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** **
** "God grants liberty only to those who **
** **
** love it and are always ready to guard **
** **
** and defend it...." **
** **
** ---Daniel Webster. **
** **

PEARL HARBOR, WAKE HEROES REWARDED

Heroism displayed by officers, enlisted men and civilians in face of the Japanese attacks upon Pearl Harbor and Wake Island was officially rewarded recently by President Franklin D. Roosevelt, Secretary of the Navy Frank Knox and other Navy officials.

Sixty-two medals and 272 letters of commendation were issued in recognition of the courage, devotion to duty, gallant conduct and disregard of personal safety which on every hand characterized the resistance offered enemy forces in their operations against these two Pacific outposts.

The Medal of Honor was awarded by President Roosevelt to 14 members of the Naval service, while Secretary Knox authorized presentation of the Navy Cross to 48, one of whom is to receive the Navy Cross with Gold Star.

Three women—the wife of a naval officer and two telephone operators—are among those presented letters of commendation by President Roosevelt, Secretary Knox, Admiral Chester W. Nimitz, U.S.N., Commander-In-Chief, Pacific Fleet, and commanding officers of various fleet divisions and shore stations.

Fourteen of the medal presentations must be made posthumously since they were earned by officers and men who died fighting their ships, in carrying out self-imposed missions that meant the sacrifice of their lives that shipmates might live, and in other demonstrations of heroism. Eleven of these won the Medal of Honor, three the Navy Cross.

Among those awarded the Medal of Honor posthumously are Rear Admiral Isaac C. Kidd, Captain Franklin Van Valkenburgh and Captain Mervyn S. Bennion. Admiral Kidd and Captain Van Valkenburgh died when the former's flagship, the USS ARIZONA, blew up from magazine explosions and a direct bomb hit on the bridge. Captain Bennion, after being mortally wounded, evidenced apparent concern only in fighting and saving his ship, and strongly protested against being carried from the bridge.

Commander Cassin Young, U.S.N., one of the three Medal of Honor recipients who survived the Pearl Harbor attack, was in command of his ship, moored alongside the USS ARIZONA, when explosions aboard the latter vessel blew him overboard. He swam back, climbed the gangway and with utmost coolness and calmness, despite his stunning experience of having been blown overboard, quickly estimated the situation and maneuvered his ship to a point of safety.

Lieutenant Commander Samuel G. Fuqua, U.S.N., another survivor awarded the Medal of Honor, was knocked down and stunned by magazine explosions in his ship, the USS ARIZONA. Braving repeated enemy bombing

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

PEARL HARBOR, WAKE HEROES REWARDED
(Cont.)

and strafing attacks, he made his way to the quarterdeck and from there directed the fighting of fires in order to check them while wounded and burned were removed. He remained aboard until satisfied that all who could be had been saved and then left the ARIZONA with the last boatload.

The only other survivor of the Japanese attack to win the Medal of Honor is Machinist D. K. Ross, warrant officer of the Pacific Fleet ship. When his station in the forward dynamo room became almost untenable due to smoke, steam, and heat, he forced his men to leave that station and performed all duties himself until blinded and unconscious. Twice he was rescued and resuscitated, and twice he returned to his station. On December 8, on his own initiative, he established a boat repair station, reclaimed and repaired abandoned boats, organized boat crews and made available many needed boats which otherwise would have been lost.

The recipient of the Navy Cross with Gold Star—an award equivalent to two Navy Crosses—is Lieutenant Clarence E. Dickinson, Jr., U.S.N. Returning from a scouting mission in a Navy plane during the Pearl Harbor raid, he was attacked by a superior number of enemy aircraft. His gunner was killed and the plane set on fire.

Lieutenant Dickinson engaged the enemy, however, until his plane was knocked out of control. He parachuted, made his way to the Naval Air Station, reported to his Commanding Officer without informing the latter that he had just been shot down, immediately manned another plane and departed on a 175-mile search flight.

On December 10 Lieutenant Dickinson, searching for an enemy submarine reported nearby, sighted a submarine on the surface, dove through a hail of anti-aircraft fire to attack the vessel and dropped a bomb. The submarine went down in a manner that indicated it had been damaged, or possibly destroyed. There was no evidence of a dive, such as a propeller wake, while a large bubble of oil and air came to the surface.

Navy Crosses were awarded to Commander Winfield S. Cunningham, U.S.N, and Major James P. S. Devereux, U. S. Marine Corps, who participated in the gallant defense of Wake Island. The Board of Awards, which submitted the recommendations from which recipients of medals and letters were selected, pointed out that complete, official facts regarding the stand at Wake are not known, but that on the basis of available information Commander Cunningham and Major Devereux deserve Navy Crosses.

"This action," the board stated, "will not jeopardize further consideration of these officers or others involved in the defense of Wake Island when the official facts are received in the Department."

Alice Beckley Spencer, telephone supervisor at Naval Air Station, Kaneohe Bay, Oahu, received the only letter of commendation signed by President Roosevelt. The President further announced that when a medal, junior to the Distinguished Service Medal, becomes available for award to

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

PEARL HARBOR, WAKE HEROES REWARDED
(Cont.)

civilians, such a medal will be awarded to her.

The telephone supervisor was cited for "distinguished devotion to duty, extraordinary courage, most efficient action, and utter disregard of her personal safety." She relieved an enlisted man at the Naval Air Station switchboard so that he could take his battle station and remained at the switchboard throughout the entire day of the Japanese attack and the ensuing night. The building in which the switchboard is located was subjected to enemy fire on several occasions.

Secretary Knox issued a letter of commendation to L. M. Jahnsen, Chief Boatswain's Mate, U.S.N., and specified further that when a combat medal for heroism, junior to the Navy Cross, becomes available, such medal be awarded Jahnsen.

Jahnsen, commanding officer of a barge, placed it alongside a ship that had been bombed and assisted greatly in getting the fire on the ship under control, despite the danger from exploding shells and the fact that the bow of his barge was enveloped in flames and dense smoke. This mission completed, he moved the barge to the side of another ship and assisted in fighting a fire there.

Secretary Knox also issued a letter of commendation to Henry R. Danner, civilian machinist, and directed that he be presented with a medal similar to that President Roosevelt proposes to give Alice Beckley Spencer when such a medal becomes available.

Danner, working in a drydock at Pearl Harbor, noted a shortage of men in the gun crews of a nearby ship. He went aboard, joined a gun crew, and assisted in the ammunition supply. Later, while helping move a ship from a drydock, a piece of material fell on one foot and injured three toes. Despite this injury, he completed his task and continued to work for five days until, due to the pain of his injury, he could no longer walk.

Among those receiving the letters of commendation issued by Admiral Nimitz are Lieutenant Commander W. D. Chandler, Civil Engineer Corps, U.S.N., and his wife, Mrs. Maria E. Chandler. Occupying quarters in close proximity to ships' berths in the harbor, they established a field hospital in their home with the aid of one hospital corpsman and for approximately two hours the three received and gave first aid treatment to about 100 men, many of whom were severely shocked or had received burns and serious injuries.

Verna N. Jones, chief telephone operator at the Pearl Harbor Navy Yard, was issued a letter of commendation by Rear Admiral C. C. Bloch, Commandant of the Navy Yard, for "distinguished devotion to duty and extraordinary courage and disregard of her own safety" in remaining at her post continuously for 24 hours, including the period of the Japanese attack, and performing her duties "in an outstanding manner."

BE CAREFUL OF WHAT YOU SAY AND WHERE YOU SAY IT

PEARL HARBOR, WAKE HEROES REWARDED
(Cont.)

In addition to the letters of President Roosevelt, Secretary Knox and Admiral Nimitz, the Navy Yard Commandant and Commanding Officers of various Pacific Fleet divisions will issue letters of commendation to many men in their commands who performed distinguished service. These were authorized by Secretary Knox.

As a further reward, a number of enlisted men are to be advanced one grade in rating.

Many civilian employees at the various Naval establishments are to receive letters of commendation from the Commanding Officers of those activities in recognition of the services they performed in fighting fires, maintaining supply lines, caring for the injured, and carrying out other tasks.

The Medal of Honor was awarded to the following:

Rear Admiral Isaac Campbell Kidd, USN (Deceased)
Captain Franklin Van Valkenburgh, USN (Deceased)
Captain Mervyn S. Bennion, USN (Deceased)
Commander Cassin Young, USN
Lieutenant Commander Samuel G. Fuqua, USN
First Lieutenant George H. Cannon, USMC (Deceased)
Ensign Francis C. Flaherty, USNR (Deceased)
Ensign Herbert Charpiot Jones, USNR (Deceased)
Chief Boatswain Edwin J. Hill, USN (Deceased)
Machinist Donald K. Ross, USN
Thomas J. Reeves, Chief Radioman (PA) USN (Deceased)
Robert R. Scott, Machinist's Mate First Class, USN (Deceased)
Peter Tomich, Chief Water Tender (PA) USN (Deceased)
James R. Ward, Seaman First Class, USN (Deceased)

The Navy Cross and Gold Star was awarded to the following:

Lieutenant Clarence E. Dickinson, Jr., USN

The Navy Cross was awarded to the following:

Commander Jesse D. Jewell, (MC) USN
Commander John S. Phillips, USN
Commander Winfield Scott Cunningham, USN
Commander Laurence A. Abercrombie, USN
Lieutenant Commander William P. Burford, USN
Lieutenant Commander Solomon S. Isquith, USN
Lieutenant Commander William W. Osterbridge, USN
Lieutenant Commander Francis J. Thomas, USNR
Major James P. S. Devereux, USMC
Lieutenant Commander Cecil D. Riggs, (MC) USN

WORDS ONCE SPOKEN CAN NEVER BE RECALLED

PEARL HARBOR, WAKE HEROES REWARDED
(Cont.)

The Navy Cross was awarded to the following: (Cont.)

Lieutenant (jg) Gordon E. Bolser, USN
Lieutenant (jg) James W. Robb, Jr., USN
Lieutenant (jg) Jim D. Miller, USN
Ensign Harald J. Christopher, USNR (Deceased)
Ensign Frederick C. Davis, USNR (Deceased)
Ensign Ernest H. Dunlap, Jr., USN
Ensign John Perry Edwards, USNR
Ensign Allen J. Huttenberg, USNR
Ensign Nils R. Larson, USN
Ensign Wesley H. Ruth, USN
Ensign D. Arnold Singleton, USNR
Ensign Joseph K. Taussig, Jr., USN
Ensign Thomas H. Taylor, USN
Ensign Perry L. Teaff, USN
Ensign Robert E. Thomas, Jr., USN
Gunner Jackson C. Pharris, USN

The Navy Cross was awarded to the following enlisted men:

Fred Kenneth Moore, Seaman First Class, USN (Deceased)
Paul James McMurtry, Boatswain's Mate First Class, USN
William Whiteford Parker, Seaman First Class, USN
William R. Roberts, Radioman Second Class, USN
Harold Francis Smith, Boatswain's Mate Second Class, USN
J. L. Snyder, Yeoman First Class, USN
Albert Curtis Thatcher, Aviation Machinist's Mate Second Class, USN
John Barth Vaessen, Fireman Second Class, USNR
Lionel H. Baker, Pharmacist's Mate Second Class, USN
Ned B. Curtis, Pharmacist's Mate Second Class, USN
George Daniel Etcell, Chief Shipfitter, USN
W. S. Fleming, Boatswain's Mate First Class, USN
L. G. Gombasy, Seaman Second Class, USN
Donald A. Graham, Aviation Machinist's Mate First Class, USN
Alfred Lawrence Hansen, Chief Machinist's Mate, USN
F. C. Ley, Jr., Fireman Second Class, USNR
Harry R. Mead, Radioman Second Class, USN

The following named civilian was awarded a letter of commendation by the President of the United States. When a medal, junior to the Distinguished Service Medal, becomes available for award to civilians, such medal will be awarded:

Alice Beckley Spencer, Telephone Supervisor.

The following named civilian was awarded a letter of commendation by the Secretary of the Navy. When a medal, junior to the Distinguished Service Medal, becomes available for award to civilians, such medal will be awarded:

Henry R. Danner, Civilian Machinist, Outside

THE NAVY IS YOUR WORK - DO IT AT THE OFFICE

PEARL HARBOR, WAKE HEROES REWARDED
(Cont.)

Letters of Commendation by the Secretary of the Navy: (Cont.)

The following named civilians were awarded letters of commendation by the Secretary of the Navy:

Sam Aweau, Civilian, General Labor Foreman, Navy Contractors,

William J. Hoffman, Civilian, Shipwright.

The following named civilians were awarded letters of commendation by the Commander in Chief, U. S. Pacific Fleet.

Maria E. Chandler, wife of Lieutenant Commander

W. D. Chandler, (CEC) USN

John Ellingson, Civilian, Electrician

Kenneth H. Elsea, Civilian, Pipefitter

David Lautherborn, Civilian, Electrician

Elmer F. Perry, Civilian, Electrician

George A. Wilcox, Civilian, General Helper

LETTER OF COMMENDATION BY THE SECRETARY OF THE NAVY

Commander Daniel F. J. Shea, USN

Lieutenant Commander Bernard E. Manseau, USN

Lieutenant (jg) Jefferson D. Parker, USN

Ensign Nathan F. Asher, USN

Ensign George G. Ball, USN

Ensign Stanley Caplan, USNR

Ensign Edward T. Deacon, USN

Ensign Ira W. Jeffery, USNR (Deceased)

Ensign Ralph G. Kelly, USNR

Ensign Richard L. Stewart, USN

Boatswain Sterling Osmon, USN

R. M. Baldwin, Chief Yeoman (PA) USN

M. J. Caparrelli, Aviation Ordnanceman First Class, USN

Joseph T. Crownover, Radioman First Class, USN

J. J. Curley, Chief Carpenter's Mate, USN

S. M. Gantner, Boatswain's Mate Second Class, USN (Deceased)

T. J. Gary, Seaman Second Class, USN (Deceased)

Lester A. Grisham, Aviation Chief Ordnanceman, USN

R. E. Jones, Radioman First Class, USN

K. T. Lamons, Boatswain's Mate, Second Class, USN (Deceased)

Franklin Hale Lemmon, Chief Quartermaster, USNR

Fred M. Llewellyn, Radioman Second Class, USN

Dale S. Lyons, Aviation Machinist's Mate, First Class, USN

Hollis Edward McCormick, Radioman First Class, USN

M. L. Millard, Chief Gunner's Mate, USN

Kenton Nash, Yeoman First Class, USN

William F. Neundorf, Jr., Seaman First Class, USN (Deceased)

Clayton W. Perry, Radioman First Class, USN

SILENCE TODAY MEANS SAFETY TOMORROW

PEARL HARBOR, WAKE HEROES REWARDED
(Cont.)

Letters of Commendation by the Secretary of the Navy, (Cont.):

J. G. Raines, Radioman Second Class, USN
E. T. Reader, Coxswain, USN (Deceased)
A. Solar, Boatswain's Mate First Class, USN (Deceased)
E. L. Wentzlaff, Aviation Ordnanceman, Second Class, USN

The following have received letters of commendation from the
Commander in Chief, U. S. Pacific Fleet:

Captain C. E. Reordan, USN
Commander Colin Campbell, USN
Commander H. R. Hayes, USN (Ret.)
Lieutenant Commander Joseph W. Adams, Jr., USN
Lieutenant Commander W. D. Chandler, (CEC) USN
Lieutenant Commander J. S. Harper, USN
Major Adolph Zuber, USMC
Lieutenant Walter F. Arnold, (MC), USNR
Lieutenant Rush L. Canon, (DC), USN
Lieutenant Elmer L. Caveny, (MC) USN
Lieutenant R. B. Erly, USN
Lieutenant F. E. Fleck, Jr., USN
Lieutenant P. F. Hauck, USN
Lieutenant John J. McCormack, USN
Lieutenant Robert R. Moore, USN
Lieutenant Elmer W. Schuessler (DC), USNR.
Lieutenant W. R. Spear, USN (Ret.)
Lieutenant B. E. S. Trippensee, USN
Lieutenant (jg) Jaroud B. Smith, Jr., (MC), USN
Lieutenant (jg) Kenneth L. Longeway, (DC), USN
Lieutenant (jg) Rodney T. West, (MC), USNR
Captain Chevey S. White, USMC
Ensign H. C. Anderson, USNR
Ensign R. B. Canfield, USNR
Ensign R. V. Eastman, USNR
Ensign C. H. Champion, USN
Ensign E. M. Fain, USNR
Ensign Rodney S. Foss, USNR (Dec.)
Ensign Lee Fox, Jr., USNR (Dec.)
Ensign C. W. Gunnels, Jr., USN
Ensign B. C. Hall, USN
Ensign C. H. Hall, USN
Ensign Donald M. Kable, USN
Ensign J. E. Kendall, USNR
Ensign R. D. Kirkpatrick, Jr., USN
Ensign C. A. Labarre, USNR
Ensign J. L. Landreth, USN
Ensign W. A. J. Lewis, USN
Ensign C. J. Lyden, USN
Ensign T. P. McGrath, USN
Lieutenant P. W. Cann, U. S. Navy

TALK OVER BARS MAY LEAD TO TIME BEHIND BARS

PEARL HARBOR, WAKE HEROES REWARDED
(Cont.)

Commendations from the Commander in Chief, U. S. Pacific Fleet: (Cont.)

Ensign B. C. Moyer, USNR
Ensign A. T. Nicholson, Jr., USN
Ensign G. H. Nicodemus, Jr., USNR
Ensign T. J. Rudden, Jr., USN
Ensign H. W. Sears, USNR
Ensign R. L. Settle, USN
Ensign Joseph G. Smartt, USNR, (Deceased)
Ensign L. S. Taylor, USNR
Ensign W. S. Thomas, USNR
Ensign Robert W. Uhlmann, USNR (Deceased)
Ensign W. W. Walker, USN
Ensign Maurice R. Wallace, USNR
Pay Clerk H. A. Applegate, USN
Chief Boatswain Lewis W. Adkins, USN
Chief Electrician R. W. Miller, USN
V. L. Adams, Radioman Third Class, USN
L. B. Alford, Electrician's Mate First Class, USN
Hugh Pryon Amis, Coxswain, USN
Charles Keith Anderson, Pharmacist's Mate, Third Class, USN
James Riley Archer, Pharmacist's Mate Third Class, USN
P. W. Ashworth Aviation Machinist's Mate Third Class, USN
Wayne Glenn Aubrey, Pharmacist's Mate Second Class, USN
L. J. Baker, Seaman Second Class, USN
Homer J. Baldwin, Machinist's Mate First Class, USN
Arthur James Balfour, Radioman Third Class, USN
F. Beach, Chief Machinist's Mate, USN
E. W. Belden, Machinist's Mate, First Class, USN.
Oscar William Benefiel, Jr., Radioman Third Class, USN
S. F. Bezvoda, Electrician's Mate, USN
R. R. Bieszcz, Seaman First Class, USNR
J. A. Birmingham, Seaman Second Class, USN
C. L. Bly, Machinist's Mate, First Class, USN
R. L. Bottolfson, Fireman, Third Class, USN
William Robert Boyd, Pharmacist's Mate, Second Class, USN
D. M. Brandt, Boatswain's Mate, First Class, USN
Roy Raymond Bratton, Seaman, Second Class, USN
W. M. Brooks, Mess Attendant, First Class, USN
J. L. Brown, Signalman, First Class, USN
Walter S. Brown, Aviation Machinist's Mate, Second Class, USN, (Dec.)
George Francis Browning, Pharmacist's Mate, Third Class, USN
J. R. Brumbaugh, Aviation Machinist's Mate, First Class, USN
John D. Buckley, Aviation Ordnanceman, Third Class, USN, (Dec.)
John Burnfin, Chief Boatswain's Mate (PA) USN
W. P. Byrd, Aviation Chief, Machinist's Mate, (PA) USN
Harry G. Byron, Aviation Chief Machinist's Mate (PA) USN
E. R. Campbell, Chief Electrician's Mate, USN
John Victor Canterbury, Jr., Pharmacist's Mate, Second Class, USN
C. B. Clark, Chief Signalman, USN

PLAYING WITH WORDS IS LIKE PLAYING WITH FIRE

PEARL HARBOR, WAKE HEROES REWARDED
(Cont.)

Commendations from the Commander in Chief, U. S. Pacific Fleet: (Cont.)

David Herman Click, Seamen, First Class, USN
R. V. Coon, Electrician's Mate, Third Class, USN
Hubert L. Breneman, Sergeant, USMC
Henry E. Cradock, Chief Gunner's Mate USN
Thomas Lester Crawford, Pharmacist's Mate Second Class, USN
Verne Glenn Crawford, Pharmacist's Mate First Class, USN
G. F. Crouthers, Signalman Third Class, USN
Jack Griffith Cunningham, Seaman Second Class, USN
J. A. D'Amelio, Seaman First Class, USN
Charles E. Day, Radioman Third Class, USN
G. F. Decker, Signalman Second Class, USN
Earl Leonard Delaney, Pharmacist's Mate First Class, USN
Warren Harding Devere, Pharmacist's Mate, Third Class, USN
Antonio Dinapoli, Seaman First Class, USN
Daniel James Doherty, Seaman First Class, USN
A. Doren, Aviation Chief Machinist's Mate, USN
H. C. Dorsett, Shipfitter First Class, USN
L. F. Ebberson, Fireman Third Class, USN
C. B. Edwards, Signalman Third Class, USN
A. R. Ekblom, Chief Carpenter's Mate (PA) USN
Frank Dudovick, Private First Class, USMC
Henry Sedgewick Brand Elms, Pharmacist's Mate First Class, USN
Frank Shupe Evans, Seaman Second Class, USN
W. R. Evans, Aviation Machinist's Mate, First Class, USN
Austin Robin Everett, Pharmacist's Mate, Third Class, USN
R. S. Fauber, Aviation Machinist's Mate First Class, USN
Jerry Lewis Ferrin, Seaman First Class, USN
Kurt Otto Flechel, Pharmacist's Mate Second Class, USN
C. E. Fleming, Machinist's Mate Second Class, USN
Clarence M. Formoe, Aviation Machinist's Mate First Class, USN (Dec.)
D. E. Franck, Electrician's Mate Third Class, USN
E. L. Frissel, Aviation Machinist's Mate, Third Class, USN
A. P. Gallupe, Aviation Machinist's Mate First Class, USN
Albert Spencer Gallupe, Aviation Machinist's Mate Second Class, USN
C. W. Galyean, Fireman Third Class, USN
J. H. Garoutte, Fireman First Class, USN
E. C. Geise, Aviation Chief Machinist's Mate, USN
Andrew J. Geiser, Shipfitter First Class, USN
F. W. Glaeser, Radioman Third Class, USN
J. T. Gordon, Signalman, First Class, USN
J. Gostel, Signalman, Second Class, USN
H. Greenbaum, Electrician's Mate, Third Class, USN
Daniel T. Griffin, Aviation Machinist's Mate, First Class, USN (Dec.)
Eugene Griffith, Chief Pharmacist's Mate, (PA), USN
Edgar Saunders Hall, Aviation Ordnanceman, Third Class, USN
G. S. Harden, Chief Torpedoman, USN
Robert Clinton Harp, Pharmacist's Mate, Third Class, USN
E. V. Hart, Seaman, First Class, USN

ONE LEAK CAN SINK A SHIP - DON'T TALK

PEARL HARBOR, WAKE HEROES REWARDED
(Cont.)

Commendations from the Commander in Chief, U. S. Pacific Fleet:(Cont.)

Thomas W. Helm, III, Radioman First Class, USN
R. F. Hinckley, Electrician's Mate Second Class, USN
R. L. Holzhaus, Boatswain's Mate, First Class, USN
A. J. Houghton, Signalman Third Class, USN
R. W. Hurst, Signalman, Second Class, USN
E. Illian, Electrician's Mate, First Class, USN
George W. Ingram, Seaman, Second Class, USN, (Deceased)
R. A. Isenhour, Machinist's Mate Second Class, USN
J. O. Jackson, Radioman Second Class, USN
J. H. Johnson, Aviation Machinist's Mate, Second Class, USN
L. A. Kammerer, Aviation Machinist's Mate First Class, USN
E. V. Karr, Radioman Third Class, USN
Thomas E. Kerr, Aviation Ordnanceman First Class, USN
C. F. Koepplinger, Boilermaker Second Class, USN
W. F. Kovalsik, Boatswain's Mate First Class, USN
Edward T. Kwolik, Fireman Second Class, USN
W. B. Kyle, Signalman First Class, USN
Sylvester Michael Lamprecht, Pharmacist's Mate Second Class, USN
G. W. Larrick, Chief Boatswain's Mate, USN
Charles Lawrence, Aviation Machinist's Mate First Class, USN, (Dec.)
D. J. Leshner, Aviation Machinist's Mate First Class, USN
C. L. Litz, Electrician's Mate Third Class, USN
Milburn A. Manning, Aviation Machinist's Mate, Third Class, USN, (Dec.)
R. D. Martin, Signalman First Class, USN
G. R. Maxwell, Electrician's Mate First Class, USN
J. D. Merritt, Signalman Third Class, USN
R. C. Miller, Signalman First Class, USN
William C. Miller, Radioman First Class, USN (Deceased)
Edward Charles Milligan, Seaman First Class, USN
Clarence Raymond Minger, Pharmacist's Mate, First Class, USN
Henry Daniel Morgan, Pharmacist's Mate First Class, USN
Chester Lavere Morris, Pharmacist's Mate Second Class, USN
J. H. Mosher, Chief Water Tender, USN
John H. Mullins, Machinist's Mate First Class, USN
Laxton G. Newman, Aviation Machinist's Mate Third Class, USN (Dec.)
William Fred Nicholson, Pharmacist's Mate First Class, USN
L. E. Nunnolley, Fireman Third Class, USN
D. L. Nygren, Signalman First Class, USN
Carl W. Otterstetter, Seaman Second Class, USN (Deceased)
R. Q. Palmer, Seaman Second Class, USN
B. F. Pavlin, Electrician's Mate Third Class, USN
Alfred D. Perucci, Aviation Ordnanceman First Class, USN
Robert Jones Peth, Pharmacist's Mate Second Class, USN
F. D. Pluard, Fireman Third Class, USN
Robert K. Porterfield, Aviation Machinist's Mate, Third Class,
USN, (Deceased)
Paul O. Postlethwaite, Seaman Second Class, USN
George Raymond Prentice, Pharmacist's Mate Second Class, USN

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

PEARL HARBOR, WAKE HEROES REWARDED
(Cont.)

Commendations from the Commander in Chief, U. S. Pacific Fleet: (Cont.)

Peary Elmer Pruett, Jr., Seaman Second Class, USN
E. V. Price, Chief Electrician's Mate, USN
W. Pryor, Chief Signalman, USN
E. W. Rabe, Seaman Second Class, USN
James M. Raidy, Chief Electrician's Mate, (A1) USN
Armand F. Rau, Jr., Seaman First Class, USN
Dexter Dean Read, Pharmacist's Mate, Third Class, USN
John B. Riley, Chief Boatswain's Mate, USN
Robert Otto Rinehart, Pharmacist's Mate Third Class, USN
Jack Thomas Robbles, Radioman First Class, USN
James H. Robinson, Seaman Second Class, USN, (Deceased)
A. F. Rose, Gunner's Mate, Third Class, USN
J. J. Rose, Ship's Cook, Third Class, USN
W. H. Rountree, Fireman First Class, USN
S. F. Safranski, Machinist's Mate, First Class, USN
H. Samuel, Fireman, Third Class, USN
W. G. Schulz, Radioman, Third Class, USN
W. B. Scoggins, Signalman, Third Class, USN
R. E. Seifert, Signalman, First Class, USN
Paul Jackson Sherrard, Pharmacist's Mate, First Class, USN
Leslie V. Short, Seaman First Class, USN
Otto L. Simmons, Radioman, First Class, USN
W. A. Simpson, Aviation Machinist's Mate, First Class, USN
Fred Willard Smith, Pharmacist's Mate Second Class, USN
Charles Edgar Stevens, Jr., Pharmacist's Mate, Second Class, USN
L. J. Stevens, Signalman Second Class, USN
J. T. Stratton, Chief Boatswain's Mate, USN
C. L. Streeter, Electrician's Mate Second Class, USN
Burt Legrand Swisher, Seaman First Class, USN
D. L. Switzer, Aviation Machinist's Mate First Class, USN
L. L. Theobald, Seaman First Class, USN
A. F. Trimbur, Signalman Third Class, USN
R. J. Toth, Fireman Second Class, USN
J. A. Vyskocil, Signalman Third Class, USN
J. E. Waite, Electrician's Mate Third Class, USN
W. Warner, Seaman First Class, USN
Raphael A. Watson, Aviation Machinist's Mate First Class, USN (Dec.)
Luther D. Weaver, Seaman First Class, USN (Deceased)
E. S. White, Jr., Pharmacist's Mate Second Class, USN
G. D. Widener, Aviation Machinist's Mate Second Class, USN
Charles E. Williams, Yeoman Second Class, USN
D. H. Wright, Aviation Chief Machinist's Mate, USN
James David Young, Private First Class, USMC
Paul Owen Zeller, Private, USMC
Walter Earl Worthen, Seaman First Class, USN

NAVY CROSS

The Navy Cross was awarded to the following enlisted men in the U. S. Marine Corps:

C. E. Douglas, Gunnery Sergeant, USMC

YOUR WORK IS CONFIDENTIAL

PEARL HARBOR, WAKE HEROES REWARDED
(Cont.)

The Navy Cross was awarded to the following enlisted men: (Cont.)

J.R. Driskell, Corporal, USMC
Harold R. Hazelwood, Corporal, USMC
Dale L. Peters, Corporal, USMC

COMMENTATIONS

CITATION FOR VICE ADMIRAL WILLIAM F. HALSEY, JR., U.S.N.

Citation of the exceptionally meritorious service of Vice Admiral William F. Halsey, Jr., U.S. Navy, for which he was awarded the Distinguished Service Medal by the President of the United States, follows:

"For distinguished service in a duty of great responsibility as Commander of the Marshall Raiding Force, United States Pacific Fleet, and especially for his brilliant and audacious attack against the Marshall and Gilbert Islands on January 31, 1942. By his great skill and determination this drive inflicted heavy damage to enemy ships and planes."

NAVY CROSSES

The following submarine commanders have been awarded the Navy Cross in recognition of their especially meritorious conduct during actions with the enemy:

Lieutenant Commander C.C. Smith, U.S. Navy
Lieutenant Commander K.C. Hurd, U.S. Navy
Lieutenant Commander W.L. Wright, U.S. Navy
Lieutenant Commander M.C. Muma, Jr., U.S. Navy
Lieutenant Commander E.B. McKinney, U.S. Navy
Lieutenant J.C. Dempsey, U.S. Navy
Lieutenant W.G. Chapple, U.S. Navy

Citations are not yet available as the above awards were made in the sphere of action by the Commander of United States Naval Forces, Southwest Pacific, Vice Admiral William A. Glassford, Jr., U.S. Navy.

"THEY SAY AT THE OFFICE....."

IS DYNAMITE IN A COCTAIL.

COMMENDATIONS

(Cont.)

THREE SUBMARINE COMMANDERS, MEDICAL OFFICER
RECEIVE NAVY AWARDS

Lieutenant Commander Chester C. Smith, U.S.N., was awarded the equivalent of a second Navy Cross on March 16, 1942 on the basis of battle reports crediting his submarine with the sinking of eight enemy vessels.

Simultaneously the Navy Cross was awarded to two other submarine commanders, Lieutenant Commanders Lucius H. Chappell and Theodore C. Aylward, U.S.N., and to Lieutenant Commander C.M. Wassell, Medical Corps, U.S. Naval Reserve.

Lieutenant Commander Smith was awarded the Gold Star in lieu of a second Navy Cross for "outstanding and continued successful actions against the enemy." He had been presented the Navy Cross on February 27th for earlier successes.

The Navy Cross was given to Lieutenant Commanders Chappell and Aylward for "especially meritorious conduct during actions with the enemy."

Lieutenant Commander Wassell was cited for "courageous action and devotion to duty in the successful evacuation of wounded under his charge from Java under extremely hazardous and trying conditions."

PHARMACIST'S MATE ADVANCED IN RATING AND COMMENDED FOR
ACTION IN RESCUE OF USS REUBEN JAMES SURVIVORS

For "especially meritorious conduct in action" in connection with rescue of the survivors of the U.S.S. REUBEN JAMES after that destroyer was torpedoed and sunk during the night of October 30-31, 1941, in the North Atlantic, Edgar McLaurin Dodd, Pharmacist's Mate, First Class, U.S. Navy, has been commended and advanced in rating to Chief Pharmacist's Mate, U.S. Navy.

The commendation by the Commanding Officer of the vessel to which Dodd was attached, follows:

"You quickly and correctly diagnosed the type and extent of injury in each case and immediately instituted the proper treatment. You further organized and supervised those who were assisting so that each man received prompt treatment and at the same time you kept those who were seriously injured under your own care and observation.

AN IDLE TONGUE CARRIES DEATH IN ITS WAG

COMMENDATIONS

(Cont.)

PHARMACIST'S MATE ADVANCED IN RATING AND COMMENDED FOR
ACTION IN RESCUE OF USS REUBEN JAMES SURVIVORS

(Cont.)

"The Commanding Officer is of the opinion that through your energy, knowledge, ability, good judgment and leadership the lives of two seriously injured men were saved and serious illness of other survivors of the REUBEN JAMES was prevented. He takes this occasion to commend you and publish this letter at quarters."

ENLISTED MAN COMMENDED FOR EXEMPLARY
CONDUCT ON OCCASION OF AIRPLANE ACCIDENT

Anthony Spence Creider, Aviation Machinist's Mate, 1st Class, U.S. Navy, has been commended by the Secretary of the Navy Frank Knox for "exemplary conduct on the occasion of an airplane accident, Sept. 25, 1941."

Creider assisted twelve other passengers and members of the crew of a patrol bomber in donning parachutes and clearing the ship, which had lost both ailerons in a flight from San Juan, Puerto Rico, to Trinidad, B.W.I.

Ensign Herbert Cordie Weart, U.S. Naval Reserve, second pilot of the plane, recently was awarded the Distinguished Flying Cross for bringing the ship down to a safe landing on the ocean after the other thirteen occupants had parachuted. Creider, who was plane captain, was next to last to leave the ship, and left only when ordered by his commanding officer.

The letter of commendation recites that "There were fourteen persons on board, eight members of the crew, and six passengers. The plane, flying at 9,000 feet height began to lose altitude at the rate of 1,800 feet per minute, and both ailerons were torn off. Due to the violent downward motion, there was much confusion inside the plane. The patrol plane commander ordered all hands to stand by to jump. By your coolness and fearlessness, you were instrumental in assisting members of the crew and passengers in donning parachutes and clearing the plane in an orderly manner."

The plane later picked up Creider, who made emergency repairs and assisted in search operations for the others who had parachuted. Two civilians and one enlisted man perished.

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

COMMENDATIONS

(Cont.)

HAROLD F. DIXON GIVEN NAVY CROSS

An enlisted man whose heroism saved the crew of a torpedo bomber after it made a forced landing in the South Pacific during operations against the enemy was presented with the Navy Cross recently.

He is Harold F. Dixon, 41-year-old Aviation Chief Machinist Mate, who received the award and citation for "extraordinary heroism" from Admiral Chester W. Nimitz, Commander-in-Chief, United States Pacific Fleet.

Dixon and two other enlisted men were in a Navy plane with the former in command when a forced landing was made at sea on January 16th. The three men took to an emergency rubber boat and were afloat 34 days before reaching the safety of a distant island, Dixon doing the navigating and keeping up the spirits of his shipmates.

Later the men were rescued and carried to Pearl Harbor, T.H.

TWO AVIATORS COMMENDED

Two aviators who risked death in the darkness of a blackout at Naval Air Station, San Diego, to render "live" bombs inoperative and rearm them with safe fuses so four planes could carry out scheduled patrols were commended recently by Secretary of the Navy Frank Knox.

They are Lieutenant Commander James H. Hean, U.S.N., and Congrave C. Callaway, Aviation Chief Ordnanceman, U.S.N.

It was on December 10, 1941 that the four planes, loaded with 500-pound bombs, returned from a patrol with their bombs in an armed condition, the arming wires having carried away during the flight, leaving the tail fuses completely armed.

The station was blacked out as a safeguard. The four planes were scheduled to take to the air before dawn for another patrol and there was insufficient time to follow the ordinary procedure of removing the tail vanes and disassembling the fuses. However, the flight could not leave in safety until the bombs were rendered inoperative.

Lieutenant Commander Hean and Callaway hit upon a method for removing the live and armed fuses and rearming the missiles with safe fuses, and carried out their plan successfully.

"Your voluntary action, which was performed at great personal danger in the dark, and with the base completely blacked out, was parti-

NEVER TALK ABOUT YOUR WORK WHEN OFF DUTY

COMMENDATIONS

(Cont.)

TWO AVIATORS COMMENDED

cularly commendable and in accordance with the highest traditions of the service," Secretary Knox informed them in their letters of commendation.

TWO ENLISTED MEN, ONE DECEASED, ARE COMMENDED FOR HEROISM

Two enlisted men have been commended, one posthumously, by Secretary of the Navy Frank Knox for courageous conduct in a gas-filled compartment aboard the USS CHILDS on March 1, 1941. Dee Arthur Donner, Chief Machinist's Mate, U.S. Navy, lost his life in rescuing a shipmate, and Chester Frederick Nordfelt, Quartermaster, 1st Class, U.S. Navy, narrowly escaped the same fate in recovering Donner's body.

A court of Inquiry found that Donner died of acute poisoning and asphyxiation, as a result of entering a gasoline filled compartment to rescue James A. Reynolds, Machinist's Mate, 2nd Class, U. S. Navy, who had previously been overcome by the fumes. Donner "knowingly placed himself in danger in order to rescue his shipmate and in so doing lost his life."

Donner managed to pass a line around Reynolds, who was hoisted to safety, but Donner was in turn overcome. Nordfelt donned a gas mask and went in after Donner. After passing a line around Donner, he assisted in hoisting Donner through a small opening. In this operation the breathing apparatus nose piece was knocked from Nordfelt's nose. "You were aware of this and the danger it entailed," Secretary Knox wrote in the letter of commendation. "However, you continued the rescue work without hesitation and at the risk of your own life." Nordfelt was overcome by the fumes upon emerging from the hatch.

PILOT WHO 'SIGHTED SUB, SANK SAME,' COMMENDED AND ADVANCED IN RATING

Donald Francis Mason, Aviation Machinist's Mate First Class, U. S. Navy, A Naval Aviation Pilot who radioed to his base the terse alliterative message: "SIGHTED SUB SANK SAME," has been advanced to the rating of Aviation Chief Machinist's Mate and commended for meritorious conduct in action, the Navy Department recently disclosed.

The commendation, containing the story of his attack on the submarine, which took place in the Atlantic area, follows:

"While piloting a plane on patrol duty, observed the wake of a submarine proceeding submerged at periscope depth. He immediately

SILENCE IS GOLDEN

COMMENDATIONS,
(Cont.)

PILOT WHO 'SIGHTED SUB, SANK SAME,' COMMENDED
AND ADVANCED IN RATING.
(Cont.)

turned, dove to a low altitude, and dropped two depth bombs which straddled the periscope. The conning tower of the submarine rose clear of the water for a short period and then sank again. A large patch of oil soon covered the area. This attack was adjudged successful.

"In this attack Mason demonstrated a high degree of coolness, alertness, initiative and training, and excellent flying ability."

17 OFFICERS AND CIVILIANS REWARDED FOR HEROISM

Secretary of the Navy Frank Knox recently approved the award of the Navy Cross to 14 officers who distinguished themselves in action against the enemy in the Phillipine area.

In addition, Secretary Knox issued letters of commendation to three civilians who were employed at the Naval establishment at Cavite, P. I.

The following officers are being awarded the Navy Cross for "extraordinary heroism" while under heavy air bombardment in the original Japanese attack upon the Cavite Naval base:

Commander Francis J. Bridget, U. S. N.
Lieutenant John D. Bulkley, U. S. N.
Lieutenant Carl F. Faires, Jr., Supply Corps, U. S. N.
Lieutenant Jerry A. Steward, Civil Engineer Corps, U.S.N.R.
Ensign Robert W. Granston, Supply Corps, U. S. N.
Chief Pay Clerk Othello C. Bruun, Supply Corps, U. S. N.
Pay Clerk John H. Walker, Supply Corps, U. S. N.
Pay Clerk Clifford A. Hanson, Supply Corps, U. S. N.

The following officers are being awarded the Navy Cross for "distinguished service" during the same bombardment:

Lieutenant Colonel John P. Adams, U. S. Marine Corps.
Lieutenant Commander Rintoul T. Whitney, U. S. N.
Lieutenant Thomas K. Bowers, U. S. N.
Lieutenant (jg) Malcolm E. Champlin, U. S. N. R.
Lieutenant (jg) Trose E. Donaldson, U. S. N. R.
Chief Boatswain James C. Oster, U. S. N.

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

COMMENDATIONS
(Cont.)

17 OFFICERS AND CIVILIANS REWARDED FOR HEROISM

(Cont.)

The civilians who are to receive letters of commendation from Secretary Knox are as follows:

W. L. Lord,
F. V. Gittard,
George Colley.

Awards to the 17 officers and civilians were made on the basis of recommendations made by Rear Admiral Francis W. Rockwell, U. S. N., Commandant of the Sixteenth Naval District. The Navy Department has not yet been informed of the details of the incidents on which the awards were based.

BATTLE REPORTS NAME THREE
MARINES WHO SANK JAP SHIPS
OFF WAKE ISLAND.

Major Henry T. Elrod, U.S.M.C., and Captain Frank Cunningham Tharin, U.S.M.C., were identified recently as the aviators who sank a Japanese cruiser off Wake Island on December 11, the first heavy warship to be sunk in the Pacific area by pilots in the American Naval Service.

Their names were made public by U.S. Marine Corps Headquarters, which also disclosed Second-Lieutenant David Donald Kliever, U.S. Marine Corps Reserve, to be the aviator who sank a Japanese submarine off Wake Island late in the afternoon of December 12.

Identification of the three pilots as the airmen who accounted for the cruiser and the submarine was made in additional reports on the battle of Wake Island received at Marine Corps Headquarters in Washington.

Flying Grumman single-seated fighters, Major Elrod and Captain Tharin and two other pilots participated in the defense of Wake when a fleet of enemy cruisers, destroyers, gunboats and transports attacked at dawn on December 11. The four pilots were members of Major Paul A. Putnam's squadron that was reduced to a strength of but four planes in the first Japanese attack.

The Marine pilots attacked in pairs. Major Elrod and Captain Tharin hit the cruiser with eight 100-pound bombs. The cruiser sank. The other two pilots, whose names were not included in the report, badly damaged another ship, which was seen to be trailing smoke as it left the area of operations. Altogether the Marine pilots dropped 20 bombs and fired a total of 20,000 50-calibre machine-gun ammunition into the Japanese ships.

STREET CARS ARE FOR RIDING, NOT TALKING

COMMENDATIONS

(Cont.)

RATTLE REPORTS NAME THREE
MARINES WHO SANK JAP SHIPS
OFF WAKE ISLAND
(Cont.)

While on a late reconnaissance patrol December 12, Lieutenant Kliewer sighted a Japanese submarine about ten miles south of Wake. He dove at it, strafing it with 50-calibre machine-gun bullets, and as he pulled out of his dive, he loosed two 100-pound bombs. His bombs scored and the submarine sank immediately.

REWARDED FOR CAPTURE OF GERMAN SHIP

Commendations and promotions have been issued to 22 officers and men serving in the USS OMAHA when it captured the German motorship ODENWALD, seized November 6, 1941, while masquerading in the South Atlantic as an American merchant vessel.

Secretary of the Navy Frank Knox, Vice Admiral Royal E. Ingersoll, Commander-in-Chief, Atlantic Fleet, and Rear Admiral Randall Jacobs, U.S.N., Chief of the Bureau of Navigation, issued commendations to 12 of the cruisers company. Advancements in ratings were given 13 enlisted men, including three of those who received letters of commendation.

Captain Theodore E. Chandler, U.S.N., commanding officer of the cruiser at that time, and Lieutenant Commander George K. Carmichael, U.S.N., were commended for their part in the sea drama in letters from Secretary Knox.

It was Captain Chandler who identified the motorship as a hostile craft, even though she was disguised as the SS WILLMOTO of Philadelphia and was flying the U.S. flag, while Lieutenant Commander Carmichael led the boarding party ordered by Captain Chandler which saved the ODENWALD and took her to San Juan, P.R., despite efforts of the German crew to scuttle their vessel with time bombs, two of which exploded.

Those commended by Vice Admiral Ingersoll and Rear Admiral Jacobs are:

Lieutenant William B. Wideman, U.S.N.
Machinist Furman D. Waltrip, U.S. N.
Carpenter Abner L. Alton, U.S.N.
Earl F. Gerald, Chief Machinist's Mate, U.S.N.
Franklin E. King, Shipfitter, 1st Class, U.S.N.

A SLIP OF THE LIP MAY GIVE A SPY A TIP

COMMENDATIONS

(Cont.)

REWARDED FOR CAPTURE OF GERMAN SHIP

(Cont.)

Those commended by Vice Admiral Ingersoll and Rear Admiral Jacobs are: (Cont.)

Leslie J. Shoemaker, Chief Machinist's Mate, U.S.N.
Henry Charles Coronado, Chief Water Tender, U.S.N.
Sidney Earnest Morrison, U.S.N.
Andrew John Rausch, Machinist's Mate, 1st Class, U.S.N.
Robert Floyd Brannon, Machinist's Mate, 1st Class, U.S.N.

Those who received advancements in ratings are:

George Baker Herr, Boatswain's Mate, 1st Class, U.S.N., advanced to Chief Boatswain's Mate.

Charlie Reed Jones, Signalman, 1st Class, U.S.N., advanced to Chief Signalman.

Elmer Harold Wilson, Machinist's Mate, 1st Class, advanced to Chief Machinist's Mate.

Dale Wilson Vance, Machinist's Mate, 1st Class, advanced to Chief Machinist's Mate.

Frank Albert Cheshire, Metalsmith, 1st Class, U.S.N., advanced to Chief Metalsmith.

Charles Robert Brown, Jr., Aviation Ordnanceman, 1st Class, U.S.N., advanced to Aviation Chief Ordnanceman.

Lawrence Wilbur Hensley, Boatswain's Mate, 2d Class, U.S.N., advanced to Boatswain's Mate, 1st Class.

Charles Herman Olson, Boatswain's Mate, 2d Class, U.S.N., advanced to Boatswain's Mate, 1st Class.

Alfred Schramm, Seaman, 1st Class, U.S.N., advanced to Coxswain.

George Washington Wand, Seaman, 2d Class, U.S.N., advanced to Seaman, 1st Class.

With the exception of Captain Chandler, all of those commended and promoted were members of the boarding party. Before their boat reached the side of the merchantman the crew of the latter began abandoning ship. At the same time a signal was hoisted reading, "Send boats for passengers; I am sinking."

Immediately thereafter two explosions were heard within the merchant ship. The cruiser's salvage party went aboard, however, and after some hours work succeeded in stopping leaks caused by the time bombs and in getting the engines started. She reached San Juan eleven days later.

IDLE WORDS EQUIP THE FIFTH COLUMNIST'S WORKSHOP

COMMENDATIONS
(Cont.)

REWARDED FOR CAPTURE OF GERMAN SHIP
(Cont.)

Secretary Knox's letter to Captain Chandler declared the identification of the ODENWALD as a disguised ship and her subsequent salvage by Captain Chandler's boarding party "bespeaks of the efficient plans made for such an emergency, and made possible the saving of this ship under the attendant hazardous conditions."

The Secretary informed Lieutenant Commander Carmichael that in going aboard a hostile ship being abandoned in the open sea after bombs had been set off to scuttle her, and in assuming command of the vessel, affecting repairs and taking her to port under her own power, he demonstrated "leadership, foresight and determination."

YEOMAN ADVANCED IN RATING FOR MERITORIOUS ACTION

Eugene Walworth, Yeoman, Third Class, U.S. Navy, who performed many duties out of a yeoman's line while serving aboard the minesweeper, U.S.S. OGLALA which was lost in the Japanese raid on Pearl Harbor December 7, 1941, has been advanced in rating to Yeoman, Second Class, for meritorious action, the Navy Department announced recently.

The commendation which he received reads, "Walworth knew what was expected of him and performed his duties efficiently and showed very good initiative. At no time during the attack did this man seek cover, but exerted every effort to be as helpful on as many occasions as was necessary. Walworth's calmness and presence of mind is noteworthy and deserving of high praise."

COMMENDED FOR ATTEMPT TO RESCUE SHIPMATE FROM
DROWNING

James Irving Thompson, Chief Boatswain's Mate, U.S. Navy, and Carmin DeBello, Fireman, 2d Class, U.S. Naval Reserve, have been commended for "coolness and bravery of the highest degree" in their attempt to rescue a shipmate from drowning at the Naval Mine Warfare School, Yorktown, Virginia, on the night of July 31, 1941, the Navy Department announced recently.

Robert John Murphy, Machinist's Mate, 1st Class, U.S. Navy, fell overboard through an open hatch on the Mine Warfare School pier. He apparently struck his head on timbers or fittings and was rendered unconscious. A strong ebb tide carried his body down and in under pier piling. Thompson and DeBello dived repeatedly in an attempt to rescue

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

COMMENDATIONS
(Cont.)

COMMENDED FOR ATTEMPT TO RESCUE SHIPMATE FROM DROWNING
(Cont.)

him, despite the tide and the fact that darkness obscured pilings and other obstacles in the water. "The fact that rescue was not effected detracts nothing from their efforts," the Board of Investigation found.

TWO OFFICERS COMMENDED BY SECRETARY KNOX

Secretary of the Navy Frank Knox recently issued letters of commendation to two young officers, one for the rescue of a seaman from a merchant vessel and the other for the attempted rescue of a drowning shipmate.

Both officers, who were serving aboard destroyers on North Atlantic convoy duty at the time of the acts for which they were commended by Secretary Knox, also were recommended for Treasury Department Life Saving Medal Awards.

They are Ensign Lowell C. Savage, U.S.N., and Ensign James Cowling Houghton, U.S.N.

Ensign Savage saved Hassan Amirkhan, member of the crew of a merchant vessel, when the latter fell overboard from his ship, hove-to in a stormy sea on September 19, 1941. He leaped from his destroyer, grabbed Amirkhan around the body and swam with him until they were both hauled to safety.

Ensign Houghton attempted to save Lieutenant (junior grade) Charles D. Sooy, U.S.N., when the latter was stunned and swept overboard by very heavy seas on October 27, 1941.

Ensign Houghton jumped from the forecastle of their destroyer, swam to the assistance of Lieutenant Sooy, who apparently was unconscious, and kept Lieutenant Sooy's head above the surface until he gained the side of the vessel.

However, the ship rolled violently down to starboard, the reverse up-roll tore Lieutenant Sooy from his grasp, and he was not seen again. Ensign Houghton subsequently was hauled on board in an almost unconscious condition.

PROMOTED FOR HEROISM

Stanley Theodore Ainsworth, Aviation Machinist Mate, 1st Class, U.S.N., was advanced to the rating of Aviation Chief Machinist Mate

HOT AIR RISES - DON'T TALK

COMMENDATIONS

(Cont.)

PROMOTED FOR HEROISM

(Cont.)

recently for "extraordinary courage, prompt and efficient action, and disregard of his own safety" during the Japanese attack upon Pearl Harbor.

Ainsworth, ignoring severe enemy bombing and strafing, raced to a burning Navy plane parked at Naval Air Station, Pearl Harbor, and saved it by extinguishing a fire spreading across the plane's wing to a gasoline tank.

HEROES OF NAVY SUBMARINE HONORED AT PEARL HARBOR

On March 18th the United States Army paid tribute to heroes of a Navy submarine for carrying out of a hazardous mission in behalf of the War Department in enemy-controlled waters of the Far East. Nature of the mission was not disclosed.

In brief ceremonies on the deck of an underseas boat, Lieut. General Delos C. Emmons, commander of the Hawaiian Department, presented the Distinguished Service Cross to Lieutenant Commander Frank W. Ferno.

The award was for extraordinary heroism in commanding a submarine "with fearlessness, zeal and devotion to duty.....in the accomplishment of a mission of greatest service to the Army.

Eighteen members of the submarine's crew were cited for gallantry in action and were awarded Silver Stars.

Concluding the ceremonies, Admiral Chester W. Nimitz, Commander-in-Chief of the Pacific Fleet, termed the awards "evidence of the fine cooperation which exists between the armed services in this area."

INFORMATION ON AWARDS AND COMMENDATIONS THAT HAVE
RECENTLY BEEN MADE ARE AS YET WITHHELD FROM PUBLIC
DISSEMINATION BECAUSE OF THE CONFIDENTIAL NATURE OF
THE TASKS OF THE OFFICERS AND MEN INVOLVED.

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

NAVAL DECORATIONS

The Navy has four awards it is authorized to present to Naval and Marine Corps personnel in recognition of heroic actions or distinguished service. The most coveted is the Medal of Honor which by law is presented in the name of Congress. This was first authorized by an Act signed by President Abraham Lincoln on December 21, 1861. The award of this honor was restricted to enlisted personnel until March 3, 1915, when legislation was enacted which authorized the presentation of this medal to officers of the Navy, Marine Corps or Coast Guard.

After the Armistice steps were taken to provide suitable awards for distinguished and heroic service performed during the World War, and on February 4, 1919 President Woodrow Wilson signed the Act which provided for the award of a new Medal of Honor, the Distinguished Service Medal and the Navy Cross to persons in the service. On July 2, 1926 the fourth class of awards was authorized, the Distinguished Flying Cross which was provided for recognition of acts of heroism or of extraordinary achievement during an aerial flight.

The custom of presentation of medals to recognize particular accomplishments of our armed forces was established early in the Revolution when the Continental Congress on March 25, 1776 authorized the presentation of a gold medal to General George Washington after the capture of Boston. Following is the resolution presented on that occasion:

"That the thanks of this Congress, in their own name, and in the name of the 13 United Colonies, whom they represent, be presented to his Excellency and soldiers under his command, for their wise and spirited conduct in the siege and acquisition of Boston; and that a medal of gold be struck in commemoration of this great event, and presented to his Excellency; and that a committee of three be appointed to prepare a letter of thanks, and a proper device for the medal.

"The first recognition of a Naval victory was by Congress on October 16, 1787 when it was resolved "That a medal of gold be struck and presented to the Chevalier John Paul Jones in commemoration of the valour and brilliant services of that Officer in the command of a squadron of French and American ships under the flag of the United States off the coast of Great Britain in the late war; And that the Honorable Mr. Jefferson, Minister Plenipotentiary of the United States at the Court of Versailles, have the same executed with the proper devices."

Thomas Jefferson had the dies made in Paris by the French medalist, M.A. Dupre, and a number of medals were struck from them. The dies remained in France in the museum of the French Mint until 1939, when by action of the French Government they were returned to the United States. After the Tripolitan War of 1804, Congress provided awards to the officers, seamen and marines who had served with Commodore Edward Preble's Squadron. The Act of March 3, 1805 provided that the:

JAPS HAVE A DISLIKE FOR AMERICANS - DON'T TALK

NAVAL DECORATIONS

(Cont.)

"Thanks of Congress be, and the same are hereby, presented to Commodore Edward Preble and through him to the officers, seamen and marines attached to the squadron under his command for their gallantry and good conduct displayed in the several attacks on the town, batteries, and naval force of Tripoli in the year 1804 and the President be further requested to cause a sword to be presented to each of commissioned officers and Midshipmen who have distinguished themselves in the several attacks.

"Resolved that one month's pay be allowed, exclusive of the common allowance to all the petty officers, seamen, and marines of the squadron, who so gloriously supported the honor of the American flag under the orders of their gallant commanders in the several attacks.

"The President also be requested to communicate to the parents, or other near relatives of Captain Richard Somers, Lieutenant Henry Wadsworth, James Decatur, James R. Caldwell, Joseph Israel, and Midshipman John Sword Dorsey the deep regret which Congress feels for the loss of these gallant men, whose names ought to live in the recollections and affections of a grateful country and whose conduct ought to be regarded as an example to future generations."

Subsequent naval victories were similarly recognized by Congress. On December 21, 1861, the Medal of Honor was authorized for award to such petty officers, seamen, landsmen and marines who should distinguish themselves by their gallantry in action and other seamanlike qualities. A similar award was provided for enlisted men of the army on July 12, 1862.

On July 16, 1862, additional legislation provided that for the promotion to "forward warrant officers or acting master's mates" of seamen meriting the award of the Medal of Honor and upon such promotion were to receive a gratuity of one hundred dollars. Forward warrant officers were Boatswains, sailmakers, carpenters and gunners who were employed and lived in the forward part of the ship. A similar provision was contained in the Act of May 17, 1864.

The Medal of Honor provided by the Navy was designed by Mr. A.C. Paquet. General Order No. 10, issued April 3, 1863 by Secretary Gideon Welles stated that "Medals have accordingly been prepared, and each consisted of a star of five rays in bronze, with a device emblematic of the Union crushing the monster, Rebellion -- the star itself sustained, as a means of wearing it as intended, by the flukes of an anchor."

The General Order further stated that:

"1st. It is to be worn suspended from the left breast by a ribbon of the same pattern as that which will be found attached on its

SILENCE IS ALWAYS ON THE GOLD STANDARD

NAVAL DECORATIONS
(Cont.)

presentation -- showing all blue at top for half an inch downwards, and thirteen vertical stripes, alternately red and white, for eight-tenths of an inch, or the rest of its length to the ring of the anchor."

"2d. The name of the recipient is to be engraved on the back of the medal."

"3d. The names of all those upon whom the Navy Department may be pleased to confer the medal shall be publicly made known, and a registry thereof kept in the department."

"4th. The medal shall only be awarded to those Petty Officers and others indicated, who shall have evinced in battle some signal act of valor or devotion to their country; and nothing save such conduct, coupled with good general qualities in the service, shall be held to establish a sufficient claim to it."

"5th. In order to enable the department to discriminate fairly and properly in the premises, Commanding Officers, in recommending parties for the medal, are to state minutely the grounds of their recommendation -- precisely what the deeds of valor or devotion were, and the circumstances attending them; and they are also to state the impressions made by the parties as to their general public worth."

The first General Order announcing the awards of this medal was signed on April 3, 1863. That order contained a list of 44 names of Navy men who had distinguished themselves in action. The earliest exploit to be rewarded was that of John Williams, Captain of the Main-top, on board the U.S.S. PAVNEE in the attack on Matthias Point, Virginia, June 26, 1861. The General Order stated that his "gallantry cannot be spoken of in too high terms. Though wounded by a musket ball in the thigh, he retained charge of his boat, and when the staff was shot away, held the stump in his hand, with the flag, until we got alongside the FREEBORN."

General Order No. 17, published July 10, 1863, announced the award of the Medal of Honor to two marines; Corporal John Mackie for gallant conduct at Fort Darling, Drury's Bluff, James River, Virginia, May 15, 1862, and Sergeant Pinkerton R. Vaughn, for "zeal and courage" in the attack on Port Hudson batteries. Twenty-four enlisted men of the Navy were included in that General Order for the award of this decoration.

Uniform regulations required that the Medal of Honor and ribbon be worn on the left breast until 1913. In that year regulations were changed and the medal was placed in its present distinctive position at the neck of the wearer, "being detached from its original ribbon and worn as a pendant from a ribbon band woven through the anchor ring. The ribbon band, which is of light blue with a cluster of thirteen small stars, is worn around the neck."

LET THE ORATORS DO THE PUBLIC SPEAKING

NAVAL DECORATIONS

(Cont.)

In 1915, the award of the Medal of Honor was authorized for officers of the Navy, Marine Corps and the Coast Guard. The first awards made under this law were for service at Vera Cruz in April, 1914.

In February, 1919, President Woodrow Wilson signed "An Act to provide for the awards of Medals of Honor, Distinguished-Service medals, and Navy Crosses, and for other purposes."

A Special Board of Awards was appointed by Secretary of the Navy Josephus Daniels on March 6, 1919 to recommend those deemed worthy of the award of Medals of Honor, Distinguished-Service Medals and Navy Crosses as provided for in the Act of February 4, 1919. Following the recommendations of that Board and subsequent action by Secretary Daniels, awards for heroic actions and distinguished service during the World War were presented in Washington and at various Naval stations on Armistice Day, 1920, to a large number of Navy and Marine Corps officers and men, and also to members of the military services of the Allies.

The Medal of Honor presented at this time was designed by Tiffany and Company of New York. It was of gold in the form of a cross superimposed upon a wreath of leaves. The center of the cross bears the arms of the United States framed by the inscription UNITED STATES NAVY, 1917-1918 and each arm of the cross contains an anchor. This medal, like the first Medal of Honor, is worn at the neck as a pendant, but in contrast to the older medal which is suspended direct from the ribbon band worn around the neck, the new medal is suspended from the band by means of its ribbon. The service ribbon worn in lieu of either Medal of Honor is light blue and bears a cluster of white stars.

Twelve Medals of Honor of this type were presented to the Navy personnel and seven to members of the Marine Corps.

After those awards were presented, the bestowal of the older type of Medal of Honor was resumed. These included the recognition of several acts of heroism performed prior to the authorization of the award to officers in 1915. Among them was the award of the decoration to Rear Admiral Richmond Pearson Hobson (CC), U.S. Navy, who during the Spanish American War distinguished himself conspicuously by extraordinary courage and intrepidity at the risk of his life and beyond the call of duty on June 3, 1898, by entering the fortified harbor of Santiago, Cuba, and sinking the partially dismantled Collier MERRIMAC in the channel under persistent fire from the enemy fleet and fortifications on shore. (Rear Admiral Hobson died March 16, 1937.)

Two officers of the Marine Corps, Colonel David D. Porter, (now Brigadier General, Retired) and Colonel Hiram I. Bearss (now deceased) were awarded Medals of Honor in 1934 in recognition of "extraordinary heroism and eminent and conspicuous conduct in battle in the Province of Samar, Philippine Islands, November 17, 1901, during the insurrection.

CARELESS TALK MAY HAVE CAREFUL LISTENERS

NAVAL DECORATIONS

(Cont.)

The most recent award of the Medal of Honor was to four enlisted men of the Navy who showed extraordinary heroism in rescuing the crew of the submarine SQUALUS which sank off the coast of New Hampshire on May 23, 1939.

To date 664 medals of the older type have been presented to members of the Naval Service and 107 to officers and men of the Marine Corps.

Eight times a second Medal of Honor was awarded to a member of the service. Lieutenant John McCloy, Retired, of 127 Sylvan Avenue, Leonia, New Jersey, is the only Naval officer to be awarded this decoration twice. He was awarded the first medal for "distinguished conduct in battle" while with the relief expedition of Allied forces during the Boxer Rebellion in China June, 1900, while a Coxswain, and the second for service as a Warrant Officer at Vera Cruz, April 22, 1914. Lieutenant McCloy also received the Navy Cross for service in command of the U.S.S. CURLEW in clearing mines from the North Sea. He was born in Brewster, New York, January 30, 1876, and enlisted in the Navy March 7, 1898.

Five other Navy men received the second award. They were:

John Cooper, Quartermaster, (deceased).
Albert Weisbogel, Chief Boatswain's Mate, (deceased).
Patrick Mullin, Boatswain's Mate, (deceased).
John Laverty, Fireman First Class, (deceased).
John King, Water Tender, (deceased).

The late Major General Smedley D. Butler, U.S. Marine Corps, received the Medal of Honor for service at Vera Cruz April 22, 1914, and a second medal for an attack on Fort Riviera, Haiti, November 17, 1915. (A destroyer has been named in honor of General Butler). He also received the Distinguished-Service Medal (Navy), the decoration from France, the Etoile Noire (rank of Commander) and the Medaille Militaire. General Butler received two Medals of Honor and wore them both with other decorations. He also received the Distinguished-Service Medal (Army).

Sergeant Major Daniel Daly, U.S. Marine Corps, was awarded the Medal of Honor for gallant service in the Battle of Peking, China, August 14, 1900, and the second for service in Haiti in 1915. He was cited for heroism in General Order No. 44 of July 12, 1918 and was awarded the Army Distinguished Service Cross, the Navy Cross, the Croix de Guerre with Palm, and the French Medaille Militaire for World War Service. A destroyer has been named in his honor.

The Distinguished-Service Medal may be presented to any person who, while in the Naval Service of the United States since the sixth of

HEAR EVERYTHING, SEE EVERYTHING, SAY NOTHING

NAVAL DECORATIONS
(Cont.)

April, 1917, has distinguished himself by exceptionally meritorious service to the government in a duty of great responsibility. This medal is of gold, bronze and enamel. The obverse has the figure of an American eagle, surrounded by a blue enameled band bearing the inscription "UNITED STATES OF AMERICA AND NAVY". The reverse is a trident encircled by olive branches around which is a band of blue enamel on which is inscribed "FOR DISTINGUISHED SERVICE." It was designed by Mr. Paul Manship. This decoration is worn on the left breast, suspended from a blue ribbon with a center strip of gold. 349 awards of this decoration have been made to members of the Naval Service. Admiral Ernest J. King, U.S. Navy, Commander-in-Chief, United States Fleet, is one of the few persons who received the second award of this decoration and he received a gold star to be worn with the medal which was presented to him in lieu of a second medal. 38 Distinguished-Service Medals have been awarded to members of the Marine Corps.

The first Distinguished-Service Medal was awarded posthumously on March 13, 1919 (about five weeks after the authorization of this decoration) to Brigadier General Charles A. Doyen, USMC, who was credited with having "built" the Fourth Brigade of Marines which acquitted itself so valorously in the Chateau Thierry Sector in France and subsequent battles.

The Navy Cross may be awarded to any person who, while in the Naval Service of the United States, has distinguished himself by extraordinary heroism or distinguished service in the line of his profession, such heroism or service not being sufficient to justify the award of the Medal of Honor or a Distinguished-Service Medal."

The Navy Cross is the only decoration which has been bestowed on women of the Naval Service. Four women were awarded this decoration. (Three were posthumous awards). All were members of the Navy Nurse Corps whose service was recognized in this manner. The Cross was presented to Mrs. Lenah Sutcliffe Higbee, R.N., and to the relatives of Miss Marie Louise Hidell, R.N., Miss Lillian M. Murphy, R.N., and Miss Edna E. Place.

Mrs. Higbee, the second superintendent of the Navy Nurse Corps, was appointed to duty in the Nurse Corps soon after its formation in 1908. Prior to that time, women nurses had been employed at times in naval hospitals to care for the sick and wounded, but not until May, 1908 did Congress authorize the employment of nurses as a part of the Medical Department of the United States Navy. At that time Mrs. Higbee, who was the widow of Colonel J.H. Higbee, U.S. Marine Corps, was highly qualified both personally and professionally for the nursing service. She had completed her training at the New York Post Graduate Hospital in 1899 and had taken a postgraduate course at Fordham Hospital, New York City. She was appointed a Navy Nurse on September 7, 1908 and ordered to duty in the U.S. Naval Hospital, Washington, D.C. She

OUR SAFETY DEPENDS ON YOUR SILENCE

NAVAL DECORATIONS

(Cont.)

became Chief Nurse April 4, 1909 and Superintendent of the Navy Nurse Corps January 20, 1911. On November 30, 1922 she was honorably discharged at her own request.

The Navy Cross was awarded to Mrs. Higbee October 23, 1920 with the following citation: "For distinguished service in the line of her profession and unusual and conspicuous duty as Superintendent of the Navy Nurse Corps." She died January 10, 1941 at Winter Park, Florida.

The Navy Cross was awarded to Miss Hidell, Miss Murphy and Miss Place after they had lost their lives in performance of their duty. All served during the World War and died in Naval Hospitals during the influenza epidemic of 1918 - Miss Murphy at the U.S. Naval Hospital at Hampton Roads, Virginia; Miss Hidell and Miss Place in the U.S. Naval Hospital at Philadelphia. The citations were similar except for mention of hospitals. They read: "For distinguished service and devotion to duty.....During the epidemic of influenza, worked day and night among the patients until stricken with the disease as a result of which she lost her life."

The Navy Cross has been awarded to 1,605 persons in the Naval Service and to 205 officers and 320 enlisted men of the Marine Corps. Several have been awarded this decoration a second time.

The receipt of the Distinguished-Service Medal or the Navy Cross by an enlisted man entitles him to additional pay at the rate of \$2.00 per month from the date of the Act or service on which the award is based.

The Distinguished Flying Cross was authorized by Act of Congress July 2, 1926 for award to any person while serving in any capacity with the Air Corps of the Army of the United States, including the National Guard and the Organized Reserves or with the United States Navy subsequent to April 6, 1917, has distinguished himself by heroism or extraordinary achievement while participating in an aerial flight.

The Distinguished Flying Cross presented by both the Army and the Navy is identical, the only decoration used by both services. It was designed by Mr. DuBois, Quartermaster of the United States Army. It is of bronze in the form of a cross, pattee, on which is superimposed a four blade propeller. On the reverse are inscribed the name and rank of recipient. It is suspended by a bar from a moire ribbon with stripes of red, white and blue.

To date the Distinguished Flying Cross has been awarded to thirty officers and men of the Naval Service, and to twenty officers and five enlisted men of the Marine Corps.

WORDS GET TWISTED - AND SOMEBODY FALLS

NAVAL DECORATIONS
(Cont.)

On October 14, 1927 the Permanent Board of Awards was established by the Secretary of the Navy to consider recommendations for awards of Naval decorations. This board considers and makes awards to both Navy and Marine Corps personnel. It has no specific regular sessions, but convenes from time to time as may be necessary to examine cases referred to it by the Secretary for recommendation. This board is composed of two Rear Admirals of the Line of the Navy and a Brigadier General of the Marine Corps. A Lieutenant Commander of the Line of the Navy serves as Recorder.

The Secretary of the Navy on December 26, 1941 authorized all flag officers to advance enlisted men in rating up to and including chief petty officer, acting appointment, in recognition of especially meritorious conduct in action. This authority provides that these advancements may be made without regard to vacancies or the normal service requirements.

The Commanders-in-Chief of the U.S. Fleet, the Asiatic Fleet, the Atlantic Fleet, and the Pacific Fleet, have been authorized to award and present in the name of the President, the Navy Cross to any person in the naval service who has or who shall distinguish himself by extraordinary heroism.

All Commanders-in-Chief have been directed to submit by despatch such recommendations for temporary advancement of officers under their command where specially meritorious conduct in action may be considered as warranting advancement.

Prepared by:
Reference Division of the
Office of Public Relations.

CONSERVATION OF PRINTED FORMS

The attention of the service is again invited to the importance of conserving printed forms in order to save paper and avoid waste. Extra copies of Forms N.Nav. 524, which serve no useful purpose, continue to be forwarded to the Bureau when advancements in rating are recommended or reported. Only reports of examination on Form N.Nav. 524 for advancements to ratings of pay grade four and above should be forwarded to the Bureau, and in these cases only the original should be forwarded except in the cases of Hospital Corpsmen, when one copy should be provided for the Bureau of Medicine and Surgery.

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

ACCREDITED COLLEGE PROGRAM (V-1)
BEING WARMLY RECEIVED

The Bureau of Navigation is in receipt of the following letter and resolution from the President of Yale University:

"Rear Admiral Randall Jacobs, U.S.N.,
Chief, Bureau of Navigation,
Navy Department, Washington, D.C.

My dear Admiral Jacobs:

"I beg to enclose herewith a copy of the resolution passed by the Corporation at their meeting last Saturday. This conveys formally what I am very anxious to send you informally -- our deep appreciation of the guidance and the help which you and your colleagues in the Bureau of Navigation have brought to us and I think to all the universities in the country. We can go forward now with our plans enthusiastically and with the confidence that they will serve the national welfare.

"Believe me, with constant expressions of high respect.

Faithfully yours,

/s/ CHARLES SEYMOUR."

From the Records of
The President and Fellows of Yale University

"Voted, to inform the Navy Department of the desire of the President and Fellows to devote the resources and energies of Yale University to the utmost for the purpose of developing the educational program in which the Navy Department has asked the colleges to take part; and to express to the Department and to the officers of the Bureau of Navigation the Corporation's appreciation of their insight into the value of maintaining liberal education in time of war and of their action in leaving the colleges free to carry out this work of cooperation in the light of their own traditions, faculties, and facilities."

YOURS IS A SACRED TRUST - DON'T BETRAY IT

RECENTLY PRAISED

Navy-trained pilots now flying under Chinese direction in the Burma area were praised recently by Secretary of the Navy, Frank Knox, and Rear Admiral John H. Towers, U.S. Navy, Chief of the Bureau of Aeronautics. Reports from the battle area, though unofficial, have indicated that these men, flying as volunteers for the Chinese Government, have had marked success against the enemy.

Early last Spring a call was made by General Chiang Kai-Shek for American personnel to act as instructors and pilots for the P-40 type airplanes which had been purchased in this country by the Chinese Government. It had been found that Chinese pilots were not trained sufficiently to pilot this advanced type of craft, and American assistance was desired until the Chinese pilots could be properly trained. Through representatives of the Chinese Government in this country, successful efforts were made to enroll pilots trained by the armed forces of the United States.

Sixty-two qualified naval pilots indicated their desire to perform this work, and the Navy Department interposed no objection to release of those persons who desired to serve with the Chinese forces. Their resignations from the naval service were accepted, and transportation, pay, and all other matters connected with their contracts were handled by the Chinese Government through its representatives in the United States.

Unofficial reports reaching the Navy Department indicate that the performance of the former naval aviators and naval aviation pilots, both Navy and Marine Corps, have been outstandingly satisfactory.

The Navy is proud of their work, particularly in view of the fact that the men so engaged represent a fair cross section of the type of men in the naval aviation organization. The method of training which qualified these men has withstood the test of actual warfare under the most exacting and trying conditions.

NAVAL ADMINISTRATION PAMPHLET, VOLUME I

Numerous requests have been received for copies of Naval Administration Pamphlet, Volume I. This pamphlet can be obtained from the U.S. Naval Institute, Annapolis, Maryland, at \$1.75 per copy. Official orders are subject to a discount of ten per cent in single copy lots and fifteen per cent in lots of ten or more copies, sent postpaid.

"What's a skeleton?"

"A stack of bones with all the people scraped off."

"QUIET PLEASE" - ALWAYS

PUBLICATION FOR NEWLY COMMISSIONED
NAVAL RESERVE OFFICERS

The publication entitled, "The Naval Reserve of the United States", for the information and guidance of newly commissioned Naval Reserve officers is available for purchase from the Superintendent of Documents, Government Printing Office, Washington, D.C., at fifteen cents per copy.

ADMIRAL ERNEST J. KING

On March 9, 1942 the Secretary of the Navy, Frank Knox, announced that Admiral Harold R. Stark, Chief of Naval Operations since August 2, 1939, has been relieved of that post to be designated Commander, U.S. Naval Forces operating in European Waters.

Admiral Ernest J. King, Commander-in-Chief, United States Fleet, will absorb the duties of Chief of Naval Operations, thus consolidating the two duties under one officer.

Admiral Stark will go to London as relief of Vice Admiral Robert L. Ghormley, who is at present senior U.S. Naval Officer in Great Britain.

Admiral Ghormley will go to sea after a period of temporary duty in Washington.

Before proceeding to London, Admiral Stark will take leave until late in March. He is expected to assume his new duties about April 15th.

Admiral King's duties as Chief of Naval Operations will be administered by a staff of officers under Rear Admiral F.J. Horne, U.S.N. Admiral Horne became assistant to the Chief of Naval Operations on December 27, 1941.

Rear Admiral Russell Willson, U.S.N., is Chief of Staff to the Commander-in-Chief, U.S. Fleet.

READ YOUR MAIL

The Bureau of Navigation is continually being requested to furnish certified copies of appointments and temporary commissions as well as acceptances and oaths of office. These requests entail a considerable load on officers and clerks to perform extraneous work caused by carelessness of officers concerned. All officers are requested to read thoroughly and carefully mail addressed to them and to carry out such instructions as are contained therein.

WHEN YOU BARK - HE MAY BITE

NAVAL RESERVE OFFICERS
INFORMATION RELATIVE TO CORRESPONDENCE COURSES

PROCEDURE FOR ENROLLMENT

An officer desiring to enroll in one of the correspondence courses should write an official letter to his District Commandant, specifying which course he desires. In this connection all Branch Hydrographic Offices are supplied form letters for application for enrollment, which may be had upon request by all Naval Reserve officers, but which are especially intended for use in facilitating the enrollment of Merchant Marine Reserve officers. The Commandant will then enroll the officer in the Educational Center assigned to conduct courses in the District in which the officer resides. For Merchant Marine Officers this is the District in which his records are kept. The Naval Reserve Educational Centers are located at New York, N.Y.; Great Lakes, Illinois; New Orleans, Louisiana; and San Francisco, California. At least one assignment a month should be submitted for all courses except Navigation, for which one assignment every two weeks should be submitted. These assignments are corrected, marked, and returned promptly to the student. Upon satisfactory completion of a subject, the Bureau of Navigation writes the officer concerned a letter of completion, a copy of which is filed with his official record. Books, at no cost, are furnished by the Educational Centers for the following courses.

Navy Regulations and Customs	Gunnery
Seamanship	Military Law
Communications	Naval Intelligence
	Public Relations

The Bureau of Navigation conducts the following correspondence courses:

NAVY REGULATIONS AND CUSTOMS (R)

A course of fourteen (14) assignments covering naval customs, regulations, etc. This course should be completed by all officers. Book required: "Navy Regulations, 1920", including change #21.

SEAMANSHIP (S)

A course of twelve (12) assignments covering a broad field of instruction in practical problems which face a naval officer aboard ship. The course includes eleven (11) Mooring Board problems. This course would be of special value to deck officers. Books required: Knight's "Modern Seamanship" and "Relative Movement of Ships".

NAVAL ENGINEERING AND ELECTRICITY (E)

A course of thirteen (13) assignments covering most phases of the practical operation of a Marine Engineering Plant, including recipro-

IN THE CAFETERIA, LOOSEN YOUR BELT, NOT YOUR TONGUE

NAVAL RESERVE OFFICERS
INFORMATION RELATIVE TO CORRESPONDENCE COURSES
(Cont.)

cating engine installation, turbine drive installation, and electric drive installation. This course is recommended particularly for all engineer officers. Books required: Chapters 2, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 23, 24, 27, 28, and 38 of the Manual of Engineering Instructions. These chapters can be purchased from the Superintendent of Documents, Government Printing Office, Washington, D.C. A limited number of these publications are available at the Educational Center.

An additional course in DIESEL ENGINEERING is being prepared.

COMMUNICATIONS (C)

A course of twelve (12) assignments covering all methods of communication used aboard ship. This course is designed principally for officers of the Communication Reserve, but is recommended for all deck officers. Books required: "Communication Instructions, 1939"; Chapter 30, "Manual of Engineering Instructions"; "Extracts from U.S. Navy Regulations, 1920"; and a special "Information Pamphlet".

GUNNERY (G)

A course of thirteen (13) assignments which gives the student an excellent practical knowledge of the fundamental problems in gunnery aboard ship. The course is recommended for all deck officers. Books required: "Gunnery Instructions for U.S. Naval Reserve, 1935; Instructions for Use in Preparation of the Rating of Firecontrolman, Third Class; Fire Control Notes - 1940 - USNR; Ship and Gun Drills, 1927 (out of print); Landing Force Manual U.S. Navy 1938".

MILITARY LAW (M)

A course of eight (8) assignments which gives the student very complete information concerning the procedure of naval courts-martial and other legal phases of naval law. This course is recommended for officers of all classes. Book required: "Naval Courts and Boards".

NAVAL INTELLIGENCE (I)

The old NAVAL INTELLIGENCE correspondence course has been superseded by the following courses which are now available at the Naval Reserve Educational Centers:

GENERAL INTELLIGENCE
COASTAL INTELLIGENCE
FOREIGN INTELLIGENCE
SECURITY

PLANT PROTECTION
COMMERCE AND TRAVEL
INVESTIGATION

A. SECRET IS A WEAPON AND A FRIEND

NAVAL RESERVE OFFICERS
INFORMATION RELATIVE TO CORRESPONDENCE COURSES
(Cont.)

These courses are designed to give officers of class I-V(S) a working knowledge of their probable duties if called into action service. These courses are not available to other than officers of the Intelligence branch, except as provided by Naval Reserve Multiple Address Letter No. 25-41.

PUBLIC RELATIONS (P)

A course of five (5) assignments designed to give officers concerned with public relations duties a working knowledge of the subject.

NAVIGATION (N)

For beginners, B-40, which consists of twenty-two (22) assignments and A-40, which consists of twenty-two (22) assignments. These courses, if successfully completed, should enable an officer to carry out satisfactorily the duties of Navigator aboard ship, and all deck officers should take them. Books required: "Navigation and Nautical Astronomy" (Dutton), purchased from the U.S. Naval Institute, Annapolis, Md.; price, \$3.75. "Nautical Almanac" for the years 1940 and 1939 (used with B-40 and A-40, respectively), which can be obtained from the Educational Center without cost, and the following listed books which can be purchased from the Hydrographer, Navy Department, Washington, D. C.; "American Practical Navigator" (Bowditch), latest edition, \$2.25; "Azimuth Tables", H.O. 71, price \$1.50; "Azimuth Tables", H.O. 120, price \$1.50; "Navigation Tables for Mariners and Aviators" (Dreisonstok), H.O. 208 price \$1.20; "Dead Reckoning Altitude and Azimuth Table" (Ageton), H.O. 211, Price \$.90; "The Sumner Line of Position", H.O. 203, price \$2.25. A limited number of these publications are available at the Educational Center at no cost.

INTERNATIONAL LAW (L)

A course of six (6) assignments briefly covering the particular phase of the subject of special interest to officers of the Merchant Marine Reserve. Books required: "International Law for Naval Officers" by Soule and McCauley, purchased from the U.S. Naval Institute, Annapolis, Md.; price \$2.00. A few of these books are available at the Educational Center at no cost.

CORRESPONDENCE COURSES CONDUCTED BY OTHER BUREAUS

In addition to the correspondence courses described above the Bureau of Medicine and Surgery conducts a course for Medical and Dental officers.

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

NAVAL RESERVE OFFICERS
INFORMATION RELATIVE TO CORRESPONDENCE COURSES
(Cont.)

NAVAL WAR COLLEGE CORRESPONDENCE COURSES

Correspondence courses in "International Law" and "Strategy and Tactics", which are available to Naval Reserve officers of all branches, are conducted by the Naval War College, Newport, R.I. Official requests should be made via the District Commandant to the Naval War College for enrollment.

Navy Department General Order No. 133 limits Naval War College courses as follows:

- Part I - Strategy and Tactics - Lt. (jg) and above
- Part II - Strategy and Tactics - Lt. and above

The following table is designed to show the correspondence courses which are considered by the Bureau to be of the most value for the training of the various classes of the Naval Reserve. The symbol letters refer to the identification letters shown in parenthesis on the preceding pages following the names of courses available.

CLASS		CORRESPONDENCE COURSES
Merchant Marine	Deck Officer	R S C G M L N
Reserve	Eng. Officer	R E M L
Line Officers, Organized and Volunteer Reserve	Deck Officer	R S C G M L N
	Eng. Officer	R E M L
Volunteer Reserve (Specialists)	Intelligence	I R M L
	All others	R M L, and the courses conducted by their special corps as well.

LOOSE WORDS MAY LOSE SHIPS

CHAPLAIN'S SCHOOL ESTABLISHED

The Bureau of Navigation is establishing a school at Naval Operating Base, Norfolk, Virginia, for the training of clergymen who have been appointed as Chaplains in the U. S. Naval Reserve, the Navy Department announced recently.

As far as practicable, all Navy Chaplains, upon their appointment, will be ordered to report to this school for active duty, and Chaplains already on active duty will be sent to the school when the needs of the service will permit. It is the first school of its kind ever operated by the Navy. Its curriculum is designed to crowd into two months the indoctrination that a chaplain would ordinarily acquire only through long service.

Chaplain C. A. Neyman, on duty at the Naval Operating Base, Norfolk, Virginia, will be the officer in charge of the school and will have, as additional faculty members, Chaplain Stanton W. Salisbury and Chaplain John F. Robinson. It is anticipated that there will be an average of 30 Chaplains in the school during the next six months, while the procurement program for the Chaplain Corps is being prepared to meet the needs of the entire Naval Service. Present laws authorize one chaplain for every 1,250 officers and men.

Applicants for commissions in the Chaplain Corps must have not reached their 44th birthday. Up to the age of 38 they are commissioned Lieutenants (Junior Grade), and between 38 and 44 they are commissioned Lieutenants. None is originally commissioned above the rank of Lieutenant, regardless of his prominence in civil life. All must enter the service through the Naval Reserve. Captain Robert D. Workman, Chaplain Corps, U. S. Navy, is head of the Chaplains' Division, Bureau of Navigation, Navy Department.

CHURCH EQUIPMENT FOR NAVY CHAPLAINS

Ecclesiastical equipment for use by Navy Chaplains - altar sets, crosses, candlesticks, vases; and communion cups and glasses - will henceforth be supplied by the Navy Department to its ships and shore stations. This is the first time in the history of the Navy Department that it has made this provision, the chaplains heretofore having bought the necessary church service equipment out of their own pocketbooks or received it as a gift from ship or church organization. The first altar sets have just been received from the manufacturer for distribution to forces afloat and shore stations. As fast as additional sets are received by the Navy they will be delivered until all Naval stations and ships to which chaplains are attached have full equipment for communion and for the altar.

PUT YOUR SAFETY BELT - ON YOUR MOUTH

CHURCH EQUIPMENT FOR NAVY CHAPLAINS (Cont.)

The new official U. S. Navy altar set was designed by Captain R. D. Workman head of Chaplain's Division, Bureau of Navigation, and Comdr. W. H. Rafferty, in the office of the Chief of Chaplains. To save space aboard ship the brass cross is reversible, one face designed for Roman Catholic services and the reverse for Protestant. The officiating chaplain can remove the silver Corpus or the I H S on the opposite side to conform with the service he is conducting.

Two candlesticks, also of brass, and two flower vases complete the altar set. All of the pieces have broad square bases, weighted to avoid tipping on a rolling ship, and are marked "U. S. Navy". The design has received most favorable comment.

The Navy communion service is of three types. One is a silver plated cup which is divided for wine and wafers and a paten for bread. The second consists of perforated trays each holding 44 glasses, a stacking base and cover and bread plate. The third type, for use in Naval hospitals, has a flagon, six glasses, and plate or paten, all enclosed in a portable carrier for the chaplain to take about the hospital wards. The pieces are marked "U. S. Navy" and are silver plated.

DECORATION OF GRAVES

The following letter was recently addressed to all Ships and Stations:

"1. The Chaplains at Fort Myer, Virginia, and the Presidio of San Francisco, California, will serve the personnel of the Army, Navy, and Marine Corps and the Coast Guard by decorating the graves of such of their deceased relatives and friends as are interred, respectively, in Arlington National Cemetery and in the Presidio of San Francisco National Cemetery, on Memorial Day, May 30, 1942.

"2. It is believed that undoubtedly many officers and enlisted men, and their families, who cannot personally attend to it, will desire to avail themselves of this opportunity to have the graves of their loved ones cared for on this occasion.

"3. The plan is to provide a standard floral emblem in the form of a wreath carrying a large bunch of flowers for the sum of \$2.00. To facilitate the handling of funds and the ordering of floral pieces it is desired that the standard emblem be used so far as it will be acceptable. However, if some wish to spend larger sums on flowers, special floral emblems of proportionately larger size and value will be purchased. Such decorations as are sent direct to either Chaplain, or which are delivered to him by florists, will be placed upon the designated graves as soon as received.

DO NOT REPEAT RUMORS

DECORATION OF GRAVES

(Cont.)

"4. All correspondence and remittances pertaining to the decoration of graves should be addressed to:

The Chaplain, Fort Myer, Virginia (for Arlington)
or to: The Chaplain, Presidio of San Francisco, California.

and should be in his hands by May 25, 1942. It will not be possible to fill orders after that date. Requests should indicate, the NAME, RANK, and ORGANIZATION OF THE DECEASED, AND IF POSSIBLE, THE GRAVE or LOT NUMBER WITH SECTION in which the deceased is buried."

SECURITY OF INFORMATION

A recent newspaper column by Ernie Pyle has brought forth an excellent example of "loose-talk" and "tight-mouth" and is quoted below for information:

"There are a couple of cute stories in San Francisco about sailors giving away information. One is a 'loose-talk' story, the other a 'tight-mouth' story. The loose-talk one happened to be a close friend of mine.

He was riding on a street car. A sailor sat down beside him and they started talking. My friend said, 'I see there are some new ships in the harbor this morning.' And the sailor said, 'Yeah, and the _____ (one of America's biggest battleships) is in, too. I just got off of her.'

The other story goes like this:

An elderly lady was strolling in one of the city's hilltop parks and stopped to look down over the bay, where a battleship rode at anchor. A sailor walked past, stopped nearby, and the lady said to him: 'Young man, what is the name of that ship over there?' 'I don't know, ma'am,' the sailor said politely. 'And what ship are you from?' the lady asked. 'That one,' the sailor said."

The above is an extract from a U. S. Pacific Fleet letter, addressed to all ships present.

RATS HAVE BIG EARS

REDISTRIBUTION OF MARITIME FUNCTIONS

Executive Order No. 9083, issued February 28, 1942, which transferred certain Maritime functions, directed the transfer of those functions of the United States Maritime Commission pertaining to establishing, developing and operating of the United States Maritime Service, the Cadet and Cadet Officer training program and other matters related thereto, including supervision of the State Maritime Academies, from the Maritime Commission to the Commandant of the United States Coast Guard, to be exercised by him under the direction and supervision of the Secretary of the Navy.

The officers of the Navy and Naval Reserve assigned to the Maritime Commission Academies and State Maritime Academies will be continued on active duty in their present assignments. The Cadets, Merchant Marine Reserve, at these Academies, will continue to receive the prescribed course in Naval Science and will be eligible for commissions as Ensigns in the Naval Reserve upon graduation if they have completed the Naval Science course and have obtained unlimited ocean licenses as deck or engineer officers.

PENNSYLVANIA MARITIME ACADEMY DISCONTINUED

The Bureau has been advised by the Supervisor of Cadet Training, Division of Training, U. S. Maritime Commission, that the State of Pennsylvania has suspended the activities of the Pennsylvania Maritime Academy. The training ship KEYSTONE STATE, assigned to the State of Pennsylvania, will be assigned to the State Maritime Academies of Massachusetts, New York and Maine to provide cruising experience for their cadets. The training ship BAY STATE, used by the Pennsylvania Maritime Academy, will probably be sold or turned over to the Maritime Commission's Cadet School at New York.

SAVANNAH CRACKER

KNOW FIRST AID

Once there lived an elephant in the jungles of darkest Africa. He was feared by man and beast. He knew no first aid and cared not if such knowledge could be obtained.

One day, however, he met his Waterloo - a thorn pierced his foot and he could not remove it. He wandered aimlessly day and night suffering from great pain. That was before he met Dr. Livingstone who knew first aid. The elephant was helped by the distinguished scientist when the latter removed the thorn. Many years passed.

Twenty years later, the distinguished Livingstone was attending the Barnum and Bailey circus in Madison, Wis. The great parade began. At last came a gleam of recognition. The elephant broke ranks and walked over to where the scientist sat and put his trunk gently around his body. Then he lifted him over from the fifty cent seats into the dollar and fifty cent reserved section.

MILITARY ORATORY SOUNDS BEST IN SOLITUDE

MARRIAGE (NAVY)
(As it could be.)

"Wilt thou, Jack, have this woman as thy wedded wife to live together insofar as the Bureau of Navigation will allow? Wilt thou love her, comfort, honor and keep her; take her to the movies and come home regularly to her on the 1630 boat?"

"I will."

"Wilt thou, Jane, have this sailor as thy wedded husband, bearing in mind liberty hours, boat schedules, watches, sudden orders, uncertain mail communications, and all other penalties of Navy life? Wilt thou obey him, serve him, love, honor, and wait for him; press his uniform, and let him smoke Navy plug in the house?"

"I will."

"I, Jack, take thee, Jane, as my wedded wife, from 1640 until 0730, as far as permitted by my Commanding Officer; liberty hours subject to change without notice, for better, for worse, for earlier, or later, and I promise to send thee a weekly letter while on cruise."

"I, Jane, take thee, Jack, as my wedded husband subject to the whim of the Officer of the Deck, changing residence whenever the ship moves; to have and to hold just as long as my allotment comes regularly and there I give my troth."

---Flying "A"

PSALMS OF A FLYER

1. As the telephone operator who giveth wrong numbers, is he who ex-telleth his exploits in the air.
2. He shall enlarge upon the danger of his adventure, but in my sleeve shall be heard the tinkling of silvery laughter.
3. My son, obey the law and observe prudence. Spin thou not lower than 1,500 cubits nor stunt above thine own domicile. For the hand of the law is heavy, and reacheth far and wide throughout the land.
4. Incur not the wrath of the commander by breaking the rules, for they who ignore the course shall be cast into outer darkness.
5. More praiseworthy is he who can touch his tail and wheels to the earth at one time than he who loopeth and rolleth till some dam-sel stares in amazement at his daring.

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

PSALMS OF A FLYER
(Cont.)

6. He who breaketh an undercarriage in a forced landing may in time be forgiven, but he who taxieth into another plane shall be despised forever.
7. Beware the man who taketh off without looking behind, for there is no health in him. Verily I say unto you, his days are numbered.
8. Clever men take the reproofs of their instructors in the same wise, one like unto another, with witty jest, conferring their dumbness and regarding themselves with humor. Yet they try again, profiting by his wise counsel, and take not offense at aught that has been said.
9. As a postage stamp which lacketh glue, so are the words of caution to a fool; they stick not, going in one ear and out the other for there is nothing between to stop them.
10. My son, harken unto my teaching and forsake not the law. Amen.

(By Cadet W.H. Mixdorf)
Reprint from "Prop Wash"

LET'S GET GOING ON OFFENSE!

"There is no need kidding ourselves. We have taken just about the worse licking in the history of our country during the past eleven weeks.

"And While this licking has been going on every radio, every editorial and every national orator has been shouting, "National Defense."

"We at Lake Washington Shipyards say, "Let's get going on offense". We want an end to passive thinking. We want an end to the attitude of, "We'll take care of the Japs if they come".

"That's not our kind of thinking and fighting.

"We are building ships at LWS for National Offense. We are building ships for the U.S. Navy. We are building ships that will carry the war right into Hirohito's moustache and make the Son of the Sun Goddess squirm -- and squirm plenty.

"We've got to come out of our corner fighting and fighting like a pack of wild cats. We have got to lick the pants off the Japs and the Nazis.

WALLS HAVE EARS

LET'S GET GOING ON-OFFENSE

(Cont.)

"Time is precious. . . Hours are lives. A continuation of namby-pamby national thinking can cause the war to last for years.

"We at LWS are aware of the importance of speed, the need for speed and still more speed in turning out ships.

"Uncle Sam, you can count on us for twenty-four hours of production every twenty-four hours."

---Reprint from "On the Ways",
published by the Lake Wash-
ington Shipyards, Houghton,
Washington.

BRANCH HYDROGRAPHIC CHART DISTRIBUTION OFFICES

Within the past year several Branch Hydrographic Chart Distribution Offices have been established to meet the emergency demands of ships for charts and publications. These branches carry a limited supply and cannot furnish the fleet regularly. However, they fill the urgent need for depots near operational centers where material can be obtained on short notice. These branch distribution offices are:

Branch Hydrographic Fleet Chart Distribution Office,
14th Naval District,
Navy Yard, Pearl Harbor, T.H.

Branch Hydrographic Chart Distribution Office,
Merchant's Exchange Building,
San Francisco, California.

Branch Hydrographic Distribution Office,
15th Naval District,
Balboa, Canal Zone.

Branch Hydrographic Office,
Federal Building,
San Juan, P.R.

The demands upon the Hydrographic Office for charts have increased greatly since the entrance of the United States into the war. Fortunately, this was anticipated, and additional machinery was purchased a year ago which was installed and in operation a month after the Pearl Harbor attack. Consequently, production has kept pace with the war activity of the Navy and other government branches to the extent that charts are rolling off the presses at the rate of a million copies a month. It is clear that the Navy's program of expansion will mean a continued rise in all chart requirements.

IDLE WORDS MAY REVEAL VITAL INFORMATION

CLASS A-V(N), U.S.N.R.

It is not the present intention of the Bureau of Navigation to assign officers of the class A-V(N), U.S.N.R., with fleet experience to transport squadrons.

AN ACT

Public Law 464 - 77th Congress
Chapter 110 - 2d Session
S. 1630

To provide for the advancement on the retired list of certain officers of the United States Navy and Marine Corps.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That all officers of the Navy and Marine Corps, retired prior to June 23, 1938, and all staff officers of the Navy who have been or shall be retired on or subsequent to that date, who have been specially commended for their performance of duty in actual combat by the head of the executive department under whose jurisdiction such duty was performed, and who have not been advanced on the retired list under any other provision of law, shall be advanced on the retired list to the rank of the next higher grade with three-fourths of the active-duty pay of the grade in which serving at the time of retirement: Provided, That no increased retired pay shall be held to accrue to any such officer prior to the date of approval of this Act.

Approved, February 23, 1942.

SAM BROWNE BELT MADE OPTIONAL BY MARINE CORPS

The Sam Browne belt, worn by Marine Corps officers since World War I, is no longer a required article of uniform, Headquarters Marine Corps announced recently. Cloth belts, of the same shade as the Marine Corps winter and summer field uniforms and fitted with small tongueless brass buckles, have been approved for optional wear by officers in lieu of the cordovan Sam Browne belt.

First important change in the Marine uniform since the stand-up collar for field uniforms was abolished in favor of the modern roll collar in 1927, the new belt is one and three quarters inches wide, and may, if an officer so desires, be sewn to the blouse around the waistline to a point within three inches of the front edge of the coat on each side.

KEEP YOUR OWN COUNSEL

SAM BROWNE BELT MADE OPTIONAL BY MARINE CORPS

(Cont.)

Marine Corps officers adopted the Sam Browne during the last war because British and French officers with whom they served abroad wore them and had difficulty in distinguishing Marine Corps officers from enlisted men since they wore a leather belt around the waist but without the strap across the shoulder. General John A. Lejeune, U.S.M.C., commanding the Second Division, which included the Fourth Brigade of Marines, issued the first official order on the subject on July 10, 1919, when in a memorandum he ordered all officers to wear the Sam Browne when traveling with troops. It was not until July 7, 1921, that Headquarters, Marine Corps, issued an order making it standard equipment.

Many a Marine Corps officer will be relieved to learn that the Sam Browne is no longer required, for it was necessary to polish them daily to keep them looking shiny.

SECOND MARINE DIVISION VS. SECOND MARINE BRIGADE.

Similarity in titles of the Second Marine Division and the Second Marine Brigade is resulting in misaddressing of some official letters and dispatches from various naval sources. The second Marine Brigade is not a part of the Second Marine Division nor is it stationed at the same place. Present addresses are:

Second Marine Division
Marine Corps Base
San Diego, California

Second Marine Brigade
c/o Postmaster
San Francisco, California

MARINE CORPS EXPANDS JUNIOR OFFICER TRAINING PROGRAM TO INCLUDE MARRIED MEN: AGE LIMIT RAISED

The Marine Corps has expanded its junior-officer training program to include married men and has raised the maximum age limit for applicants, Marine Corps Headquarters recently announced.

The announcement referred to the Candidates Class at Quantico, Virginia, where a large number of college graduates are being trained for commissions as second lieutenants in the Marine Corps Reserve.

Heretofore, applicants have had to be single; and age requirements have specified that each candidate be between 20 and 25 years old at the time of commissioning.

BEWARE OF INQUISITIVE FRIENDS

MARINE CORPS EXPANDS JUNIOR OFFICER TRAINING
PROGRAM TO INCLUDE MARRIED MEN: AGE LIMIT RAISED

(Cont.)

Now, however, married men may be accepted for the candidates class, provided they fulfill other qualifications. And, as to age, men may be accepted who are over 20 and under 26 at the time of enlistment.

It was also announced that applications are being received again from men who have already graduated from college.

Men accepted for the candidates class program are enlisted in the Marine Corps Reserve and serve for three months as Privates First Class, with pay of \$36.00 per month, and if they successfully complete this course are commissioned second lieutenants in the Marine Corps Reserve.

Graduates of the candidates class continue their schooling for three months in the Reserve Officers Class.

CALIFORNIA VETERANS' EXEMPTION - FISCAL YEAR 1942-43

Reference is made to the Bureau of Navigation letter NAV-1471-VD LL4-1(101) of January 27, 1942, addressed to all Ships and Stations on the above subject.

The following quotation has been received in a recent communication from the County Assessor of the County of Los Angeles, and is of interest to all service men who are residents of California:

"The Attorney General of the State of California has recently ruled that the exemption provision of the California Veteran's Exemption Act does not extend to those men now in service who have had no previous war service such as World War I, except in the event that such a man's service in this war has been terminated under honorable conditions. In the event of a present service man's death, the exemption may be claimed by his widow or his widowed mother."

The attention of all, and particularly those persons who may be temporarily distressed by their inability to meet certain usual civil obligations (payment on insurance, mortgages, taxes, rent, etc.) is again invited to the provisions of the Soldiers and Sailors Civil Relief Act of 1940. Information on this subject has been issued through circular letter and through this Bulletin. The services of many members of the American Bar Association have generously been made available to service personnel and their dependents for advice in this regard. For lists of such members, see back numbers of this Bulletin. The Bureau notes with pleasure evidence of a full understanding on the part of local

CARELESS TALK COSTS LIVES

CALIFORNIA VETERANS' EXEMPTION - FISCAL YEAR 1942-43

(Cont.)

taxing authorities of their opportunity to contribute to the National effort by an administration of their public office with a heartfelt concern for the welfare of men in the armed services, and their dependents. Individual problems and inquiries should be directed to the Commanding Officer.

CONTRIBUTION TO THE NAVY RELIEF SOCIETY
THROUGH SHIP'S SERVICE STORES.

A suggestion by a service man has been presented to the Bureau of Navigation and is considered of such merit as to deserve a really sympathetic reception by all.

The originator of the idea, Chief Yeoman Markham, is quoted as follows:

"Each member of the naval service is cognizant of the work of the Navy Relief Society in connection with relief extended to dependents and families of naval personnel.

"Demands upon this organization have been greatly increased and outside agencies are now contributing funds to this society.

"It is believed that the personnel of the Navy could, in a very simple manner, greatly enhance the assets of this organization if there were placed aboard each ship of the Navy, having a ship's store, a box with a label thereon reading "Pennies for Navy Relief". This box could be placed either on the counter or under the counter of the ship's service store and as articles sold in the store are priced at odd pennies, men making purchases would undoubtedly deposit an odd penny or two in this box with the result that a considerable amount of money would be collected for the Navy Relief Society."

The knowledge that a shipmate's dependents may temporarily be in distress is not comforting. No Navy man intends to let such a condition exist as long as he is able to do anything about it. We are not, however, always in a position to render immediate and effective aid. Fortunately there is an agency which we can depend on to do the things that we would like to do, promptly and with a sympathetic understanding--the Navy Relief Society, of course. This Society depends on you and me for support. If Commanding Officers and Ship's Service Officers insure that the box is on the counter, is there any good reason to believe that traditional Navy generosity will not respond with a full realization of the possible consequence of war?

DO YOU KNOW WHO IS LISTENING?

SUBVERSIVE ACTIVITIES - COMBATING OF.

THE LEAKAGE OF INFORMATION

The leakage of information of value to the enemy continues. Reports are constantly received of the spreading of such information. The letter of the Secretary of the Navy on this subject indicates the urgent importance of the realization by all naval personnel of the absolute necessity for safeguarding information concerning naval activities.

Many a disclosure made to a trusted individual outside the naval service is passed on by such an individual in the same spirit in which it was first made. The Navy man may tell something in confidence to a member of his family or to his friend, feeling certain that the information is safe in such hands and can do no harm. But that relative or friend mentions it in confidence to someone else, whom they likewise believe to be trustworthy; and so the information spreads. And somewhere along the line of these trustworthy people, there is someone who gets drunk or talks loudly or carries on a telephone conversation which is overheard, or in some other way this information does get into the wrong hands. This has been shown over and over again, and the only answer is NOT TO TALK.

There are other ways in which information of value to the enemy may be secured and this includes disclosures directly, to persons seeking such information, but who offer plausible reasons for seeking it. For instance, there was the example recently of an individual who claimed that he was making a survey of newspaper activities at military establishments. He went to certain camps and shore establishments and tried to find out what newspapers were published in these places and what their circulation was. Such information would of course give indication of the number of men at these places. Other individuals have sought the same kind of information by offering to make up "rolls of honor" with the names of the men or units engraved thereon. Naval personnel must be on their guard for tricks of this kind, which might lead to the disclosure of important information.

It is to be remembered that there are many civilians that occupy positions of trust and confidence in the naval establishment, and who are in the possession of much confidential information. Some of these civilians have been connected with the Navy a long time and understand their responsibilities fully. Others, however, are key employees of industrial concerns handling important Navy contracts. For instance, many such civilians supervise the installation of secret or confidential equipment and otherwise have access to the important sources of information of great value to an enemy. Not all such civilians have been properly indoctrinated in the importance of maintaining secrecy about their work. The vital necessity for safeguarding the information which comes to them through their work for the Navy has been disregarded by such individuals. They have, for instance, made long distance telephone calls from Navy

DO NOT USE THE TELEPHONE FOR SECRETS

SUBVERSIVE ACTIVITIES - COMBATTING OF.

THE LEAKAGE OF INFORMATION (Cont.)

Yards to their home plants and disclosed in such calls even the time of sailing of war vessels. Examples have come to light of such civilians showing civilian acquaintances ships in connection with which they are performing services, and they have even brought such acquaintances into the most carefully safeguarded parts of such vessels. This is a practice that cannot be tolerated, and the importance of such civilians and the value of their services to the Navy must not be allowed to interfere with the proper observance of security for which naval personnel are always fundamentally responsible.

In conclusion, a partial notation and paraphrase of a letter from the mother of an enlisted man is offered as a supporting argument for all official communications on the value of security:

"Colonel Frank Knox

Honorable Sir-

I feel that it is only fair that I should make known something that will save some of our Navy sons and ships, that has happened a few times to my knowledge and which should be stopped. Just this week, the _____ lad went down with the (a destroyer recently sunk). As I am the Commander of "U" (For Unity) Navy Mother's Club it was told me by his parents that he spoke to his Dad from New York that he was to ship out that night. I feel there are many boys who can't afford to call long distance had to die just as those who call home to let their families know something that does not concern nor that they could do anything about it, but the enemy could and these long distance phone calls serve their purpose only To call home to give a sailing time not only jeopardizes their own life but the Navy son who is true and silent, to protect not only his own life but that of his shipmates as well, so I blame these kind of communications the disaster of all involved."

(This Navy mother goes on to speak of her son whom she has not seen for a year and a half. She speaks of how he has been instructed in the care he must exercise in every communication with his family.)

"Can a Navy lad do it in _____? Not with Captain _____! and he is right. Every letter my son has sent in these _____ months can be read by anyone - never a blot out in any line. Why, because they have been trained that the protection of their life and that of their

TO MEN ONLY - DON'T TELL HER

SUBVERSIVE ACTIVITIES - COMBATTING OF.

THE LEAKAGE OF INFORMATION (Cont.)

officers and shipmates is at stake in all outside communications. So it should be in every port in the United States - which it is not - there is plenty phone calls from all."

Sincerely,

Mrs. - - - - -

SEABEES CHOSEN NAME FOR
CONSTRUCTION REGIMENTS.

"SEABEES" is the new name chosen to designate the new Naval Construction Regiments, the Navy Department announced recently. With the name an insignia has been adopted - - - a flying bee, fighting mad. On its head it sports a sailor hat. In its fore hand or leg it clutches a spitting "Tommy Gun"; in its amidship hand, a wrench, and in its aft hand, a carpenter's hammer.

In consecutive order the bee's sleeves bear the Naval rating badges of gunner's mate, machinist's mate, and carpenter's mate, each indicative of the tool in the respective hands. The background of the insignia is sea-blue, and a hawser encircling the whole indicates its connection with the Navy. On each wrist is the corps device of the Civil Engineer Corps of the United States Navy denoting the relationship of the Construction Regiments to the Bureau of Yards and Docks of the Navy Department.

The word "SEABEES" originates from the phonetic pronunciation of the letters "CB", an abbreviation for Construction Battalions. The pseudonym connotes the nautical phase of the work to be undertaken coupled with the industry of the bee. Construction Regiments have been organized to supplement or replace contractors and civilian employees beyond the continental limits of the United States.

Feeling that a distinctive insignia and an informal name would boost the esprit de corps of the new unit, officers of the Naval Air Station at Quonset Point, Rhode Island solicited suggestions from the enlisted men of the first battalion on duty there, but none seemed to be adequate, and the name was devised by those conducting the contest.

Mr. Frank Iafrate, a civilian employee of the Public Works Division at Quonset Point, Rhode Island conceived and drew the insignia in collaboration with them.

VIGILANCE PROMOTES SAFETY

SEABEES CHOSEN NAME FOR
CONSTRUCTION REGIMENTS.
(Cont.)

It is anticipated that the Construction Regiments will engage in offensive combat and will be prepared and trained to give a good account of themselves.

"SCHOLARSHIPS"

Rensselaer Polytechnic Institute, Troy, N. Y. The Trustees of Rensselaer Polytechnic Institute offer again one full four year tuition scholarship to sons of officers, petty officers or non-commissioned officers on the active or retired lists of the Navy and Marine Corps, as well as to sons of deceased officers, petty officers or non-commissioned officers of the same categories. The student selected will be awarded free tuition amounting to \$1800.00 for the full four year course. For full information regarding this scholarship see Bureau of Navigation Bulletin No. 290 of March 22, 1941.

Ogontz School, Montgomery County, Pa. Incident to the graduation of one of the present incumbents, one of the partial scholarships granted by the Ogontz School will be available for the school year commencing September, 1942. This scholarship is valued at \$900.00 and represents one-half the fixed school fees. Scholarship applies for two years in the junior college. Only daughters of graduates of the Naval Academy on active duty are eligible. Applications should be forwarded in time to reach the Superintendent, U. S. Naval Academy or the Commandant, Eleventh Naval District by June 20, 1942. Application should be accompanied by photograph of candidate, recent school record, and two letters from pastor or friends of the family. Applicant should be prepared for interview with Boards appointed by the Superintendent of the Naval Academy or the Commandant of the Eleventh Naval District. For further information see Bureau of Navigation Bulletin No. 290 of March 22, 1941.

Randles School, 1923 N Street, N. W., Washington, D. C. The Bureau of Navigation regrets to announce that the ten scholarships of \$300.00 each formerly granted to boarding students who were entitled to Presidential appointments to the U. S. Naval Academy as a result of their fathers' naval service will not be available for the school year 1942-43.

"Call the manager," he said. "I never saw anything as tough as this steak."

"You will, sir," said the waiter, "if I call the manager."

THERE IS SAFETY IN SILENCE

THE CLARK WAR TIME SCHOLARSHIPS

Cooperstown Academy has been given six scholarships, which are to be known as the Clark War Time Scholarships. These are to be awarded on a competitive basis to pupils whose education careers have been interrupted by the war time conditions in this country. The son of a man who has entered the Service or the child whose parents' business or profession has been dislocated by the war would be typical cases.

The candidates must be outstanding boys of good character and attractive personality in the seventh or eighth grade who are planning to enter within the next two years a reputable preparatory school. They must be boys who will contribute to the scholarship, spirit, and general promise of the student body of a school.

The only obligation of the parent is to contribute \$200.00 in tuition and to assume the necessary personal incidental expenses of the pupil, such as laundry, athletic equipment, and text books, a field in which it is possible for the parent and the boy to exercise thrift and frugality.

These scholarships are designed with the purpose of helping to make those adjustments which the war is rapidly necessitating for all of us. They are also frankly designed to bring to the attention of some of the better preparatory schools the work done by the newly organized Cooperstown Academy.

Communication in regard to the above scholarships should be addressed directly to the Headmaster, Cooperstown Academy, Cooperstown, New York.

PRESENT V-7 PROGRAM TO BE ENLARGED

Plans are now being promulgated for the expansion to many times its original size the present V-7 (Reserve Midshipman) Program. During the next year and a half it is presently anticipated that more than 13,000 reserve midshipmen will be graduated and will be commissioned ensigns, U. S. Naval Reserve, and in all probability will be called to immediate active duty. Approximately one-fourth of these graduates will be commissioned for engineering duty at sea, and in some cases further training for special engineering duties ashore. The remainder will be qualified as deck officers, and will probably be ordered to sea duty.

The candidates for this current program are recent college graduates or are members of the present senior classes at universities and colleges throughout the country. After meeting the V-7 physical and mental requirements, they are enlisted as apprentice seamen, and will be ordered in groups to the new Navy School of Indoctination at the University of Notre Dame, South Bend, Indiana for a one-month inten-

SPEAK NO EVIL

PRESENT V-7 PROGRAM TO BE ENLARGED
(Cont.)

sive course of indoctrination into Navy customs. Those successfully completing these indoctrination periods will then be ordered either to the Reserve Midshipman School at Northwestern University, Chicago, Illinois, or to the Naval Reserve Midshipman School at Columbia University, New York. Those qualified for the engineering training will all go the U.S.S. PRAIRIE STATE. While in these schools the students will receive the pay and allowances of a midshipman, U. S. Naval Reserve.

In addition to the above V-7 courses, it is planned to convene at three-month intervals a course for V-7 applicants for general service engineering duties at the U. S. Naval Academy, Annapolis, Maryland. It is anticipated that the additional units of the current V-7 Reserve Midshipman Program will all be in full operation by late August.

UNIVERSITY OF NORTH CAROLINA AND ST. MARY'S COLLEGE,
CALIFORNIA, NAMED AS STUDENT PILOT INDUCTION CENTERS

The Secretary of the Navy announced in late February the selection of the University of North Carolina, Chapel Hill, North Carolina, and St. Mary's College, California, as two of the student pilot induction centers in the Navy's vast aviation training program.

These selections supplement the previous announcement of the designation of the University of Georgia, Athens, Georgia, and the State University of Iowa, Iowa City, Iowa, completing the total of four institutions whose facilities will be used, in part, under the program.

The action in selecting these universities completes the initial step in launching a three-month pre-flight training program for an average of approximately 2,500 embryonic naval aviation cadets each month.

FILIPINOS - ENLISTMENT OF

Filipinos may be enlisted in Class V-6, U. S. Naval Reserve, provided they are citizens of the United States or of the insular possessions of the United States.

Enlistments will be made in the messman branch only.

Plant Foreman (to applicant for defense job) "Are you a clock watcher?"

Applicant: "No. I don't like inside work. I'm a whistle listener."

BETTER BE SILENT THAN SORRY

NAVY BUYS BONDS

Navy personnel invested almost \$4,000,000.00 in Defense Savings Securities during the month of February, according to returns received by the office of the Coordinator for Defense Savings Bonds. These returns, complete except for one activity, show that \$2,243,737.50 was invested in Series E Bonds, \$137,048.00 in Series F and G Bonds and \$220,570.90 in Defense Savings Stamps. In addition, \$1,373,195.50 was collected under the Navy Payroll Savings Plan, and will be credited to sales as soon as bonds are issued in the month of March. Following is a tabulation of sales by activities:

	<u>E BONDS</u>	<u>F&G</u>	<u>STAMPS</u>
Portsmouth Navy Yard	\$106,527.50	--	--
Boston Navy Yard	40,162.50	14,300.00	--
NTS, Newport, Rhode Island	48,787.50	--	2,166.10
3rd Naval Dist. New York	72,187.50	--	2,649.25
Brooklyn Navy Yard	268,537.50	1,566.00	37,519.00
4th Naval Dist. Philadelphia	30,362.50	100.00	400.50
Philadelphia Navy Yard	281,006.25	1,596.00	--
5th Naval Dist. Norfolk	77,793.75	7,000.00	2,500.00
Norfolk Navy Yard	148,687.50	--	7,425.85
Charleston Navy Yard	44,043.75	--	834.75
NAS, Pensacola	49,856.25	--	6,650.00
NAS, Jacksonville	34,968.75	14,000.00	9,168.50
8th Naval Dist. New Orleans	2,793.75	--	--
NAS, Corpus Christi	15,862.50	--	6,977.50
9th Naval Dist. Great Lakes	68,325.00	5,000.00	13,880.00
11th Naval Dist. San Diego	101,831.25	27,000.00	24,125.45
12th Naval Dist. San Francisco	71,137.50	5,000.00	7,650.75
Mare Island Navy Yard	221,062.50	100.00	--
13th Naval Dist. Seattle	21,337.50	8,000.00	5,874.25
Puget Sound Navy Yard	215,006.25*	--	--
14th Naval Dist. Pearl Harbor	23,718.75	--	--
Washington Navy Yard	148,462.50	43,136.00	6,226.15
Navy Dept. Naval Activities	156,768.75	10,250.00	23,522.85
D.C. & vicinity			
	<u>\$2,249,737.50</u>	<u>\$137,048.00</u>	<u>\$220,570.90</u>

*Estimated on basis of incomplete returns.

Plans are now under way for the development of a method of equitably computing competitive credits and will be announced in a special letter to the Commandants of the various activities shortly.

An animal is the only one who cannot be deceived; he can smell you.

A CHANCE REMARK MAY ENDANGER LIVES

NAVY CORRESPONDENCE

The Bureau is in receipt of a number of letters written by individuals similar to the one below:

"U.S.N. Training Station
March 9, 1942

"Bureau of Navigation
Washington, D.C.

Gentlemen:

"I am in training here for Storekeeper, and would like any books or material on this job that I can secure.

"I am here for business and would appreciate a prompt reply.

Yours truly,

_____."

Attention is invited to Article 2010, U.S. Navy Regulations.

SICK BAY

When the new medical officer reported aboard he was proudly shown about by the medical staff. Finally the charts were reached, and he looked them over carefully observing the system of abbreviations: SF for scarlet fever, TB for tuberculosis, D for diphtheria, and so on. All diseases seemed to be pretty well under control except one indicated by the symbol GOK.

"I observe," said the head doctor, "that you have a sweeping epidemic of GOK on your hands. This is a symbol not in common use in Navy Medical circles; just what is GOK?"

"Oh!" the dental officer lightly replied, "when WE can't diagnose, God Only Knows."

---The Flying "A"

Probably the best of the war jokes is the one about the Irishman that decided to go to war because the Germans had blown the saloon right off his hand, leaving him holding only the knob to the outside door.

SPILS ARE HABITUALLY INQUISITIVE

PHYSICAL TRAINING SECTION
CREATED BY NAVY

Establishment of a Physical Training Section as a unit of the Training Division, Bureau of Navigation, was approved recently by Secretary of the Navy, Frank Knox.

Head of the Section will be Commander J. J. ("Gene") Tunney, U.S.N.R., who for more than a year has served as the Navy's Director of Physical Education. Commander Tunney has been promoted from Lieutenant Commander, the grade in which he was commissioned when he entered upon active duty.

Commander Tunney's Section will have cognizance over the development and administration of a program of physical fitness for the U.S. Navy, the establishment of personnel needs for the Physical Fitness Program and the initiation of procurement, through routine channels, of such personnel; the maintenance of contacts with schools, colleges, and with the public on matter relating to the Physical Fitness Program of the Navy; the handling of all other matters pertaining to the Physical Fitness Program.

The new head of the Physical Training Section announced that applications for enlistment as Chief Specialist (A) (Acting Appointment) Class V-6 U.S. Naval Reserve, for duty as physical instructor are again being accepted, and that physical education instructors between the ages of 21 and 35 who hold degrees from recognized colleges or universities, and who have had practical experience in physical education work, are being considered for enlistment in this specialty of the Naval Reserve. They will be selected on the basis of their academic background, experience, and leadership qualities.

BASEBALL EQUIPMENT FUND

Through the office of Mr. Ford Frick, President of the National Baseball League, an offer has been accepted by the Navy Department from the professional baseball leagues to distribute a considerable amount of baseball equipment free to naval personnel. The total amount consisted of 600 dozen baseballs, 150 dozen bats and 60 complete sets of catchers' equipment. This material has been allocated to various naval districts for redistribution to activities within the district. Preference in re-allocation of such equipment has been made to activities which have less financial resources for purchase of recreation equipment.

SPANISH PROVERB

"HE WHO TALKS MUCH MAKES MANY MISTAKES."

NAVY'S FORCE OF HOMING PIGEONS
INCREASED

Not only men and ships are affected in the Navy's vast expansion program. Its ramifications have reached to many places and many activities either hitherto unassociated with a potential war effort or which have lain almost dormant since the days of a former war effort.

Among those places is a small wooden building at Lakehurst, New Jersey, where today eggs are cracking open and young homing pigeons are emerging from their lofts. This has been going on for several weeks and will continue for others.

There at the Naval Air Station experienced pigeon raisers are hard at work carrying out orders to expand the present flock of several hundred birds in order that the other lighter-than-air stations opening on the East and West coasts this spring will be supplied with these valuable "living radios."

Not since the late 20's has there been such wholesale effort at Naval pigeon lofts. At the close of that period when radios supplanted homing pigeons in airplanes, lofts were abandoned at heavier-than-air stations and the valuable breed of pigeons raised by the Navy might have faded into oblivion had it not been perpetuated at Lakehurst, "home of the dirigibles."

They were used there in various lighter-than-air work: in dirigibles, both rigid and non-rigid, and in free balloons. In the former they were employed as a supplement to the crafts' radios and in the latter as the only "radios."

As well, they competed in important races with "civilian" birds. In the New Jersey Concourse races they have competed against as many as 5,000 other pigeons.

In 1940 a Navy bird made the highest speed ever recorded in a 500-mile race by averaging over 60 miles per hour for the distance. In 1941 the Navy loft won the highly coveted average speed cup for the year's series races in the Seaboard Club.

In the 1930's, however, great numbers of homing pigeons were not needed by the Navy. They too were feeling the after effects of disarmament fever.

With the airship program of the Navy coming into full stride and big patrol ships keeping vigil over the sea lanes, these "fine feathered sailors," as they have been called, are once again coming into their rightful own.

SAVE YOUR BREATH - YOU'LL NEED IT SOMETIME

NAVY'S FORCE OF HOMING PIGEONS

INCREASED

(Cont.)

Details as to raising the birds are more or less an individual professional secret and as to flock numbers at Lakehurst a military secret. However, any fancier knows that the squabs grow to maturity with amazing rapidity.

They are out of the nest four or five weeks after hatching, and are able to fly at six or seven weeks. Training begins at four months. The average hatch is two birds and the mother will probably hatch two more the same year.

Pigeons are color conscious, and, therefore, the nests are painted different colors. The result is little or no confusion as to which nest is which.

In addition to the services already mentioned which the birds will perform, this total war in 1942 may give them an additional service. That is -- radio silence. No enemy receiver set will ever pick up the message fastened to the leg of a homeward bound "fine feathered sailor."

HERE FINGER PRINTS HELPED!

A few years back two men were traveling in Africa and were captured by a tribe of cannibals. While they were captives, they saw a drum which had an American Flag painted on its sides. When they escaped, they managed to take the drum with them to England where it was examined and found to be made of human skin. It was soaked with a potash solution which made it swell, revealing the drum to be actually of human skin.

The tassels were made from the skin of a hand and the flag on the side of the drum was the imprint of a tattooed flag on a man's chest.

The finger prints were sent to Washington, and checked and found to be those of a retired Navy Officer who had last been heard of on an expedition into the Dark Continent.

The drumhead was returned to the United States and buried with full military honors in the Arlington National Cemetery.

(Ed. Note: This story is given to be true by good authority--Whether it is correct or not is a different story--but it nevertheless is another excellent illustration of how the Navy takes care of its own.)

---From "The Crow's Nest."

DON'T GIVE INFORMATION TO STRANGERS

THE NAVY NURSE CORPS GROWS

Before June 30 the Navy will have called 450 additional nurses to active duty. One-hundred fifty will report during March, and one hundred each in April, May and June. The nurses already have been selected but are continuing in their civilian positions until called.

Naval hospitals are increasing their facilities but until all are completed additional nurses will not be needed. The Nurse Corps emphasizes the fact that nurses called are given notice long enough in advance to close down their present commitments before reporting for Naval duty. This is at least two weeks and usually a month's advance notice.

The Nurse Corps will continue to grow as Naval personnel increases.

HYDROGRAPHIC OFFICE LEADS WORLD IN CHART PRODUCTION

Turning out more than a million copies a month, the Hydrographic Office is now the leading chart producing agency in the world, the Navy Department announced recently. This figure has been exceeded the first two months of this year, and the rate bids fair to be maintained.

An annual output of twelve million copies would be approximately thirty times the normal production of any year prior to 1937. The outbreak of the war in Europe resulted in a steady increase in the demand for charts and publications of the Hydrographic Office, and the pace was greatly accelerated by the entry of the United States into the conflict. However, the Hydrographic Office has been able to meet this enormous demand without any serious delays.

The Hydrographic Office has been producing charts of the world for more than a century and was the first organization in this country to publish aeronautical charts. In recent years the publication of aviation charts and pilots has been confined largely to those of foreign countries, and these are proving invaluable to military aviators for use in the war.

He determined to pass by his favorite tavern on his way home. As he approached it, he became somewhat shaky, but, after plucking up courage, he passed on. Then, after going about fifty yards, he turned and said to himself: "Well done, Pat, me boy, come back and I'll treat ye."

BE QUICK TO BE QUIET

LLOYD'S REGISTER OF SHIPPING - 1941-42

The new edition of Lloyd's Register is now available and is being forwarded to all battleships, cruisers, destroyer and submarine tenders, aircraft carriers, the Commanders of all Sea Frontiers, and to the Commander-in-Chief, Pacific Fleet; Commander-in-Chief, Atlantic Fleet; Naval Operating Base, Argentina, Newfoundland; Naval Operating Base, Bermuda; and Submarine Base, New London, Connecticut.

The publication, "Merchant Ships", is expected to be ready by the middle of May. When received this will be forwarded to most ships, except District Craft, who have not received Lloyd's Register.

Jane's Fighting Ships and Janes All the World's Aircraft, 1941 edition, it is expected will shortly be available. To date, these have not been received from England.

SAME TYPE OF HUTS KEEP MARINES COOL IN PANAMA; WARM IN ICELAND

Marines down in Panama are erecting and living in houses designed to give a maximum of coolness -- the same houses that Marines up in Iceland live in to obtain a maximum of warmth. Officially, these houses or huts, constructed of steel and known as "Quonset Huts," are pre-fabricated units developed at Quonset, Rhode Island for Naval use. The primary difference between those erected in Panama and Iceland is that the former have screened doors and windows at each end, while those in the cold country have wooden bulkheads at the ends.

Quonset Huts, known in Iceland as "igloos" and in Panama as "wigwams", when erected look like overgrown oil drums turned on their sides and partially buried. The huts are built on a foundation of light steel trusses bolted together. Over this is laid a wooden floor which comes in sections. Between the composition inside walls and the corrugated metal outside walls is spread an insulation of wood fibre, designed to give warmth in cold countries and to hold out heat in hot places.

Each hut, designed to permit of ten single tier bunks, can accommodate about 25 men, though in the Canal Zone a smaller number occupy each hut. Double decker beds and lockers are being provided in the installations in Panama. A variation from the huts erected in Panama from those in cold countries is that the roof extends a couple of feet over the entrance to provide protection from the sun.

"Just fancy that", exclaimed the proud mother. "They've promoted our Herbert for hitting the petty officer." "They've made him a court-martial."

ARE YOU ALWAYS CAREFUL OF WHO GETS AN EARFUL?

CONTRIBUTIONS TO NAVY RELIEF
SOCIETY THROUGH SHIPS SERVICE.

The following has been received from the Commanding Officer, Naval Reserve Aviation Base, Anacostia, D. C.:

"On March 16, 1942, a communication in regard to contributions to the Navy Relief Society through Ship's Service Stores reached this Station. At 1000 on March 17, a receptacle was placed on the counter of the Ship's Service Store indicating that donations for the Navy Relief Society would be accepted. At 1510 March 19, 1942 a five dollar bill was dropped in by an officer who had just received news that he had been promoted, with the remark 'under the circumstances it seems more fitting to make a contribution to the Navy Relief than wet down the commission' like we used to."

This response on the part of the Naval Reserve Aviation Base, Anacostia, D. C., to the Bureau's recent communication on this subject is extremely gratifying. Promotion in rank or rating with its attendant assumption of greater professional responsibility is a fitting occasion for a closer consideration of one's personal responsibilities and obligations.

NAVY PHYSICAL INSTRUCTORS SCHOOL

"The Physical Instructor's School at the Norfolk Training Station is a rather exclusive club. Enrollees are selected for their training, academic qualifications and leadership. Each enrollee is expected to join in the "Esprit de Corps" of the organization from the moment he arrives at Norfolk. None but sportsmen can remain in the group. Sportsmanship calls for mutual understanding and cooperation by all. At no time may a member indulge himself in the demoralizing luxury of individualism. The behaviorism of the whole organization at all times (unless against specific regulations) is that of Dumas' Musketeers "One for All and All for One". Unless an applicant can accept this philosophy, he will be unwise to go to Norfolk for training since he obviously can never be part of the Navy Instructors Corps.

Occasionally instructors, because of three or four weeks seniority, are found with a superior attitude. In their minds they are "old salts". This cannot exist anywhere. There can be but one caste in this organization and that is the straight and true. Fluff and frills and hauteur are not part of the curriculum. Cooperation and helpfulness are expected at all times.

Under no circumstances must any applicant get the idea that he is entering a bomb-proof shelter for the duration of the war. The Navy has launched upon a serious physical fitness program for the purpose of conditioning a million fighting men whose duty it will be

REPORT SUSPICIOUS ACTIONS

NAVY PHYSICAL INSTRUCTORS SCHOOL
(Cont.)

to uphold the honor of our country and keep The Flag flying on the seven seas. The particular job of the physical instructors is to act as leaders in this program. Tirelessly we must work towards one purpose- that of developing one million men into hard-hitting, two-fisted sailor-warriors."

The above is an extract from Instructions for Enrollees and Graduates of Navy Physical Instructors School, by Gene Tunney, Commander, U. S. N. R.

THE NAVY AS A CAREER

Charles Francis Coe, author, who served in the Navy, has this to say: "Unless I desired to enter a specialized profession, I would never consider a college education against an enlistment in the Navy. I never have regretted spending my college years aboard ship. In fact, I would not trade my cruise for a dozen B. A. 's.

Asked the reason for this statement, he answered: Perfectly simple. The Navy brings life to the man, teaches him to be a man himself and to recognize the traits of manhood in others. That is fundamentally the greatest and first precept of success. No man can control another until he can control himself. The Navy teaches discipline. It takes a kid when he is living his formative years and lays a foundation upon which he can build as high as he likes without fear of collapse.

I see great changes in the personnel as contrasted with that of twenty years ago. Today the enlisted men are of a higher type. As an old timer I should not say that, but it is nevertheless true. By and large, unless I sought technical training for law, medicine, or engineering. I would swap a classmate for a shipmate any day in the week.

Mr. Coe is among the six highest paid authors in the world and enlisted in the Navy for a minority cruise in 1908. What he says fits every man today. Opportunities are even greater today than they were then. The author finishes his remark with one that everyone should think over carefully. He said: "After a man can read, write, add and subtract, eat and sleep, the world is at his feet."

From the "Daily Dope Sheet,
Naval Air Station, Norfolk, Va.

A doctor at one of the Navy's recruiting stations reports that more blondes and red heads are color blind than are brunettes.

WHY DID THAT PERSON ASK THAT?

DEFENDERS OF PACIFIC OUTPOST ASK FOR BOOKS

From far away Samoa the Navy Department recently received a request for 100 volumes of books for the entertainment of the men defending that U. S. outpost in the Central Pacific "should such a number be available upon completion of the Victory Book Campaign."

The Commandant of the Naval Station at Tutuila, which underwent a shelling at the hands of a Japanese surface vessel shortly after midnight January 11, declared that his command could use the books "to good advantage."

His request already has been referred to officials of the Victory Book Campaign, sponsored by the American Library Association, the American Red Cross, and the American Service Organizations for National Defense, Inc., and it is expected that it will be filled as soon as the books are available.

Goal of the campaign, which bears the endorsement of the Bureau of Navigation, Navy Department, is 7,000,000 "books that you like to read." The Navy can always use these and other types that are not generally read for amusement--mathematics and technical books.

Books on mathematics are widely used by Naval personnel because knowledge in this field leads to advancement of rating in certain classes. Other technical books, such as those dealing with modern aviation, and popular types including travel books, western novels, mystery fiction and stories of the sea are among those desirable in the Navy.

It is planned that the campaign will limit such activities to one book drive, insofar as the Navy is concerned. It is requested that persons desiring to give books to the Navy do so now and that they be left at various local headquarters of the Victory Book campaign.

Books which the Navy receives through this drive will be sorted by the Bureau of Navigation and distributed according to the needs of the various commands, including outlying posts such as Samoa and commands within the continental limits of the United States.

One of our Sparkticians vouches for this one:

His grandpappy had wandered off into the woods and failed to return for supper, so Sparky was sent to look for him. He found him standing in the bushes.

"Gettin' dark, Grandpap," he ventured. — "Yep."
"Supper time, Grandpap." — — — — — "Yep."
"Kin't ye hungry?" — — — — — "Yep."
"Wal, air ye comin' home?" — — — — — "Can't."
"Why can't ye?" "Standing in a Blar trap." From Tarheel.

WHY DID HE WANT TO KNOW THAT?

HARBOR PROTECTION COORDINATED
UNDER THE SECRETARY OF
THE NAVY

Secretary of the Navy, Frank Knox, recently announced the organization for effecting the President's executive order of February 25, 1942, which places primary responsibility on the Secretary of the Navy for safeguarding American ports and waterfront facilities from acts of sabotage. Operating under the Chief of Naval Operations, the Commandant of the Coast Guard is charged with administration of necessary protective measures.

Rear Admiral R. R. Waesche, Commandant of the Coast Guard, has set up an organization at Coast Guard Headquarters in Washington to administer the details of control through the Commandants of the Naval Districts. In each district, a Senior Coast Guard Officer will be assigned to the staff of the Naval District Commandant to administer the security system as a function of the Naval District Command. Each Port Captain's organization will be augmented to meet the new responsibilities involved.

The new setup also will provide for a Senior Coast Guard Captain to cover each of the two coasts. His function will be to coordinate the various elements necessary to a sound plan of security. These elements will include Naval, Military, Civilian and Industrial protective agencies.

Under the program going into effect divided authority and responsibility will largely be eliminated. It is not planned to use only personnel now in the Navy and Coast Guard but to utilize the best talent in the country for this work.

The Coast Guard will not relieve other Federal and State Agencies nor private protective concerns of their part in the security program. It is rather designed to stimulate and direct action by them, and to coordinate their individual efforts into an effective operation.

DID YOU KNOW?

The epaulettes and shoulder marks now worn by Naval Officers survive from olden days when fighting men wore metal plates on their shoulders as a protection from saber cuts.

KORNEY KORNER

A patient in an insane asylum was trying to convince an attendant that he was Hitler.

"But who told you that you were Hitler?" inquired the attendant.

"God did," replied the inmate.

"No, I didn't either," came a voice from the next bunk.

S.O.S. - SAVE OUR SECRETS!

COAST GUARD BEGINS BIG TRAINING PROGRAM
FOR RESERVE OFFICERS

One hundred and ninety-six men, all college graduates, have begun preliminary training in the United States Coast Guard Academy, New London, Connecticut, as candidates for commissions as Ensigns in the Coast Guard Reserve for service with the U. S. Navy, Secretary of the Navy Frank Knox announced recently.

Selected from hundreds of applicants from all parts of the country, these members of the first class under the new Coast Guard program are undergoing a preliminary 30-day training period as Apprentice Seamen, in a program similar to the V-7 program of the Navy. Following this period, those whose records are satisfactory will be designated as Cadets, and then will take up a three-month course in officer training.

Rear Admiral R. R. Maesche, Commandant of the Coast Guard, said that upon being commissioned, the officers will be called to active duty for the duration of the war.

The Coast Guard has announced that these special four-month courses will follow each other as rapidly as facilities permit. The academy has facilities for the annual training of about three groups of 200 men each under this program.

Applicants must be between the ages of 20 and 30 years, and must have a college degree.

Camp Matron: "Private Jones was injured accidentally during maneuvers and only relatives are allowed to see him today, are you a member of his family?"

Girl Friend: "Why - - - err, Yes, I'm his sister."

Camp Matron: "Oh, really, I'm glad to meet you. I'm his mother!"

The great trouble today is that there are too many people looking for someone else to do something for them. The solution of most of our troubles is to be found in EVERYONE DOING SOMETHING FOR HIMSELF.

We know a sister team by the name of Springboard Sisters - -
- - They've sung in every dive!!!

TAKE TIME TO BE CAREFUL

PLAYER PIANO ROLLS DONATION

A donation of several hundred player piano rolls available for the use of such naval stations or other shore establishments as may be equipped with a player piano was announced in Bulletin No. 300.

However, the address to which requests should be submitted was inadvertently omitted. Subject donation will be crated and shipped free of charge if request is made of the Officer-in-Charge, U. S. Navy Recruiting Station, Old Federal Building, Pittsburgh, Pennsylvania.

ADVENTURE, WESTERN AND DETECTIVE MAGAZINES

The Bureau has been advised that a number of pulp paper magazines, featuring adventure, western and detective stories are now offered for free distribution to naval personnel. Requests for copies of these pulp magazines should be directed to Mr. Harry Steeger, President, Popular Publications, Inc., 205 East 42nd Street, New York, New York.

TOP NOTCH SONGS

Through cooperation of the Amusement Industry, the Bureau of Navigation is advised that free copies of the song folio, "Top Notch Songs," are available to ships and stations. Direct requests should be made by those interested to Camp Shows, Inc., 8 West 40th Street, New York, New York.

MAN OVERBOARD

It is said that people who starmer,
often sing well. A deckhand who suffered
from an impediment in his speech ran
to his Captain on the bridge during a
terrific storm, and started:

"p - - p - - please, s - - s - - Sir - -"

"For goodness sakes say it," demanded the
Captain. "If you can't say it sing it!"

The deckhand took along breath and sang:

"Should old acquaintance be forgot,
and never brought to mind; the first
mate's fallen overboard; he's half a
mile behind." - - - -

TO BE MODERN - BE MODEST

SHIP'S SERVICE INSURANCE - CURRENCY ENDORSEMENT

The Bureau of Navigation is advised that the Judge Advocate General has examined and attached a currency endorsement to the Master or Key Policy No. IM 103497, issued by the Aetna Insurance Company, Hartford, Connecticut. This endorsement offers, in consideration of additional premium, protection against loss or damage to currency, including stamps, postal, express, and other money orders, checks, drafts, and certificates of deposit; to cover loss or damage directly resulting from robbery from a custodian afloat or ashore; loss or damage while being transmitted by registered mail or registered air mail; safe burglary; robbery from a night depository of a bank or from within quarters occupied by a custodian; or fire or sinking or stranding of a ship.

PRIORITIES TRAVEL BY COMMERCIAL AIRCRAFT

On January 1, 1942, a memorandum was prepared to all Bureaus and Offices of the Navy Department establishing the method of obtaining priorities by commercial aircraft.

Priorities are obtained for officers and civilian employees of the Naval Establishment, where the time element is the essential factor and the orders direct that travel is to be performed by commercial air. The object being that the travel of the officer or man is necessary to the successful prosecution of the war effort. Orders merely authorizing travel by commercial aircraft do not carry a priority.

Priority classifications are as follows:

- Class 1: Personnel of the White House upon personal request and identification.
- Class 2: Army, Navy and Marine Corps airplane pilots of their respective Ferrying Commands traveling under military orders, upon presentation of such identifying orders. (Not an air transportation request, but Military Special Orders for travel by air.)
- Class 3: Military personnel (War, Navy, Marine Corps, Coast Guard, and Allied Military Personnel) who present special orders directing travel by air (not on air transportation request or "authorization").
- Class 4: Army and Navy equipment, ammunition, supplies and materials essential to the war effort ordered for air movement by the War Department (Assistant Chief of Staff, G-4). Requests for such movements will be made by the Government Department or Agency concerned with the Air Transport Priority and Assignment Section (Office of the Assistant Chief of Staff,

"NEVER TELL I TOLD YOU?" - NEVER TELL

PRIORITIES
TRAVEL BY COMMERCIAL AIRCRAFT

(Cont.)

G-4, Department of Commerce Building, Room 5317, Telephone
EXecutive 2460, Extension 1240.)

Class 5: Personnel of all Government Departments and Agencies and other civilians whose activities are essential to the war effort, who are traveling on urgent missions "requiring travel by air," and who possess and present a certificate certifying that the transportation involved is necessary to the successful prosecution of the war effort; such certificate, to be signed by an approved executive of the Government Department or Agency concerned, or by other competent authority, specifically designated by the Supply Division, G-4, War Department, General Staff.

This classification includes members of the Congress of the United States who may execute certificates for their own travel when engaged in activities essential to the war effort.

It has come to the attention of the Transportation Division that some Bureaus are communicating direct with the Office of the Military Directory of Civil Aviation -- Lieut. Commander Leonard Marbury, U.S.N.R., Navy Liaison Officer, for priorities. This method is not in accordance with the directive. All priorities to be established must be accomplished through the Transportation Division, Bureau of Navigation. These priorities may be accomplished by telephone and confirmed later by letter.

REDUCED FARE - RAILROAD COACH TICKETS

It has come unofficially to the attention of the Chief of the Bureau that some members of the Naval Establishments have procured reduced fare railroad coach tickets when traveling under orders. This is specifically forbidden. The reduced coach fares were granted by the railroads for the benefit of members of the military services when on authorized leave, furlough or pass. The ticket agents have instructions to call for the official leave or furlough papers, or pass before furnishing a reduced fare ticket. Any member of the Naval Establishment, who obtains a reduced fare ticket when traveling under orders, will be subject to disciplinary action.

BEWARE OF PHOTOGRAPHERS

A report has been received which shows that "street photographers" operate in large cities, such as San Francisco, as follows: The subject is "snapped" in an action photograph by a man on the street carrying a high-grade camera. The subject is then handed a slip by the photographer. The slip has spaces for subject's name and address, and requests that it

YOU DON'T HAVE TO TELL EVERYTHING

BEWARE OF PHOTOGRAPHERS
(Cont.)

be filled out and returned with 25¢ to the company employing the photographer. On return, an "action" photograph of the subject will be printed.

It would appear that this procedure is an excellent manner of obtaining information of the whereabouts of naval ships and other valuable information.

Attention is invited to the inadvisability of furnishing the information requested. However, it is believed that the indoctrination of personnel, especially new arrivals, in maintaining the security of information concerning ship movements and locations will reduce the danger of disclosure of this information in the manner indicated.

TIME SIGNALS - TRANSMISSION OF BY NAVAL STATIONS

Effective 1 April time signals transmitted by Naval Radio Washington, Balboa, San Francisco and Honolulu will be in accordance with the following schedule of times and frequencies:

	TIMES (GCT)	FREQUENCIES
<u>Naval Radio</u> <u>Washington</u>	0355 to 0400	113, 4390, 9425, 12630
	0955 to 1000	113, 4390, 9425, 12630
	1555 to 1600	113, 4390, 9425, 12630
	2155 to 2200	113, 4390, 9425, 12630
<u>Naval Radio</u> <u>Balboa</u>	0455 to 0500	148, 5540, 11080
	1655 to 1700	148, 5540, 11080
<u>Naval Radio</u> <u>San Francisco</u>	0255 to 0300	115, 9090, 12540
	0755 to 0800	115
	1455 to 1500	115, 9090, 12540
	1655 to 1700	115
	1955 to 2000	115
	2355 to 2400	115
<u>Naval Radio</u> <u>Honolulu</u>	0355 to 0400	113, 9090, 12540
	1555 to 1600	113, 9090, 12540
	1955 to 2000	113, 9090

Any time signals at present transmitted by the above listed stations not in agreement with the above schedules will be discontinued as of 1 April.

YOU DON'T HAVE TO TELL ANYTHING

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. *
* *

May 1

- 1795 U. S. Flag altered to include fifteen (15) stripes.
1839 U. S. S. Seagull of Wilkes Exploring Expedition lost off Terra del Fuego.
1884 Greely Relief Expedition sailed from New York.
1898 Battle of Manila Bay under Commodore George Dewey, Spanish guns, 110—American, 137. American loss—46 wounded—Spanish loss, 618 killed and wounded.
1942 ? ? ? ?

May 2

- 1813 U. S. S. President and Congress chased H. M. S. Curlew.
1898 Sangley Point, Manila, P. I., deserted by enemy and taken possession of by U. S. Forces to destroy guns and magazines.
1942 ? ? ? ?

May 3

- 1777 U. S. S. Surprise captured British Packet Prince of Orange off Holland.
1861 U. S. S. Perry captured Confederate Privateer Savannah.
1863 U. S. S. Lilly sunk by collision in Yazoo River.
1846 Commodore Conner at Vera Cruz received information Mexican troops under General Arista had received orders to attack army (American) east of Del Norte. (NOTE:—May 4).
1942 ? ? ? ?

DEMAND IDENTIFICATION FROM STRANGERS

NAVAL ALMANAC
(Cont.)

May 4

- 1805 Gun Boat No. 7 sailed for the Mediterranean, sprung her mast; returned to New York to re-fit; sailed again on June 20, and was never heard from afterwards.
- 1846 Commodore Conner sailed with main part of his squadron for the Brazos, Santiago, and anchored on the 8th. (NOTE:-8th).
- 1864 Town of Tampa, Fla., occupied by Army and Naval Forces.
- 1917 U. S. Destroyers, 29 days after declaration of war, under the command of Admiral William S. Sims, reported for service at a British port.
- 1942 ? ? ? ?

May 5

- 1860 U. S. Squadron engaged Confederate Ironclad Ablemarle which was rammed by the U. S. S. Sarracus.
- 1861 U. S. Naval Academy was transferred from Annapolis, Md., to Newport, Rhode Island.
- 1942 ? ? ? ?

May 6

- 1860 U. S. S. Portsmouth captured slave ship Falmouth off Porto Praya.
- 1864 U. S. S. Commodore John Paul Jones destroyed by torpedo in Virginian waters.
- 1942 ? ? ? ?

May 7

- 1774 Commodore Bainbridge born.
- 1846 Force of 1200 men landed from U. S. Fleet at Pt. Isabel, Texas to assist Army.
- 1863 Confederate vessel Cherokee captured from Confederates.
- 1873 Detachment of 100 sailors and marines landed at Panama from the U. S. S. Pensacola by Rear Admiral Steadman, to protect lives and property of residents during revolution.
- 1942 ? ? ? ?

May 8

- 1779 American ship Providence captured British ship Diligent.
- 1846 Commodore Conner anchored with his squadron off the Bar at Prazos, Santiago while battle of Palo Alto raged. Five hundred seamen and marines landed under Captain Gregory of the Raritan.
- 1942 ? ? ? ?

SOME SYLLABLES ARE SWORDS

NAVAL ALMANAC
(Cont.)

May 9

- 1776 American sloop Wasp captured British ship Betsy in Delaware Bay.
- 1863 U. S. Fleet captured Fort Derussey.
- 1864 Porter's squadron passed Bailey's Dam, Red River, La.
- 1942 ? ? ? ?

May 10

- 1776 John Paul Jones commissioned Captain in U. S. Navy.
- 1800 U. S. S. Constitution captured ship Sandwich at San Domingo.
- 1801 Tripoli declared war on U. S.
- 1814 Lieutenant Gamble left Marquesas Islands with remains of Porter's Fleet.
- 1862 Confederate Ironclad Merrimac destroyed by her own crew.
- 1862 U. S. and Confederate gun boats in action at Fort Pillow, Tenn.
- 1863 Haines Bluff batteries destroyed.
- 1942 ? ? ? ?

May 11

- 1773 British sloop Margaharita captured at Machiss, Me. This was the first Naval Act of the revolution and the first sea fight after the Battle of Bunker Hill
- 1780 Capture of Charleston, S. C. by British. U. S. S. Boston, Providence, Ranger, captured.
- 1898 Ensign Bagley killed on board Winslow by Spanish shell.
- 1898 Gun fire from the Nashville, Marblehead, Winslow and Saturn at Cenfuego, Cuba, drove off Spanish troops at Cable house, destroyed it and Naval force dragged and cut two cables.
- 1942 ? ? ? ?

May 12

- 1862 Natchez, Miss., surrendered to United States Navy.
- 1910 U. S. S. Florida launched at Navy Yard, New York, N. Y. served under Admiral Rodman, (Atlantic Fleet) with the sixth battle squadron, with the British Grand Fleet.
- 1942 ? ? ? ?

May 13

- 1846 Secretary of Navy informed Commodore Conner in Mexican waters that a state of war existed between the United States and Mexico, and ordered him to exercise all the rights that belonged to him as C-in-C of a belligerent squadron.
- 1942 ? ? ? ?

THE UNSPOKEN WORD NEVER DOES HARM

NAVAL ALMANAC
(Cont.)

May 14

- 1801 U. S. Squadron dispatched to the Mediterranean under Commodore Dale who arrived May 14, 1801
1813 U. S. Privateer Anconda captured British Packet Express off Cape Verde Island.
1942 ? ? ? ?

May 15

- 1815 British Sloop Elizabeth captured on Lake Ontario.
1862 U. S. Navy attacked at Fort Darling.
1942 ? ? ? ?

May 16

- 1811 U. S. S. President captured British Sloop Little Belt.
1845 U. S. S. Independence captured one ship and one launch, later ransomed. Left Trespassy, New Foundland. One of them the NCA, reached the Azores May 17, Lisbon, May 27, and Plymouth, England May 31.
1942 ? ? ? ?

May 17

- 1776 Continental vessel Franklin captured H. M. S. Hope off Boston,
1862 U. S. S. Sebago destroyed Confederate transports.
1942 ? ? ? ?

May 18

- 1861 U. S. S. Monticello and U. S. S. Thomas Freeborn engaged Confederate batteries at Sewell's Point, Virginia.
1862 City of Vicksburg surrendered to U. S. S. Onida.
1863 U. S. S. Cuyler captured Confederate Schooner Isabel.
1863 U. S. S. Shepherd Knap wrecked on Cape Haitian.
1942 ? ? ? ?

May 19

- 1815 Commodore Decatur sailed from New York to Algiers with squadron.
1813 U. S. S. Congress captured British Brig Jean, burning her, having previously removed all copper cargo.
1942 ? ? ? ?

May 20

1801. Three Frigates and one sloop sent to Barbary Coast to protect American commerce.

MUCH TONGUE AND MUCH JUDGMENT SELDON DO GO TOGETHER

NAVAL ALMANAC
(Cont.)

May 20, (Cont.)

1863 U. S. Squadron shelled at Vicksburg, Mississippi.
1942 ? ? ? ?

May 21

1776 U. S. S. Wasp captured two brigs and one sloop off Providence.
1863 Naval Expedition captured Yazoo City, Mississippi.
1942 ? ? ? ?

May 22

1798 U. S. S. Ganges sailed. The first vessel of the reestablished Navy to get to sea.
1813 U. S. S. Congress captured ship Kiana, (10 guns) with cargo of copper and hides.
1823 U. S. S. Grampus captured two pirate vessels off coast of Mexico.
1942 ? ? ? ?

May 23

1814 British ship William captured by U. S. Flotilla, off Newport, R. I.
1846 Mexico declared war against United States.
1864 U. S. S. Columbine captured St. John's River Flotilla.
1942 ? ? ? ?

May 24

1777 American force of 6 vessels captured 11 enemy vessels off Sag Harbor.
1813 U. S. S. United States sailed on her third cruise under Commodore Decatur, accompanied by the Macedonia and Hornet, and was forced to retire into New London June 1st, by a British squadron.
1850 Grinnell Arctic Expedition sailed from New York.
1861 Naval force from U. S. sloop of war Pawnee received the surrender of the City of Alexandria, Virginia, and raised the Stars and Stripes over the Custom House.
1942 ? ? ? ?

May 25

1862 Norfolk Navy Yard recaptured by U. S. Marines.
1863 U. S. Ram Lancaster sank near Vicksburg after explosion of boilers.
1898 U. S. S. Charleston left San Francisco: First vessel to relieve Dewey after Battle of Manila Bay.
1942 ? ? ? ?

A SECRET ONCE TOLD IS NO SECRET AT ALL

NAVAL ALMANAC

(Cont.)

May 26

- 1776 U. S. S. Andrew Doria captured British Ship True Blue with cargo of sugar.
1864 Expedition up South Carolina River against Confederates.
1942 ? ? ? ?

May 27

- 1776 U. S. S. Cabot captured British ships Esther and Watson.
1813 Commodore Perry and General Scott captured Fort George, Lake Ontario.
1863 U. S. S. Cincinnati sank while running Vicksburg batteries.
1942 ? ? ? ?

May 28

- 1803 U. S. Squadron attacked Tripolitan gun boats.
1813 U. S. S. Essex captured five merchant vessels near Galapagos Islands.
1942 ? ? ? ?

May 29

- 1813 U. S. vessels stations at Sacketts Harbor attacked by British Fleet.
1781 U. S. Frigate Alliance, Captain Barry, engaging H.M.S. Atlanta and H.M.S. Trepassy at same time, captures both.
1942 ? ? ? ?

May 30

- 1813 U. S. S. Sylph captures three British gun boats after resistance of ten minutes, during which enemy lost 14 killed and 28 wounded.
1862 Expedition in James River, Virginia.
1862 Stone Inlet, S. C., captured by U. S. Navy.
1942 ? ? ? ?

May 31

- 1863 U. S. S. Alert burned at Norfolk Navy Yard.
1898 U. S. vessels Massachusetts, Iowa and New Orleans made a reconnaissance before Santiago de Cuba.
1942 ? ? ? ?

MEN OF FEW WORDS ARE THE BEST MEN

LIST OF BUREAU OF NAVIGATION CIRCULAR LETTERS

BEGINNING FEBRUARY 10, 1942

- 25-42 Officer Personnel afloat.
- 26-42 Temporary Appointments to Commissioned and Warrant Grades of Enlisted Personnel, U.S.N; U.S.N. (Ret.); F.R., U.S.N.R; and U.S.N.R. - Requirements in Connection with Permanent Status as Enlisted Men.
- 27-42 Muster Rolls.
- 28-42 Establishment of the Office of Naval Officer Procurement in continental Naval Districts.
- 29-42 Information relative to appointment of applicants to Warrant grades, U. S. Naval Reserve.
- 30-42 Air Bomber - designation of.
- 31-42 Enlisted Personnel - Distribution of.
- 32-42 Establishment of series of Naval Officer Procurement Circular Letters.
- 33-42 New Ratings, Establishment of.
- 34-42 Retired Officers Eligible List for Temporary Promotion.
- 35-42 Candidates qualified for permanent appointment of the warrant grades of Boatswain, Gunner, Machinist, (for Aviation duties), and Carpenter, U. S. Navy.
- 36-42 Unemployment compensation benefit rights of certain enlisted men of the Naval Service.
- 37-42 Aircraft Machine Gunner - Additional requirements for.
- 38-42 Casualties to Royal Canadian Air Force Personnel; Reports of.
- 39-42 Forwarding of mail to men detached from naval activities.
- 40-42 Retired officers eligible for temporary promotion.
- 41-42 Enlisted Personnel - Qualification in Submarines.
- 42-42 Officer qualification in submarines.
- 43-42 New Ratings, Establishment of.
- 44-42 National Service Life Insurance.
- 45-42 Conviction of enlisted men by general court-martial on charge of desertion.
- 46-42 Motor Machinist's Mates.
- 47-42 Policy governing enlisted personnel in Lighter-than-air organization.

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SILENCE IS THE TRUE FRIEND WHO NEVER BETRAYS

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