWALD by you as a hostile ship, even though disguised as to nationality by the flying of and otherwise subversive use of the United States Flag, the subsequent salvage of and the taking into port of the ODENWALD under her own power by the salvage and boarding parties sent by your direction from the Task Group under your command bespeaks of the efficient plans made for such an emergency, and made possible the saving of the ship under the attendant hazardous conditions.

"You are hereby commended for your initiative and sound judgment on this occasion."

Lieutenant George K. Carmichael, U.S.N.:

Citation

"It is noted that you were the officer in charge of the armed guard party that boarded the German Motor Ship ODENWALD on the occasion of her seizure on November 6, 1941.

"Your procedure in connection therewith in going alongside in the open sea of a hostile ship that was being abandoned after bombs had been set off in an effort to scuttle her, in boarding the ship amid uncertain but hazardous conditions, in assuming command of the ship and so directing the boarding party with you that the vessel was not only saved but was able to proceed to port under her own power and manned entirely by your boarding party, shows leadership, foresight and determination.

"You are hereby commended for your courageous and exemplary conduct on this occasion."

Lieutenant (jg) William B. Wideman, U.S.N.

Machinist Furman D. Waltrip, U.S.N.

Carpenter Abner L. Alton, U.S.N.

Chief Machinist's Mate Earl F. Gerald, U.S.N.

Shipfitter First Class Franklin E. King, U.S.N.

COMMENDATIONS
(Cont.)

Citation

"The individual and collective performance of duty of each one of you stood out in this hazardous undertaking that involved the boarding of, urgent repairs to, and the manning of a hostile ship, which was in the process of being scuttled by her crew through the use of bombs, with the attendant conditions of complete unfamiliarity with the ship and under uncertain existent dangers. As a result of the united efforts displayed, it was possible, not only to save the ODENWALD, but to take her into port under her own power as manned by the boarding party.

"You are hereby jointly commended for the leadership displayed, and the cool, determined and courageous manner in which you performed your assigned tasks on this occasion."

COMMENDATION

The Secretary of the Navy recently addressed a letter of commendation to Lieutenant Louis J. Modave, D-M, USNR, for his performance of duty as the navigating officer of the U.S.S. SALINAS at the time of and following the torpedoing of the vessel on October 30, 1941.

Citation

"Your prompt action in clearing the prescribed signals reporting the casualty, and restoring adequate operating conditions on the damaged bridge while under fire and subject to continued submarine attack, and your coolness, courage, and fine job of navigating, contributed greatly to the slow, successful return of the crippled and listed vessel to a safe port.

"You are hereby commended for your initiative, sound judgment, and splendid performance of your duties on this occasion."

AWARDED LIFE SAVING MEDAL

The Treasury Department has awarded a Silver Life Saving Medal to Corporal John R. Breeze, U.S. Marine Corps, for bravery in rescuing two youths from drowning on September 8, 1940, at Guam, Marine Corps Headquarters announced recently.

Official reports of the incident credit Corporal Breeze with "fortitude and presence of mind" in rescuing the boys, who were being swept out to sea by a strong cross current, in the slipway where they were swimming.

Many people these days need a kick in the seat of their "can'ts".

COMMENDATION

The following letters of commendation were forwarded by the Commander-in-Chief, Atlantic Fleet:

Ensign Summer J. Abrams, D-M, USNR:

Citation

"The Commanding Officer of the SALINAS, reporting on the engagement of that ship with an enemy submarine on October 30, 1941, stated that when the ship was torpedoed and immediately afterwards you were of great assistance to him in getting off the proper signals to the convoy, in getting the bridge in operating condition, and in challenging ships approaching in the darkness. Your continued alertness helped him to take the necessary precautionary measures when the DUPONT and LEA subsequently delivered depth charge attacks.

"The Commander-in-Chief takes pleasure in commending you for your conduct on this occasion, which was in accord with the high traditions of the Naval Service."

Lieutenant (jg) Theodore G. Love, SC-V(G), USNR:

Citation

"The Commanding Officer of the SALINAS, reporting on the engagement of that ship with an enemy submarine on October 30, 1941, stated that the promptness with which the gun crew of which you were in charge manned the gun and opened fire on the attacking submarine, unquestionably prevented further attacks from being made.

"The Commander-in-Chief takes pleasure in commending you for your conduct on this occasion, which was in accord with the high traditions of the Naval Service."

Lieutenant Henry K. Wallace, D-M, USNR:

Citation

"The Commanding Officer of the SALINAS, reporting on the engagement of that ship with an enemy submarine on October 30, 1941, stated that after the ship had been torpedoed, you succeeded in keeping her on an even keel; that your survey of the damage enabled him to report to the Escort Commander that he could proceed safely to port; that you kept constant watch on the weakened bulkheads, thus assisting him in his decision as to what constituted best engine speed; and that your courage and unfaltering attention to duty was noteworthy.

"The Commander-in-Chief takes pleasure in commending you for your conduct on this occasion, which was in accord with the high traditions of the Naval Service."

19 MEMBERS OF USS SALINAS' CREW PROMOTED

Nineteen members of the crew of the USS SALINAS, Naval tanker which was torpedoed on October 30, 1941, have been promoted in recognition of "especially meritorious conduct in action."

In the group were Francis Herbert McIntyre, Chief Machinist's Mate, U.S.N., and Rual Solen Wilson, Machinist's Mate 1st Class, U.S.N., both of whom previously were awarded the Navy Cross by Vice Admiral Royal E. Ingersoll, U.S.N., Commander in Chief, Atlantic Fleet.

McIntyre, advanced temporarily to the warrant officer rank of Machinist, and Wilson, given an acting appointment in the enlisted rating of Chief Machinist's Mate, received the Navy Cross on January 24, when similar awards were made to Commander Harley F. Cope, Lieutenant Commander Ashton B. Smith, and Lieutenant Theodore L. Jormann, the SALINAS' Commanding, Executive and Engineer Officers, respectively.

Albert Warrington Brown, Chief Electrician's Mate, U.S.N., was temporarily advanced to the warrant rank of Electrician.

The remainder were promoted to the next higher rating. Their names and former ratings follow:

William Lloyd Archer, Fireman 1st Class.
Henry Tyler Bugg, Boatswain's Mate 1st Class.
Edwin Davis, Seaman 2nd Class.
Edward McCoy Eakin, Quartermaster 1st Class.
James Earnest Gaddy, Seaman 1st Class.
Lunsford Owen Garrett, Jr., Seaman 1st Class.
David McIntosh Gilchrist, Seaman 1st Class.
Francis Livingston Henderson, Boatswain's Mate 2nd Class.
Harold Clayton Hoover, Shipfitter 2nd Class.
Thomas George Kneavel, Quartermaster 3rd Class.
Edward Joseph Murphy, Signalman 1st Class.
William Love Sachs, Machinist's Mate 2nd Class.
Lloyd Aubrey Savage, Jr., Machinist's Mate 1st Class.
John Quitman Turnage, Storekeeper 3rd Class.
Garland Jay Vaughn, Seaman 1st Class.
Roy Wood, Fireman 1st Class.

The promotions were made by Vice Admiral Ingersoll. Those given McIntyre and Wilson were based on the same citation as that accompanying the Navy Cross award to those men. It read:

"For extraordinary heroism, in assisting the engineer officer of the USS SALINAS in his inspection of the engineering spaces after the first torpedo struck, and in securing overhead valves and ruptured lines when the second torpedo struck and the ship opened fire on the attacking submarine. Your coolness and courage in taking that action, for which you volunteered contributed materially in making it possible for the SALINAS to reach port under her own power.

19 MEMBERS OF USS SALINAS' CREW PROMOTED
(Continued)

Citations accompanying the other promotions were as follows:

Brown—"The commanding officer of the SALINAS reported that during the engagement of that ship with an enemy submarine on October 30, 1941, from the time the ship was torpedoed until she reached port, Brown was called upon to perform a multiplicity of electrical repair duties; that he worked almost continuously for over four days on these repairs, which extended to the generators, gyro compass, fathometer, auxiliary motors, ruptured cables, and grounds; and that his performance of these duties was outstanding."

Archer, Sachs, Savage and Wood—"The commanding officer of the SALINAS reported that during the engagement of that ship with an enemy submarine on October 30, 1941, you remained at your station in the engineering department until directed by orders from the bridge to evacuate the engine and fire rooms; that all valves capable of being closed by hand were closed before you left your station; and that your coolness, courage and unfaltering devotion to duty were of the highest order."

Davis, Eakin, Garrett, Kneavel, Murphy and Vaughn—"The commanding officer of the SALINAS reported that during the engagement of that ship with an enemy submarine on October 30, 1941 when the ship was torpedoed and immediately afterwards, you were of great assistance to him in getting off the proper signals to the convoy, in getting the bridge in operating condition, and in challenging ships approaching in the darkness. Your continued alertness helped him to take the necessary precautionary measures when destroyers subsequently delivered depth charge attacks."

Hoover—"The commanding officer of the SALINAS reported that during the engagement of that ship with an enemy submarine on October 30, 1941, and after the ship had been torpedoed, you assisted in keeping her on an even keel; that your survey of the damage enabled him to report to the Escort Commander that he could proceed safely to port; that you kept constant watch on the weakened bulkheads, thus assisting him in his decision as to what constituted best engine speed; and that your courage and unfaltering attention to duty was noteworthy."

Bugg, Gaddy, Gilchrist, Henderson and Turnage—"Advanced to the next higher rating for meritorious conduct during the engagement of the USS SALINAS with an enemy submarine."

COMMENDATION

The Chief of the Bureau of Navigation recently addressed a letter of commendation to George Franklin Moody, CMM, U.S.N., for his interest in submitting suggestions regarding anti-bomb smoke pipe protector.

ENLISTED MAN COMMENDED FOR HEROIC ACTION

The Secretary of the Navy recently commended Archie Harrison Terry, Chief Water Tender, U.S.N., for preventing a serious fire aboard a cruiser from a hot fuel oil leak.

The Commanding Officer of the cruiser to which Terry was attached reported that on September 5, 1941, Terry discovered a heavy spray of hot fuel oil coming from a large leak in a master fuel oil valve. Terry, it was reported, went through the rapidly increasing spray which was striking a steaming boiler, succeeded in closing it, directed removal of the dangerously exposed oil and repaired the valve "at great risk to himself and with subsequent discomfort from the effects of exposure to the hot oil.

A letter of commendation was sent to Terry by Secretary Knox.

SOME FOG

There was a dense fog and the officer on the bridge was becoming more and more exasperated. As he leaned over the side of the bridge trying to pierce the gloom, he saw a hazy figure on a rail a few yards from his ship. He almost choked. "What are you trying to do with your blinkin' ship?" he roared. "Don't you know the rules of the road?"

"Don't get excited guv'nor," said a quiet voice. "This here ain't no blinkin' ship, this 'ere's a lighthouse."

---The Nautilus.

COMMENDATION

The Secretary of the Navy recently addressed a letter of commendation to Kenneth Lee Martin, Seaman, 1/c, U.S.N.

Citation

"The Commanding Officer, U.S.S. INDIANAPOLIS, has brought to the attention of the Department your commendable action in rescuing a shipmate from drowning on January 24, 1941. It appears that at about 2000, January 24, 1941, J. E. Hess, Seaman Second Class, U. S. Navy, fell from the forward brow of the U.S.S. PENSACOLA into the water at the Navy Yard, Pearl Harbor, T.H., striking his leg on the dock as he fell. You were near the scene, and without hesitation ran to the edge of the dock and leaped into the water from a height of about eighteen feet, secured about Hess' shoulders a line passed from the deck, and supported him until he was pulled up on the dock. The space between the ship and dock was in total darkness at the time you jumped and was about four feet in width.

COMMENDATION
(Cont.)

"The Department takes pleasure in commending you for your action on this occasion referred to, which undoubtedly saved the life of Hess who was injured during the fall. Such action is in keeping with the best traditions of the Naval Service."

COMMENDATION

The Chief of the Bureau of Navigation recently addressed letters of commendation to Francis Olwell Archer, RMLc, U.S.N., and William Thomas Metz, CMM, U.S.N.

Citation

"It appears that on April 9, 1941, while you were a patient at the Naval Hospital, Canacao, you dived overboard from the dock to the rescue of Edwin Landvoight Reed, Seaman Second Class, U.S. Navy, another patient. It was difficult to swim with Reed as he struggled constantly. However, you brought him to the dock where he was removed from the water.

"The Bureau commends you for your action on the occasion referred, which undoubtedly saved the life of Reed. Such action is in keeping with the best traditions of the Naval Service.

"Your case has been referred to the Secretary of the Treasury with the recommendation that you be awarded a Silver Life Saving Medal."

COMMENDATION

The Chief of the Bureau of Navigation recently addressed letters of commendation to Henry Edgar Burton, Metalsmith, First Class, U.S.N., and Clarence Eugene Leech, CMM(AA), U.S.N., commending them for methods recently developed for the conservation of zinc.

NAVAL MANEUVER

Seebach, a U.S. Navy man, was large sized, but not very imposing. One night ashore he walked into a small honky-tonk bar and with a flourish and a voice that filled the room, said: "When Seebach drinks, everybody drinks."

Immediately, the bar was jammed, the house filled all the glasses, and everybody drank. Then with the impertinence of a king, Seebach reached into his pocket, pulled out a dime, laid it on the counter, and said: "And when Seebach pays, everybody pays", and out he walked.

TEN CIVILIANS CITED FOR BRAVERY AT PEARL HARBOR

Another chapter was added to the story of heroism displayed by America's fighting men and civilians alike during the Japanese attack upon Pearl Harbor.

Rear Admiral C.C. Bloch, U.S.N., Commandant of the Fourteenth Naval District, cited ten civilian employees of the Supply Department at the Pearl Harbor Navy Yard for bravery. Included in the group are men of American, Hawaiian, Scandanavian, Portuguese, and Chinese ancestry -- all American citizens of Hawaii.

Recipients of the citations were Tai H. Sunn, principal purchasing clerk; Ralph W. Miller, Jr., property and supply officer; John A. Nunes, Jr., foreman laborer; Iver Carlson, leadingman joiner; Lin C. Hee, Earle M. Swartz, Joseph K.N. Yee, senior storekeepers; Harry Kealoah, assistant storekeeper; Fred Kinsey, foreman of the Naval Fuel Depot, and Garnett A. King, engineman.

Their part in the dramatic fight American forces staged at Pearl Harbor is described in the following citations issued by Rear Admiral Bloch:

Sunn -- "For coolness and bravery throughout the day and night of Sunday, December 7, 1941, transmitting the orders of the District Supply Officer to all storehouses and duty stations under fire and battle conditions. You proved yourself a man of strong determination, dependable nerve, and devoted to your duty."

Miller -- "For resolute action in delivering necessary stores and material to action stations under enemy fire. Your delivery of two 16,000-pound anchors and reels of heavy wire to the U.S.S. ARIZONA was a splendid feat worthy of mention. Your dependability was outstanding."

Nunes -- "For bravery and ability in the performance of your many and varied tasks throughout Sunday, December 7, 1941 and Monday, December 8, 1941. You directed labor in exposed positions and under inclement weather conditions, displaying fine leadership. Your devotion to duty in face of great stress is highly commendable."

Carlson -- "For bravery Sunday, December 7, 1941, in fighting the fire at the floating dry dock and the U.S.S. SHAW. When the service ammunition exploded on the bridge of the SHAW, wounding you in the face and right arm, you refused to be evacuated until compelled to withdraw by a commissioned officer of the Navy. Your courage and fine example was inspiring to other men and far beyond the call of duty."

Hee -- "For cool assurance in the performance of your many tasks on December 7, 1941 and throughout the night of Sunday and Monday, 7 - 8 December, you stuck to your post of duty under battle conditions

TEN CIVILIANS CITED FOR BRAVERY AT PEARL HARBOR
(Cont.)

and issued steel to the salvage parties of stricken ships. Your attention to duty was highly commendable".

Swartz -- "For courage, endurance and fine performance of an arduous task in issuing provisions to the U.S. Pacific Fleet under battle conditions. Your driving power, rapid thinking and resolute action contributed to successful readiness of all district and fleet activities, and your issues of emergency rations to firing points were especially commendable. Your devotion to duty is outstanding."

Yee -- "For courage and efficiency in the performance of your manifold tasks on Sunday, 7 December 1941, and the days and nights immediately following. Your issues of blankets, cots, mattresses, sheets, pillows, canvas, etc., made supply history. Your attention to duty was highly commendable."

Kealoah -- "For your determination, energy, initiative and steadiness under fire throughout Sunday, 7 December 1941, and your enduring pluck in sticking to your duty post for 48 hours without relief at an important issue station. When the regular stockman in charge of clothing, cordage and related articles was absent, sick, you assumed his duties and gave a splendid account of yourself, and greatly assisted enlisted personnel of the U.S. Navy by your performance of duty."

Kinsey -- "For coolness and forceful bravery in directing the fueling of submarines and light forces for the 72 hours following the action of 7 December 1941, especially commendable was your prompt decision, in absence of orders, to start all fire pumps and pressure all salt water lines. You rendered signal service in transferring four-inch and six-inch suction hose in quantity to stricken ships for salvage work."

King -- "For steadiness and cool thinking while excited people were telephoning erroneous reports of fuel tank explosions Sunday, 7 December 1941. Your suggestion to place lubricating oil in drums on trailers at the Merry Point Fuel Depot greatly assisted servicing destroyers. The Commandant commends your endurance and initiative at your post of duty."

REMEMBER?

Ernest Gerald Harber, who wants to do something about Pearl Harbor, needed his mother's consent to join the air corps.

Back came permission by return wire, signed:

"Mrs. Pearl Harber".

MRS. NIMITZ PRESENT AS PORTRAIT OF ADMIRAL NIMITZ
IS TURNED OVER TO NAVY

At informal ceremonies on the morning of February 12, 1942, at which Admiral H. R. Stark, U. S. Navy, Chief of Naval Operations, and Mrs. C. W. Nimitz, wife of the Commander in Chief of the U. S. Pacific Fleet were present, a portrait of Admiral Nimitz painted by Lieutenant McClelland Barclay, U.S.N.R., was formally turned over to the Navy.

Both Admiral Stark, who officially received the painting for the Navy, and Mrs. Nimitz pronounced the portrait an "excellent likeness" and congratulated the famous artist on his workmanship.

Admiral Nimitz is pictured in the service blue uniform of an Admiral, and holds a pair of binoculars in his hands. In the background is a landscape of sky and sea, and in one corner the distant control tower of a battleship is visible.

The portrait will remain in Admiral Stark's office for a short time before being permanently located.

A MOTHER'S TRIBUTE

The following letter was recently addressed to the Secretary of the Navy by the mother of a young aviator who made the supreme sacrifice. This letter is such an unusually fine tribute to the Navy that it is being passed on to all personnel.

"Sir:

"Your kind letter of sympathy because of the death of my son, Ensign Russell Vroom Adams, Jr., is very much appreciated. If it were Destiny that he should be called, then I am proud that his going was in the line of duty for his country.

"Mr. Adams and I have been impressed and touched by the personal and human side of the Navy, and particularly by the Aviation section. Not until this loss befell us, did we appreciate, through the fine, helpful letters from officers in your Department, what has been termed, 'The Spirit of the Navy.' Has this been something built up by hardy men who for days on end saw only far reaches of water and sky, and whose minds necessarily turned to the Great Spirit? My own son once said that when he was above the clouds in his plane, he 'seemed a little nearer Heaven.'

"Russell, Jr. felt that to have become a Naval Aviator was the highest attainment in military life. Despite the tragedy which overtook him, Mr. Adams and I agree with him."

Sincerely yours,
/s/ Harriet S. Adams,
(Mrs. Russell Vroom Adams)

A FIGHTING SHIP AND A FIGHTING NAME THAT WON'T DOWN

For a century and a half, Shaw has been a fighting name in the United States Navy. Beginning its fame with doughty Captain John Shaw, U. S. Navy, in the eighteenth century, extending through the gallant, never-say-die spirit of the first USS SHAW, which was cut in half in collision in 1918 but reached port under its own power, it now finds fitting culmination in the amazing "resurrection" of the present USS SHAW, at first reported sunk at Pearl Harbor.

John Shaw, born in Ireland in 1773, first established his name firmly in American history in 1800, two years after he was made a lieutenant in the U. S. Navy. It was during the undeclared war with France, when the real work lay in the capture of the privateers that swarmed out of the French ports of the West Indies. There were many spirited combats between our smaller vessels and larger enemy privateers. One of the most famous exploits of the war was the cruise of the ENTERPRISE under Lieutenant Shaw, which in eight months captured six privateers and recaptured eleven American merchantmen.

In 1807 Lieutenant Shaw was commissioned a captain, and continued his gallant service through the War of 1812. He died in 1823.

The name next appears in Navy annals with the commissioning of the USS SHAW in 1917, named in honor of Captain Shaw. She saw active duty in World War I without mishap until October 9, 1918. At that time, as part of a division of five U. S. destroyers under the command of Commander William A. Glassford, U. S. Navy - now Vice Admiral Glassford, commanding the U. S. Naval Forces, Southwest Pacific - the SHAW was escorting HMS AQUITANIA, a British transport with 8,000 troops aboard, into Southampton, England, at dawn. The Shaw's rudder jammed just as she was completing the right leg of a zigzag, leaving her headed directly toward the huge transport. Unable to avoid a collision, Commander Glassford decided to sacrifice his own ship rather than ram the AQUITANIA, and ordered full speed astern.

A moment later the AQUITANIA struck the destroyer and sliced her almost in two, cutting off ninety feet of the SHAW's bow, stripping the forward boiler room, and tearing out the mainmast. Fire broke out in the forward oil tank, and it seemed that the SHAW was doomed. But that was not the idea of the gallant commander and crew. Keeping the ship in full reverse to lessen pressure on water-tight bulkheads, the fire was extinguished in the face of bursting ammunition. The damaged engines were put in working condition, the steering gear repaired, and, slowly easing her into reverse, they navigated the floating remnant of a ship backward 40 miles into Portland, where she was repaired and put back into commission.

And now the second SHAW is at a West Coast port undergoing repairs after an exhibition of toughness and indomitability rivalling her predecessors.

A FIGHTING SHIP AND A FIGHTING NAME THAT WON'T DOWN
(Cont.)

The second SHAW, commissioned in 1938, began her career fittingly in company with the USS ENTERPRISE, an aircraft carrier named after the famous schooner commanded by Captain John Shaw in 1800. Later she joined the Pacific Fleet and, on the morning of December 7, 1941, was lying in drydock at Pearl Harbor. In the Japanese attack on that base, she suffered a direct hit by a Jap bomb on the forecastle, exploding a magazine, and wrecking the bridge and forward part of the hull. With smoke and flames roaring from her, destruction seemed complete. The enemy confidently checked her off the list of U. S. warships.

But the Japs do not know American history. Apparently men and ships named Shaw have never learned how to admit defeat.

In little over two months after the SHAW apparently was blown to bits in Pearl Harbor, she was back at a West Coast port getting a new bow. Like the first SHAW, she came in under her own power. This time she wore a stubby temporary nose that looked like a snow plough. Like the first SHAW, and like Captain John Shaw a hundred and fifty years ago, she will soon be back on the high seas--ready for action with the enemy.

ADMIRAL HART RELIEVED BY VICE ADMIRAL HELFRICH

The Navy Department recently made the following announcement:

"In view of Admiral Thomas C. Hart's request to be relieved because of ill health, Vice Admiral C. E. L. Helfrich, Royal Netherlands Navy, has been designated as Acting Commander Combined Naval Forces ABDA area."

REAR ADMIRAL NOYES DETACHED FOR
SEA DUTY

Rear Admiral Leigh Noyes, U. S. Navy, Director of Naval Communications in the Office of the Chief of Naval Operations since June, 1939, has been detached for sea duty, the Navy Department recently announced.

He has been relieved by Captain Joseph R. Redman, formerly Assistant Director of Naval Communications.

REAR ADMIRAL VAN KEUREN TAKES OATH OF OFFICE AS
CHIEF OF THE BUREAU OF SHIPS

Rear Admiral Alexander H. Van Keuren, U. S. Navy, on February 6 formally assumed office as the Chief of the Bureau of Ships.

The Judge Advocate General of the Navy, Rear Admiral Walter B. Woodson, U. S. Navy, administered the oath of office to Admiral Van Keuren.

REAR ADMIRAL VAN KEUPEN TAKES OATH OF OFFICE AS
CHIEF OF THE BUREAU OF SHIPS
(Cont.)

Present at the ceremony, which took place in Admiral Van Keuren's office, were the heads of the various divisions of the Bureau of Ships.

Admiral Van Keuren has been Assistant Chief of the Bureau of Ships since June 1940, when that bureau came into existence upon the merging of the former Bureau of Construction and Repair and Bureau of Engineering. Previously, Admiral Van Keuren had been Chief of the Bureau of Construction and Repair.

COMMANDER C. C. SLAYTON, U.S.N. (RET.) ELECTED CHAIRMAN
FEDERAL BOARD OF SURVEYS AND MAPS.

At a recent meeting of the Federal Board of Surveys and Maps, Commander Charles C. Slayton, U.S.N. (Ret.), now attached to the Hydrographic Office, was elected Chairman of that body.

The Federal Board of Surveys and Maps was established by Executive Order of the President December 30, 1919, for the purpose of coordinating the activities of the various map-making and surveying agencies of the Government, to standardize the results of such activities, and to avoid unnecessary duplication of work.

The Board consists of representatives of twenty-four Government Agencies, including the Corps of Engineers of the Army, Coast and Geodetic Survey, Geological Survey, Forest Service, General Land Office, Tennessee Valley Authority, Mississippi River Commission, Soil Conservation Service and others. The Navy has representatives from the Hydrographic Office and the Bureau of Aeronautics.

The Board meets once a month, except during the summer. Much of the work is done by technical committees who investigate and report on standards, practices, and methods of mapping and surveying. The results are disseminated to the interested agencies for their guidance or may be published for general information. A number of valuable publications have been issued by the Board.

In addition to this work, the Board of Surveys and Maps maintains a Map Information Office, Room 7203, North Interior Building. The function of this office is to collect information relating to maps, charts, and surveys, and to supply information concerning them to Federal agencies and to the general public; in other words, it is a clearing house for map information.

* * * * *

Man's inhumanity to man makes countless thousands mourn.

T-H-E L-O-U-D S-P-E-A-K-E-R

KEEP YOUR PANTS ON

To the embryo Naval strategists in your midst who are raving and ranting that our fleet should go out and blast H---ll out of the Japs on ten minutes notice, our advice is, "Keep your pants on." You know and we know that in both quantity and quality, man for man, ship for ship, and plane for plane, our Navy is superior to the Jap Navy. We are very much in accord with this H---ll blasting idea but long years of service has taught us that Naval campaigns are not organized and large scale operations are not begun in such a short space of time. We have served and worked with Admirals Stark, King, Nimitz, Hart, and Pye. We are confident that under their leadership the United States Navy can, and will, deliver the wallop that will totally eclipse the "rising sun." In the meantime, pull your share of the load; be patient. Remember that "The Charge of the Light Brigade" at Balaklava in 1854 was a brave and magnificent gesture, but it only resulted in the unnecessary loss of a lot of trained men and valuable equipment. If we all remain calm, cool, and collected, we will not only win this war but will also be on deck personally to enjoy the fruits of victory when the battle flags are again furled.

---Published in Navy Recreation Bulletin,
Pearl Harbor, of a recent date.

"HITLER PHONES THE DEVIL"

Hitler called the devil on his telephone one day,
The girl at Central listened to all he had to say.
"Hello!" ('Twas Hitler speaking.) "Is old man Satan home?
Just tell him it's the Dictator who wants him on the phone."
The devil said, "Howdy Dolf" and Hitler said, "How are You?"
I'm running your Hell on Earth, so tell me what to do."
"What can I do," the devil said, "Dear old Pal of Mine?
You don't need any help from me you're doing mighty fine."
"Yes, I was doing fairly well until some time ago,
When a man named Uncle Sam told me to go slow."
He said to me, 'Dear Hitler, we don't want to be unkind,
But you've raised Hell enough so you'd better change your mind.'
I thought his lend lease plan was bluff, he'd never get it through,
But soon he put me on the spot when he told me what to do.
So that's why I called on you, Satan, I need advice from you,
For I know you can tell me exactly what to do."
Satan said, "Dear Partner, there is not much to tell
For Uncle Sam will make it hotter than I can here in Hell.
I have been a mean old devil, but not half so mean as you,
So when you get down, the job is yours to do.
I'll be ready for your coming, and I'll keep the fires all bright,
And I'll get your room all ready as soon as Sam begins to fight.
For I know your days are numbered and there's nothing else to tell.
Hang up the phone, put on your hat and come on down to Hell."

NAVY LAUNCHES VAST TRAINING PROGRAM
FOR 30,000 "NEW TYPE" PILOTS YEARLY

The most extensive aviation training program in all naval history was recently announced by Secretary of the Navy Frank Knox.

The new program is designed to train Navy and Marine Corps fighter and bomber pilots at a starting rate of 30,000 a year, with each candidate undergoing an extremely rigorous "toughening" process deliberately aimed at making our seahawks the strongest, most daring and most determined type of airmen in the world.

Facilities in four universities, in the east, south, mid-west and western sections of the country will be rented by the Navy for the duration of the war. The vastly expanded new naval aviation training system will be in operation by May 1, or sooner, with applications for training already being accepted.

Naval officials attached particular importance to the physical training aspects of the curriculum, pointing out that the "toughening" process will be the most strenuous ever attempted in this country on an organized scale. It is intended to condition pilots for any danger or hardship they may have to face in, or as a result of, actual air battle. Each of the four college or university plants to be used will have complete athletic facilities. They will learn to march up to 40 miles from sunup to sundown, will be set at such heavy labor as ditch-digging, wood-chopping and land-clearing, and will be extensively schooled in such realistic self-defense arts as boxing, advanced jujitsu, and rough-and-tumble fighting.

With considerable understatement, Navy officials connected with the new program declared that the training "will not be easy." From this day on, the claws of our sea eagles will be tough and sharp.

In making the announcement, Secretary of the Navy Frank Knox, himself a former Roughrider and veteran of the first World War, made the following statement:

"The Navy's new aviation training program is a distinct challenge to patriotic young American men who are proud of their ability to take it. This training will be hard, but the time for pulling punches in words or actions has passed. The men who take this training will have to have guts. When they have won their Navy wings, they will have proved that they can both take it and hand it out. That's the kind of fighting pilots the Navy wants and the country needs."

The Secretary also stated: "This training and the air training which follows it will make these men the best pilots in the world. They will benefit from it for the rest of their lives. They will be the leaders in post-war aviation development. They will take the air in steadily increasing numbers, and do much to win this war for this country."

NAVY LAUNCHES VAST TRAINING PROGRAM
FOR 30,000 "NEW TYPE" PILOTS YEARLY
(Cont.)

Even before the attack on Pearl Harbor, groundwork for the new plan had been worked out under the direction of Assistant Secretary of the Navy for Air Artemus L. Gates, a Navy pilot in the first World War; and Admiral John H. Towers, Chief of the Bureau of Aeronautics, a Navy pilot since 1911.

Navy officials admitted that the "toughening" process was too strenuous for adoption during peacetime on a voluntary basis.

Leading college athletic coaches and sports figures will be inducted into the Naval Reserve to conduct the physical phases of this training. Other prominent experts have been invited to become members of a physical training advisory board. Acceptances are coming in by phone and telegraph, with the entire board to be announced in the near future. Every cadet will be given expert, rigid, and constant medical supervision.

The four college or university plants to be used in the four quadrants of the country will be used solely as ground schools, each comparable in size to the Naval Academy at Annapolis. Navy officials announced that arrangements with these institutions are progressing satisfactorily and will soon be completed. Every effort is being made to select schools which will be least affected by this dislocation of their present activities and which have the necessary athletic facilities.

Each school will induct 625 flight candidates per month for a total among the four of 2500 cadet pilots per month. Each candidate will spend the first three months of his training at one of these schools, where the "toughening" process will begin. The course of training will be broken down into the following basic fundamentals to prepare the student for actual flight training:

1. Proper physical conditioning and strength.
2. Indoctrination in naval history and customs.
3. Military drill and seamanship.
4. Training in communications, ordnance, and other specialties.

In addition to instructors in physical training, naval and other subjects, each school will have on its staff one or more practical psychologists and special lecturers on the meaning of Americanism and the vicious, world-wide danger of the Axis ideologies. Navy pilots with actual experience in battle will be called in for special talks.

Before induction, each pilot candidate will have to pass rigorous examinations proving that he is physically and mentally equipped to stand up to the hard work ahead. Once inducted, the cadet's day will begin at 6 o'clock in the morning with 15 minutes of stiff "tone up" exercise held outdoors, no matter what the weather. During the next 15

NAVY LAUNCHES VAST TRAINING PROGRAM
FOR 30,000 "NEW TYPE" PILOTS YEARLY
(Cont.)

hours the cadet will alternate between classrooms, drill, sports, and muscle-building manual labor. Except for time out for meals and study, the cadet will have exactly 30 minutes during this 16-hour day for rest. During the remainder of the time, he will be busy, right up to the time when bugles sound taps at 9 p.m.

During the three-month hardening period at one of the four new schools, the cadets will be given no leave. What time off he gets will be a reward for especial zeal in work, study, or training. That his days, while strenuous, will not be dull, is indicated by the major share that organized sports of all kinds will play in his life. Each school is to go in for varsity as well as intra-mural sports competitions, and the cadets will be taught to play as hard as they are taught to work and fight.

The extremely realistic attitude of Navy training officials, can perhaps be best illustrated by the following sub-heads under the listing of "Rough-and-tumble Drill":

- a. Getting control of an opponent.
- b. Liquidating an opponent by physical means.

Perhaps another indication as to locations in which these selected young men will see action is the fact that they are to be taught to become expert swimmers and life savers, to take care of themselves in a jungle, in a blizzard, and in barren desert lands.

Lieutenant Commander Hamilton, U. S. Navy, Aviation Physical Director, in commenting on some of the more unusual aspects of the training, declared that "Soldiers and pilots of the Axis have been taught that there is no such word as 'foul.' Americans prefer to fight under the rules of sportsmanship, but we want our pilots, if they should be grounded, to be able to hand back any blow that comes their way, and with interest. So-called dirty fighting is distasteful to Americans, but we would be less than realistic if we failed to admit that this is exactly what our pilots will be up against. We would fail in our duty if we did not prepare them to face it armed with all the knowledge and hardened by all the training it is possible to give them."

Despite the Navy's realistic attitude, however, and despite the fact that naval seahawks are already known the world over as the original "Helldivers," officials point out that regular chapel and devotional exercises will be held at each of the four primary training schools, just as at training centers and in the Fleet throughout the entire Navy.

After students pass the preliminary three-month course at one of these four schools they will be sent to one of the 16 naval reserve

NAVY LAUNCHES VAST TRAINING PROGRAM
FOR 30,000 "NEW TYPE" PILOTS YEARLY
(Cont.)

aviation bases for actual primary flight training, where they will not be allowed to lose the physical hardness and additional strength gained in the primary course. Then they go to one of the Navy's advanced flying schools. The entire flight training course will take a year, with less time being necessary in exceptional cases.

Navy officials point out that the present plans call for training approximately 30,000 pilots a year, with 2,500 entering each month. This means that the present induction rate of pilot candidates will be stepped up some 300 per cent, thereby guaranteeing an adequate supply of trained airmen for use as fast as planes become available under the vastly increased plane production program inaugurated by President Roosevelt on January 5, 1942.

The high calibre of Navy flight training has long been known. This plan will attract the cream of American youth and assure the Navy a constant flow of top pilot material.

GEORGIA, IOWA UNIVERSITIES NAMED STUDENT
PILOT INDUCTION CENTERS

The Secretary of the Navy recently announced the selection of two of the four universities whose facilities will be used in part under the vast aviation training program for the Navy.

The University of Georgia, Athens, Georgia, has been selected as the intensive pre-flight training center for the Southern area of the United States, and the State University of Iowa, Iowa City, Iowa, has been selected for the Middle West. Selections have not been made of a Far Western university or of an Eastern university, as the survey now being conducted has not as yet been completed.

The universities selected have agreed to provide buildings and grounds for the naval athletic and physical education activities, dormitories to house approximately 2,000 men, classroom space for all necessary academic phases of the training program, dining-room and food handling facilities for the feeding of approximately 2,000 men, and the necessary number of beds in the university hospital for Naval use.

The action in selecting these universities was the first step in launching the training program for an annual induction of 30,000 student pilots adopted by the Navy recently. It is contemplated that this three-months preliminary "toughening process" for the best physical specimens among the nation's youth will be the most strenuous in the history of American military training.

NOTRE DAME DESIGNATED NAVAL RESERVE INDOCTRINATION CENTER

Secretary of the Navy Frank Knox has announced the selection of the University of Notre Dame as an indoctrination training center for apprentice seamen who are candidates for Naval Reserve Midshipmen in Class V-7.

The University has agreed to provide accommodations and facilities for approximately 1,000 apprentice seamen per month, which will include housing, messing, instruction, recreation, and medical facilities.

Effective April 15, 1942, all apprentice seamen in Class V-7 will receive approximately one month of preliminary training at the University of Notre Dame before reporting to a Reserve Midshipmen's School for a three-month course of instruction. The Reserve Midshipmen's Schools are at Northwestern University (Abbott Hall), and the PRAIRIE STATE, New York.

The preliminary training at Notre Dame will include instruction in the fundamentals of military discipline, Naval customs and usage. The apprentice seamen will be under critical observation by Naval officers for indication of those basic mental and moral qualities considered necessary in candidates for commissions in the Naval Reserve.

COMMISSIONING OF THE NATIONAL NAVAL MEDICAL CENTER

The National Naval Medical Center located about one mile from Bethesda, Maryland was commissioned recently when Rear Admiral Charles M. Oman, Medical Corps, U. S. Navy, formally took command of the Center.

At 11 a.m., the flag above the Naval Medical Center at Washington, D. C. was lowered, the Stars and Stripes were hoisted at the new, modern center, and the buglers sounded colors.

Personnel of the Center gathered in front of the Administration Building, and Admiral Oman read his orders from the Secretary of the Navy detaching him from duty as Commanding Officer of the Old Naval Medical Center, and assigning him to the post of Commanding Officer, National Naval Medical Center.

All sections of the old center have been moved, one by one, to the new location. Patients were removed from the old hospital February 5. Only some furniture and equipment remain to be moved to the new Center.

Ground for the new institution was broken June 29, 1939, and the corner stone was laid Armistice Day, 1940, by the President of the United States in the presence of the Secretary of the Navy and his staff.

TEMPORARY PROMOTIONS ON THE RETIRED LIST

On February 5, 1942 a selection board, headed by Captain R.A. Koch, U.S.N., (ret.), convened in the Navy Department to consider for selection for temporary promotion and advancement to the next higher rank all permanent Lieutenants, Lieutenant Commanders, and Commanders, U.S.N., (retired), who were on active duty as of January 15, 1942.

Upon the completion of the selections, certain special recommendations for temporary promotions will be considered by the same board.

In view of the extensive scope of this board, it is considered that its duties will not be completed for some weeks to come.

OFFICE OF NAVAL OFFICER PROCUREMENT

The Secretary of the Navy has approved of the establishment of an "Office of Naval Officer Procurement" in each of the continental naval districts. The commandants of these districts and the Commandant, Navy Yard, Washington, D.C., have been instructed to proceed with the establishment of the offices at the earliest practicable date.

The areas under the cognizance of these offices shall be the boundaries of the Naval District in which located and the offices will be located within the boundaries of the cities designated, as near as possible to the center of the metropolitan district.

First Naval District	-	Boston, Massachusetts
Third Naval District	-	New York, New York
Fourth Naval District	-	Philadelphia, Pennsylvania
Fifth Naval District	-	Richmond, Virginia
Sixth Naval District	-	Charleston, South Carolina
Seventh Naval District	-	Miami, Florida
Eighth Naval District	-	New Orleans, Louisiana
Ninth Naval District	-	Chicago, Illinois
Eleventh Naval District	-	Los Angeles, California
Twelfth Naval District	-	San Francisco, California
Thirteenth Naval District	-	Seattle, Washington
Washington Navy Yard	-	Washington, D.C.

These offices shall officially be known as "The Office of Naval Officer Procurement (City)". Additional Offices or Branch Offices may be established when considered necessary.

An officer having the title of "Director of Naval Officer Procurement (City)" will be detailed to each Main Office. This officer shall assume the duties, responsibilities and authority heretofore exercised by the commandants of naval districts with regard to current directives and instructions governing all officer procurement.

The Offices of Naval Officer Procurement will be under the direct supervision of the Chief of the Bureau of Navigation and separate

OFFICE OF NAVAL OFFICER PROCUREMENT
(Cont.)

from the Naval District headquarters. Until these offices are established and functioning, procurement of officers will be continued by the Commandants of the Naval Districts.

UNITED STATES GOVERNMENT LIFE INSURANCE
DISABILITY PROVISIONS

(Not to be confused with National Service Life Insurance.)

The attention of all holders of United States Government Life Insurance policies is invited to the provisions of paragraph 21, page 8, of the Veterans' Bureau's Insurance Form 752, "Information and Premium Rates, United States Government Life Insurance".

The benefits to be obtained under the above instructions are in addition to the "Total and permanent disability provisions" included in all United States Government Life Insurance policies, which are described in paragraph 19 of the above pamphlet.

The additional protection against disability thus provided includes monthly income (in addition to service pay), and waiver of payment of premiums on the policy, commencing on the fifth month of such disability, without decreasing the face value of the policy. The cost of this added protection is small in consideration of the possibly great advantage.

Holders of United States Government Life Insurance policies may make application for this provision, using the Veterans' Administration Form 866, completely executed, including report of medical examination, at any time while the policy is in force.

The Bureau urges each individual concerned to give this matter careful consideration.

SUPERSTITIOUS? NO REASON TO BE. BUT....

Worthy of retelling is the following old tale of the British government's tangle with superstition:

Many years ago, the reluctance of seamen to sail on Friday reached such proportions that the government of Great Britain decided to prove the fallacy of the superstition once and for all. Officials laid the keel of a new vessel on Friday, launched her on Friday, and named her the H.M.S. Friday.

The scheme had only one drawback -- neither ship nor crew was ever heard of again.

For him who is determined there remains only to act.

ACCREDITED COLLEGE PROGRAM
ENLISTMENT IN CLASS V-1, U. S. NAVAL RESERVE

With a view to further expansion of procurement and training of prospective Naval Reserve officers, the Secretary of the Navy has approved the enlistment in the Naval Reserve of young men enrolled in accredited colleges, who, after enlistment in the Naval Reserve, may continue in college at their own expense, and in addition, be given Naval training in an inactive naval status.

QUALIFICATIONS AND PROCEDURE FOR ENLISTMENT

Applicants for enlistment in Class V-1 (accredited college program) must qualify under the following requirements:

- (a) Be unmarried, male citizens of the United States, not less than seventeen and under twenty years of age as of date of enlistment, except that applicants may be enlisted who have reached their twentieth birthday not more than sixty days prior to completion of their sophomore year. Juniors and seniors are not eligible.
 - (1) For subsequent transfer to Class V-5 or Class V-7, applicants must have been United States citizens for a period of at least ten years.
- (b) Meet physical requirements for enlistment in the U. S. Naval Reserve.
- (c) Educational qualifications:
 - (1) Be enrolled in an accredited university, college, or junior college, pursuing a course leading to a baccalaureate degree.
 - (2) To be eligible for enlistment, applicants must furnish a certificate from the Registrar of the school attended, stating that the applicant is a duly registered regular full-time student, in good standing.
 - (3) Applicants who expect to transfer to Class V-7 must be pursuing a course leading to any one of the following degrees: Bachelor of Arts, Bachelor of Science, Bachelor of Education, Bachelor of Philosophy, Bachelor of Business Administration, Bachelor of Commercial Science, Bachelor of Journalism, or any Engineering Degree. They must also have completed two one-semester courses of mathematics of college grade, or agree to register for such courses to be completed prior to completion

ACCREDITED COLLEGE PROGRAM
ENLISTMENT IN CLASS V-1, U. S. NAVAL RESERVE
(Cont.)

of the work required for a baccalaureate degree. In addition, a course in trigonometry must have been taken in an accredited school or college.

(d) Be of good repute in their community.

Applications for enlistment be submitted on NRB Form No. 24 accompanied by parent's or guardian's consent. These forms are obtained at Navy Recruiting Stations or at the Offices of Naval Officer Procurement in the various Naval Districts.

All statements made in the final signed application for enlistment are held to be material facts and any misstatement or omission of such material facts will be considered grounds for discharge.

In addition to the application form, the following papers are required:

- (1) Application Form NRB No. 24.
- (2) Certified statement from an accredited college that the individual is a duly registered, regular, full-time student in good standing.
- (3) Parent's or guardian's consent. (N. Nav 400).
- (4) Original or properly authenticated copy of birth certificate, baptismal certificate, or other acceptable evidence of citizenship, or age certificate.

ENLISTMENT AND TRAINING

From those young men enrolled in accredited colleges, the Navy will accept voluntary enlistment as Apprentice Seamen (V-1) of not more than 80,000 men per year who are between the ages of 17-19 inclusive; who are of good moral character; who can meet the physical standards for enlisted men; and who will continue in college at their own expense taking pre-induction Naval Training curricula in an inactive status until completion of the equivalent of two academic years. The pre-induction Naval training curricula will be prepared by the faculty of any accredited college which desires to participate in this plan and will conform to the normal program of that college, provided it stresses physical training, mathematics, and the physical sciences. The Navy Department through its Bureau of Navigation, Division of Training, will consult with colleges desiring to participate and will assist and advise on curricula.

When a V-1 man completes approximately three semesters of his college work on the approved program with academic grades satisfactory to the college, he will take a comprehensive general examination of the

ACCREDITED COLLEGE PROGRAM
ENLISTMENT IN CLASS V-1, U. S. NAVAL RESERVE
(Cont.)

"objective type," prepared by the Navy Department, and graded by use of masks by the college faculties.

Approximately 20,000 V-1 men will be selected yearly for transfer to Class V-5 for aviation cadet flight training. If a student ranks sufficiently high in the comprehensive examination for aviation cadet flight training (V-5), has improved his physical fitness sufficiently to meet the Naval Aviation physical standards, and displays officer-like qualities and aptitude, he will be permitted to finish at least the equivalent of the fourth semester at college before being transferred to the V-5 program for training to be an officer pilot.

From those V-1 apprentice seamen, who successfully complete one and one-half years of college work, and who during the equivalent of the second semester of sophomore year pass a Navy comprehensive examination above a certain level, and have improved their physical fitness to meet the standards for Reserve officers and display officer-like qualities and aptitude, approximately 15,000 per year will be transferred to V-7 enlistment status, be permitted to continue their college courses in an inactive duty status at their own expense, up to a baccalaureate degree, taking curricula acceptable to the Navy Department. Of those 15,000 V-7 apprentice seamen, approximately 5,000 will be accepted in standard engineering courses and the remainder in a program acceptable to the Navy Department. On completion of their college work, the entire number will be given Reserve Midshipman training leading to a commission in the Naval Reserve. They will be retained in Class V-7 as long as they maintain academic standards satisfactory to the faculty and as long as the exigencies of war permit. College curricula must be acceptable to the Navy Department.

Those not selected for transfer to Class V-5 or Class V-7 will be permitted to finish the fourth semester pre-induction training program of the college which they attend and then will be called to active duty as apprentice seamen. They will be sent to naval training schools for naval recruit indoctrination and ordered to general service in an enlisted status.

Those who successfully complete the V-5 (aviation cadet training) program are commissioned as ensigns A-v(N), U. S. Naval Reserve. Those who successfully complete the V-7 (reserve midshipman) program are commissioned ensigns U. S. Naval Reserve.

Students desiring to enlist in the V-1 (accredited college program) should apply at the nearest U. S. Navy Recruiting Station. Students who enlist in this program and then for any reason are separated from college will be ordered to active duty at the nearest Naval Training Station. No uniform or equipment will be issued to men enlisted in this program until such time as they are called to active duty.

 ** NATIONAL SERVICE LIFE INSURANCE **
 **
 ** IT IS NOT YET TOO LATE TO APPLY FOR NATIONAL SERVICE **
 ** LIFE INSURANCE WITHOUT SUBMITTING A REPORT **
 ** OF MEDICAL EXAMINATION. **
 **
 ** See ALN/V 165, ALNAV 40, or the February issue **
 ** of this Bulletin. **
 **
 ** Do not neglect this matter until it is too late. **

ADVANCEMENT IN RATING TO CHIEF PETTY OFFICER (AA).

As stated in Bureau of Navigation Circular Letter No. 1-42 advancement to all ratings with a few exceptions listed in Enclosure (B) of that letter are now made by commanding officers to fill vacancies in complement. A certain number of advancements to chief petty officer, acting appointment, are also being authorized by the Bureau as a result of the October 30, 1941 competitive examinations, thereby causing an excess in the number of chief petty officer ratings in the Navy as a whole for the time being.

Of the approximately 13,000 men who participated in the competitive examinations on October 30, 1941, about 2,300 were placed on the first advancement list and approximately the same number will be placed on a second list soon to be published.

For the present, in fairness to the many qualified men who competed in the October 30, 1941 chief petty officer examinations, and who are now under consideration for advancement, no requests from commanding officers for authority to make advancements to chief petty officer, acting appointment, in excess of allowance, are being approved. However, when recommendations for advancement to chief petty officer are received, they are placed in an active file and advancements of men so recommended will be authorized from time to time as necessary and practicable. When advancements are authorized in excess of allowance this Bureau will be guided by the status of vacancies in the various chief petty officer rates in the Navy as a whole. Men serving in forces afloat will rightly be given preference when all other factors are equal.

It is desired to point out that the number of qualified candidates considerably exceeds the number of chief petty officers required in the Navy as a whole, and, therefore, all qualified men cannot expect immediate advancement.

Patriotism isn't just marching behind a band and puffing out your chest.

TRAINING FILMS

The movement for the use of films for training purposes has been, during the past few months, given a tremendous impetus by the Bureau of Navigation. A number of important projects are now under way. These new projects cover many phases of instruction with training films and film strips now being produced on the subject of navigation; a series of motion pictures and film strips on Diesel engines and similar subjects being produced by submarine personnel; a series of films stressing the importance of security; further films on how to stream paravanes. These are only a few of the highlights of this extensive training program.

The production and procurement of motion picture training films and slide films is now under the cognizance of the Bureau of Aeronautics. The procurement of 16 mm. motion picture projectors for training film and the 35 mm. projector for slide film is under the cognizance of the Bureau of Ships. Requests for training films and projectors must be submitted to the respective Bureaus via the Bureau of Navigation.

Further information on this subject will be made available to the Service at an early date.

SSSH!

By Nana Gaddis

Don't tell a soul
But my husband's ship
Will soon be back
From a scouting trip.

Mum's the word
But have you heard
That three submarines
Are en route to the Philippines?

I wouldn't want you
To say I said
That a thousand men more
Were sent to Singapore.

Navy wives
Over cups of tea
Tell all the news
To you and me!

-----From "The Minute Man."

* * * * *

Change is not made without inconvenience, even from worse to better.

NAVY CITES IMPORTANCE OF MATHEMATICS AND SCIENCE IN
ELEMENTARY AND SECONDARY SCHOOLS

To the frequently posed question, "What can elementary and secondary schools do for the Navy?" the Navy recently answered, in effect: "Teach your students mathematics and science. The Navy is composed of technical experts, and these subjects are basic requirements for all technical work."

The announcement was made in the form of a folder designed to inform school administrators and teachers of the subjects desired as basic training preliminary to enlistment and further training in Navy schools. The folder was distributed by the Training Division of the Bureau of Navigation to the heads of departments of education in the various states and to administrators of all elementary and secondary schools throughout the country.

The folder also will serve as a guide to the enlistee in choosing the type of Navy job he feels best qualified to perform, with a view to the related type of civil job for which he would be fitted after the war is over. Intended to be used as a booklet when closed and a chart when opened, the folder, "Navy Educational Program, Elementary and Secondary Schools," is designed to open up like a road map. It measures 9" x 11" closed, and 22" x 27" opened.

A feature of the booklet are pictures and descriptions of Navy Service Schools, which give every qualified enlisted man in the U. S. Navy the chance to learn a trade useful in civilian life. Other features are:

1. The chart, formed by opening the folder, listing 26 classifications of Navy enlisted men, insignia for the particular rating with each classification, duties attached to it, the education desired as a preliminary to enlistment and Navy training, and a list of related civil jobs.
2. A list of suggested reference books for the "Navy Bookshelf."
3. Pictures of how the Navy cares for its men, including hospitalization, exercise, and recreation.
4. Illustrations of how the Navy develops youths into erect and strong bluejackets.

SOME FUN!

Navy Dentist: "Stop waving your arms and making faces. Why, I haven't even touched your tooth."

Bluejacket: (Pulling gag from mouth) "I know you haven't, but you're standing on my corn."

—Sub-Base Gazette.

MARINE INSTITUTE STREAMLINES COURSES

The Marine Corps Institute has streamlined its curriculum for the benefit of the thousands of Marines who take advantage of its free courses, Colonel John Potts, director of the Institute announced recently.

While a number of courses have been shortened by "elimination of less essential parts" and a few courses have been dropped entirely, he explained, the motto of the Institute still is to make the Marine Corps "the best educated military service in the world."

The revised curriculum contains courses in aeronautics, radio, drafting, telephone, civil engineering, electrical work, refrigeration, water purification, machine shop practice (including welding), internal combustion engines, automobile mechanics, bookkeeping, and a number of contributory academic subjects such as languages, mathematics and science.

The correspondence courses are given Marines by an arrangement between the Institute and the International Correspondence Schools.

The courses are designed to prepare Marines for advanced training in special schools of the corps and to fit the students for advanced rank.

The Institute was founded after World War I to give young men in the Corps vocational training to fit them for civilian jobs and, further, to give personnel the technical training demanded by new methods of war.

CONSTRUCTION REGIMENT TO RECEIVE PARTIAL TRAINING AT SELECTED NYA CENTERS

The Navy Department recently announced inauguration of a joint program whereunder enlisted personnel of the Construction Regiment now being recruited and trained for work at Naval shore establishments beyond the continental limits of the United States, are being assigned to selected resident work centers of the National Youth Administration to receive certain preliminary training.

Navy Department representatives, who in recent weeks have inspected numerous defense work training centers of the National Youth Administration in various parts of the country, report that the facilities of the selected centers are highly satisfactory and well suited to assist the Navy at this time.

The Navy Department will be responsible for tactical training, discipline, health, and welfare of all Naval personnel assigned to NYA centers. The NYA will supervise the work experience carried on in the centers, except in the case of specialized jobs exclusively for the Navy men, in which case the Navy will provide supervision.

NATIONWIDE RESPONSE TO MODEL PLANE PROGRAM

Youngsters of grammar school age and adults from many walks of life are among those answering the Navy's appeal to build 500,000 models of American and foreign war planes which was recently addressed to boys and girls in junior high, high, and private high schools throughout the country.

Exceeding all expectations, letters have flooded into the Navy Department, expressing one hundred per cent enthusiasm for, and cooperation with the project which was announced by Secretary of the Navy Knox, together with John W. Studebaker, U.S. Commissioner of Education.

Among the letters received by the Bureau of Aeronautics are those from hospital patients, men deferred from the draft, aviation and automobile engineers and mechanics, firemen, designers, architects; and from such organizations as the Boy Scouts of America, the Y.M.C.A., the Salvation Army, municipal park departments, and business service clubs.

One girl wrote to Secretary Knox. She is Evelyn Kinniman, who declared:

"I am a girl, 15, and have been building models for six years and still building them. I can build models exact as anyone else. Girls want to help their country as much as boys."

Excerpts from other letters and places of origin follow:

"I am 11 years old and sales manager of the model department at the drug store. I will go all out to produce scale models. P.S.-- Send planes and bomb Tokyo."

"Believe me, this is a swell way to help."

"I am 14 and tho this sounds very young I can say with caution that I am very skillful. I will build airplanes as long as you and my country are in need."

"He who talks little do heap big things; he who talks much do little things. Enclosed find stamped addressed envelope for sending me instructions."

"We promise to build the planes good so the Navy can use them."

Employee: "Could you manage to give me a raise in salary, sir? Three other companies are after me."

Employer: "What Companies?"

Employee: "Gas, Electric, and Water, Sir!"

REDUCTION OF PAPER WORK

The following letter from the Chief of Naval Operations was addressed to all Chiefs of Bureaus, the Judge Advocate General, and Marine Corps Headquarters:

"Life on the North Atlantic routes these days is tough, and then some. Moreover, time in port for Escort Vessels is short.

"These short periods for liberty and relaxation can be largely nullified or defeated if, on arrival in port, personnel find themselves swamped with paper work.

"The requirements of routine reports should be cut to the bone, and any which are not essential to the war effort should be eliminated. Likewise, calls for various and sundry data other than routine reports should be eliminated except when absolutely necessary.

"All bureaus shall again go over the list of reports and returns which they require from vessels afloat with a fine-tooth comb with the view to reducing paper work afloat to a minimum.

"Recommendations for reduction will be made to the Chief of Naval Operations, who will assemble and forward them to the Commander-in-Chief, United States Fleet.

"When in doubt -- CUT.

"While the North Atlantic is mentioned in the above, similar reasons for reduction in paper work apply to all areas.

"It will be recalled that, during the last World War, in the Queenstown force, officers from the repair and supply bases boarded ships immediately upon their anchoring, or in some cases, prior to anchoring, with the view to expediting any repair work or furnishing of supplies at the earliest possible moment, and with practically no paper work except the small memorandum book carried by the officers from the shore and repair ship activities.

"We should have a similar objective now.

"By copy of this letter to the Commandants of Districts, it is directed that every effort be also made by them to assist the forces afloat in every way possible in the reduction of paper work and the expediting and simplifying of services to ships.

/s/ H. R. STARK

The height of bad luck--seasickness and lockjaw.

---The Nautilus.

DON'T BE A SUCKER

With enemy submarines operating off our coasts, it is more than ever true that loose talk or other carelessness on the part of naval personnel may result in the transmitting of advantageous information to the enemy.

Examples of carelessness dangerously lending themselves to such enemy espionage have come to note recently and their nature is described below as a warning to all naval personnel.

A person reporting himself to be an Army officer has contacted a number of military establishments offering to make up for them Honor Rolls, listing the whole personnel of such organizations. There is reason to believe that this one person has succeeded in making up such lists for a substantial number of military organizations. The information which this person sought for use in these Honor Rolls would have admirably suited the purposes of enemy agents seeking detailed information about the strength and constitution of certain units. All naval personnel must be constantly on guard against any activity which, however innocent, may tend to make such information available.

Seamen, and indeed all ranks of the naval service, are in the habit of having themselves photographed, and it is natural to desire to have photographs made for the purpose of sending them home, showing shipmates and other details of interest. It has, however, been noted in several specific instances that such pictures have frequently included also all or part of the ship to which such personnel were attached or some identification of the ship to which the personnel were attached. Since commercial photographers have been involved in these activities, it is not impossible that such photographers may have been acting for enemy agents to develop and forward information concerning the location and movements of our vessels. By identifying individuals connected with certain vessels, it is also possible for enemy agents to identify such vessels when they see the individuals photographed, ashore. Enemy agents, provided with photographs of seamen aboard certain ships, by watching the liberty parties at a number of ports could have definite knowledge of the arrival of the ships involved. Naval personnel must develop an understanding of the destructive possibilities involved in such seemingly innocent actions and must guard against anything that may make valuable information available to the enemy.

The necessity for preserving absolutely discreet silence while on liberty is more important than ever.

Any efforts on the part of strangers to elicit information should be immediately reported.

A watch counts the seconds, and so does a wise man.

THINK!!!

SHIP MOVEMENTS INFORMATION, POSSIBLE SOURCE OF

A confidential informant recently stated that when he was in a large seaport city, he stopped overnight at an exclusive rooming house. Many of the guests stopping at this house were Junior Officers of the United States Navy and the United States Naval Reserve. In most cases, in signing the registry, these officers indicated the ships to which they were assigned. It was natural to believe that any one seeking information could certainly rightfully assume that when naval guests checked out, it was an indication that the ships to which they were attached were apparently leaving port.

More care and thought should certainly be given to seemingly minor details in matters of this nature.

FREE SUBSCRIPTIONS

The following offer of free subscriptions has been made to the Bureau of Navigation. The periodicals should be useful and interesting for shore station libraries. Direct request should be made by those interested to:

- (a) SCHOLASTIC COACH, address request to William Steiner, SCHOLASTIC PUBLICATIONS, 220 E. 42nd Street, New York City.
- (b) THE SPORTING NEWS, St. Louis, Missouri.
- (c) ARMY NAVY Y.M.C.A. BULLETIN, address J. R. Bingham, Y.M.C.A., 347 Madison Avenue, New York City.

BULLETIN COVER

Cover for this issue of the Bureau of Navigation Bulletin was designed by Bruce Roberts, U.S.N.R., and submitted through the Navy Recruiting Bureau.

Appreciation is extended to Mr. Roberts and to the Recruiting Bureau for their efforts and assistance.

BULLETIN MATERIAL

Appreciation for interest and cooperation is extended to all contributors to this issue of the Bureau of Navigation Bulletin. The Bureau of Navigation Bulletin is a semi-official organ, attempting to disseminate all pertinent information as well as the retelling of human interest stories to naval personnel. The Bulletin reaches all ships and stations and has a wide circulation.

The dead line for material for the April issue of the Bulletin is now set for Saturday, March 20. All material for the next issue should be submitted to the Bureau of Navigation Bulletin Office prior to that time.

"PORTHOLE NAVIGATION"

(How the blackgang figures out where the ship is when she ain't.)

With a pair of calipers and a twelve-inch rule,
The Chief climbed upon his cabin stool;
He glanced out the port at a bit of land
As he shifted six pencils from hand to hand.

He then took a bearing on God knows what,
And hurriedly grabbed an old grease pot;
Jumped down below, the "rev's" to take
And wound up the steam gauge by mistake.

He looked at the clock and yelled for steam,
Then wrote in the log "Diamond Head's abeam";
Righto, Chief, as the Aussies say--
Abeam, twelve hundred miles away.

On an ancient chart of Baffin Bay,
The course he marked with a corset stay;
An oiler skidded as a wave made her roll,
So he measured the slip with an old pike pole.

He added, deducted, divided by three,
And said, "Dead ahead's Cape Flattery."
Navigation to him is mere child's play;
Yes, Flattery's three thousand miles away.

He took the bilge soundings and added the log,
Deducted the draft, made allowance for fog.
Divided the tonnage by the pressure of steam,
Added her length to the width of her beam.

By the sea temperature, her speed multiplied;
Threw the old man's barometer over the side,
Blew the whistle three times, set his watch back an hour,
Tied the safety valve down with half sack of flour.

"One more revolution", he told the Chief Mate,
"Will bring her in sight of the Golden Gate";
"Better grab something, Chief, and take a turn",
"For the gate is two thousand miles astern".

(Author Unknown)

---Submitted by:

Harry Bansen, Chief Mate,
SS ESSO ALBANY.

IF YOU SAY IT'S TOUGH HERE,
JUST THINK ABOUT ANDERSON

Just in case any of us here in the Philadelphia Navy Yard ever start to think that we have to work too hard or too long, or that the world is all against us, we want to recall to your memory the name of Lieutenant Marshall J. Anderson, an Army air corps flyer.

On January 17, Air Ace Anderson led a flight of American pursuit ships against enemy aircraft in a battle over the Philippines. Anderson dispersed a superior force of enemy dive bombers, shot down an enemy observation plane, forced a hostile bomber formation to flee and then attacked a Jap truck convoy.

For this gallantry in action, General MacArthur personally decorated him on the spot with the Distinguished Service Cross.

But on January 19, Anderson took off for the last time. He engaged a large number of Japanese planes and shot down another, but during this action his own plane was crippled and he bailed out.

MacArthur reported the last agonizing moments of Anderson's life in these words:

"Two Japanese planes followed him to the ground. His parachute was riddled with machine gun bullets and, while hanging helplessly in the air, he was shot to death. Still not satisfied, one enemy plane returned to dive and machine gun the crumpled body.

"A final entry in the pilot's diary of January 17 was not entirely decipherable but mentions the Bible."

Something like that just makes you feel ashamed of every minute you waste, doesn't it — ashamed, if you waste your time or don't do your very level best, that some men like Anderson do so much and we don't do enough.

Don't let Anderson down!

—From "The Navy Yard Beacon,"
Philadelphia.

* * * * *
SEEN IN A CHINESE CEMETERY

Observed carved in immortal granite:

Me, in person,
No Movie,
No Talkie.

THE PAY BILL

During debate on the floor of the House of Representatives recently on the bill (S. 1891), which grants a uniform allowance for newly commissioned reserve officers, Representative Wright Patman, of Texas, brought up the pay question and the following colloquy ensued:

"I was talking to a young man this morning in the service who drew \$21.00 last month. He said that when they received their \$21.00 in cash for the month they passed several tables which were called deduct tables. The first deduct table was for \$6.50 insurance premium. The next deduct table in his case was for \$2.00 for picture shows, at 20 cents a show. Then the deduct table for canteen bills, which was \$8.00, and which included drinks, smokes, shoe-polishing materials, razor blades, towels, socks, gloves, handkerchiefs, toilet articles, and things of that nature. Then there was \$3.50 for cleaning and pressing uniforms, including shirts, and the laundry bill was \$1.50, which left him 50 cents in debt, and he had not paid his barber bill. In addition to that, they were soliciting the sale of defense stamps and bonds and contributions to charities at another nearby table."

---Army and Navy Register.

HAS IDEA FOR PEACE PLAN

Camp Wolters, Texas -- Private Gimlet Grogan, columnist of Camp Wolter's publication, "The Longhorn", has come forth with an idea to end the war. "I got an idea", announced Private Grogan, "for settling all this fighting over the Pacific Ocean. The idea would be to divide the ocean on a fifty-fifty basis. Japan could have the bottom half!"

---The Lakehurst Beacon

WRONG AGAIN

Speaking of answers, here are some which figured in a recent examination at one of our shore stations:

<u>Capstan:</u>	The Commanding Officer.
<u>Gaff:</u>	Small ship talk.
<u>Scupper:</u>	A utensil used for drinking, hence the expression, "A scupper coffee".
<u>Hatch:</u>	A box where eggs are kept.
<u>Halvyards:</u>	A nautical name for impishly inclined sailors.
<u>Tiller:</u>	Officer in charge of the payroll, sometimes called the paying tiller.
<u>Tack:</u>	To handle the boat diplomatically.
<u>Sextant:</u>	One who officiates at funerals at sea.

---Kaneohe Klipper.

SAILOR'S CODE COST HIS LIFE

INDISCREET LETTERS

"A sailor who sent letters giving information in a code about the movements of his ship was lost when the ship was sunk. The loss of this merchant vessel, with all but two men, was announced yesterday.

"The Admiralty states that about two months before the censor intercepted a letter containing thinly disguised information about the prospective movements of the ship. It disclosed the existence of a code for place names arranged between the writer and the addressee.

"A month later, the writer sent a letter to another correspondent, naming and describing the port near which the vessel was destroyed.

"Both letters were intercepted, but others may have fallen into the hands of the enemy.

" 'Relatives and friends will be doing the greatest kindness to the merchant navy,' said an Admiralty spokesman yesterday, 'by discouraging officers and men from giving in their letters any particulars of places visited and prospective movements.' "

The above article was submitted by the American Embassy in London and appeared in the "Daily Telegraph," London, January 7, 1942.

THE SPORTING NEWS

Mr. Ford Frick, President of the National Baseball League, speaking for the Baseball Equipment Fund "For Our Armed Forces" has offered to send copies of "The Sporting News" ("The Baseball Paper of the World") to any naval station libraries desiring same. This publication is a weekly of ordinary newspaper size and the sample in the Bureau of Navigation is a ten-page issue. The Bureau has been informed that service athletics will receive considerable attention in future issues of "The Sporting News." Commanding Officers desiring this publication are requested to address Mr. Frick at the office of the Baseball Equipment Fund "For Our Armed Forces" at 30 Rockefeller Plaza, New York City, N. Y.

Burglar: "Please let me go, lady. I've never done anything wrong."

Old Maid: "Well, it's not too late to learn."

NEPTUNE CERTIFICATES 2-

The Bureau of Navigation will continue to issue Neptune Certificates to naval personnel, in accordance with instructions contained in Supplies and Accounts Memorandum No. 424 of January, 1938. Correspondence and publicity in this matter, however, could easily jeopardize the security of a ship or fleet. Requests to the Bureau for certificates are not necessary, and correspondence on this subject will not be answered.

Arctic Circle Certificates are now in the process of production, and will be made available in the same manner as Neptune Certificates. The same precautions as to security apply.

IMPORTANT

ALL AUTOMOBILE OWNERS

It has come to the attention of the Bureau that numerous motor vehicles have been placed in dead storage by Naval personnel. In many cases the legal owners of these vehicles are the Finance Companies. By reason of long absence of certain individuals, and on account of death of others, storage charges are delinquent in a considerable number of cases. Certain rights of Naval personnel in connection with the above are defined in the Soldiers and Sailors Civil Relief Act of 1940. (See Bureau of Navigation Circular Letter No. 96-40.)

By the Bureau of Navigation Circular Letter No. 7-41, the Service was notified that through its Committee on National Defense, the American Bar Association has generously and patriotically made legal advice available to persons in the Service who could not reasonably expect to pay for such legal advice. A list of Chairmen of State Committees was published in the Bureau of Navigation Circular Letter 122-41. Corrections and additions to this list appear from time to time in this Bulletin.

It should be noted that the legal services referred to above are available to Naval personnel and their dependents, and are not confined to the above subject, but cover the field of insurance, taxes, mortgages, leases and others which are manifestly appropriate. Individuals should make inquiries through their immediate Commanding Officers.

* * * * *

First Lawyer: "You're a cheat!"

Second Lawyer: "You're a liar!"

Judge: "Now that these attorneys have identified each other, we shall proceed with the case."

"SUBMARINE"

When again the God of Battles sends us
War upon the sea;
And the Great Ships all are gathering
Ruled by laws of strategy,
When on the Big Chief's shoulders rests
The Fate of our whole Nation
Before hurling Fleets in action he must
Have information.

Head on out you Submarine!
Where the big ships dare not go;
Where the skies are gray above you and
A hungry sea below.
Rollers running dark and green
Charged with death by you unseen;
With all the world against you
Go on out you Submarine.

And then we'll leave the harbor through
Fields of anchored death,
As we breast old Neptune's surges
The men come up for breath.
Then the long, long days of watching,
Half-switch periscope patrol
In the darkness, battery charging, weary
Watch and dizzy roll

When the day of days is on us and we
Duck their outer line;
As we count their gray armada
Forging grimly thru the brine
Attack forbidden! What temptation! but
Let pass the Foeman's horde,
Then to surface, radio tattle - we're but
Pawns upon the board.

And then we'll follow after, praying
God we not go lame;
For the Battle Fleet is coming and our
Place is in the game
The tradition of our Navy has brought
Our Fleet across the sea,
For the test of tests in battle, tho far
From home it be.

While the battle line is forming with
The big guns roaring doom,
With destroyers deadly sallies, swift
Like shuttles on the loom.

"SUBMARINE"

(Cont.)

Fighting planes protecting bombers winging
Swiftly through the air,
Down below, torpedoes ready all
Unseen we'll do our share.

When the long drawn battle's over and the
Waiting world is told
How again our Country's Navy has
Conquered as of old.
When the battered Foe is gathered into
Shattered lines forlorn;
For those numbered with the missing the
Rest of us will mourn.

Come you back you Submarine
And we'll drink a loving cup
To our brother Submarines who went
Down to ne'er come up.
From below the sea so green
By all but our God unseen
To the hearts of those that miss you, come
You back you Submarine.

---Submitted by:

Lieut. Comdr. E.R. Morrissey,
U.S. Navy (Retired).

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 the Bureau of Navigation Bulletin No. 290 of March 22, 1941, add new names as follows:

Montana - Hugh R. Adair, Esq.,
Helena.
(To replace George E.
Snell.)
North Carolina - H.P. Taylor, Esq.,
Wadesboro.
(To replace E.B. Denny.)"

Housewife (to garbage man): Am I too late for the garbage?

G.M. (Cherrily): No, Ma'm, just jump right in!

---The Nautilus.

BINOCULARS, USED IN THREE WARS, OFFERED FOR
USE IN FOURTH

A pair of binoculars whose history parallels the history of the Navy have "enlisted" for their fourth war.

The binoculars were offered to the Navy for \$1.00, because the service is not authorized to accept gifts, by the daughter of a Rear Admiral who began his career in the Civil War. She requested that her name not be used.

Accompanying the glasses was a short history which began in 1861 when the Rear Admiral, then a young midshipman, found them in a deserted house in Port Royal, South Carolina. How old they were when found the officer could not learn but they are of exceptionally fine workmanship.

The binoculars were used on the wooden frigate USS WABASH, during the Civil War. The WABASH later was used as receiving ship in Boston.

During the Spanish-American war the glasses were used on the monitor USS MIANTONOMOH and were returned to the owner. Again during the World War the binoculars were put in service and when returned bore an inscription, "Used at Naval Air Station, Miami, Florida, on plane patrol for submarines."

Two main sizes of binoculars, 6 x 30 and 7 x 50, of Zeiss or Bausch and Lomb manufacture, meet Navy requirements and only these instruments will be accepted. To avoid confusion the binoculars should be carefully packed and shipped to the Navy Observatory, Washington, D. C.

An identification tag, bearing the name and address of the sender should be securely fastened to each instrument. During the last World War a total of 31,000 instruments were accepted for Naval use.

All instruments still in use at the end of the war will be returned to the owners and the \$1.00 purchase fee will constitute rental and depreciation charges.

RASTUS THINKS FAST

Rastus had been arrested for speeding. This was his fifth offense, and as he was presented to the Judge he muttered under his breath. It sounded suspiciously like an oath.

"Peat that!" thundered the Judge.

"Ah didn't say nothin'" legged Rastus.

"You did say something, and I want you to repeat it!"

"All ah says was God am de jedge, God am de jedge."

-----Sub Net

CASUALTIES
NOTICES TO NEXT OF KIN

A large number of requests, in some cases complaints, are received concerning the notifications sent to the next of kin of personnel of the Navy and the Naval Reserve in event of casualty. The Bureau of Navigation notifies the designated beneficiary of death, injury, of a report as missing, or if considered a probable prisoner of war. The Bureau also notifies the father and mother of the officer or man if the correct address is available.

In the majority of cases the wife of the officer or man is listed beneficiary and next of kin, and the name and address of the parents is not immediately available.

The Bureau of Navigation will notify parents of personnel if the information is available in the Bureau as to the current addresses of the parents. It is reticent about using addresses of parents in cases where the addresses on file are of many years' standing and if there is no definite information as to whether or not these parents are still living.

It is suggested that officers and men furnish the Bureau with the names and addresses of any persons, other than their designated beneficiary, they desire be notified in case of death or serious injuries. Obviously, such requests should be limited to members of the immediate family and officially designated executors.

OFFICERS OF CLASS A-V(N), U.S.N.R.--PAYMENT OF LUMP-SUM

BONUS

In view of the fact that Section 6 of Public No. 775, approved August 27, 1940, authorizes payment of the lump-sum payment of Five-Hundred Dollars for each complete year of active service, under the conditions set forth therein, TO THE OFFICER, the Bureau of Supplies and Accounts has advised that such amount may not be paid to the heirs of an officer of Class A-V(N) in case his service is terminated by death.

Drunk (to splendidly uniformed bystander): "Shay, call me a cab, willya? Huh?"

Splendidly Uniformed Bystander: "My good man, I am a naval officer -- not a doorman."

Drunk: "Aw right, then call me a boat. I gotta get home."

---The Nautilus.

NATIONAL SERVICE LIFE INSURANCE

Public Law 451 -- 77th Congress which was approved by the President on February 11, 1942 provides that an amount equal to the first premium due under a National Service Life Insurance policy may be advanced from current appropriations for active service pay to any person in active service in the Army, Navy, Marine Corps or Coast Guard. The amount of such advance shall constitute a lien upon the pay of the individual and shall be collected therefrom or otherwise paid. No disbursing or certifying officer shall be responsible for any loss incurred by reason of such an advance. Any amount so advanced shall constitute a lien on the policy.

DISCHARGES DISCONTINUED TO ENTER ARMY AS AVIATION CADETS

The Bureau has recently discontinued the practice of approving requests for discharge of enlisted men of the regular Navy and Naval Reserve in order to enter the Army as Aviation Cadets. This has been necessitated by the increasing number of such requests submitted, and owing to the War Department's recent change of policy which does not permit enlisted men of the Army to be discharged to enter the Navy. Those men whose requests have already been approved may be discharged. Future requests should not be forwarded and those now in the Bureau will be filed without further action.

DONATION OF PLAYER PIANO ROLLS

A donation of several hundred player piano rolls is available for the use of such naval stations or other shore establishments as may be equipped with a player piano.

If request is made of subject, donation will be crated and shipped free of charge.

OOMPH AT SEVEN

A woman's most delightful age is seven. At seven she sits on a man's knee without hesitation, affected or genuine, and without putting the knee to sleep. She enjoys listening to him, encourages him to talk, and believes any story he tells. Her curiosity over what became of his hair is sometimes embarrassing, but her sympathy with him in his loss is unquestionably sincere. While unduly interested, perhaps, in the state of his exchequer and never too proud to accept pecuniary aid, she is no gold digger whose gratitude is measured by the amount of the contribution. For as little as two copper cents she will bear hug his spectacles all out of shape, and he feels sure she means it. At seven she is more or less front-toothless, to be sure. But then she doesn't yet chalk her nose or paint her nails, and she hasn't begun to use tobacco. All in all, a charming age.

---Tarheel.

ARMING OF MERCHANT VESSELS TO BE EXPEDITED
UNDER NEW PLAN

In order to expedite further the rapid arming of American merchant vessels, the Chief of Naval Operations has ordered that every opportunity possible be utilized to perform preliminary work whenever ships are in port in normal routine of business.

It is pointed out that such opportunities exist every time a ship docks for loading or unloading. At such times, the proper representatives of the local Naval District Commandant will arrange with the owner of the vessel for the obtaining of measurements and other pertinent data which will eliminate delays when the ship is available for actual arming.

Upon completion of such preliminary examination, the master of the vessel will enter the fact in the log, and copies of the results of the examination will be submitted to the proper Naval and Maritime Commission authorities. In addition, the Commandant of each District will submit weekly reports of all vessels handled to the Chief of Naval Operations and to the Maritime Commission.

The Chairman of the Maritime Commission has approved the new plan.

MARINE CORPS PLANS MARKSMANSHIP PROGRAM

The United States Marine Corps, which has long emphasized marksmanship training, has launched a new, intensive program to insure the continued deadly effectiveness of Marine Corps marksmanship, Marine Corps Headquarters announced recently.

Seventy-five former Marines who have excellent records as marksmen are being reenlisted to furnish expert instruction in marksmanship to recruits and Marines with combat units. They will replace instructors who have been assigned to combat units.

A number of former Marines with brilliant records as marksmen have volunteered for service since the outbreak of war. Those who are reenlisted will be given the rank of Platoon Sergeant or above, depending on the rank which they formerly held.

Some of those who have reenlisted under the program are former members of rifle and pistol teams which have won national and international matches.

MISTAKE OF THE YEAR

Letter from a Navy wife, mailed from Pearl Harbor one week before the Japanese attack:

"I wish A could get Atlantic duty so we could see you, but the East Coast doesn't seem like a very safe place to be these days...."

NAVAL OFFICER IN HEAVEN

It is alleged that there was great consternation at the Pearly Gates Sunday morning at 0933 (according to QM St. Peter's log) when a Naval Officer and a Minister from Texas arrived at the same time.

It seems that when St. Peter, who was O.O.D. at the time, saw the Naval Officer he became very excited. He broke out the full guard (Marines imported from Hades for the occasion), the Band of Angels, sixteen side-Angels, and the Gate piped by a man with a golden horn (there aren't any boatswain's mates in Heaven).

The band played several marches and everything went off in great style (the bandmaster being on leave).

After it was all over, the Minister came through the Gate but was quickly shunted down a side street. Well, he, being a man of the Gospel, took it in good faith, but when he learned later that there was to be a big reception that evening for the officer (fifteen angels allotted from each precinct) he grew very angry. He went to the recording Angel, who was a retired Personnel Office Yeoman, and demanded to know why he, a man who had given his life to the Service of the Lord, should be ignored while a Naval Officer (mostly staff duty) should be feted and praised by all hands.

The Angel then explained to him that the place was practically filled with ministers, but that the Naval Officer who had just arrived was one of the first ever to make the grade.

-Exchange-

---U.S. Naval Air Station, Anacostia, D.C.

"STARS ON STRIPES" FOOTBALL GAME SETS

The Honorable Samuel A. Weiss, Congressman from Pennsylvania, has made available to naval personnel approximately one hundred sets of the football game, "Stars on Stripes."

The game sets are adaptable for playing on bridge tables or other lounge or library facilities, and provide interesting, as well as instructive, sports diversion for personnel.

Congressman Weiss, acting on behalf of B'nai B'rith has kindly consented to arrange for delivery of the "Stars on Stripes" football game sets upon request of Commanding Officers. Such request should be addressed to The Honorable Samuel A. Weiss, 419 House Office Building, Washington, D. C.

T-H-E L-O-U-D S-P-E-A-K-E-R

"JUST IN CASE"

In our enthusiasm to get going and fold up the Nippōnese to their proper dimensions, don't forget for one second that we are also at war with the Germans and the Italians; keep your eyes and ears open; talk less and you will hear more. German and Italian Fifth Columnists are even more subtle than the Japanese; you can't distinguish them quite so easily.

--Published in Navy Recreation Bulletin,
Pearl Harbor, of recent date.

DECLARATION OF WAR WITH JAPAN

As expressed by the Judge Advocate General, it is the opinion of that office that:

".....the United States has been at war with the Imperial Government of Japan from and after 7:55 A.M. Honolulu time (1:25 P.M. E.S.T.) on Sunday, December 7, 1941."

RECRUITING CONTINUES SATISFACTORILY

Through the date of Thursday, February 20, which is 75 days after M-Day, 130,000 first enlistments have been completed by the Navy Recruiting Service. This record has been made possible by the untiring effort of the Recruiting Service, combined with a desire on the part of so many young men to join the Navy.

Various new plans are being put into effect to allow numbers of men who enlist now to stay in school for the completion of the current, as well as future scholastic years. It is expected that this new program will greatly increase the number of college and high school men enlisting in the Navy, which had heretofore been a comparatively small figure.

Interesting, also, to note, is the fact that enlistments are still holding up very well after two and a half months since Pearl Harbor.

BANDMASTER CHARLES BRENDLER APPOINTED LEADER OF U.S. NAVY BAND

Secretary of the Navy Frank Knox recently designated Bandmaster Charles Brendler, U.S. Navy, as leader of the United States Navy Band.

Bandmaster Brendler, who has been a member of the Washington Navy Yard Band and the U.S. Navy since September 28, 1917, was Assistant Leader of the U.S. Navy Band four years, and had been Acting Leader since January 1, 1942.

BENEFICIARY SLIPS

The Bureau of Navigation, calling attention to Alnav No. 38, again wishes to impress the Service that it is imperative that the Bureau have the correct name in full and latest address of the next of kin, and a correct beneficiary slip for every officer and enlisted man on active duty.

ARMY AND NAVY CLUB OF SAN FRANCISCO MEMBERSHIP FOR MERCHANT MARINE OFFICERS

The Bureau of Navigation is in receipt of an announcement by the Army and Navy Club of San Francisco, located in the Hotel Fairmont, stating that membership is now open to Naval Reserve Officers of the Merchant Marine.

It is reported that this Club is a rendezvous for many Naval Reserve Officers, and for more information on the subject, it is suggested that interested parties contact Captain Lewis Mesherry, who is managing director of the Club since his retirement from active service.

NOT FORGOTTEN

This is a time of parting. Many are going away and we are all saying farewells these days. How many times have we said good-bye to be admonished with the final parting word, "Don't forget me. Write me. Keep me in your thoughts." Nobody wants to be forgotten. The most paralyzing experience which can come to anyone is the feeling that no one cares whether they make good or fail; whether they live or die. On the other hand, the most ennobling influence which can come is the assurance others are watching your career and feel deep concern for you. For their sake remember who you are.

---From "On Guard"
By Dr. Joseph R. Sizoo.

POEM

Breathes there a chief
With soul so dead
Who never to
Others has said,
"Sure I coulda made warrant
a hunnerd times, but..."

THIS STRANGE ENGLISH LANGUAGE

The night falls, but does not break --
Day breaks but does not fall.

Goods loaded on a ship are called a cargo.
Goods loaded on a car are called a shipment.

THE CALVERT SCHOOL, BALTIMORE, MARYLAND

In view of the circumstances which have necessitated the movement of many Navy families with the consequent interruption of the attendance of children at school, the following notice which was issued in the September Bulletin is repeated below:

"The attention of all naval personnel at outlying stations, including those in foreign countries, is invited to the fact that the Calvert School, Baltimore, Maryland, operating as a non-profit organization, offers a complete home school course for children in the first six years of schooling, including preparation for high school. Information on these courses may be obtained by addressing Mr. Edward Brown, Head Master, Calvert School, Tuscany Road, Baltimore, Maryland."

SCHOOL CONCESSION

St. Andrew's School offers a five-year college preparatory school course. It is a boarding school located at Middletown, Delaware, about sixty miles from Philadelphia. It was founded in 1929 by the Episcopal Church School Foundation, Inc. It has an enrollment of approximately 130 boys, with no fixed age limit. St. Andrew's School aims to make its advantages available not only to families of large income, but also to sons of the Clergy, officers of the Army and Navy, and members of occupations and professions from which the financial rate is moderate. According to the ability of their parents to pay and to the vacancies in age group, boys entering are accepted for tuitions of \$300, \$500, \$700, \$900, or \$1,100. The tuition fee paid for each boy is confidential and has no effect on his status and privileges in the school.

ALUMNI MAGAZINE

UNIVERSITY OF MAINE GENERAL ALUMNI ASSOCIATION

Members of the University of Maine General Alumni Association who are desirous of being placed on the mailing list for the monthly alumni magazine should write to Mr. Charles E. Crossland, Executive Secretary, 11 Fernald Hall, Orono, Maine.

COW MAN

A recent applicant for a commission in the Naval Reserve made the following statement:

"I don't have much to offer the Navy as far as seagoing experience is concerned, but I certainly know all there is to know about a farm. I can plow straight and know all about crop rotation, and as for cows, I know just as much about them as the bulls do. What classification shall I apply for?"

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. *

* * * * *

APRIL

1 April

- 1778 U. S. S. Columbus burned near Point Judith, R. I.
1800 U. S. S. Enterprise fought in action with a Spanish vessel.
1865 Admiral Farragut captured Confederate transports in Red River.
1917 Aztec, American Armed Ship, sunk in submarine zone.

2 April

- 1781 U. S. S. Alliance captured British Privateers Mars and Minerva off coast of France.

3 April

- 1813 U. S. S. Constitution cleared and escaped from British squadron off Marblehead, Mass.
1814 U. S. Sloop Frolic sunk a privateer of 9 guns, West Indian Waters, when refusing to heave to.
1862 U. S. S. Sagamon and Mercidita captured town of Apalachicola, Fla.

4 April

- 1776 U. S. S. Cabot captured British Ship Hawk (First capture of our Navy).
1862 U. S. S. Carondelet ran the Confederate batteries at Island No. 10, Mississippi River.
1865 Confederate vessel Texas captured.
1914 Secretary of the Navy Josephus Daniels, forbids service of intoxicating liquors in officers' messes in the Navy.

NAVAL ALMANAC

(Cont.)

5 April

- 1776 Colonial Ship Hornet captured H.M.S. Bolton off Block Island.
- 1820 U.S.S. Cyane captured five slave vessels off coast of Africa.
- 1831 Treaty of Mexico arranged.
- 1917 American steamer Missourian sunk in Mediterranean.

6 April

- 1776 U.S.S. Wasp captured tender of H.M.S. Glasgow off Block Island.
- 1779 U.S. Force of three vessels captured seven out of nine enemy vessels and manned them all in four hours. British Colonel and 23 British Army officers among prisoners who were on way to join regiments in the south.
- 1863 Union Fleet under Rear Admiral Dupont bombards forts at Charleston without success.
- 1909 The North Pole was discovered and reached by Robert E. Perry, U.S.N.
- 1917 Congress declared a state of war as already in existence on account of the hostile acts of Germany.

7 April

- 1813 U.S.S. Chesapeake captured schooner Nystead (or the Valerias) in North Atlantic.
- 1847 U.S.S. Portsmouth seized American ship Admittance, condemned by Admiralty Court.
- 1776 U.S.S. Lexington captures H.M.S. Edward off Virginia Capes, after cutting enemy to pieces.
- 1863 Naval attacks on Fort Sumter and on Forts at Charleston, S. C.

8 April

- 1782 Pennsylvania State vessel Hyderally captured Privateer General Monk (British).
- 1823 U.S.S. Galliniper captured Privateer Pilot.
- 1862 Island No. 10, Mississippi River, captured by United States Navy.

9 April

- 1813 U.S.S. Nonesuch captured British Privateer Caledonia.
- 1848 Naval Brigade from the U.S.S. Dale on an expedition to Guaymas, Mexico, marched 12 miles into interior and on return engaged enemy forces and routed them.

10 April

- 1778 John Paul Jones sailed in Ranger to attack H.M.S. DRAKE.
- 1862 Naval battery attacked Fort Pulaski, Ga.

NAVAL ALMANAC

(Cont.)

11 April

- 1782 U. S. Marine Corps disbanded.
- 1783 Treaty of Peace signed at Paris, concluding the Revolution.
- 1836 Boat expedition from U. S. S. Vandalia against hostile Indians, Charlotte Harbor, Fla.

12 April

- 1862 Fort Pulaski, Ga., captured by U. S. Navy.
- 1888 U. S. S. Dolphin launched. First vessel of new Navy.

13 April

- 1847 Landing party from U. S. S. Spitfire, Petrita and Reefer at Alvarado, Mexico, captured two Mexican towns in interior.
- 1861 Fort Sumter captured by Confederates.
- 1904 Explosion on U. S. S. Missouri.
- 1906 Explosion on U. S. S. Kearsarge.

14 April

- 1778 U. S. S. Ranger captures British Brig off Cape Clear bound for Ireland.
- 1863 Confederate vessel Queen of the West burned.

15 April

- 1862 U. S. Monitor Flotilla shelled Fort Pillow, Tenn.
- 1864 Explosion on board U. S. S. Cherango--26 killed.

16 April

- 1863 Naval bombardment of Vicksburg during which Admiral Porter ran the batteries.

17 April

- 1778 U. S. S. Ranger captured British Sloop Lord Chatham in St. Georges Channel.
- 1864 U. S. S. Ceres engaged Confederate batteries in Roanoke River, N.C.

18 April

- 1847 Expeditionary force of 1489 Naval officers and men under Commodore Perry marched against Tuspan, Mexico, dismantled after capturing the defenses, spiked and recaptured some guns that had belonged to the U. S. S. Truxton.
- 1864 U. S. S. Southfield sunk by Confederate Ram Albermarle.

NAVAL ALMANAC
(Cont.)

19 April

- 1777 U. S. S. Trumbull captured two (2) transports with valuable cargo off New York.
- 1777 U. S. S. Ranger captured two (2) vessels off coast of Ireland.
- 1785 Formal declaration of cessation of hostilities with England.
- 1917 First gun fired by America against Germans in World War was a shot fired by the Naval gun crew of Merchant steamer Mongolia of the Atlantic Transport Line, at a German submarine.

20 April

- 1790 President authorized to continue construction and equipment of two (2) frigates of forty-four (44) guns, and one (1) of thirty-six (36) guns. (See July 10, September 7, October 21.).
- 1814 U. S. S. Frolic captured off Havana by British ship Orpheus.
- 1861 Norfolk Navy Yard partially destroyed and abandoned by U. S. Naval forces under Flag Officer McCauley. The following vessels were destroyed -- Pennsylvania, Raritan, Germantown, Columbus, Columbia, Delaware, Merrimac, Dolphin, and Plymouth.
- 1862 Naval expedition to Fredericksburg, Va., by Naval Flotilla.

21 April

- 1914 Landing party sent by Rear Admiral Fletcher to seize Customs House, Vera Cruz.
- 1898 War began between Spain and the United States as per April 25 message to Congress.

22 April

- 1854 Admiral Perry returned to New York from Japan.
- 1862 U. S. Monitor Flotilla shelled Fort Jackson and Fort St. Phillip, below New Orleans, La.
- 1898 Spanish ship Buena Ventura was captured by the U. S. S. Nashville. First shot of the Spanish American War was fired in this action.
- 1914 Capture of Vera Cruz by U. S. Naval Force under Rear Admiral Fletcher, movements directed against President Huerta of Mexico. City held until December 1, 1914.

23 April

- 1778 John Paul Jones destroyed shipping at White-Haven, England, when he took 3 prisoners, spiked guns, set fire to waterfront, later capturing St. Marys Island off Coast of Scotland.

NAVAL ALMANAC

24 April

- 1862 U. S. S. Verona sunk in action in Mississippi River.
- 1862 Farragut passed Forts Jackson and St. Phillip.
- 1862 Captured New Orleans, La.
- 1914 Flotilla of six torpedo boat destroyers sailed for European waters, the fore-runners of American Naval Forces.

25 April

- 1861 Naval Academy converted into Military Camp by General Butler.
- 1813 Town of York, now Toronto, Canada, captured by U. S. Squadron on Lake Ontario.
- 1898 Congress declared that a state of war has existed between Spain and the United States since April twenty-first.
- 1898 U. S. S. Foote and Spanish Gunboat Ligera in action off coast of Cuba.

26 April

- 1862 Fort Macon, Georgia, captured by U. S. Navy.
- 1864 U. S. S. Cricket, Juliet and U. S. S. Fort Birdman, engaged Confederate forces in Cane River, La.

27 April

- 1798 Congress authorizes purchase of twelve vessels for war purposes.
- 1805 U. S. S. Essex and Gun-boats captured town of Derne, Algiers.
- 1813 U. S. Fleet captured British Brig Duke of Gloucester in Lake Ontario.
- 1863 U. S. S. Preble accidentally destroyed by fire while store-ship in Pensacola Harbor.
- 1898 Admiral Dewey left Hong Kong for Manila, P. I.
- 1898 First engagement of Spanish War, Matanzas, Cuba.

28 April

- 1861 Forts Jackson and St. Phillip at New Orleans, captured by Farragut.
- 1914 U. S. Flag officially raised over Vera Cruz, Mexico.

29 April

- 1813 U. S. S. Essex captured three whaling vessels off the Galapagos Islands, loaded with sperm oil, cruising without commissions.
- 1815 U. S. S. Hornet escaped from a superior British force.
- 1814 U. S. S. Peacock captured after terrific battle lasting 42 minutes, H. M. S. Empervier.

NAVAL ALMANAC

(Cont.)

30 April

- 1798 Navy Department was established at seat of government with a Secretary of the Navy (Benjamin Stoddard) at its head. (Note: See February 7 and October 13).
1863 Haines Bluff attacked by the U. S. Fleet.

LIST OF BUREAU OF NAVIGATION CIRCULAR LETTERS

BEGINNING JANUARY 13, 1942.

<u>Number</u>	<u>Subject</u>
4-42	Transportation of Coast Guard personnel.
5-42	New Ratings - Establishment of.
6-42	Air Bomber - Designation of.
7-42	Recent legislation relating to pay and allowances of retired personnel while on active duty.
8-42	Aviation training (lighter-than-air) for fiscal year 1943.
9-42	Officers for aviation training (heavier-than-air) fiscal year 1943.
10-42	Retention in Service of men undergoing medical treatment.
11-42	Chief Petty Officers: Authority to Effect Permanent Appointments.
12-42	Changes in U. S. Navy Uniform Regulations, 1941.
13-42	Numbers of Master Divers, Divers 1c and Divers 2c authorized for fiscal year 1942.
14-42	Report of Naval Examining Board in the case of candidates for permanent appointment to the warrant grade of Pharmacist, U.S.N.
15-42	Enlisted Personnel - Transfer of to Shore Duty and New Construction.
16-42	Report of Naval Examining Board in the case of candidates for permanent appointment to the warrant grade of Acting Pay Clerk, U. S. Navy.
17-42	Advancement in Rating - Enlisted Personnel of the Coast Guard attached to Naval Units.
18-42	Advancement in Rating of Enlisted Personnel of the Retired List on Active duty.
19-42	Administrative duties of commandants of naval districts with relation to the Naval Reserve.
20-42	Naval Reserve candidates for competitive appointment for the U. S. Naval Academy.
21-42	Recent legislation to further amend the Act approved June 23, 1938 (52 Stat. 944), as amended.
22-42	Advancement in Rating - Enlisted Personnel. re: Naval Aviation Pilots and Air Bombers.
23-42	Issuing of temporary additional duty orders involving travel and payment thereon of mileage, and per diem or actual expenses for travel by air.
24-42	Naval Reserve honorable discharge button.