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BUREAU
OF
NAVAL PERSONNEL

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INFORMATION
BULLETIN

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VICE ADMIRAL WILSON BROWN DECORATED



PRESIDENT ROOSEVELT AND VICE ADMIRAL WILSON BROWN

President Roosevelt awarded the Distinguished Service Medal to his former naval aide, Vice Admiral Wilson Brown, for his brilliant and courageous leadership of the Pacific Fleet task force which destroyed or damaged more than 20 ships and 17 bombers during February and March.

Citation of Vice Admiral Wilson Brown, accompanying D.S.C. follows:

"For exceptionally meritorious service to the Government of the United States in a duty of great responsibility as a TASK FORCE COMMANDER of the United States Pacific Fleet during a period at sea of approximately eight weeks in February and March, 1942, when he displayed the highest qualities of seamanship, leadership, endurance and tenacity while conducting extensive operations against, and a successful action with, enemy forces."

TALK OVER BARS MAY LEAD TO TIME BEHIND BARS

**PRESIDENT AWARDS CONGRESSIONAL MEDAL OF HONOR
TO USS HOUSTON'S COMMANDING OFFICER**

Captain Albert H. Rooks, U.S.N., listed on service records as missing in action, has been awarded the Congressional Medal of Honor by President Roosevelt in tribute to the way he fought his ship, the USS HOUSTON, in action with numerically superior Japanese aerial and surface vessels in the Java Sea battle.

The cruiser HOUSTON and the H.M.S. PERTH, with which she was steaming in company, were last heard from after a night contact with enemy forces on February 28. The two vessels had left Tanjong Priok to pass through Sunda Straite when they encountered the Japanese ships off St. Nicholas Point.

Secretary of the Navy Frank Knox presented the medal to Harold Redfield Rooks, son of the HOUSTON'S commanding officer. The ceremony took place at the Navy Department.

Harold Rooks is now a member of the R.O.T.C. at Harvard and plans to enter the Navy.

In the citation prepared for the award of the medal, President Roosevelt praised Captain Rooks for "extraordinary heroism, outstanding courage, gallantry in action and distinguished service" during the period February 4-27, 1942, while the HOUSTON was in action with numerically superior Japanese aerial and surface forces.

Heavily bombed by Japanese planes and with one gun turret wholly disabled, the HOUSTON joined with other American, British and Dutch forces in engaging an "overwhelming force" of Japanese ships and her fire alone heavily damaged one and possibly two of the enemy's heavy cruisers.

Half of the Allied Nations' cruisers were lost in the engagement, but Captain Rooks succeeded in disengaging his ship and taking her out of the area when the Allied Nations' commander broke off the action.

The full citation prepared by the President follows:

"For extraordinary heroism, outstanding courage, gallantry in action and distinguished service in the line of his profession, as Commanding Officer of the U.S.S. HOUSTON during the period February 4-27, 1942, while in action with superior Japanese enemy aerial and surface forces. While proceeding to attack an enemy amphibious expedition, as a unit in a mixed force, HOUSTON was heavily attacked by bombers; after evading four attacks she was heavily hit in a fifth attack, lost sixty killed and had one turret wholly disabled. Captain Rooks made his ship again seaworthy and sailed within three days to escort an important reinforcing convoy from Darwin to Koepang, Timor, Netherlands East Indies. While so engaged, another powerful air attack developed which by HOUSTON'S marked efficiency was fought off without much damage to the convoy. The Commanding General of all Forces in the area thereupon cancelled the movement and Captain Rooks escorted the convoy back to Darwin. Later, while in a considerable American-British-Dutch force engaged with an overwhelming force of Japanese surface ships, HOUSTON with H.M.S. EXETER carried the brunt of the battle and her fire alone heavily damaged one and possibly two heavy cruisers. Although heavily damaged in the actions, Captain Rooks succeeded in disengaging his ship when the Flag Officer commanding broke off the action and got her safely away from the vicinity, whereas one half of the cruisers were lost."

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**CONGRESSIONAL MEDAL OF HONOR
AWARDED ONE ENLISTED MAN,
ANOTHER WINS THE NAVY CROSS**

The President has awarded the Congressional Medal of Honor to one enlisted man of the Navy and Secretary of the Navy Frank Knox has awarded the Navy Cross to another as a result of heroism displayed by them during an attack by Japanese planes on the Naval Air Station at Kaneohe Bay, Honolulu, T.H., December 7, 1941.

John W. Finn, Aviation Chief Ordnanceman, USN, was awarded the Congressional Medal of Honor for "extraordinary heroism, distinguished service and devotion above and beyond the call of duty."

Robert J. Peterson, Radioman Second Class, USN, received the Navy Cross for "distinguished service and devotion to duty."

Finn manned a .50 caliber machine gun mounted on an instruction stand in a completely exposed section of a parking ramp during the first Japanese attack on the Naval Air Station. Although painfully wounded many times while under heavy enemy machine gun strafing, Finn continued to man his gun and return the enemy's fire, with complete disregard for his own personal safety.

Only when specifically ordered to do so did Finn leave his post to seek medical attention. Following first aid treatment he returned to the squadron area and, although suffering much pain and moving with difficulty, he actively supervised the re-arming of returning U.S. planes.

"His extraordinary heroism and conduct in this action are considered to be in keeping with the highest traditions of the Naval Service," the President's citation of Finn concluded.

Peterson manned a machine gun in a completely exposed area during the same attack and, with disregard to his own safety, returned the enemy's fire vigorously and with telling effect. Immediately following one of three attacks by the Japanese, Peterson made his way into a group of blazing planes on the ground in which ammunition and gasoline were exploding. Without assistance, he succeeded in extinguishing a serious fire in one plane, saving it from destruction.

S.O.S. - SAVE OUR SECRETS!

CAPTAIN FRANK D. WAGNER, USN DECORATED



Captain Frank D. Wagner, USN (center) receives the Distinguished Service Medal from the Secretary of the Navy, the Honorable Frank Knox. At the left is Rear Admiral Randall Jacobs, USN, Chief of Bureau of Personnel.

Citation of Captain Wagner, accompanying the Distinguished Service Cross, follows:

"For exceptionally meritorious and distinguished service in a duty of great responsibility as Commander of Patrol Wing Ten during operations against the enemy in the Far Eastern Areas. Due to his splendid leadership in both the operation and administration of his command, Patrol Wing Ten continued to render invaluable service in reconnaissance and bombing operations throughout the campaign for the defense of the Netherlands East Indies. Information of the enemy obtained and furnished by the units of his command was invariably timely and accurate, in spite of conditions under which flights had to be made under his direction with the enemy in positive control of the air. Captain Wagner's conduct and that of his command throughout this period has been in accord with the best traditions of the Service."

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BE QUICK TO BE QUIET

CORRECTIONS TO "NAVY REWARDS PATWING 10 HEROES"

Page 7

Fourth paragraph, the name Larvey should read Lurvey

Tenth paragraph, second sentence should read as follows:

"Lieutenants (junior grade) Robertson and Robinson and their men were shot down over the Makassar Straits February 24 and 25, respectively, and are listed on service records as missing.

Eleventh paragraph: Delete word "posthumously."

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"PATWING 10" DECORATIONS

The Navy has formally rewarded the intrepid warriors of Patwing 10 for the miracles they performed and the heroism they displayed during 90 days and nights of fierce action against numerically superior Japanese forces in the Southwest Pacific.

Decorations or promotions were issued to 57 officers and men of that gallant Naval aviation outfit which, as previously described, started in the Philippines with 42 bombers and ended up in Australia with two - that courageously fought, and in some cases died, against overwhelming odds without complaint.

Twenty of Patwing 10's personnel received the Navy Cross, Distinguished Service Medal or Distinguished Flying Cross. Included in this group were 15 officers and 5 enlisted men. Thirty-seven enlisted men were promoted for meritorious conduct.

The story of Patwing 10, as a unit, was told in the June issue. This announcement of the decorations and promotions serves to link individuals with some of the incidents related in that story, to supply here and there some detail lost temporarily while Patwing 10 was running its devious and jagged course.

Captain Frank Dechant Wagner, U.S.N., commander of Patwing 10 during the early stages of its operations against the Japanese, was awarded the Distinguished Service Medal.

The Distinguished Flying Cross went to Commander John Valdemar Peterson, USN. He succeeded Captain Wagner as wing commander after the latter took over another operations billet.

Other decorations bestowed upon Patwing 10 members follow:

NAVY CROSS

Lieutenant Burden Robert Hastings, USN. Official records show he is missing in action.

Lieutenant Jack Baldwin Dawley, USN.

Lieutenant (junior grade) Elwyn Lewis Christman, USNR.

Robert Lee Pettit, Radioman 1st Class, USN, deceased.

Don Dexter Lurvey, Aviation Chief Machinist's Mate.

SILENCE TODAY MEANS SAFETY TOMORROW

Joseph Bangust, Aviation Machinist's Mate 2d Class, USN, deceased.

Andrew K. Waderman, Aviation Machinist's Mate 1st Class, USN, deceased.

Everen C. McLawhorn, Aviation Machinist's Mate 1st Class, USN.

DISTINGUISHED FLYING CROSSES

Lieutenant Commander Harmon T. Utter, USN.

Lieutenant Clarence Armstrong Keller, Jr., USN.

Lieutenant Charles C. Hoffman, USN.

Lieutenant Duncan Angus Campbell, USN.

Lieutenant (junior grade) LeRoy C. Deede, USNR.

Lieutenant (junior grade) Richard Bull, USNR, deceased.

Lieutenant (junior grade) John Mott Robertson, USNR, missing.

Lieutenant (junior grade) William S. Robinson, USN, missing.

Lieutenant (junior grade) Ira W. Brown, Jr., USNR.

Ensign John F. Davis, USNR.

Enlisted men who received promotions for meritorious conduct are as follows:

AVIATION MACHINIST'S MATE 1ST CLASS TO CHIEF AVIATION MACHINIST'S MATE

Clarence James Bannowsky, Jr., Naval Aviation Pilot.

Dave Wesley Bounds, Naval Aviation Pilot.

Wilmot Eiler Bowen, Naval Aviation Pilot.

John William Clark, Naval Aviation Pilot.

Maynard Eugene Humphreys, Naval Aviation Pilot.

John Arden Wilson, Naval Aviation Pilot.

Dayton William Treat.

Michael Dennis Kelly.

John Lauren Cumberland.

Mario Ferrara.

Edgar Potter Palm.

WORDS ONCE SPOKEN CAN NEVER BE RECALLED

RADIOMAN 1ST CLASS TO CHIEF RADIOMAN

N. T. Whitford.

Lindsey Bryant Wells.

Ralph William Preece.

Charles John Pozanac, missing.

John William Bilsky.

Henry Clifford Gudikunst.

Michael George Irano.

John Winfred Jones.

Ford S. Kelley.

YEOMAN 1ST CLASS TO CHIEF YEOMAN

Sandy Bolin.

Phillip Shears Perry.

**AVIATION MACHINIST'S MATE 2D CLASS TO AVIATION
MACHINIST'S MATE 1ST CLASS**

Bedlington Norris Wood, Jr.

John Milton Leaverton.

RADIOMAN 2ND CLASS TO RADIOMAN 1ST CLASS

Thomas Leon Vinson.

Charles Robert Phillips, Jr.

Vernard Charles Nichols.

William Richard Miller.

Paul Herbert Landers.

Claude Arthur Grant.

Horace Perkins Garrett, Jr.

Russell John Enterline.

Lyle H. Dudgeon.

Olan L. Dockery.

Rosario Andrew Caltabiano.

SPIES ARE HABITUALLY INQUISITIVE

STOREKEEPER 2D CLASS TO STOREKEEPER 1ST CLASS

Carlton Curtis Chestnut.

STOREKEEPER 3D CLASS TO STOREKEEPER 2D CLASS

Dean Perry.

Captain Wagner, the officer who commanded Patwing 10 during the early days of its fight against the Japanese, was awarded the Distinguished Service Medal "for exceptionally meritorious and distinguished service in a duty of great responsibility."

"Due to his splendid leadership in both the operation and administration of his command," his citation reads, "Patrol Wing Ten continued to render invaluable service in reconnaissance and bombing operations throughout the campaign for the defense of the Netherlands East Indies.

"Information of the enemy obtained and furnished by the units of his command was invariably timely and accurate, in spite of conditions under which flights had to be made with the enemy in positive control of the air. Captain Wagner's conduct and that of his command throughout this period have been in accord with the best traditions of the service."

Commander Peterson, Lieutenant Commander Utter and Lieutenant Keller won the Distinguished Flying Cross the first time Patwing 10 struck a blow at the enemy. M.D. Kelly, Treat, Palm, Pozanac, Wood, Leaverton, Miller and Garrett earned promotions in the same action.

Lieutenant Keller, commanding a Consolidated patrol bomber on a reconnaissance flight December 10, spotted a Japanese naval force steaming northward 150 miles off Luzon's coast. Two Kongo class battleships, one Kuma class cruiser and four destroyers were in the group.

The vessels immediately unleashed a terrific barrage of anti-aircraft fire and sent up ship-based planes in an effort to knock down the Patwing 10 craft that was stalking them. Lieutenant Keller hung on tenaciously, though, and radioed instructions that guided an attacking force of Patwing 10 bombers to the scene.

The latter group arrived under Commander Peterson and launched an assault that resulted in serious damage to one Kongo class battleship.

In the words of Chief Aviation Machinist's Mate M.D. Kelly, as previously related, the Patwing 10 bombers "dropped 15 tons of bombs on the last battleship in the row, which appeared to land on the fantail of the ship."

On the night of December 26 Patwing 10's planes located a Japanese naval force at Jolo, Sulu, P.I., and on the following morning a six-plane formation of PBV-4s took off to bomb the enemy ships.

In the ensuing action Lieutenants Dawley and Hastings, Lieutenant (junior grade) Christman, Bangust, McLawhorn, Pettit, Waderman and Lurvey won Navy Crosses; Lieutenants (junior grade) Deede, Campbell and Brown won Distinguished Flying Crosses; and Wilson, Bounds, Cumberland, Whitford, Wells, Dockery, Grant, Landers, Nichols and Phillips earned promotions.

The PBV-4s were under the command of Lieutenant Hastings and his citation discloses that he pressed home the attack "in the face of overwhelming air and anti-aircraft opposition, maneuvering his formation to pass clear of lower clouds until the objective was reached."

Japanese Zero fighters and anti-aircraft bursts filled the air around the harbor, but the U.S. Navy bombers made their approach, dropped their bombs and inflicted heavy damage upon several enemy war and merchant ships.

A number of Patwing 10's heroes, demonstrating outstanding courage and devotion to duty sacrificed their lives to drive home their successful attack. Four of the six Patwing 10 planes were shot down.

Bangust, Pettit and Waderman, who were awarded the Navy Cross posthumously, were among those who died over Jolo. McLawhorn, another who won the Navy Cross, was wounded seven times, but never quit fighting.

Bangust and Waderman were serving as waist gunners in two planes and were wounded shortly after the approach was made. They continued to fire upon the Japanese Zero fighters, however, until enemy bullets killed them at their posts.

Pettit, first radioman of one plane, refused to leave his station when his compartment was flooded with gasoline, although to have done so would have saved his life. Enemy bullets subsequently ignited the gasoline and he was killed.

McLawhorn manned both waist guns alternately when gunners at those points in his plane were killed. He was wounded seven times, but continued to fight. Enemy incendiaries ignited a number of ammunition cases in the plane and machine gun bullets in the cases began to explode. The wounded man calmly jettisoned the exploding cases, risking his life in so doing.

Lurvey risked his life to save his pilot from drowning when his plane crashed.

Among the Patwing 10 planes lost at Jolo were those commanded by Lieutenant Dawley and Lieutenants (junior grade) Christman and Deede. They landed their planes off the coast of Jolo Island, however, and subsequently were picked up by the plane of Lieutenant Campbell. The entire group then made its way to U. S. Naval headquarters in Sourabaya, Java, N.E.I.

The decorations presented as a result of this raid were given to the six officers for the "fearless and determined manner in which they drove home their attack against terrific odds."

Lieutenant (junior grade) Brown, serving in the plane of Lieutenant Dawley, was given the Distinguished Flying Cross for the capable manner in which he aided his commanding officer in delivering the attack, and for consistently performing his duties in an "outstanding, courageous and efficient manner" in numerous reconnaissance flights thereafter.

Skillful handling of his patrol bomber, enabling his crew to shoot down an attacking fighter, brought Ensign Davis the Distinguished Flying Cross. The attack occurred while he was on reconnaissance patrol January 17 and the efficient manner in which he piloted the plane saved it from the Japanese fighter.

Three of Patwing 10's crews, officers and enlisted men alike, perished while carrying out important reconnaissance work, but not before they had provided their bases with information of great military value.

Lieutenant (junior grade) Bull and his crew gave their lives to locate an enemy carrier group in the vicinity of Ambon, N.E.I., on February 5. Lieutenants (junior grade) Robertson and Robinson and their men were shot down over the Makassar Straits on February 24 and 25, respectively and are listed as missing. Before the former and his crew were shot down they bombed and destroyed an enemy transport in Makassar Harbor, N.E.I.

All three officers received the Distinguished Flying Cross.

Lieutenant Hoffman received the Distinguished Flying Cross for successfully carrying out an extremely hazardous night reconnaissance patrol on February 28 during the battle in the Java Sea.

The citation issued Lieutenant Campbell, setting forth his heroic performance in the attack upon the Japanese force at Jolo, revealed that he, too, took part in reconnaissance work over the Java Sea engagement.

The incident which brought Bannowsky his promotion to Aviation Chief Machinist's Mate was first told in the May 24 account of the exploits of Patwing 10. A patrol bomber in which he was third pilot lost all of the fabric from both wings when attacked by 12 Japanese fighters near Java on January 16.

Four men went over the side in their chutes. In the normal course of events any plane would have plunged into the sea. Bannowsky, however, looked aft and saw that the rest of the crew was not going to be able to get out. He went to the pilot's seat, took over the controls and landed the plane, saving the lives of the men who would have been trapped if he had parachuted.

The four men got in their plane's rubber boat and the Japanese began to strafe them, Bannowsky suffering a back wound. The Japanese finally gave up and Bannowsky and his companions rowed to a nearby island, where they found the rest of their plane crew.

From the Philippines to Australia the story of Patwing 10's officers and men was one of heroism and devotion to duty under the most trying conditions. Planes were shot out from under them, and they were bombed out of base after base.

The citations issued in the promotions of Gudikunst, Jones, Bilsky, Perry, Dudgeon, Enterline and Vinson clearly illustrates this. They are identical and read as follows:

"For his courageous, efficient, and unflagging performance of duty during the week of 8-15 December, 1941. Throughout this week, under the most trying conditions and in the face of daily heavy bombing attacks, he was outstanding in his manner of performance of duty. By diligence, ingenuity, and long hours of overwork, he was an important factor in maintaining communications of a most vital nature, despite numerous and repeated obstacles of excessive traffic load, failure and loss of material, and the most trying conditions of operation."

Another illustration is found in the citations issued with the meritorious conduct promotions earned by Bowen, Clark, Humphreys, Ferrara, Preece, Irano, Ford S. Kelley, Bolin, Caltabiano, Chestnut and Dean.

"Since the beginning of hostilities," the citations read, "the above named man performed the duties of his rating in an extremely courageous manner in the face of heavy bombing attacks at Cavite, P. I., Ambon, N.E.I., Sourabaya, N.E.I., and in the case of plane crews, performed reconnaissance and attack flights over enemy controlled areas in the face of vastly superior enemy forces."

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BETTER BE SILENT THAN SORRY

LIEUTENANT DRAPER L. KAUFFMAN DECORATED



Lieutenant Draper L. Kauffman, USNR (Center) receives the Navy Cross from Secretary of the Navy, the Honorable Frank Knox. At the left is Rear Admiral Randall Jacobs, Chief of the Bureau of Personnel.

Citation of Lieutenant Kauffman, accompanying the Navy Cross, follows:

"For extraordinary heroism and devotion to duty. After the surprise bombing of the United States forces at and near Pearl Harbor Territory of Hawaii by enemy Japanese aerial units on December 7, 1941, he unloaded and examined a live 500-pound Japanese bomb lying on the grounds of Fort Schofield, Oahu, Territory of Hawaii. His courage, confidence and exceptional skill made possible the recovery of all parts of this Japanese bomb for study by the Bureau of Ordnance of the Navy Department.

STREET CARS ARE FOR RIDING, NOT TALKING

Captain John Wilkes, was awarded the Distinguished Service Medal for "exceptionally meritorious and distinguished service in a duty of great responsibility."

Lieutenant Commander William Leslie Wright, and Lieutenant James Charles Dempsey, were given the Gold Star in lieu of a second Navy Cross for "extraordinary heroism in action against the enemy."

Both Lieutenant Commander Wright and Lieutenant Dempsey had won the Navy Cross in the early phases of the war in the Pacific.

Due to his splendid leadership in both the active operation and administration of his command, Captain Wilkes succeeded in destroying and inflicting serious damage on enemy shipping, both combatant and transport, during the campaign for the defense of the Philippine Islands and the Dutch East Indies.

Captain Wilkes' untiring efforts, the fine indoctrination of his force for which he was largely responsible, and the strength of his command contributed greatly in resisting the southward advance of the Japanese through the China, Sulu, Celebes and Java Seas.

FOUR U.S. SUBMARINE COMMANDERS GIVEN NAVY CROSSES

Navy Crosses have been awarded to four more submarine commanders whose underseas craft have destroyed or damaged a total of 15 enemy warships and merchant vessels in Far Eastern waters.

They are:

Lieutenant Commander Willis A. Lent, U.S.N.
Lieutenant Commander Frank W. Fenno, U.S.N.
Lieutenant Commander John L. DeTar, U.S.N.
Lieutenant Commander Frederick B. Warder, U.S.N.

Two enemy ships totalling 12,000 tons were sunk by the submarine of Lieutenant Commander Lent, while he also is credited with the probable sinking of two additional enemy ships totalling 15,000 tons.

Lieutenant Commander Fenno's submarine is the underwater craft which brought a vast amount of gold, silver and securities out of Corregidor on February 5 and transferred it to a cruiser which carried the valuable shipment on the last leg of its journey to the United States. For this feat the Army awarded him the Distinguished Service Cross.

It is announced for the first time, however, that his submarine also has accounted for a 5,000-ton enemy merchant vessel and a Japanese war vessel of unidentified type which attacked his submarine.

Lieutenant DeTar's command has sunk one enemy freighter of about 6,000 tons, damaged and probably sunk one enemy destroyer and damaged two other ships of undetermined type of about 2,000 tons each.

The submarine commanded by Lieutenant Commander Warder attacked heavily screened Japanese combat forces, sinking a transport, a destroyer and a cruiser, and then damaging two cruisers while engaged in routine patrol duty. It was announced by the Navy Department on April 13 that he had been recommended for the Navy Cross.

The enemy ship losses above have been made known in previous Navy Department communiques and press releases. With the exception of Lieutenant Commander Warder, however, it is the first time the names of the commanding officers have been connected with the triumphs over Japanese merchant and warships.

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FIVE DECORATED FOR HEROISM IN PACIFIC AREA

The Navy Cross has been conferred upon five more officers who have distinguished themselves in operations against the Japanese in the Pacific area.

They are:

Commander Paul H. Talbot, U.S.N.

Lieutenant Commander John J. Hourihan, U.S.N.

Lieutenant Commander Harold P. Smith, U.S.N.

Lieutenant Commander John H. Morrill, U.S.N.

Lieutenant Commander Charles A. Ferriter, U.S.N.

Commander Talbot and Lieutenant Commander Hourihan were awarded the Navy Cross for distinguished service and heroism when U. S. forces engaged the Japanese off Balikpapan, Borneo, Netherlands East Indies, on January 24 and 25.

When directed to engage a reportedly superior enemy force under cover of darkness, Commander Talbot, by a well-planned and skillfully executed approach, succeeded in leading the force under his command to a favorable position within a large group of enemy vessels.

His vessels delivered a daring and persistent attack upon the enemy, resulting in the sinking of five or six ships and the severe damage of others. After it was no longer advisable to continue the attack, Commander Talbot successfully withdrew his forces without loss.

Lieutenant Commander Hourihan, Commanding Officer of the USS PAUL JONES in the action off Balikpapan, by ignoring enemy challenges and skillful maneuvering, used the element of surprise in sinking with torpedoes and damaging by gunfire numerous vessels in the enemy's concentration of cruisers, destroyers and various types of transports and cargo ships, after which an orderly retirement was effected.

"The actions which he displayed on this occasion," his citation reads, "reflect most favorably on his ability as a leader and officer, and are in keeping with the best traditions of the Naval service."

Lieutenant Commander Smith, Commanding Officer of the USS STEWART, was awarded the Navy Cross for heroism during an engagement with greatly superior Japanese forces in the Badoeng Strait on the night of February 19-20.

"Although under heavy fire from the enemy," his citation asserts, "Lieutenant Commander Smith pressed home the attack which resulted in severe damage to the enemy, while receiving only minor damage to his own ship and only one casualty to his personnel."

The STEWART subsequently was placed in drydock at Sourabaya, and was destroyed there to prevent its falling into enemy hands. Its destruction was reported by the Navy in Navy Department Communique #57.

Lieutenant Commander Morrill and Lieutenant Commander Ferriter were given the Navy Cross for heroism and distinguished service when the Japanese bombed the Navy Yard at Cavite, P. I., on December 10.

Despite the fires and frequent explosion of air flasks and war heads at the Navy Yard, both officers, who were in command of small auxiliaries, displayed extraordinary courage and determination in proceeding into the danger zone and towing disabled surface craft alongside docks to a safe area.

Their action undoubtedly saved the crews from serious danger and the vessels for further war service.

FIVE OFFICERS DECORATED

Five officers of the Naval service have been awarded the Navy Cross for meritorious performance of their duties during naval operations.

They are:

Commander William Rudolph Thayer, U.S.N.

Commander Stanley Cook Norton, U.S.N.

Lieutenant Commander Hamilton Wilcox Howe, U.S.N.

Lieutenant James Dorr Grant, U.S.N.

Lieutenant Maurice D. Jester, U. S. Coast Guard Reserve.

Lieutenant Jester is the first officer of the Coast Guard to receive the Navy Cross in this war.

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NAVY BESTOWS CROSSES UPON TWO OFFICERS FOR RESCUE OF AUSTRALIAN AIRMEN

Two officers of a United States submarine who saved a group of Australian aviators from an East Indies island while Japanese troops were endeavoring to effect their capture have been awarded the Navy Cross in recognition of their heroism.

They are Lieutenant Hiram Cassedy, U.S.N., Commanding Officer of the Naval vessel, and Ensign George Carlton Cook, U.S. Naval Reserve.

A number of Royal Australian Air Force members, emaciated and fever-ridden, were stranded on Timor in the Netherlands East Indies when the Japanese occupied that island. Aware that the aviators were there, the Japanese sent out troops in an effort to locate them and bring them in.

However, Vice Admiral H. F. Leary, U.S.N., Commander of Allied Naval Forces in the Southwest Pacific Area, directed that the airmen be evacuated and Lieutenant Cassedy's vessel was assigned to the task. Despite enemy patrol craft ranging the shore constantly, his ship slipped through the cordon undetected and arrived at the island on a night in April.

Ensign Cook swam ashore through the surf and, after considerable difficulty and at great personal risk, made contact with the Australians. He returned to his ship for a rescue party, then lead it ashore in a boat and superintended the transfer of the sick and wounded flyers to his vessel, saving two from drowning en route.

Lieutenant Cassedy then took his ship past Japanese patrols and carried the aviators to a point of safety.

"Under trying conditions and with the utmost persistency you directed the recovery of the aviators," Vice Admiral Leary declared in the citation he issued Lieutenant Cassedy. "The exceptional heroism displayed by you and your officers and men is a tribute to your leadership and skill and is in accord with the best traditions of the Navy and of the United States."

BEWARE OF INQUISITIVE FRIENDS

Vice Admiral Leary's citation to Ensign Cook declared that he "displayed extraordinary heroism under exceptionally trying conditions. Your actions were in complete disregard of your personal safety and are an inspiring example of devotion to duty. Your high courage and fine leadership on this occasion are in accord with the best traditions of the Navy of the United States."

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OFFICER COMMENDED IN DARING RESCUE

Secretary of the Navy Frank Knox recently commended Ensign Walter Payne Sprunt, Jr., U.S.N.R., for a daring sea rescue in which he saved an enlisted man from the path of a rapidly-spreading and fiercely-burning oil fire.

The rescued man is Howard Leland Johnson, Apprentice Seaman, USNR, member of the gun crew of a merchant tanker torpedoed by an enemy submarine in the South Atlantic on a night in April.

Ensign Sprunt, one of the officers of a patrol craft dispatched to assist in the rescue of the tanker's survivors, found Johnson in a semi-conscious condition in choppy water only a short distance from a patch of oil, rapidly spreading and burning fiercely.

Attempts were made to bring the patrol vessel alongside Johnson, but this proved difficult. Ensign Sprunt, disregarding personal safety, jumped overboard and secured a rope around the man. Both were then hauled aboard the patrol vessel.

"It is believed that your prompt action saved Johnson's life," Secretary Knox's letter of commendation declared. "For your action on this occasion, you are hereby commended."

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NINE OFFICERS AND MEN REWARDED FOR HEROISM DURING RAIDS ON MARSHALL AND GILBERT ISLANDS

Seven more of the officers who participated in the raids U.S. Navy forces made upon Japanese installations in the Marshall and Gilbert Islands were rewarded today when it was announced that they have been presented Distinguished Flying Crosses.

In addition, two enlisted men were given promotions for their "outstanding performance of duty" during the same raids, which the Navy carried out on January 31 and February 1.

Those who received the Distinguished Flying Crosses are:

Lieutenant Commander William O. Burch, Jr., U.S.N.

Lieutenant James S. Gray, Jr., U.S.N.

Lieutenant Paul J. Riley, U.S.N. He is listed as missing in action.

Lieutenant Wilmer E. Rawle, U.S.N.

Lieutenant John J. Van Buren, U.S.N. He is listed as missing in action.

Lieutenant (junior grade) Edwin J. Kroeger, U.S.N.R.

Ensign John P. Adams, U.S.N.R.

MILITARY ORATORY SOUNDS BEST IN SOLITUDE

The enlisted men promoted are Allen James Brost, and Achilles A. Georgiou. Both were advanced from Radioman 3rd Class to Radioman 2nd Class.

Lieutenant Commander Burch was given the Distinguished Flying Cross for the "most efficient manner" in which he lead his squadron in an attack upon one of the Gilbert islands, for scoring a direct bomb hit on a Japanese seaplane tender, and for sinking a four-engine patrol plane on the water by machine gun fire.

Lieutenant Gray lead his group in a bombing and strafing attack on another island in the face of fierce Japanese fighter and anti-aircraft opposition. During the action he shot down two enemy fighter planes.

A Japanese light cruiser was destroyed as the result of the "efficient and tenacious" manner in which Lieutenant Riley directed the attack his section of planes made upon that vessel.

Lieutenant Rawie assisted in bombing and strafing one of the islands on which forays were made by Navy planes and shot down an enemy fighter.

Lieutenant Van Buren "through skillful handling of his plane and excellent marksmanship" shot down one of the enemy fighters which attacked the formation in which he was flying and then continued on with the attack.

Lieutenant Van Buren had carried out his bombing mission and was returning to his carrier when he was jumped by another Japanese fighter and riddled with bullets. However, he maneuvered his plane so that Brost, his radioman-gunner, who, although wounded, courageously manned the free machine gun, was able to knock down the Japanese. Lieutenant Van Buren then made a safe carrier landing despite the damage done to his plane by the fighter.

Lieutenant (junior grade) Kroeger and Georgiou teamed up in an action identical to that in which Lieutenant Van Buren and Brost were involved, except that in this case it was the officer who was wounded.

An enemy fighter's machine gun fire struck the officer's foot and broke several bones. The injury prevented him using the foot for rudder control, but he succeeded in placing the plane in position for Georgiou to down the fighter. Lieutenant (junior grade) Kroeger returned to the carrier and landed safely despite his injury and being faint from loss of blood.

Ensign Adams received the Distinguished Flying Cross for joining with Lieutenant (junior grade) E. Scott McCuskey, in shooting down a four-engine patrol bomber when it attempted to attack their carrier. The latter previously had received a similar award.

The two officers were standing guard over their ship when lookouts on the carrier spotted the Japanese bomber. A hurried ship-to-plane radio order sent them into action and they caught the bomber shortly after it began its run and blasted it to pieces.

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OFFICER, ENLISTED MAN COMMENDED

One officer and one enlisted man have been commended by Secretary of the Navy Frank Knox. Lieutenant (junior grade) Reuben N. Perley, Jr., U.S.N., received a commendation for meritorious conduct. John Nelson Sayers, Chief Radioman, U.S.N. won his commendation for devising auxiliary radio equipment.

A SECRET IS A WEAPON AND A FRIEND

As officer in charge of a repair party that went to the aid of a torpedoed ship, Lieutenant Perley showed untiring energy, total disregard of personal safety, leadership and ingenuity in minimizing the effect of the torpedoing. He contributed in a large degree to the safe arrival in port of the torpedoed ship.

Sayers was commended for his technical knowledge, ingenuity and extraordinary initiative in devising radio improvements.

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PLUCKY AIRMEN REWARDED

The Navy recently rewarded two of its intrepid airmen who pitted their tiny scout plane against three Japanese bombers, shot down one, damaged a second and pursued the third for 155 miles before diminishing gasoline supply forced them to break off the chase.

Lieutenant Edward H. Allen, U.S.N., pilot of the plane, received the Navy Cross. Bruce Roundtree, his radioman-gunner, was commended for meritorious conduct and promoted from Aviation Radioman 1st Class to Aviation Chief Radioman.

The three bombers were sighted while the scout plane was on patrol over the Pacific, Lieutenant Allen attacked unhesitatingly and the Japanese turned and fled. Due to his plane's small speed advantage over the Japanese, Lieutenant Allen was unable to attain a position from which to use his fixed guns.

Roundtree, however, brought his free machine gun into play and skillfully knocked down one bomber and then damaged another so badly it is doubted that the plane could have reached its base.

Lieutenant Allen continued to pursue the third Japanese bomber and the chase lasted for 155 miles. It was broken off only when he had barely enough gasoline to return to his station.

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OFFICER COMMENDED ENLISTED MAN ADVANCED IN RATING

One officer has been commended and an enlisted man advanced in rating for action under trying circumstances, the Navy Department announced recently.

The Secretary of the Navy has sent a letter of commendation to Ensign Edward L. Pearsall, USNR, who dove fully clothed into the water to save the life of an enlisted man.

Ensign Pearsall was piloting his plane to a landing when its propellor struck Lester Henry Boutte, aviation radioman, third class. Boutte was knocked unconscious into the water. Without hesitation or thought for his own safety, Ensign Pearsall plunged into the sea and held Boutte on the surface until a rescue boat arrived.

Charles Herman Fry, torpedoman, second class, was advanced to radioman, first class, for meritorious conduct in a storm. When the ship to which Fry was attached took a heavy sea over its bridge a dangerous amount of water was taken into her. Some of this water penetrated to an after compartment.

Fry's action, according to the citation, in quickly draining off the water in the after compartment prevented the probability of damage to this unit of the ship.

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MEN OF FEW WORDS ARE THE BEST MEN

37 LEXINGTON HEROES CITED

Heroism displayed in the battles of Bougainville, Lae and Salamaua, listed among the Navy's outstanding triumphs of the Pacific war, brought citations to 37 airmen of the USS LEXINGTON, the carrier lost later in the war after helping to smash a strong Japanese force in the Coral Sea.

Secretary of the Navy Frank Knox issued the citations and the recipients will receive either the Navy Cross or the Distinguished Flying Cross as a reward for the part they played in the brilliant successes achieved in those actions.

Lieutenant Noel A. M. Gayler, son of Captain E. R. Gayler, Civil Engineer Corps, U.S.N. and one of those cited, won the Navy Cross and Gold Star, the latter decoration being the equivalent of a second Navy Cross.

Lieutenant Gayler downed a Japanese twin-engine bomber and a seaplane fighter, aided in the destruction of two other twin-engine bombers, and bombed and strafed two enemy destroyers in the face of heavy anti-aircraft fire.

In the Battle of Bougainville, so-called by LEXINGTON personnel because it was just north of this island in the Solomon chain that the attack occurred, pilots of the U. S. carrier shot down 16 of 18 Japanese twin-engine planes which tried to bomb their ship on February 20.

Enemy ship and land installations at Salamaua and Lae, located in New Guinea, were raided by the LEXINGTON airmen on March 10 and Navy Department Communique No. 57 credited them with destroying or damaging 23 Japanese ships and three seaplanes in this foray.

Two of the LEXINGTON'S officers, Rear Admiral Frederick C. Sherman, U. S. N., the carrier's "skipper," and Lieutenant Commander Edward H. ("Butch") O'Hare, U. S. N., were decorated some time ago for their roles in the Battle of Bougainville. The former received the Gold Star to add to the Navy Cross he won as a submarine commander in World War I, and the latter earned the Congressional Medal of Honor and promotion from Lieutenant to Lieutenant Commander.

Rear Admiral Sherman's decoration was in reward for the outstanding manner in which he coordinated and timed the employment and relief of his combat patrols so that 16 enemy bombers were downed, and for handling the LEXINGTON so that she escaped damage. Lieutenant Commander O'Hare shot down five twin-engine bombers and damaged a sixth.

The other aviators cited by Secretary Knox, together with the decorations they are to receive, are as follows:

NAVY CROSS

Lieutenant Commander Robert E. Dixon, USN.

Lieutenant Commander John S. Thach, USN.

Lieutenant Commander Weldon L. Hamilton, USN.

Lieutenant Commander James Henry Brett, Jr., USN.

HOT AIR RISES - DON'T TALK

Lieutenant Walter Franklin Henry, USN.

Lieutenant Robert F. Farrington, USN.

Lieutenant Rolla Stuart Lemmon, USN.

Lieutenant Evan P. Aurand, USN.

Lieutenant Harry Brinkley Bass, USN.

Lieutenant (junior grade) Robert B. Buchan, USNR.

Lieutenant (junior grade) Mark T. Whittier, USNR.

Ensign Marvin M. Haschke, USNR.

Ensign Leon Wilden Haynes, USNR.

Ensign John Arthur Leppla, USNR.

Ensign Harold R. Mazza, USNR.

Ensign Richard F. Neely, USNR.

Ensign Anthony J. Quigley, USNR.

Ensign Norman Anderson Sterrie, USNR.

Ensign Edward R. Sellstrom, Jr., USNR., deceased. He was fatally injured in a plane crash a short time ago.

Ensign Dale W. Peterson, USNR. He is listed as missing in action.

DISTINGUISHED FLYING CROSSES

Lieutenant Commander Donald Alexander Lovelace, USN., deceased. Lieutenant Commander Lovelace was killed in a subsequent action.

Lieutenant Albert O. Vorse, Jr., USN.

Lieutenant Edwin William Hurst, USN., deceased.

Lieutenant French Wampler, Jr., USN.

Lieutenant Robert James Morgan, USN.

Lieutenant (junior grade) Howard F. Clark, USN. He is listed as missing in action.

Lieutenant (junior grade) Richard Blair Forward, USNR.

Lieutenant (junior grade) Onia B. Stanley, USNR.

Ensign John H. Lackey, USN.

Ensign Curtis Hamilton, USN.

Ensign Tom Brice Bash, USNR.

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

Ensign Lawrence F. Steffenhagen, USNR.

Ensign Willard Ernest Eder, Jr., USNR.

Ensign Richard Merrill Rowell, USNR. He is listed as missing in action.

Gunner Harley E. Talkington, USN.

Melvin H. Georgius, Aviation Chief Ordnanceman, Naval Aviation Pilot, USN.

The LEXINGTON was steaming along in company with other units of a United States task force when the Japanese bombers launched their attack near Bougainville. A four-engine Kawanishi flying boat had spotted the task force earlier in the day and, although it was shot down, it apparently sounded an alarm and brought out the twin-engine bombers.

The Kawanishi was sighted by Ensign Sellstrom while Lieutenant Commander Thach, fighter squadron commander, was leading his planes home from a routine patrol. The huge flying boat turned and ran, but the fighters gave chase through clouds and rain and it was finally sent plunging into the sea by the combined fire from the planes of Lieutenant Commander Thach, Lieutenant (junior grade) Stanley and Ensigns Sellstrom and Haynes.

In addition to the five clean "Kills" made by Lieutenant Commander O'Hare when the twin-engine bombers attacked the LEXINGTON, Lieutenant Commander Thach, Lieutenants Gayler, Lemmon and Henry and Ensigns Sellstrom and Peterson each singled out a bomber and shot it down.

Twelve members of Lieutenant Commander Thach's squadron aided in destroying the remaining five bombers that the Japanese lost in that engagement. The enemy planes were attacked so fiercely and dispatched so quickly that officers, summarizing the action for their records, were unable to single out individuals and credit them with delivering death blows.

They could only give assists to the pilots seen attacking planes which were sent spinning into the ocean and in some instances three and four LEXINGTON fighters were seen hot on the tails of the enemy bombers, pouring a deadly hail of machine gun bullets into their quarry.

Lieutenant Gayler was credited with two assists and Lieutenant Commanders Thach and Lovelace, Lieutenants Lemmon, Vorse, Morgan, Lieutenants (junior grade) Clark and Stanley and Ensigns Peterson, Lackey, Eder and Rowell with one each.

Lieutenant Henry's action in tackling and destroying the twin-engine bomber which he shot down is considered unusual. Pilot of a scout-bomber, he was returning from a scouting mission when he saw the scrap over the carrier. Although his plane was slower and less maneuverable than those of his shipmates, he dove into the fray, took sight on one of the Japanese machines and polished it off.

Lieutenant Commander Thach, Lieutenants Gayler, Lemmon, Henry and Ensigns Sellstrom and Peterson got the Navy Cross for that day's work, while Distinguished Flying Crosses went to Lieutenant Commander Lovelace, Lieutenants Vorse and Morgan, Lieutenants (junior grade) Stanley and Clark, and Ensigns Lackey, Eder and Rowell.

A task force assigned to raid Japanese installations at Lae and Salamaua, located 15 miles apart in New Guinea, steamed to within 125 miles of their objective without being detected by the enemy and early on the morning of March 10 the LEXINGTON launched her planes.

The planes--dive bombers, torpedo bombers, scouts and an escort of fighters--flew those 125 miles over uncharted mountains and jungles and pressed home an attack that left the harbors of those two ports littered with sinking and damaged vessels of many types.

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

Heading the LEXINGTON squadrons involved in this attack were Lieutenant Commanders Brett, Dixon, Hamilton and Thach. They lead their forces over the jungles and mountains as a unit, then, nearing the target areas, divided into two groups and attacked.

As a result of this action, Navy Crosses were awarded to Lieutenant Commanders Brett, Dixon and Hamilton; Lieutenants Farrington, Aurand and Bass; Lieutenants (junior grade) Whittier and Buchan, and Ensigns Sterrie, Quigley, Neely, Mazza, Leppla and Haschke. Lieutenant Gayler received the Gold Star.

Lieutenants Hurst and Wampler, Lieutenant (junior grade) Forward, Ensigns Hamilton, Bash and Steffenhagen, Gunner Talkington, and Aviation Chief Ordnanceman Georgius won the Distinguished Flying Cross.

In winning the Gold Star Lieutenant Gayler intercepted and shot down Japanese seaplane fighter and then, in the face of heavy anti-aircraft fire, "strafed and dropped fragmentation bombs on two enemy destroyers, causing many enemy personnel casualties."

All of the bomber and torpedo plane pilots decorated in the Lae and Salamaua raid scored hits on one or more Japanese ships in those ports, in some cases teaming up to send their torpedoes and bombs crashing into the hulls and decks of their targets.

So completely surprised were the Japanese by the "over-the-mountain assault" that when the planes returned to their carrier the ships in the task force shoved off from the area without encountering a single enemy plane or vessel.

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TWO RECEIVE NAVY CROSSES FOR USS HERON INCIDENT

Two more of the company serving in the USS HERON, the tiny seaplane tender which successfully staved off an attack by 15 Japanese bombers in Far Eastern waters on December 31, were decorated by the Navy Department recently.

Navy Crosses went to Chief Boatswain William Harold Johnson, U.S.N., and to Robert L. Brock, Machinist's Mate 2d Class, U.S.N.

Chief Boatswain Johnson was cited for heroic conduct under fire and for distinguished service in line of his profession, while Brock was commended for "extreme disregard of personal safety" in returning to his battle station as captain of an anti-aircraft gun crew after a bomb explosion hurled him from the gun platform to the main deck below.

The HERON was attacked by 10 four-engined flying boats and five twin-engined land plane bombers, which combined to launch 46 100-pound bombs and three torpedoes at the small tender, but skillful handling enabled her to escape with but one hit.

Previously Lieutenant William Leverette Kabler, U.S.N., commanding officer of the tender, was promoted to Lieutenant Commander and given the Navy Cross as a reward for saving his ship, while President Roosevelt commended the executive officer, Lieutenant Franklin D. Buckley, U.S.N., for accurately directing the ship's anti-aircraft batteries, which destroyed one bomber, damaged at least one other and disrupted the effectiveness of the enemy's attack.

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TO MEN ONLY - DON'T TELL HER

NAVY CROSSES AWARDED TO TWO PEARL HARBOR HEROES, ONE POSTHUMOUSLY

Two more heroes of Pearl Harbor, a Coxswain who gave up his life in an attempt to save a seriously wounded shipmate and a Boatswain who rescued numerous survivors from the bomb-churned waters, have been awarded the Navy Cross by Secretary of the Navy Frank Knox in behalf of the President.

Coxswain Edward Carlyle Daly, U. S. Navy, was posthumously cited "for distinguished service and devotion to duty when, on December 7, 1941, after an oil fire forced the abandonment of his station in the forward part of his ship, he gave up his life in a courageous and daring attempt to save a badly wounded shipmate who had been trapped in a flaming compartment of the ship." Daly was assigned to the USS DOWNES, a destroyer which was heavily bombed during the attack, as announced by Secretary Knox after he inspected the Pearl Harbor damage.

Boatswain Adolph M. Bothne, U. S. Navy, was cited "for distinguished devotion to duty, extraordinary courage, and utter disregard of his own safety" during the attack. When the USS OKLAHOMA, in which he was serving, capsized under a hail of bombs, Boatswain Bothne pulled himself into a motor launch of which he acted as coxswain, and by skillful handling of the launch he succeeded in picking up two boatloads of survivors.

Throughout the remainder of the attack he patrolled the area in search of more survivors, disregarding the severe bombing and strafing to which he was subjected.

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HEROISM UNDER FIRE BRINGS 11 MEN PROMOTIONS

A lone U. S. vessel pitted against three Japanese craft...its commanding and executive officers temporarily blinded by flashes from their own guns...the battery officer, captain of one gun and their sightsetter also dazed...their ship caught in enemy cross-fire...

Into that crisis stepped two enlisted men...Frank August Woodke and Henry Abram Penner...Woodke to steer the ship through Japanese fire and Penner, singlehandedly to keep his gun in operation, scoring what appeared to be several hits.

The full story of Woodke, Penner and nine shipmates cannot be told at this time because military reasons prohibit disclosure of the date and location of the engagement, but it can be told in sufficient detail, nevertheless, to warrant placing the men high among Uncle Sam's heroes of the war in the Pacific.

Woodke was advanced from Quartermaster 2d Class to Quartermaster 1st Class in the citation setting forth his heroism. Penner was promoted from Seaman 1st Class to Gunner's Mate 3d Class.

Meritorious conduct promotions likewise went to the following:

Gaskell Emerson Rogers from Gunner's Mate 3d Class to Gunner's Mate 2d Class.

John William Kull Seaman 1st Class advanced to Coxswain.

Harrison Leonard Crites, Torpedoman 3d Class, promoted to Torpedoman 2d Class.

Kenneth Martin Damkier, Boatswain's Mate 2d Class, promoted to Boatswain's Mate 1st Class.

AN IDLE TONGUE CARRIES DEATH IN ITS WAG

Samuel Naugher Durrett, Painter 2d Class, promoted to Painter 1st Class.

Bazel Deneen Jones, Chief Quartermaster (Acting Appointment), advanced to Chief Quartermaster (Permanent Appointment).

Robert Gilmer Pihl, Coxswain, advanced to Boatswain's Mate 2d Class.

William Wallace Stroby, Seaman 1st Class, advanced to Signalmans 3d Class.

Robert Fred Whitehouse, Ship's Cook 2d Class, advanced to Ship's Cook 1st Class.

The United States vessel, attacked by three Japanese ships, was zigzagging to avoid heavy cross-fire, at the same time unleashing a hail of shells at the enemy, when the commanding and executive officers were blinded by a flash from one of their own guns.

Woodke, the steersman, continued to zigzag the ship, changing course from time to time on his own initiative. His skillful maneuvering saved the vessel from enemy fire.

Penner took over the work of several men when his battery officer and gun captain were blinded by gun flashes that also dazed the sightsetter.

He coolly and deliberately fired the gun, spotted his shots and set his own sights, maintaining a steady rate of fire and scoring what appeared to be several hits on the Japanese vessels.

Kull and Rogers were first and second loaders on another gun. By their extraordinary efforts in obtaining ammunition, their gun maintained a high rate of fire.

Details of the action leading to the promotion of the other men are not available. Their citations were identical, lauding them "for meritorious conduct, cool, quick thinking when the ship to which they were attached was under heavy cross-fire of three enemy ships."

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FOUR PROMOTED FOR MERITORIOUS CONDUCT

Four enlisted men have been awarded meritorious conduct promotions by the Navy.

Two of them were members of the crew of a Naval vessel's small boat which risked darkness and a rough sea to rescue the crew of a merchant ship that had been torpedoed and shelled by an enemy submarine.

They are Donald Bruce Lusk who was advanced from Boatswain's Mate 2d Class to Boatswain's Mate 1st Class, and Archie Pryor Adams promoted from Shipfitter 3rd Class to Shipfitter 2d Class.

The merchant vessel was torpedoed and shelled on a night in February and Lusk and Adams performed distinguished service in rescuing the sinking ship's crew from the water, life boats and life rafts.

Roy Thompson McNabb was promoted from Seaman 1st Class to Aviation Machinist's Mate 3rd Class "for especially meritorious conduct in action" during the bombing of the USS PECOS early in March.

Thomas Harold Marsland was promoted from Pharmacist's Mate 1st Class to Chief Pharmacist's Mate.

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

Marsland performed meritorious service in treating the wounded of a Naval vessel when the Navy Yard at Cavite, P. I., was bombed December 10, and then removing the wounded to the Naval Hospital, Canacao, P. I.

Several months later he treated the wounded of a British merchantman that had been torpedoed, and selected the badly wounded for transfer to a Naval vessel for hospitalization.

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ONE ENLISTED MAN ADVANCED, FOUR COMMENDED

The Navy has advanced one enlisted man for meritorious conduct under fire and commendations from the Secretary of Navy have been issued four others who performed duties "in keeping with the highest traditions of the Navy."

For courageous performance of his duties under fire, Marvin Edward Sholar, was advanced to Chief Signalman. While on the bridge of the ship to which he was attached Sholar remained at his post during enemy bombing attacks to flash signals in an efficient and able manner.

The four enlisted men who received commendations from the Secretary of Navy worked under hazardous conditions to restore services and to assure the safety of personnel aboard their ship after lighting circuits of the vessel went out.

Three of them were commended for "initiative, resourcefulness and devotion to duty"

They are:

Chief Torpedoman John Edward Redmond, USNR.

Glenn Albert Kelley, electrician's mate, first class.

John Nicholas Kaschak, boilermaker, first class.

The fourth, Ollie Lee Uzzel, water tender, first class, was commended for "insuring the safety of watch personnel in the ship's engineering plant."

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PEARL HARBOR HERO PROMOTED

William Russell Roberts, whose heroism at Pearl Harbor brought him the Navy Cross, has been advanced from Aviation Radioman 2d Class to Aviation Radioman 1st Class as a further reward for the "extraordinary heroism, courage, initiative and disregard for his own life" demonstrated on December 7.

He risked his life in an attempt to save the pilot-officer of an airplane in which he was serving as radioman-gunner when the plane crashed at sea while searching for the enemy forces which raided Pearl Harbor.

The crash occurred at night eight miles west of Oahu Island and Roberts was rendered unconscious and cut about the head. Upon regaining consciousness he freed himself from the cockpit, shed his parachute and then found the pilot, unconscious, trapped with his right leg jammed between the seat and fuselage.

Roberts extricated the pilot, inflated his life jacket and placed the officer on a wing float while attempting himself to release the plane's rubber life boat. Although nearly drowned in the process, he finally freed the boat, placed the pilot in it and paddled for shore.

The boat capsized upon reaching the surf and the pilot was temporarily lost. Roberts located him, dragged him to shore and then set out to search for assistance. After a long hike he found a truck and took the officer to the Naval Hospital, where the officer died.

Roberts required 15 stitches to close his head wounds, and was treated for exhaustion and multiple bruises suffered in the crash at sea.

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**ADVANCEMENT IN RATING ORDERED
FOR NAVY FIREMAN**

William Newton Mercer, fireman first class, USN, has been authorized for meritorious advancement in rating by the Commander in Chief of the U. S. Pacific Fleet as a reward for his attempt to save the lives of two shipmates.

On January 11, 1942, while on duty in the fireroom, Mercer refused to leave his station after his ship had been hit by a torpedo. Risking his own life, Mercer remained to assist two other men who were trapped. In the vain attempt to rescue his shipmates, Mercer himself was injured, and, after calling for help for the two other men, was ordered to leave the fireroom.

This is the second time that Mercer has been cited. In October, 1941, he was commended at meritorious mast for having materially contributed to the engineering efficiency of his vessel.

The foregoing Decorations and Commendations are only a portion of those awarded as some announcements are being withheld until such time as information relative to certain engagements will be considered of no further importance to the enemy.

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NOTICE OF CHANGE IN SUBMITTING FORM N. NAV. 97

In the interests of reducing paper work and simplifying accounting procedures, the report required to be submitted by officers holding repeated travel orders (N.Nav. 97) will henceforth be submitted at the end of each quarter.

No further notice of this change, which became effective July 1, 1942, will be promulgated to the service.

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**AERONAUTICAL ENGINEERING COURSE FOR RESERVE AVIATORS
NOT TO BE HELD**

The course in Aeronautical Engineering for reserve aviators, announced in Bureau of Navigation Circular Letter 71-42, will not be held. No individual announcements will be sent to officers who submitted requests for this training.

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KEEP YOUR OWN COUNSEL

**RESERVE OFFICERS SELECTED FOR POSTGRADUATE INSTRUCTION
IN NAVAL AND RADIO ENGINEERING**

In accordance with the requirements of Bureau of Navigation Circular Letter 71-42, the board to select Naval Reserve Officer candidates for post-graduate instruction in Naval Engineering and Radio Engineering convened at the Navy Department on June 22, 1942. Selections were made as follows:

Naval Engineering

Principals

Ensign Walter J. House, E-V(S), USNR
Lieutenant (jg) John H. Pedersen, D-V(G), USNR
Ensign Richard H. Freyberg, Jr., E-V(S), USNR
Ensign George A. Hiatt, A-V(S), USNR
Ensign William E. Ranney, A-V(S), USNR
Ensign Clifford W. Welsh, E-V-(S), USNR

Alternates

Ensign John Lark Paseur, E-V(G), USNR
Ensign Hugo C. Maechler, D-V(G), USNR
Ensign Lamar Fontaine, Jr., E-V(S), USNR
Ensign Wade O. Hankinson, E-V(G), USNR
Ensign Morris Lebovits, DE-V(G), USNR
Ensign David B. Hertz, DE-V(G), USNR

Radio Engineering

Principals

Lieutenant (jg) Edward M. Siegel, C-V(S), USNR
Ensign Marcel W. Ottley, Jr., E-V(S), USNR
Ensign Alexander S. Chodakowski, E-V(S), USNR
Ensign Frank B. Wood, A-V(S), USNR
Ensign Walter E. Greene, C-V(S), USNR
Ensign William Brent Smith, E-V(P), USNR

Alternates

Ensign Robert Stanley Bradt, C-V(S), USNR
Lieutenant (jg) Josiah H. Russell, Jr., D-V(G), USNR
Ensign James E. Ansell, E-V(S), USNR
Ensign John E. Mackin, Jr., E-V(G), USNR
Lieutenant (jg) Loren V. Burns, C-V(S), USNR
Ensign Leon H. Przybyla, E-V(G), USNR
Ensign Stephen F. Balaban, O-V(S), USNR
Ensign Aubry J. McCallum, A-V(S), USNR
Lieutenant (jg) Frank N. Gangler, C-V(S), USNR

These classes in Naval Engineering and Radio Engineering will be convened July 27, 1942, at the Post-graduate School, U.S. Naval Academy, Annapolis, Maryland.

TALK OVER BARS MAY LEAD TO TIME BEHIND BARS

**VICE ADMIRAL WILSON BROWN TO RELIEVE REAR ADMIRAL
WILLIAM T. TARRANT AS COMMANDANT FIRST NAVAL DISTRICT**

Vice Admiral Wilson Brown, USN, will report as commandant, First Naval District, Boston, Massachusetts, July 15, 1942, relieving Rear Admiral William T. Tarrant, USN, who retires on August 1, 1942.

**VICE ADMIRAL INGERSOLL ADVANCED TO
RANK OF ADMIRAL**

Vice Admiral Royal E. Ingersoll, USN, Commander-in-Chief of the Atlantic Fleet since January 1, 1942 has been advanced to the rank of Admiral by order of the President.

In his new rank Admiral Ingersoll will remain on duty as Commander-in-Chief of the Atlantic Fleet.

**REAR ADMIRAL A. G. ROBINSON, USN,
ASSUMES NEW POST**

Rear Admiral Arthur G. Robinson, U. S. Navy, has assumed duties as Senior U. S. Naval Officer in Aruba and Curacao, as of July 1.

Admiral Robinson has relieved Rear Admiral J. B. Oldendorf, who has been assigned new duties as Commandant, Naval Operating Base, Trinidad, British West Indies.

Admiral Robinson, as captain of the cruiser MARBLEHEAD, was awarded a letter of commendation and the Navy Cross recently for his bravery in action and bringing his badly damaged ship safely home. He was recently promoted to the temporary rank of Rear Admiral.

**REAR ADMIRAL CLARK H. WOODWARD, U. S. NAVY, RET.,
TO HEAD NEW INCENTIVE DIVISION**

An Incentive Division, charged with the operation of Navy Department plans for the stimulation of production of war materials, has been established in the Office of the Under Secretary of the Navy.

Rear Admiral Clark H. Woodward, U. S. Navy (Retired), will be Chief of the Incentive Division.

The Incentive Division will function in cooperation with the Production Drive Headquarters of the War Production Board and will maintain liaison with each of the bureaus and offices in the Navy Department and with the appropriate offices in the War Department and Maritime Commission engaged in similar incentive tasks.

Each bureau and office of the Navy Department has assigned a permanent liaison officer with the new Division in order that the special interests of each bureau and office may have adequate representation.

The present procedure in connection with the operation of the Navy Board of Production Awards, of which Rear Admiral Henry A. Wiley, U. S. Navy, (Retired) is Chairman, will be maintained. In the future the practices of this Board may be modified however, to conform with policies agreed upon in cooperation with the Incentive Division.

**REAR ADMIRAL BRYSON BRUCE NAMED CHIEF OF
OFFICE OF INSPECTION ADMINISTRATION**

Rear Admiral Bryson Bruce, U. S. Navy, formerly Administrative Officer of the Bureau of Ships, has been designated Chief of the newly created Office of Inspection Administration, a division of the Office of Procurement and Material, Navy Department.

The Office of Inspection Administration will consolidate the administration of all material inspection activities of all material Bureaus of the Navy Department.

The new office will be charged with the general administration of material inspection field offices and will disseminate to them such information as may be promulgated by the Navy Department and other governmental agencies which will assist in their proper administration. It will advise as to all matters concerning officer and civilian personnel in material inspection activities, their recruiting, training, promotion, transfer and so forth.

On technical matters the field offices will remain as the field representatives of the technical bureaus. All matters having to do with the technical aspect of inspection will be handled directly, as heretofore, between the field offices and the Bureau concerned.

Admiral Bruce's successor as Administrative Officer of the Bureau of Ships has not been designated as yet.

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**REAR ADMIRAL CHARLES PHILIP SNYDER
NEW NAVAL INSPECTOR GENERAL**

Rear Admiral Charles Philip Snyder, U. S. Navy, has been appointed Naval Inspector General, a newly created office in the Headquarters of the Commander in Chief, U. S. Fleet, and Chief of Naval Operations.

A General Order signed by Secretary of the Navy Frank Knox gives to the new office broad powers of inspection, investigation, and inquiry into all matters which affect the efficiency and economy of the Naval service.

The Naval Inspector General's sphere is to be broadly construed and, in general, will include all naval activities not restricted by law or excepted by orders of the Commander in Chief, U. S. Fleet, and Chief of Naval Operations, or higher authority.

As the agent of the Commander in Chief, U. S. Fleet, and Chief of Naval Operations, he is authorized to requisition for temporary duty as an inspector any officer above the rank of Lieutenant on duty anywhere in the Naval service, and officers so designated will report directly to the Naval Inspector General on specific matters designated by him.

He also will endeavor to assist naval commands in the performance of their duties by supplying information when appropriate, by recognizing and reporting efficient and smart performance of duty, and by suggesting ways and means to improve conditions.

Specifically, the Naval Inspector General will:

(1) Review the reports of the Board of Inspection and Survey, and where there are any indications of lack of efficiency or economy contained therein, will recommend remedial measures for appropriate action.

(2) Maintain close liaison with the inspection services of the various bureaus and offices of the Navy Department, or of their field agencies, pertaining to material, personnel, aircraft, financial, or medical matters, in order to acquire information on particular conditions and situations which may require action.

(3) Maintain close liaison with the Office for the "Consolidation of the Administration of field offices concerned with inspection of materials for the Navy Department" set up by the Secretary of the Navy May 2, 1942, in order that the Inspector General's office may function in this field, if required.

The Inspection Board for Naval Districts, in the Navy Department, formerly headed by Rear Admiral Snyder, has been merged with the new office.

The Inspector General is directed to "report with strict impartiality in regard to any irregularities, inefficiencies, or defects that may be discovered, and make pertinent recommendations in the premises."

* * * * *

CAPTAIN R. S. CRENSHAW NAMED ASSISTANT COMMANDANT FIFTH NAVAL DISTRICT

Captain Russell S. Crenshaw, U. S. N., who served as Acting Commander of the Gulf Sea Frontier and Commandant of the Seventh Naval District until relieved recently by Rear Admiral James Laurence Kauffman, U. S. N., has been ordered to Norfolk, Virginia, as Assistant Commandant of the Fifth Naval District.

Captain Crenshaw's experience in combatting submarine activity in the Gulf Area will be put to good use in his new assignment in Norfolk, where he will have charge of anti-submarine measures in that district, the Commandant of which is Rear Admiral Manley H. Simons, U. S. N.

The new duties assigned Captain Crenshaw are in pursuance of the Navy Department's policy of strengthening the organization of the Sea Frontiers and Districts to prosecute more effectively the anti-submarine campaign.

* * * * *

CONTINUANCE IN AVIATION DUTIES OF PERSONNEL PROMOTED FROM AVIATION RATINGS

In order that the specialized training of officer personnel promoted temporarily from enlisted status from aviation ratings might be fully utilized the bureau has in the past continued such personnel for duty in aviation assignments. To clarify the status of future temporary appointees from aviation ratings the service is hereby informed that there is no intention of separating such personnel from the Aeronautic Organization now or in the near future.

The foregoing policy is promulgated in view of the increasing number of commissions and appointments declined for the reason that all prior naval service had been spent in an aviation activity and there was no assurance of obtaining all future assignments in an aviation activity. In view of the urgent needs for specially qualified officer personnel in aviation duties personnel who have in the past declined commissions and appointments for the above reasons are requested to submit an official request for reconsideration for appointment.

Captain L. M. Linsley, U. S. Navy (Ret.) reported for duty to Rear Admiral C. P. Snyder, U. S. Navy, the Naval Inspector General, on July 10, 1942, as Assistant Naval Inspector General.

IN THE CAFETERIA, LOOSEN YOUR BELT, NOT YOUR TONGUE

PAY OF OFFICERS AND WARRANT OFFICERS OF THE NAVY IN ACTIVE SERVICE
(Act of June 16, 1942, effective June 1, 1942)

GRADE	Pay period	Annual base pay	MONTHLY RATES											Rental Allowance and subsistence allowance (30-day month)				
			Initial monthly pay	Over 3 years' service	Over 6 years' service	Over 9 years' service	Over 12 years' service	Over 15 years' service	Over 18 years' service	Over 21 years' service	Over 24 years' service	Over 27 years' service	Over 30 years' service	With dependents		No dependents		
														Rent	*Subsistence	Rent	*Subsistence	
Rear Admiral (upper half)	--	\$8,000	\$666.67	\$666.67	\$666.67	\$666.67	\$666.67	\$666.67	\$666.67	\$666.67	\$666.67	\$666.67	\$666.67	\$666.67	\$120	\$42	\$105	\$21
Rear Admiral (lower half)	--	6,000	500.00	500.00	500.00	500.00	500.00	500.00	500.00	500.00	500.00	500.00	500.00	500.00	120	42	105	21
Captain	6	4,000	333.33	350.00	366.67	383.33	400.00	416.67	433.33	450.00	466.67	483.33	500.00	500.00	120	42	105	21
Commander:																		
Over 30 years' service	6	4,000	500.00	---	---	---	---	---	---	---	---	---	500.00	120	42	105	21	
Less than 30 years' service	5	3,500	291.67	306.25	320.83	335.42	350.00	364.58	379.17	393.75	408.33	422.92	---	120	63	105	21	
Lieutenant Commander:																		
Over 23 years' service	5	3,500	393.75	---	---	---	---	---	---	---	---	---	500.00	120	42	105	21	
Less than 23 years' service	4	3,000	250.00	262.50	275.00	287.50	300.00	312.50	325.00	337.50	---	---	---	105	63	90	21	
Lieutenant:																		
Over 17 years' service	4	3,000	312.50	---	---	---	---	---	325.00	337.50	350.00	362.50	375.00	105	63	90	21	
Less than 17 years' service	3	2,400	200.00	210.00	220.00	230.00	240.00	250.00	---	---	---	---	---	90	42	75	21	
Lieutenant (jg):																		
Over 10 years' service	3	2,400	230.00	---	---	---	240.00	250.00	260.00	270.00	280.00	290.00	300.00	90	42	75	21	
Less than 10 years' service	2	2,000	166.67	175.00	183.33	191.67	---	---	---	---	---	---	---	75	42	60	21	
Ensign:																		
Over 5 years' service	2	2,000	175.00	---	183.33	191.67	200.00	208.33	216.67	225.00	233.33	241.67	250.00	75	42	60	21	
Less than 5 years' service	1	1,800	150.00	157.50	---	---	---	---	---	---	---	---	---	60	42	45	21	
Chief Warrant Officer:																		
Over 20 years' commissioned service and with creditable record	4	3,000	325.00	---	---	---	---	---	---	---	337.50	350.00	362.50	375.00	**105	63	**90	21
Over 10 years' commissioned service and with creditable record	3	2,400	230.00	---	---	---	240.00	250.00	260.00	270.00	280.00	290.00	300.00	90	42	75	21	
Less than 10 years' commissioned service	2	2,100	175.00	183.75	192.50	201.25	210.00	218.75	227.50	236.25	245.00	253.75	262.50	75	42	60	21	
Warrant Officer:	1	1,800	150.00	157.50	165.00	172.50	180.00	187.50	195.00	202.50	210.00	217.50	225.00	60	42	45	21	

- * Allowances in this column are on the basis of a month of 30 days. For a month of a greater or less number of days the amounts should be correspondingly increased or decreased.
- ** The maximum allowances which will accrue to a commissioned warrant officer will be such that the total of base pay, pay for length of service, and allowances for subsistence and rental of quarters will not exceed \$458.33 per month. Deduction of the necessary amount should be made from the rental allowance.

NOTES

All commissioned officers are entitled to a ten per cent and warrant officers to a twenty per cent increase in base pay for any period of service while on sea duty or duty in any place beyond the continental limits of the United States or in Alaska.
Admirals are entitled to a personal money allowance of \$2,200 per year. Vice Admirals are entitled to a personal money allowance of \$500 per year.
No person, active or retired, shall suffer, by reason of this Act, any reduction in pay, allowances, or compensation to which he was entitled upon the effective date of this Act. (Sec. 19, Act of June 16, 1942).
Officers and warrant officers shall receive an increase of 50 per centum of their pay when detailed to duty involving flying. (Sec. 18, Act of June 16, 1942).
Retired officers and warrant officers shall, when on active duty, receive full pay and allowances of the grade or rank in which they serve on active duty. (Sec. 15, Act of June 16, 1942).

PAY OF ENLISTED MEN OF THE NAVY IN ACTIVE SERVICE
(ACT OF JUNE 16, 1942, EFFECTIVE JUNE 1, 1942)

	PAY GRADE	BASE UNDER 3 YEARS SERVICE	+5% OVER 3 YEARS SERVICE	+10% OVER 6 YEARS SERVICE	+15% OVER 9 YEARS SERVICE	+20% OVER 12 YEARS SERVICE	+25% OVER 15 YEARS SERVICE	+30% OVER 18 YEARS SERVICE	+35% OVER 21 YEARS SERVICE	+40% OVER 24 YEARS SERVICE	+45% OVER 27 YEARS SERVICE	+50% OVER 30 YEARS SERVICE
CPO (PA)*	1	\$138.00	\$144.90	\$151.80	\$158.70	\$165.60	\$172.50	\$179.40	\$186.30	\$193.20	\$200.10	\$207.00
CPO (AA)*	1A	126.00	132.30	138.60	144.90	151.20	157.50	163.80	170.10	176.40	182.70	189.00
PO, 1st Class OS1c and OC1c	2	114.00	119.70	125.40	131.10	136.80	142.50	148.20	153.90	159.60	165.30	171.00
PO, 2nd Class OS2c, OC2c, Mus1c	3	96.00	100.80	105.60	110.40	115.20	120.00	124.80	129.60	134.40	139.20	144.00
PO, 3rd Class F1c, OS3c, OC3c	4	78.00	81.90	85.80	89.70	93.60	97.50	101.40	105.30	109.20	113.10	117.00
Nonrated men, 1c (except F1c&Mus1c) F2c, MUS2c, MATT1c	5	66.00	69.30	72.60	75.90	79.20	82.50	85.80	89.10	92.40	95.70	99.00
Nonrated men, 2c (except F2c&Mus2c) F3c-MATT2c	6	54.00	56.70	59.40	62.10	64.80	67.50	70.20	72.90	75.60	78.30	81.00
Nonrated men, 3c (except F3c) MATT3c	7	50.00	52.50	55.00	57.50	60.00	62.50	65.00	67.50	70.00	72.50	75.00

*This pay grade also includes officers' chief stewards and officers' chief cooks.

PAY OF NURSES OF THE NAVY IN ACTIVE SERVICE
(ACT OF JUNE 16, 1942, EFFECTIVE JUNE 1, 1942)

	UNDER 3 YEARS SERVICE	OVER 3 YEARS SERVICE	OVER 6 YEARS SERVICE	OVER 9 YEARS SERVICE	OVER 12 YEARS SERVICE
NURSES **	\$ 90.00	\$105.00	\$120.00	\$135.00	\$150.00

**Superintendents of the Nurse Corps receive pay at the rate of \$2,500 a year; assistant superintendents, directors, and assistant directors at the rate of \$1,500 a year, and chief nurses at the rate of \$600 a year; in addition to their base pay as nurses.

Nurses are entitled to money allowances for subsistence and quarters, as authorized for officers in the 1st pay period.

NOTE: All enlisted men and nurses are entitled to a twenty per cent increase in base pay for any period of service while on sea duty, or duty in any place beyond the continental limits of the United States or in Alaska.

SERVICEMEN'S DEPENDENTS ALLOWANCE ACT OF 1942.

Republic Law 625 - 77th Congress

Chapter 443 - 2d Session

S. 2467

AN ACT

To provide family allowances for the dependents of enlisted men of the Army, Navy, Marine Corps, and Coast Guard of the United States, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That this Act may be cited as the Servicemen's Dependents Allowance Act of 1942.

TITLE I

Sec. 101. The dependent or dependents of any enlisted man of the fourth, fifth, sixth, or seventh grades in the Army of the United States, the United States Navy, the Marine Corps, or the Coast Guard, including any and all retired and reserve components of such services, shall be entitled to receive a monthly family allowance for any period during which such enlisted man is in the active military or naval service of the United States on or after June 1, 1942, during the existence of any war declared by Congress and the six months immediately following the termination of any such war.

Sec. 102. The monthly family allowance payable under this title to the dependent or dependents of any such enlisted man shall consist of the Government's contribution to such allowance and the reduction in or charge to the pay of such enlisted man.

Sec. 103. The dependents of any such enlisted man to whom a family allowance is payable under the provisions of this title shall be divided into two classes to be known as "Class A" and as "Class B" dependents. The Class A dependents of any such enlisted man shall include any person who is the wife, the child, or the former wife divorced of any such enlisted man. The Class B dependents of any such enlisted man shall include any person who is the parent, grandchild, brother, or sister of such enlisted man and who is found by the Secretary of the department concerned to be dependent upon such enlisted man for a substantial portion of his support.

Sec. 104. A monthly family allowance shall be granted and paid by the United States to the Class A dependent or dependents of any such enlisted man upon written application to the department concerned made by such enlisted man or made by or on behalf of such dependent or dependents. A monthly family allowance shall be granted and paid by the United States to the Class B dependent or dependents of any such enlisted man upon written application to the department concerned made by such enlisted man, or upon written application to the department concerned made by or on behalf of such dependent or dependents in any case in which the Secretary of the department concerned finds that it is impracticable for such enlisted man to request the payment of such allowance. The payment of a monthly family allowance to any Class B dependent or dependents of any such enlisted man shall be terminated upon the receipt by the department concerned of a written request by such enlisted man that such allowance be terminated.

Sec. 105. (a) The amount of the Government's contribution to the family allowance payable to the dependent or dependents of any such enlisted man shall be the aggregate of the amount of the Government's contribution to the Class A dependent or dependents of such enlisted man and the amount of the Government's contribution to the Class B dependent or dependents of such enlisted man.

TAKE TIME TO BE CAREFUL

(b) The amount of the Government's contribution to the Class A dependent or dependents of such enlisted man shall be at a monthly rate of -

- (1) \$28, if such enlisted man has a wife but no child;
- (2) \$40, if such enlisted man has a wife and one child, and an additional \$10 for each additional child;
- (3) \$20, if such enlisted man has no wife but has one child;
- (4) \$30, if such enlisted man has no wife but has two children, and an additional \$10 for each additional child; and
- (5) \$20, in addition to the amounts, if any, payable under clauses (1), (2), (3), or (4) of this subsection, if such enlisted man has a former wife divorced.

(c) The amount of the Government's contribution to the Class B dependent or dependents of any such enlisted man shall be at a monthly rate of -

- (1) \$15, if such enlisted man has only one parent who is a Class B dependent, and an additional \$5 for each grandchild, brother, or sister which such enlisted man has who is a Class B dependent, but not more than \$50 in the aggregate;
- (2) \$25, if such enlisted man has two parents who are Class B dependents, and an additional \$5 for each grandchild, brother, or sister which such enlisted man has who is a Class B dependent, but not more than \$50 in the aggregate; and
- (3) \$5, if such enlisted man has no parent who is a Class B dependent, for each grandchild, brother, or sister which such enlisted man has who is a Class B dependent, but not more than \$50 in the aggregate.

In any case in which the amount of the Government's contribution to the Class B dependents of any enlisted man would be greater than \$50, if there were no limitation upon the aggregate amount, of the Government's contribution to such dependents, the amount contributed by the Government to each such dependent shall be reduced in the same proportion as the aggregate amount of the Government's contribution to all such dependents is reduced.

Sec. 106. (a) For any month for which a monthly family allowance is paid under this title to the dependent or dependents of any such enlisted man the monthly pay of such enlisted man shall be reduced by, or charged with, the amount of \$22, and shall be reduced by, or charged with, an additional amount of \$5 if the dependents to whom such allowance is payable include both Class A and Class B dependents. The amount by which the pay of any such enlisted man is so reduced or with which it is so charged shall constitute part of the monthly family allowance payable to his dependent or dependents.

(b) In any case in which the family allowance is payable to more than one dependent of any such enlisted man, the amount by which the pay of such enlisted man is reduced or with which it is charged shall be apportioned among and paid for the benefit of such dependents in the following proportions:

- (1) If such dependents are all Class A dependents or are all Class B dependents, such amount shall be apportioned among such dependents in the same ratio in which they share the total Government contribution payable to them under section 105.
- (2) If one or more of such dependents are Class A dependents and one or more of such dependents are Class B dependents, \$22 of such amount shall be apportioned among such Class A dependents in the same ratio in which they share the total Government contribution payable to such Class A dependents under section 105 and \$5 of such amount shall be apportioned among such Class B dependents in the same ratio in which they share the total Government contribution payable to such Class B dependents under section 105.

DEMAND IDENTIFICATION FROM STRANGERS

(c) Notwithstanding any other provision of this title, in any case in which a family allowance is granted under this title to a wife or a child living separate and apart from the enlisted man under a court order or a written agreement, or to a former wife divorced, the amount of the family allowance payable to such wife, child, or former wife divorced shall not exceed the amount fixed in the court order or decree or in the written agreement as the amount to be paid to such wife, child, or former wife divorced. In any case in which the application of the provisions of the preceding sentence results in a reduction in a family allowance which would otherwise be payable under this title, the amount by which the pay of the enlisted man is reduced or with which it is charged and the amount of the Government contribution to such family allowance may each be reduced in accordance with such regulations as may be prescribed by the Secretary of the department concerned. .

Sec. 107. Any monthly family allowance provided for by this title shall be paid for the period beginning with the day on which application therefor is filed or the day on which the dependent or dependents first become entitled thereto under section 101, whichever is later, and ending with the day on which the disbursing officer paying the allowance receives notice of a change in status of the enlisted man concerned which terminated the right of his dependent or dependents to receive such allowance or notice of the discharge from or death in the service of such enlisted man: Provided, That in the case of any dependent of an enlisted man in active service on the date of enactment of this Act, if application is filed for a monthly family allowance within six months after such date of enactment or within such longer period as may be prescribed in special cases by the Secretary of the department concerned, the period for which such family allowance shall be paid shall begin with the date on which such dependent first becomes entitled thereto under section 101: Provided further, That the Secretary of War and the Secretary of the Navy may, by regulations prescribed by them jointly, fix the dates of commencement and termination of any such family allowance on any dates not more than one month before or one month after the dates above prescribed. Such regulations shall in no event provide for the payment of such allowances for any period prior to June 1, 1942, or for any period when the United States is not engaged in a war declared by Congress and which is more than six months later than the date of termination of any such war. Any allowances which accrue under this title for the period preceding November 1, 1942, shall not be actually paid until after November 1, 1942.

Sec. 108. In any case in which any allotment from the pay of an enlisted man is already in effect at the time a monthly family allowance becomes payable under this title to a dependent or dependents of such enlisted man, such allotment may be continued, modified, or discontinued in accordance with such regulations as may be prescribed by the head of the department concerned.

Sec 109. Any family allowance to which any dependent or dependents of any enlisted man is entitled under the provisions of this title shall be paid on behalf of such dependent or dependents to any person who may be designated by such enlisted man unless the Secretary of the department concerned determines that the person so designated is not an appropriate payee. In any case in which the Secretary of the department concerned determines that the person so designated is not an appropriate payee or in any case in which the enlisted man has not designated a payee, such allowance shall be paid on behalf of such dependent or dependents to such person as may be designated in regulations prescribed by the Secretary of the department concerned.

Sec 110. (a) Any family allowance granted under the provisions of this title to the dependent or dependents of any enlisted man shall continue to be paid irrespective of the pay accruing to such enlisted man.

(b) In case of the desertion or imprisonment of any enlisted man to the dependent or dependents of whom a family allowance has been granted under the provisions of this title, the family allowance thereafter payable to such dependent or dependents and the reduction of or charge to pay of such enlisted man shall be determined in accordance with such regulations as may be prescribed by the Secretary of the department concerned.

CARELESS TALK COSTS LIVES

(c) In any case in which an enlisted man is entitled to receive or to have credited to his account pay and allowances for any period under the Act of March 7, 1942 (Public Law 490, Seventy-seventh Congress), such enlisted man shall be deemed to be an enlisted man during such period for the purposes of this title.

(d) Nothing contained in this Act shall be construed to modify the Act approved March 7, 1942 (Public Law 490, Seventy-seventh Congress).

Sec. 111. This title shall be administered by the Secretary of War in its application to enlisted men of the Army of the United States and the dependents of such enlisted men and shall be administered by the Secretary of the Navy in its application to enlisted men of the United States Navy, the Marine Corps, and the Coast Guard, and the dependents of such enlisted men. Said Secretaries are authorized to prescribe jointly or severally such regulations as they may deem necessary to enable them to carry out the provisions of this title and to delegate to such officers or employees of their respective departments as they may designate any of their functions under this title.

Sec. 112. The determination of all facts, including the fact of dependency, which it shall be necessary to determine in the administration of this title shall be made by the Secretary of the department concerned and such determination shall be final and conclusive for all purposes and shall not be subject to review in any court or by any accounting officer of the Government. The Secretary of the department concerned may at any time on the basis of new evidence or for other good cause reconsider or modify any such determination, and may waive the recovery of any money erroneously paid under this title whenever he finds that such recovery would be against equity and good conscience. The General Accounting Office shall not refuse to allow credit in the accounts of any disbursing officer for any erroneous payment or overpayment made by him in carrying out the provisions of this title unless such erroneous payment or overpayment was made by him as the result of his gross negligence or with the intent to defraud the United States. No recovery shall be made from any officer authorizing any erroneous payment or overpayment under this title unless such payment was authorized by him as the result of his gross negligence or with the intent to defraud the United States.

Sec. 113. Any appropriations heretofore or hereafter made to the department concerned for the pay of enlisted men shall be available for the payment of the family allowances payable under the provisions of this title.

Sec. 114. The Director of the Selective Service System is authorized and directed to cooperate with the Secretary of War and the Secretary of the Navy by providing them with such information in the possession of, or available to, the Selective Service System as may be necessary to enable them to efficiently administer the provisions of this title.

Sec. 115. The monthly family allowances payable under the provisions of this title shall not be assignable; shall not be subject to the claims of creditors of any person to whom or on behalf of whom they are paid; and shall not be liable to attachment, levy, or seizure by or under any legal or equitable process whatever.

Sec. 116. Whoever shall obtain or receive any money, check, or family allowance under this title, without being entitled thereto and with intent to defraud, shall be punished by a fine of not more than \$2,000, or by imprisonment for not more than one year, or both.

Sec. 117. Whoever in any claim for family allowance or in any document required by this title or by regulation made under this title makes any statement of a material fact knowing it to be false, shall be guilty of perjury and shall be punished by a fine of not more than \$5,000, or by imprisonment for not more than two years, or both.

Sec. 118. Any person who has been entitled to payment of a family allowance under this title and whose entitlement to payment of such allowance has ceased shall, if he thereafter accepts payment of such allowance with the intent to defraud, be punished by a fine of not more than \$2,000, or by imprisonment for not more than one year, or both.

Sec. 119. No part of any amount paid pursuant to the provisions of this title shall be paid or delivered to or received by any agent or attorney on account of services rendered in connection with any family allowance payable under this title, and the same shall be unlawful, any contract to the contrary notwithstanding. Any person violating this section shall be deemed guilty of a misdemeanor and upon conviction thereof shall be fined in any sum not less than \$100 nor more than \$1,000.

Sec. 120. As used in this title -

- (a) The term "wife" means a lawful wife.
- (b) The term "former wife divorced" means a former wife divorced who has not remarried and to whom alimony has been decreed and is still payable.
- (c) The term "child" includes -
 - (1) a legitimate child;
 - (2) a child legally adopted;
 - (3) a stepchild, if a member of the man's household, including a stepchild who continues as a member of the man's household after death of the mother or termination of the marriage; and
 - (4) an illegitimate child, but only if the man has been judicially ordered or decreed to contribute to such child's support; has been judicially decreed to be the putative father of such child; or, has acknowledged under oath in writing, that he is the father of such child.
- (d) The term "grandchild" means a child as above defined of a child as above defined, and is limited to persons to whom the enlisted man has stood in loco parentis for a period of not less than one year prior to his enlistment or induction.
- (e) The term "parent" includes father and mother, grandfather and grandmother, stepfather and stepmother, father and mother through adoption, either of the person in the service or of the spouse, and persons who, for a period of not less than one year prior to the man's enlistment or induction, stood in loco parentis to the man concerned: Provided, That not more than two within those named therein may be designated to receive an allowance, and in the absence of a designation by the enlisted man preference shall be given to the parent, or parents not exceeding two, who actually exercised parental relationship at the time of or most nearly prior to the date of the enlisted man's entrance into active service: Provided further, That if such parent or parents be not dependent or waive an allowance, preference may be extended to others within the class who at a more remote time actually supported the enlisted man prior to entrance into service.
- (f) The terms "brother" and "sister" include brothers and sisters of the half blood as well as those of the whole blood, stepbrothers and stepsisters, and brothers and sisters through adoption.
- (g) The terms "child", "grandchild", "brother"; and "sister" are limited to unmarried persons either (1) under eighteen years of age, or (2) of any age, if incapable of self-support by reason of mental or physical defect.
- (h) The terms "pay" and "base pay" means base pay and longevity pay only.
- (i) The terms "man" and "enlisted man" mean any enlisted individual of the fourth, fifth, sixth, or seventh grade in any of the services mentioned in section 101 of this Act, but does not include any member of the Limited Service Marine Corps Reserve, the Philippine Army, the Philippine Scouts, the insular force of the Navy, the Samoan native guard or band of the Navy, or the Samoan reserve force of the Marine Corps.
- (j) The term "department concerned" means the War Department or the Navy Department, whichever may be the appropriate one in the particular case.

TITLE II

Sec. 201. (a) Paragraph (1) of section 5 (e) of the Selective Training and Service Act of 1940, as amended, is amended to read as follows:

"(1) The President is authorized, under such rules and regulations as he may prescribe, to provide for the deferment from training and service under this Act in the land and naval forces of the United States of any or all categories of those men whose employment in industry, agriculture, or other occupations or employment, or whose activity in other endeavors, is found in accordance with section 10 (a) (2) to be necessary to the maintenance of the national health, safety, or interest. The President is also authorized, under such rules and regulations as he may prescribe, to provide for the deferment from training and service under this Act in the land and naval forces of the United States (1) of any or all categories of those men in a status with respect to persons dependent upon them for support which renders their deferment advisable, and (2) of any or all categories of those men found to be physically, mentally, or morally deficient or defective. For the purpose of determining whether or not the deferment of men is advisable because of their status with respect to persons dependent upon them for support, any payments of allowances which are payable by the United States to the dependents of persons serving in the land or naval forces of the United States shall be taken into consideration but the fact that such payments of allowances are payable shall not be deemed conclusively to remove the grounds for deferment when the dependency is based upon financial considerations and shall not be deemed to remove the grounds for deferment when the dependency is based upon other than financial considerations and cannot be eliminated by financial assistance to the dependents. The President is also authorized, under such rules and regulations as he may prescribe, to provide for the deferment from training and service under this Act ... the land and naval forces of the United States of any or all categories of those men who have wives or children, or wives and children, with whom they maintain a bona fide family relationship in their homes. No deferment from such training and service shall be made in the case of any individual except upon the basis of the status of such individual, and no such deferment shall be made of individuals by occupational groups or of groups of individuals in any plant or institution. Rules and regulations issued pursuant to this subsection shall include provisions requiring that there be posted in a conspicuous place at the office of each local board a list setting forth the names and classifications of those men who have been classified by such local board."

(b) Section 15 of such Act, as amended, is amended by striking out subsection (c) thereof.

Approved, June 23, 1942.

NEW RETIREMENT ACT

[Public Law 608 - 77th Congress]

[Chapter 414 - 2d Session]

[S. 2285]

AN ACT

To provide for the retirement, with advanced rank, of certain officers of the Navy.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That any officer of the Navy who may be retired while serving as the commander of a fleet or subdivision thereof in the rank of admiral or vice admiral, or who has served or shall have served one year or more as such commander, may, if such rank was con-

YOURS IS A SACRED TRUST - DON'T BETRAY IT

ferred pursuant to the provisions of section 18 of the Act of May 22, 1917 (40 Stat. 89; U. S. C., title 34, sec. 212), or the Act of July 17, 1941 (Public Law Numbered 180, Seventy-seventh Congress), in the discretion of the President, by and with the advice and consent of the Senate, when retired, be placed on the retired list with the highest grade or rank held by him while on the active list: Provided, That no increase in retired pay shall accrue as the result of such advanced rank on the retired list: Provided further, That the President, by and with the advice and consent of the Senate, may in his discretion extend the privilege herein granted to such officers as have heretofore been retired and who satisfy the foregoing conditions.

Sec. 2. The President is further authorized, without reference to the power conferred upon him by this Act, to continue with the rank of admiral on the retired list the officer who, as commander in chief of the Asiatic Fleet, rendered conspicuous and distinguished service in operations against the enemy in the Far East from December 7, 1941, until February 14, 1942.

Approved, June 16, 1942.

* * * * *

A MERCHANTMAN'S SKIPPER TELLS HOW THE USS HOUSTON SAW HIS SHIP THROUGH

Another thrilling chapter has been added to the epic of the gallant USS HOUSTON and her fight against overwhelming odds in the Pacific. This is a story recounted by the skipper of a United States merchant vessel, Captain Frederick E. Trask, who two months after the sneak attack on Pearl Harbor had drastic occasion to see the HOUSTON in action. And it adds further testimony to the HOUSTON'S valorous campaigning before the cruiser was listed as missing in the Battle of Java Sea.

Captain Trask's ship, along with several other merchant vessels, was being escorted by the HOUSTON and smaller naval units in an area where enemy forces, particularly in the air, were known to be active.

"On February 15 at 2:15 P.M.," writes Captain Trask in his report, "a Jap seaplane came up within two and a half miles of our stern and came down from 10,000 to 4,000 feet. It was hit by fire from the HOUSTON and forced to dump its bombs. It headed south and finally crashed into the sea.

"On February 16 at 11:13 A.M., four groups of Jap bombers were sighted to the north at 10,000 feet, flying in perfect formation. There were three groups of nine each of twin-engined Mitsubishi's, Type 96 heavy bombers of the Japanese naval air service, and one group of nine four-engined Kawanisi, Type 97 Flying Boats of the Japanese naval air service, making a total of 36 planes.

"At 11:15, the HOUSTON at full speed swung into action with all her anti-aircraft batteries, and laid down a barrage across the Jap line of flight, causing them to veer to the East. They were out of sight for about five minutes, then they came back at varying intervals and from all points of the compass and attacked the HOUSTON with what we assumed were half-ton bombs.

"Wheeling at top speed, the HOUSTON avoided the load by a scant 100 yards, all the time firing with all her anti-aircraft guns. During the attack, which lasted 45 minutes, the HOUSTON shot down three and winged eight of the Jap Mitsubishi's. The other smaller naval vessels got in a few licks now and then.

"After 11:50 the Japs, possibly having only 250-pound bombs left in their racks, started to go for the merchant ships. One load dropped within 50 feet of one ship, and several men on her decks were wounded. At 11:55 A.M. a flight of seven Kawanisi Type 97's (two having been shot down) came for our ship at 7,000 feet. Putting the helm hard left, we endeavored to throw them off on their sights, but they veered to the left as we did, and we realized then that they had us in range.

"I ordered a hard right helm -- and at that moment saw the traps open. From the port side of the bridge, I could see the glint of the sun on several bombs as they were released.

"I walked across to the starboard side of the bridge, thinking of my wife and the folks at home. I felt this was going to be sudden and certain death. The Japs had dropped down to 3,000 feet in their effort to score at least one ship after having failed to make any direct hits within an hour or so of attack and after having flown approximately 650 miles to the attack.

"As the bombs struck the water, they burst abreast of the No. 6 starboard hatch within ten feet of the ship's side. I threw myself flat on the pilot house deck. As soon as I hit the deck, two bombs burst on the starboard side amidships, and six went off on the port side. From the bridge to the stern, all hit within inches of the hull. One direct hit on the hull, port side, made a hole in the fashion plate on the after end of the forward well deck, but glanced off and fell into the water without exploding.

"The Jap planes then flew off to the North, except one, which remained at probably 10,000 feet, away ahead of the convoy, for several minutes.

"There were several gaping holes in both our No. 2 and No. 4 port lifeboats. There were approximately 15 holes in the ship's side to port, four in the cargo holds close to the water, and several holes above the water between decks. Those holes close to the water were plugged with wood, the average hole being about one inch in diameter, caused by bomb fragments and round steel balls used for shrapnel. There were a total of 28 casualties aboard.

"When the attack was over, the HOUSTON steamed past us to see how we had fared, and she was cheered heartily for her splendid work. She then ordered us back into formation, and we proceeded on our way."

In that fashion did the HOUSTON see her merchantman charge through, though time proved the great fight to be in vain. Continuing on her way, Captain Trask's ship reached Darwin and there met doom. Japanese bombs sent her to the bottom -- happily, with the loss of only one life.

SURVIVORS

The following statement was released July 1, 1942, and attributed to "a Navy spokesman."

"A large number of the survivors of the U.S.S. HOUSTON and HMAS PERTH missing since the Battle of the Java Sea are safe in an internment camp in Batavia along with American civilians, according to Tokyo propaganda broadcasts over the Japanese-controlled Batavia radio.

The broadcast declared that Nipponese sailors from a destroyer picked up some of the survivors and "paid tribute to the wonderful fight put up by those vessels."

The propaganda broadcast further asserted "that the Japanese arranged for the transfer, from Serang to Batavia on April 13, of 1,000 prisoners, mostly Americans and Australians. The prisoners were transferred to the Dutch barracks at Batavia, where they were warmly welcomed by hundreds of their compatriots."

While all Americans will understand that broadcasts originating from enemy sources cannot be regarded as authentic, there appears to be no reason for the issuance of false information on this subject by the Japanese.

TO BE MODERN - BE MODEST

The Navy Department at this time has no information about men missing from the cruiser HOUSTON other than that emanating from enemy sources. It is not desired to raise false hopes, but it should be pointed out that it is probable that some Navy personnel reported as missing have been picked up by enemy ships.

In view of the circumstances surrounding the loss of the U.S.S. HOUSTON, it is possible that some survivors could have been picked up by enemy ships. Authentic information will be gathered as soon as possible, through the international machinery functioning for that purpose.

When such authentic information can be collected, it will be given to the American public by the Prisoner-of-War Information Bureau, Office of the Provost Marshal General, War Department, Washington, D.C.

While the Navy Department shares with deep interest the concern of next of kin of officers and men reported as missing but possibly prisoners of war, the public is asked to cooperate with the Navy Department by refraining from initiating inquiries which cannot be answered until authentic information is available."

* * * * *

BRITISH AND CANADIAN VESSELS OPERATE WITH U.S. FORCES IN ATLANTIC

In accordance with the Allied policy of distributing strength where it can best serve the cause of the United Nations, many British and Canadian corvettes, destroyers and fully-equipped anti-submarine vessels have for some time been operating with our forces in the Atlantic.

The vessels have been operating both on escort duty and in the campaign against enemy submarines along our eastern seaboard.

* * * * *

"RETIRED ENLISTED MEN PHYSICALLY QUALIFIED FOR MOBILIZATION ASHORE ONLY

Upon being recalled to active duty, and from time to time while on inactive duty, all retired enlisted men who are classified as physically qualified for mobilization ashore only shall be examined, and those found physically qualified for all the duties of their rating, ashore and afloat, may be assigned duty where their services are required, either ashore or afloat, even though they have previously been classified as physically qualified for mobilization ashore only.

The Chief of Naval Personnel's restricted letter Pers-60-VRB P16-3(C)(256), dated June 23, 1942, prescribes the procedure to be followed by the Commandants of the Naval Districts in connection with reclassification of this personnel.

The Bureau does not desire that retired men, recalled to active duty, who, upon reporting for duty, are found physically qualified for mobilization ashore only, be assigned duty at sea, either in Class "A" or Class "B" vessels, unless they volunteer for this duty and specific entry is made in their service records to that effect."

* * * * *

OUR SAFETY DEPENDS ON YOUR SILENCE

BEWARE OF FIFTH COLUMNISTS

It has come to the attention of the Bureau that in several instances civilian bystanders have been the cause of trouble between enlisted men of the Navy and enlisted men of some of the United Nations. It is suggested that at any time in the future when derogatory remarks are made by civilians in regard to the actions, policies or background of any citizens of the United Nations, it would be well to ascertain why such remarks are made. Under certain conditions such remarks can easily cause trouble or fighting between the enlisted men of the Navy and those of the United Nations, which should be avoided.

Whenever such conditions occur, it is necessary to remember that the United States and the United Nations are allies and are fighting a common enemy for the same principals and the same ultimate goal. Rather than be influenced by the remarks of civilian bystanders it would be much more to the point to question why the remarks were made.

The above should be kept in mind at all times by officers and men of the Navy. We will all have plenty of fighting against the Japs and Germans before this war is over. Don't waste time and energy fighting your allies.

A SINGULAR DECORATION

In 1901, a young lieutenant, serving in the United States Navy aboard the U. S. S. Kentucky when that battleship paid a visit to Constantinople, met the Sultan of Turkey at a banquet. The Sultan took a fancy to the young American Officer - in fact, liked him so much that he revised American Naval history to suit his Sultanic whims. After learning that his guest from the battleship Kentucky had participated in the battle of Manila Bay, (the young lieutenant had been an Ensign aboard the U. S. S. Olympia in Dewey's fleet), the Sultan awarded him a Turkish Medal of Merit for, "sinking the Spanish Navy, assisted by Admiral Dewey." The Diploma which accompanied the Medal carried with it the questionable privilege of having six wives and the right to wear a fez.

Twenty-seven years later, Congress enacted the necessary legislation and the American Officer, then Acting Commandant of the Eleventh Naval District, received the Medal and Diploma.

On May 19, 1942, that American Naval Officer died. He was Rear Admiral William Pitt Scott, retired as Captain in 1929 after forty years in the United States Naval Service.

* * * * *

THE SIGNIFICANCE OF THE UNIFORM

The uniform that you are now privileged to wear is not just another piece of clothing to be worn as may seem most convenient or comfortable. It is a badge of office, a symbol of authority, a mark of service to the country, the seal of a trust imposed on and accepted by you. It has a purpose; it has a meaning. There is a "way to wear it."

The wearing of the uniform carries with it certain great responsibilities and implies a definite duty. The manner in which you use it, regard it and treat it is an accurate gauge of the manner in which you may be expected to meet those responsibilities and a very fair indication of the thoroughness with which you will do your duty.

The uniform is a symbol of a great tradition -- the tradition of the men of the sea. That the men of the sea now-a-days, at times, become men of the air, changes or detracts not one bit from the qualities demanded in them or required before Victory can rightfully be expected. The conquest of the air has only served to bind tighter the brotherhood and make more rigid the code.

IDLE WORDS MAY REVEAL VITAL INFORMATION

This tradition of which we speak goes back far beyond our own rather recent beginning as a nation. No one really knows how many centuries ago men of the sea, brought close together by the ever present and common-to-all danger, developed a certain intangible spirit of brotherhood and understanding and a very definite code of behavior.

When these same men, later, became the servants, on the high seas, of great States, flying their flags, commanding their ships and defending their interests, no better trustees of national destinies could have been found; since, for generations they had already been accustomed to accept great responsibilities in face of grave dangers, so the trust was not new to them. The uniforms they then began to wear became emblems of that trust and symbols of what is meant; symbols of what their country stood for and of its place in the world.

The chain of tradition has never been broken. The same spirit that inspired Lord St. Vincent to arise each day for years in the British fleet, don full uniform and, before his entire crew of officers and men, witness the raising of the colors -- that same spirit recently inspired a Captain in our Navy, lying in his uniform, disemboweled and propped against the chart house to fight his burning and sinking ship 'till he died -- refusing to be removed.

The Spirit of the tradition speaks as Copenhagen, where we hear Nelson, when a round shot strikes the mast close by his head, remark, "The fight is hot, and no one knows how long we may be here today -- but mark you! I wouldn't be anywhere else for thousands," and again it speaks through Perry at Lake Erie, who, after a furious sea fight, reports laconically, "We have met the enemy and they are ours." In 1942 the pilot of a bomber reports, "Sighted Sub. Sank same."

We find Captain Herndon of our Navy, as his ship, the Central America, doomed, begins to sink; going down to his cabin, putting on his coat and, REMOVING THE CAP COVER SO ALL COULD SEE THE SYMBOL OF RANK, returning to the deck in time to wave away a would-be rescue boat to prevent it being swamped, and, then, folding his arms, uncovered, calmly go down with the ship.

John Paul Jones, his ship shot to pieces, on fire and sinking and his crew decimated, is asked if he has surrendered, and replies, "Surrender hell! We have not as yet begun to fight!" and later, when accepting the sword of surrender from the British Captain, returns it; saying, "Sir, you have fought gallantly; I hope your King gives you a better ship."

What is it that inspired these men to such gallant deeds and such gracious courtesies? It would be hard to say, other than to reply, "Tradition." The Tradition of the eternal brotherhood of common danger, the Tradition of loyalty; loyalty to each other; loyalty to a trust, whatever it may be.

Lawrence was moved by it when he cried, as he lay dying on the bloody decks of the Chesapeake, "Fight her 'till she sinks; Don't give up the ship!" and Perry, later, remembering Lawrence's immortal words, sewed them on a flag to inspire his men, remarking, "If there is a victory to be had, I'll have it," and then sailed into battle on the Niagara to win a major victory.

Stephen Decatur knew it when he sank the Philadelphia in the Harbor of Tripoli and in so doing, moved Nelson to remark, "-- the most bold and daring act of the age."

Farragut, at Mobile, damns the torpedoes and cries, "Go ahead;" Dewey at Manila; Devereaux at Wake; "Three men in a Boat," lost from a carrier; an unbroken chain of men all in uniform, all inspired by something the uniform meant to them.

Doesn't it mean something to you to wear it? Don't you see why you should treat it with respect? Don't you consider it an honor to be seen in it, along with them? It is older than you, much older; it is soaked with the blood of honorable deeds; it has, for more than 150 years been the shield behind which this country has grown and prospered.

ARE YOU ALWAYS CAREFUL OF WHO GETS AN EARFUL?

Wear it proudly; wear it properly; wear it neatly; wear it correctly. Salute it with respect when you meet it; behave in it in a seemingly manner; defend it when it is offended and endangered. It represents the flag, the nation, your home and family. It is symbolic of all that is dear to you, and of all that men believe to be worth dying for.

----From the "Gosport",
U.S. Naval Air Station,
Pensacola, Florida.

REDUCTION OF CORRESPONDENCE IN CONNECTION WITH THE OBTAINING OF TRAINING COURSES

The Bureau of Naval Personnel receives many letters direct from enlisted personnel requesting Navy Training Courses. In order to reduce unnecessary correspondence these letters will not be answered in the future.

It is requested that all personnel be informed as to the proper procedure for obtaining Navy Training Courses as outlined in Chapters 3 and 4 of the Yearbook of Enlisted Training.

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STATUS OF TRAINING COURSES

The status of and information concerning TRAINING COURSES is published herewith for the information of all concerned.

Training courses for the following ratings are published, and are now available, or will be available as indicated:

Seaman Branch

APPRENTICE SEAMAN SEAMAN 1c - Supply exhausted. Expected availability about July 15, 1942.	QUARTERMASTER 3c - Supply exhausted. Expected availability about August 1, 1942.
COXSWAIN - Limited supply available. This course is being revised. Expected availability of the 1942 edition about October 1, 1942.	QUARTERMASTER 2c QUARTERMASTER 1c and Chief TORPEDOMAN 3c TORPEDOMAN 2c TORPEDOMAN 1c and Chief
BOATSWAIN'S MATES 2c - Limited supply available. This course is being revised. Expected availability for the 1942 edition about December 1, 1942.	FIRE CONTROLMAN 3c FIRE CONTROLMAN 2c FIRE CONTROLMAN 1c and Chief- Supply exhausted. This course is being revised. Expected availability of the 1942 edition about September 1, 1942.
GUNNER'S MATE 3c GUNNER'S MATE 2c GUNNER'S MATE 1c and Chief	

Engineering Branch

FIREMEN 2c and 1c MACHINIST'S MATES 2c MACHINIST'S MATES 1c and Chief WATER TENDER 2c - Limited supply available. Expected availability of reprint about August 1, 1942.	ELECTRICIAN'S MATES 3c ELECTRICIAN'S MATES 2c ELECTRICIAN'S MATES 1c and Chief MOTOR MACHINIST'S MATES - No courses. The manuscript for this course is being prepared. It is expected that this course will be available, Sept., 1943.
WATER TENDER 1c and Chief	

A CHANCE REMARK MAY ENDANGER LIVES

Communication's Branch

RADIOMEN 3c
RADIOMEN 2c
RADIOMEN 1c and Chief
SIGNALMEN 3c - Supply exhausted. Expected availability about July 15, 1942.
SIGNALMEN 2c-Supply exhausted. Expected availability about September 1, 1942.
SIGNALMEN 1c and Chief

SOUNDMEN- No courses. Course will be prepared some time in the future.
RADARMEN - No courses. Course will be prepared some time in the future.
RADIO TECHNICIAN - No courses. Course will be prepared some time in the future.

Aviation Branch

AVIATION MACHINIST MATE 3c
AVIATION MACHINIST MATE 2c
AVIATION MACHINIST MATE 1c and Chief
AVIATION METALSMITH 3c and 2c

AVIATION METALSMITH 1c and Chief
AVIATION ORDNANCEMAN 3c and 2c
AVIATION ORDNANCEMAN 1c and Chief

Special Branch

STOREKEEPER 3c
STOREKEEPER 2c
STOREKEEPER 1c and Chief
SHIP'S COOK 3c
SHIP'S COOK 2c and 1c
BAKER RATINGS
OFFICER COOKS AND OFFICER STEWARDS
MESSMAN BRANCH
COMMISSARY STEWARDS AND CHIEF
COMMISSARY STEWARDS
YEOMAN 3c
YEOMAN 2c

YEOMAN 1c and Chief - Supply is exhausted. Expected availability about August 1, 1942.
HOSP. APP 1c and PhM 3c
PHARMACIST'S MATE 2c - Supply is exhausted. This course is being revised. Expected availability about December 15, 1942.
PHARMACIST'S MATE 1c and Chief - Supply is exhausted. Expected availability about June, 1943.

General Course

A to N - Supply is exhausted. Expected availability about September 1, 1942.
DIESEL ENGINES
G.T.C. for P.O. 3c and 2c - Supply is exhausted. This course is being revised. Expected availability of the 1942 edition about September 15, 1942.

G.T.C. for P.O. 1c and Chief
GREGG SHORTHAND MANUAL - Supply is exhausted. Expected availability about July 1, 1942.
GYROSCOPIC COMPASSES
TYPEWRITING MANUAL

Miscellaneous

YEARBOOK OF ENLISTED TRAINING
LDG. FORCE MANUAL, chapter II - Individual instruction without arms and with arms (rifle, automatic rifle, sub-machine gun, pistol, and bayonet)-1939 revision.
LDG. FORCE MANUAL, chapter III - Drill (squad platoon and company). 1939 revision

GROUNDING CASES 11- 20
ADMINISTRATION CASES 21 - 30
COLLISION CASES 31 - 40
COLLISION CASES 41- 50
SCHOOLS AND COLLEGES GRANTING CONCESSIONS TO SONS AND DAUGHTERS OF OFFICERS AND ENLISTED PERSONNEL OF THE U. S. NAVY.

THRIFT - Limited Supply.
BENEFIT GUIDES
MOTION PICTURE HANDLING
METHODS OF INSTRUCTION
COLLISION CASES 1 - 10 - Supply is exhausted. Expected availability about December 15, 1942.

ARTIFICER'S MANUAL - A limited supply available of the 1918 edition. An Artificer's Manual is being prepared. This manual will include material for study for all deck Artificer ratings. It is expected that distribution will be made early in 1943 at the latest.

COOK BOOK - This is furnished for ships use by the Bureau of Supplies and accounts. The Bureau of Naval Personnel has a limited number for distribution to schools for instructional purposes only.

MAN. METAL ARC. WELD. - obtained from Bureau of Ships.

UNIFORMS AND INSIGNIA OF FOREIGN NAVIES.

BOILER - COAL FIRED - A limited number available. Will not be reprinted when supply is exhausted.

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APPLICATIONS FOR FLIGHT TRAINING

Personnel of the Naval Service who desire flight training should refer to Bureau of Naval Personnel Circular Letter No. 87-42. This circular letter shows how officers or enlisted men of the Regular Navy or Naval Reserve may obtain flight training as officers in grade, aviation cadet, or as aviation pilot, provided they meet requirements.

The Bureau has incorporated in Circular Letter No. 87-42 all possible information concerning flight training requirements and approximate quotas for the fiscal year 1943. This letter, which supersedes all previous instructions, is designed to serve as a manual or guide for personnel of the Naval Service who desire flight training.

Attention is invited to the fact that all officer applications will be addressed to the Bureau of Naval Personnel, via the Chain of Command, and that applications from enlisted personnel of the Naval Service will be handled by Commanders of Service Forces, Sea Frontiers, Commandants of Naval Districts, and Training Commands, in the field, for personnel under their jurisdiction. Individual quotas to the foregoing commands will be assigned in separate correspondence.

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FLIGHT TRAINING - RESERVE OFFICERS

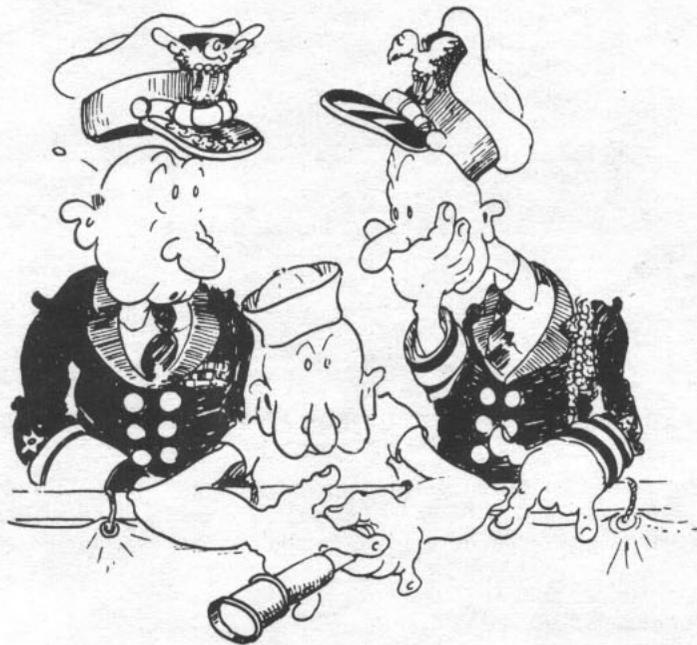
Since the promulgation of Alnav 108 several requests have been received in the Bureau from officers who vacated their commissions in order to enter V-5 training as aviation cadets, that their original dates of precedence be restored. Alnav 108 is not retroactive. Laws governing appointments in Class A-V(N), U.S. Naval Reserve, require that all members of a class of aviation cadets who enter flight training at approximately the same time shall be deemed to have commenced their commissioned service on the same date.

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ONE LEAK CAN SINK A SHIP



You Know Captain, I'm Beginning to Doubt My Noon Position, Too



Bill Eddy '41



"Literally Decoded, Gentlemen, It says, 'Nuts To Us'."

POSTGRADUATE SELECTIONS

Naval Construction and Engineering Course

Class to be convened in 1943:

Lieutenant (jg)	Brooks, Roman L.
"	" Cochran, James C.
"	" Frankenberger, Norbert
"	" Gerber, Ralph I.
"	" Graziano, Frank J.
"	" Gurley, Thomas C.
"	" Harris, Robert E.
"	" Libbey, Miles A.
"	" Malloy, Jr., Edwin
"	" McMullen, John J.
"	" Nesbitt, Richard J.
"	" Ramsey, Lyle B.
"	" Schubert, Anthony R.
"	" Smalzel, Charles W.
"	" Smith, Jr., James C.
"	" Turnbaugh, Marshall E.

Civil Engineering Course

Class to be convened about July 1, 1942:

Lieutenant (jg)	Kurzawa, Chester J.
Ensign	Saunders, Jr., Louis N.
"	Wooding, Robert R.

NAVAL OFFICERS SELECTED FOR ENGINEERING DUTY ONLY

Pursuant to the Secretary of the Navy letter 6504 of June 14, 1942, a board met on June 24, 1942, to select and recommend fifteen (15) officers for designation as Engineering Duty Only. The following named officers were selected and nominated to the Secretary of the Navy:

Lieutenant Commander Daniel L. Carroll, Jr., USN.
Lieutenant Commander Homer O. Dahlke, USN.
Lieutenant Commander Frank C. L. Dettmann, USN.
Lieutenant Commander Joseph B. Duval, Jr., USN.
Lieutenant Commander Frederick R. Furth, USN.
Lieutenant Commander William R. Ignatius, USN.
Lieutenant Commander Marvin P. Kingsley, USN.
Lieutenant Commander Carl R. Midtlyng, USN.
Lieutenant Commander Robert Lee Moore, Jr., USN.
Lieutenant Commander William L. Pryor, Jr., USN.
Lieutenant Commander George C. Seay, USN.
Lieutenant Commander Corben C. Shute, USN.
Lieutenant Commander Franklin W. Slaven, USN.
Lieutenant Commander Walter C. Stahl, USN.
Commander William H. Von Dreele, USN.

Due to the fact that applications for this duty were made prior to the declaration of war, it is possible that some of those nominated are unavailable. In view of this, the board made two additional nominations, and recommended that the Chief of Naval Personnel be authorized to substitute an alternate for nomination if, in his opinion, such action is necessary. These nominations are listed in order of preference:

Lieutenant Commander Frank Novak, USN.
Lieutenant Commander Claude V. Hawk, USN.

The above officers are all graduates of the United States Naval Academy and have had postgraduate instruction.

SPECIAL BULLETIN

IN LINE WITH PRESENT EFFORT TO ELIMINATE UNNECESSARY CORRESPONDENCE, THIS BUREAU WILL DISPENSE WITH THE ACKNOWLEDGING OF REQUESTS FOR DUTY OF ANY KIND.

A BROTHER'S COMPLAINT

Sis is going with a sailor,
At first it didn't faze us;
But now the family's talk is full
Of sailors' salty phrases.
We found it rather hard at first
To follow all his speech,
Since talk is different on board ship
Then it is "on the beach."
For when the time to eat comes round,
He sings out "chow for food;
And always "stows it down the hatch,"
Which Grandma says is rude.
When talking during dinner,
He talks like other boys;
Except he calls the lettuce "grass,"
And celery just plain "noise."
His "salty" talk is slangy,
And hard to understand;
He calls the canned milk "iron cow,"
And sugar he calls "sand."
His many names for coffee
Are certainly a joke;
He calls it everything from "mud,"
To "Jo" and plain "jamoke,"
The spinach he calls "Popeye,"
And Grandma always squirms
For when we have spaghetti;
He says, "Throw me the worms."
The chicken he calls "sea-gull,"
The ketchup is "red-lead,"
The waffles are "collision-mats,"
While "punk" is mother's bread.
Fried fish is "Pedro pork-chops,"
"Sea-dust" his name for salt;
When he calls the pepper "fly specks,"
Ma nearly called a halt.
He sat beside my father,
And needed elbow room;
He looked at Dad and said: "Say Mate,
Rig in your starboard boom."
We finally caught on, tho,
And now are doing fine;

We say "six-bells" for three o'clock
When we are telling time.
When Ma goes to the city,
Or runs down to the store;
And someone asks us where she is,
We say she's "gone ashore."
Sister calls a floor a "deck,"
To hear her talk is sport;
To her, a roof's an "overhead,"
A window is a "port."
Then, too, if someone gets "fouled-up,"
Or some new trouble comes;
And Dad starts to complain, Ma says:
"Now Pa, don't beat your gums,"
Dad doesn't tie his tie now,
Instead he "bends it on;"
While Grandma says the kids "shoved
off,"
In place of "they have gone."
Ma says Dad's suit is "shipshape,"
When the fit is real tip-top.
But if it's not so neat she says,
"That 'lash-up' ain't so hot."
When Pappy goes to work just now,
We say he's "turning to;"
Whilst Mother "swabs" and never
scrubs,
As once she used to do.
The place sure has gone salty,
Which makes me lots of trouble;
For when Ma says, "Come here, 'Chop-
chop',"
I go there "on the double."
I wish that "tar" would "weigh his
anchor,"
And do what I oft' think;
"Point his bow" and "trim his jib,"
And go jump in the "drink."
I'm through "batting the breeze" and
"Singing the blues," I'm sure;
So for the nonce, I'll just "cease-
firing,"
"Train-in" and "Secure."

- U.S.S. Washington

ASSIGNMENT OF BROTHERS TO SAME SHIP OR STATION

"The Bureau considers that it is to the individual family interest that brothers not be put on the same ship in war time, as the loss of such a ship may result in the loss of two or more members of the family, which might be avoided if brothers are separated. An instance of this was the loss of three brothers on the USS ARIZONA at Pearl Harbor, T.H., on December 7, 1941. In view of the above, Commanding Officers will not forward requests for brothers to serve in the same ship or station."

* * * * *

PERMANENT PROMOTIONS IN NAVAL SERVICE SUSPENDED UNDER NEW ACT

Permanent promotions of officers of the Navy, Marine Corps and Coast Guard, together with their reserve components, have been suspended by the Congressional enactment approved by President Roosevelt on June 30, and which will remain in effect until June 30 of the fiscal year following that in which the present war terminates.

The only exceptions are officers already selected for higher rank and now awaiting permanent promotion, and those officers who became due for promotion through length of service prior to July 1, 1942. These officers will be permanently promoted with their dates of rank to be determined from existing vacancies, but to be not later than June 30, 1942.

Another provision of the new law is that no officer will be retired involuntarily or honorably discharged on account of failure of selection. This applies to officers who would have retired for this reason on June 30, 1942, as well as those who would have become due for retirements at later dates for the same reason. Retirements for physical disability and for age will continue as heretofore.

Certain changes also have been made in the method of determining officers of flag rank (Rear Admiral and above) eligible for the pay of the upper bracket of the list of flag officers. Officers concerned will be notified by the Navy Department.

The age limits now prescribed by law for original appointments to commissioned rank in any staff corps of the regular Navy are modified to the extent that any officer of the Naval Reserve eligible for such appointment upon heretofore or hereafter reporting for active duty subsequent to September 8, 1939, shall retain such eligibility so long as he remains continuously on active duty.

Existing law concerning the transfer of aviation cadet training graduates and Naval Reserve Officer Training Corps graduates is modified in that these officers are now eligible for transfer if under 25 years of age upon successful completion of training as Aviation Cadets, or upon reporting for continuous active duty on board ships of the Navy in the case of N.R.O.T.C. graduates. The 18 months' and 12 months' service requirements are still applicable as are other provisions of the existing law concerning these officers.

Other features of the Act deal with the elimination of oaths of office and the issuance of confirming commissions in cases of temporary promotions, with a view to reducing the large amount of paper work heretofore entailed.

A circular letter explaining the law in detail is now being prepared and will be sent out shortly to the Naval service.

* * * * *

CARELESS TALK MAY HAVE CAREFUL LISTENERS

ALNAV 41

A large number of recommendations for the temporary promotion of warrant officers and enlisted men are still being received by the Bureau of Naval Personnel in spite of the fact that ALNAV 41 set April 1, 1942 as the limiting date for such recommendations.

Late recommendations of this nature will not be considered by the board now in session and should not be submitted.

Inquiries as to the action taken on recommendations submitted under ALNAV 41 serve no useful purpose, inasmuch as this information will be published to the Service as soon as it is available. A considerable reduction of paper work will result from the discontinuance of such inquiries.

ADVANCEMENT IN RATING

Attention is invited to Bureau of Naval Personnel Circular Letter No. 92-42 containing revised instructions governing advancement in rating. It will be noted that this letter, including enclosures, covers not only the method of effecting advancements but contains the modified service and other requirements for advancement as well. It is desirable to have all current instructions on the subject of advancements included in one letter; this resulted in a lengthy letter, but since the subject matter of enclosures is listed in the heading of the letter, the arrangement is such that quick reference to information desired is possible.

Aviation Machinist's Mates and Aviation Metalsmiths.

All graduates of Group IV Aviation Machinist's Mates and Aviation Metalsmith Schools are being rated aviation machinist's mate, third class, and aviation metalsmith, third class, upon graduation. Graduates from earlier classes of these schools who have not been so rated, should, if qualified be rated as soon as practicable. Service in rating requirements for advancement to the lowest petty officer grades have been suspended. (Bureau of Naval Personnel Circular Letter No. 92-42).

* * * * *

CHANGES IN RATING (BUPERS MANUAL ARTICLE D-5114)

Yeomen, Storekeepers and Printers:

In view of the present excess of yeomen, storekeepers and printers in the Navy as a whole the Bureau will not authorize changes to these ratings from other petty officer ratings.

Radiomen:

The present shortage of radiomen (and aviation radiomen) in the Navy as a whole makes it mandatory that all men in these ratings and non-rated men who have been trained for radiomen ratings be assigned to appropriate duties as radiomen and radiomen strikers and not be diverted to other specialties. Requests for changes from radioman to other ratings can not be approved.

Specialists:

Requests for changes to specialist ratings are normally disapproved. Specialists are enlisted in the Naval Reserve only in limited numbers for special purposes when men are required for certain specialized duties beyond the scope of general service ratings.

* * * * *

THE "WASP" STINGS.

"Reinforcements in the form of airplanes were recently carried through the Mediterranean to Malta to aid the British in their defense of the embattled island.

These trips were accomplished by the U.S. aircraft carrier WASP and were completed without damage either to the escort or the WASP.

During one of these ferry trips after British aircraft, manned by R.A.F. pilots, had been launched from the WASP and were in flight over the Island of Malta the enemy attacked the island. Completely surprised by the increased number of defending fighters the enemy suffered considerable losses.

The planes which took off from the WASP engaged the enemy over Malta before landing on the island. After landing and hasty refueling at the air drome they were again in the air continuing to repel the enemy attack within 30 minutes after arrival.

The expertly timed arrival of reinforcement planes on the WASP was most fortunate for the heroic defenders of the British stronghold and the cause of the United Nations."

* * * * *

ANOTHER LEXINGTON SOON TO CARRY ON THE FIGHT; WORKMEN BUILDING NEW CARRIER PETITION NAME, PLEDGE ALL SPEED IN COMPLETION OF THE CRAFT

Another U. S. S. LEXINGTON will cruise off to war, launching planes to thunder destruction on the enemies of the U. S.--and, by solemn pledge of 23,000 workmen who now are building her, the day will be not far distant!

Secretary of Navy Frank Knox recently received a telegram from Quincy, Massachusetts, where a new carrier---known until now simply as CV-16---is being built. The telegram, signed by W. H. Norton, President of the Independent Union of Fore River Workers, and W. G. McDermott, Chairman of the Employee Members of the War Production Committee, petitioned that the new craft be named LEXINGTON. "All the speed and all the skill that is in our power" was pledged for completion of the carrier.

Secretary Knox promptly granted the request and telegraphed workmen of the Fore River plant of the Bethlehem Steel Company, (Quincy, Mass.) his belief that they would reduce to the minimum the number of days they will require to finish the job.

The new LEXINGTON will be fifth of a line of U. S. warships to bear that name. The first was a brig of 16 guns, the second was a sloop of war with 18 guns, the third was a sidewheel ironclad steamer with 7 guns, and the fourth was the gallant aircraft carrier which helped devastate the Japanese fleet in the recent battle of Coral Sea before sinking as the immediate result of an internal explosion following torpedo and bomb hits by the enemy.

* * * * *

NEW ESCORT SHIPS TO BEAR NAMES OF 10 VESSELS LOST BY U.S. NAVY

Ten of the U.S. Navy's new escort vessels will carry the names of 10 ships lost since the outbreak of World War II.

Secretary of the Navy Frank Knox selected the names today--the EDSALL, JACOB JONES, LANGLEY, ROBERT E. PEARY, PILLSBURY, POPE, REUBEN JAMES, SIMS, STEWART, STURTEVANT, names borne by a seaplane tender and nine destroyers sunk in hostilities in the Atlantic and Pacific areas.

It was made known by the Navy that all 10 of the new vessels, authorized by an Act of Congress dated February 6, 1942, will be launched this year.

With the exception of the USS LANGLEY, the name of the seaplane tender lost in the Java Sea, all of the ships are named for dead Naval heroes. The LANGLEY is named for Professor Samuel Pierpont Langley, distinguished American astronomer and physicist.

The Naval heroes for whom the new escort ships and their predecessors are named were the late Seaman N.E. Edsall, Captain Jacob Jones, Rear Admiral Robert Edwin Peary, Rear Admiral John E. Pillsbury, Commodore John Pope, Boatswain's Mate Reuben James, Admiral William Sowden Sims, Rear Admiral Charles Stewart and Ensign Albert D. Sturtevant, U.S.N.R.

The first USS REUBEN JAMES was sunk by a German submarine off the coast of Iceland on October 31, 1941. The other nine ships were lost after the United States' entry into the war.

* * * * *

DETAILS OF PLANNING FOR WAKE ISLAND ATTACK, REVEALED

A Naval officer who recently returned from the Pacific area has reported an interesting example of Army and Navy cooperation in utilizing photographic interpretation while setting plans for the attack on Japanese-occupied Wake Island on February 24, announced by the Navy Department in Communique No. 62.

Although the U.S. Marines had successfully and valiantly defended Wake Island until December 23, 1941, it was understood that the Japanese had been working feverishly to strengthen their defenses, and detailed information regarding the Japanese installations was lacking at the time U.S. Naval forces set out for the attack.

Only once since the Island was lost from our control had American flyers photographed the Wake area; an Army B-17 had flown over at very high altitude, but due to this extreme altitude and certain cloud formations, much desirable detail had been lost.

After the Naval attacking force was already at sea, another Army B-17 flew out to Wake Island, took additional photographs and brought them to Pearl Harbor, where they were developed and printed. They proved to be excellent.

A Navy PBV, Consolidated patrol bomber, then flew the pictures to the aircraft carrier en route to the attack and dropped them on the flight deck. The pictures were interpreted aboard the carrier; detailed sketches were prepared, and the attack planned.

The success resulting from these preparations is testified by Communique No. 62: "Two enemy patrol boats were sunk, three large seaplanes at anchor were demolished, and the aircraft runways and a part of the defense batteries were damaged. Our loss in this engagement was one aircraft."

* * * * *

REDUCED RATES ON RAILROAD TICKETS

It is recommended that the following be published in the next issue of the Bureau of Naval Personnel News Bulletin for the information of all personnel concerned.

"By Bureau of Navigation circular letter No. 154-41, dated Dec. 23, 1941, the service was informed of reduced rates granted to military personnel when travelling on leave. Those reduced rates had a return limit of thirty days.

A SLIP OF THE LIP MAY GIVE A SPY A TIP

The Bureau of Naval Personnel is now informed by representatives of the carriers that authority has been obtained from the Interstate Commerce Commission to extend the return limits on these tickets to ninety days, effective June 15, 1942.

On tickets purchased prior to June 15, 1942, with a return limit of thirty days, the ninety-day return limit may be obtained by the personnel concerned presenting their ticket to the Ticket Agent at wherever they may be located, who will extend the time limit to ninety days. Thereafter the ninety day limit will be placed on tickets when purchased."

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ANNOUNCEMENT

The Navy Department announces with regret that this year it cannot grant leave of absence to either its enlisted or civilian personnel to attend the Twenty-second Annual National Convention of the Disabled American Veterans of the World War as has been the custom in peace time, as the exigencies of the Naval service require the full time effort of all personnel while the United States is at war.

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DISTRIBUTION OF PAMPHLET CONCERNING UNITED NATIONS

The Office of Facts and Figures has issued a pamphlet called "The Thousand Million", which provides background material on the United Nations. An initial distribution is now being made to all units of the Navy. The present edition is in mimeographed form. Later this material will be available in printed form, at which time a larger distribution will be made. It is desired this be given as wide dissemination as possible.

* * * * *

NAVY BANDS

"This Bureau is advised that copies of the song, 'FIGHTING SONS OF THE NAVY BLUE', are available for free distribution to Navy bands. Requests for copies of the song, 'FIGHTING SONS OF THE NAVY BLUE', should be directed to Mr. William G. Watters, 155 East 23rd Street, New York, New York."

* * * * *

HONORABLE DISCHARGE BUTTONS

The Honorable Discharge Buttons worn by enlisted men are made of copper and bronze, critical materials, and the present stock is about depleted. Owing to this condition the issue of Honorable Discharge Buttons will be suspended during the war in all cases except where men are actually discharged from the service for physical disability.

* * * * *

ENLISTED PERSONNEL APPLYING FOR RETIREMENT

"The following directive is now being sent to all enlisted personnel who apply for retirement:

'Prior to effective date of retirement submit Form Y for mobilization classification. If found qualified for all the duties of his rating at sea, retain on present duty. If approved classification is for mobilization ashore only, transfer to home naval district for assignment. If unfit for any service release to inactive duty.'

* * * * *

WORLD WAR VETERANS' AMENDMENT TO ACT OF 1924

(PUBLIC LAW 556--77TH CONGRESS)
(Chapter 314--2d Session)
(H. R. 4402)

AN ACT

"To amend existing law to provide privilege of renewing expiring five-year level-premium term policies for another five-year period.

"Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the last proviso of the first paragraph of section 301, World War Veterans' Act, 1924, as amended (47 Stat. 334; U. S. C., title 38, sec. 512), is hereby amended to read as follows: "Provided further, That at the expiration of any five-year period a five-year level-premium term policy may be renewed for a second or third or fourth five-year period at the premium rate for the attained age without medical examination; and in case the five-year period of any such policy shall have expired between January 24, 1942, and the expiration of five months after the date of the enactment of this amendatory proviso and the policy has not been continued in another form of Government insurance such policy may be renewed as of the date of its expiration on the same conditions upon payment of the back premiums within five months after such date of enactment; and the Administrator of Veterans' Affairs shall cause notice to be mailed to the holder of any such policy of the provisions of this amendment to this amendatory proviso.

"Approved, May 14, 1942."

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WHISTLE WORKS WONDERS

"The Bureau of Naval Personnel has recently been advised that a whistle worn by survivors has been used to advantage in picking them up in the water at night from torpedoed ships. A whistle is an inexpensive item and can be heard a considerable distance over the water. It has been suggested that commanding officers might desire to attach whistles to a percentage of life preservers and also to life boats and life rafts."

* * * * *

BRITISH FLIERS SPOT ARMY AIRMAN ADRIFT ON RAFT; AID IN RESCUE

Two British ferry command officers saved the life of an American Army Air Corps pilot who was successfully rescued by the Navy after being sighted by one of the British officers.

While en route across the southern Pacific, Flight Lieutenant Lawrence Latham Jones, D.F.C., A.F.C., sighted a life raft containing one survivor from two crashed Army planes. Flight Lieutenant Jones remained over the raft until relieved by a U.S. Navy Patrol plane and then proceeded on his assigned mission. As a result of his sighting of the raft, rescue operations were successfully completed and the U.S. Army Air Corps Officer was rescued.

After landing on the Hawaiian Islands on the first leg of their journey, Flight Lieutenant Jones and Captain J. W. Fraser and their crews had volunteered to search for the two missing Army planes. Their search had been unsuccessful because of extremely unfavorable weather.

Later when the planes took off on the next leg of their journey Flight Lieutenant Jones spotted one of the missing pilots on the raft. As a result of the good work of Flight Lieutenant Jones and Captain Fraser and their crews, one officer was saved to continue the common British and American battle for freedom.

* * * * *

NAVY SEEKS DEPENDENTS OF WORKERS TRAPPED IN ATTACK ON CAVITE NAVY YARD

The Navy Department is encountering difficulty in locating dependents in this country of Navy Yard employees at Cavite, Philippine Islands, who are listed as missing or prisoners of war.

Many of these dependents were evacuated from the islands before the attack by Japanese forces that resulted in the destruction of the Navy Yard and are, under the provisions of Public Law 490 passed by the 77th Congress, entitled to allotments of money due the missing employees.

Efforts by the Navy to locate these dependents is complicated by the fact that in many instances search through ordinary channels has brought to light only the address "Navy Yard, Cavite, P. I."

The Sections of Public Law 490 under which dependents of civilian Navy Yard workers benefit from allotments follows:

"Section 2. Any person, who is in active service and is officially reported as missing, missing in action, interned in a neutral country, or captured by an enemy shall, while so absent, be entitled to receive or to have credited to his account the same pay and allowances to which such person was entitled to at the time of the beginning of the absence or may become entitled to thereafter: PROVIDED, That such person shall not have been officially reported as having been absent from his post of duty without authority: PROVIDED FURTHER, That expiration of the agreed term of service during the period of such absence shall not operate to terminate the right to receive such pay and allowance."

"Section 3. Any person entitled under Section 2 of this Act to receive pay and allowance, and who has made an allotment of pay for the support of dependents or for the payment of insurance premiums, shall be entitled to have such allotments for dependents or insurance premiums as he previously may have executed continued for a period of 12 months from date of commencement of absence, notwithstanding that the period for which the allotments had been executed may have expired during such twelve months period, and the proper disbursing officer shall so continue the allotments during such absence."

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NAVY RUSHES EXPANSION OF AEROLOGY TRAINING PROGRAM

With accurate and detailed weather reporting playing such a vital part in modern aerial warfare, the Navy is rushing expansion of its far-flung aerological organization. The training program for officers is being enlarged and the former three-year course has been slashed to less than a year. In addition 900 enlisted men are being indoctrinated annually in a series of intensive 12-week courses.

Through arrangements with five universities--California Institute of Technology, Pasadena, California; University of Chicago, Chicago, Illinois; Massachusetts Institute of Technology, Cambridge, Massachusetts; New York University, New York, N. Y.; and the University of California at Los Angeles--100 officers soon will begin training in forecasting and synoptic and dynamic meteorology, prior to assignment as assistants at major Naval air stations and in other Naval activities. Requirements include a college degree in engineering or science.

Beginning in late July, a special officers' class will start training in aerology at the Postgraduate School, U. S. Naval Academy, Annapolis, Maryland.

PUT YOUR SAFETY BELT - ON YOUR MOUTH

In a staggered expansion program, 225 enlisted men are graduating every three months from the Aerographer School, Lakehurst, New Jersey, with third-class ratings. Candidates must be high school graduates with majors in physics and mathematics, and must have high records at the Navy recruit school. Upon completion of the course, they are assigned immediately to duty with the fleet or at Naval air stations.

* * * * *

PRIVATE DISPATCHES BY RADIO TO NAVAL PERSONNEL FACE CURTAILMENT

With the pressure of war forcing a peak load on the radio and telegraph facilities of the nation, the Navy Department has issued instructions that private dispatches to Naval personnel aboard Naval vessels or at Naval bases outside the continental limits of the nation be sent to district commandants for forwarding.

Commandants designated for the clearance of such dispatches are at the Third Naval District, New York; Fifth Naval District, Norfolk, Virginia; Seventh Naval District, Miami, Florida; Eighth Naval District, New Orleans, Louisiana; Eleventh Naval District, San Diego, California; Twelfth Naval District, San Francisco, California; Thirteenth Naval District, Seattle, Washington, and also the Bureau of Naval Personnel, Washington, D.C.

Such dispatches are to be forwarded to the commandant nearest to the originator of the message.

Only in cases of extreme urgency, such as death of a member of the immediate family of the addressee, will notice be sent to Navy personnel by radio.

All other dispatches for Naval personnel will, under the supervision of the commandants, be mailed, either regular or air, after censorship by Naval authority for security.

* * * * *

NEW NAVY TORPEDO BOMBER SURPRISES JAPANESE AT MIDWAY

One of the surprises that met the Japanese at Midway Island was the U.S. Navy's new torpedo bomber, the Grumman "Avenger." This plane, designated as the TBF, reached the Pacific fleet weeks ahead of schedule, four months after the first production model left the factory, in time to enter combat with Japanese units in the recent Battle of Midway.

In comparison with existing torpedo bombers, the "Avenger" has a much greater range and is 25 per cent faster. With a top speed of more than 270 miles per hour, a range of 1,400 miles, a normal load capacity of 2,000 pounds of bombs, or one torpedo, and a ceiling of more than 20,000 feet; the "Avenger" has proved to be worthy battle companion to the Grumman "Wildcat" and the Douglas "Dauntless" in the carrier-based squadrons of the Navy.

* * * * *

FLEET GETS ORDER TO REDUCE NUMBER OF TYPEWRITERS IN USE BY ONE HALF

Recommendation by Admiral Ernest J. King, Commander in Chief, U. S. Fleet, on June 1, to eliminate at least 50 per cent of the typewriters and duplicating machinery in the fleet has become a reality. Admiral King has issued orders to the U. S. Fleet cutting the allowance of correspondence typewriters and mimeograph equipment exactly one half.

The order was issued in connection with the campaign of the Navy Department to eliminate all unnecessary correspondence, reports and paper work. The campaign got underway through the Navy Department when heads and assistant heads of bureaus, boards and officers were addressed on June 1, by Secretary of the Navy Frank Knox, Admiral King and Assistant Secretary Ralph A. Bard.

At the initial meeting Admiral King stressed to the gathering the need of slashing paper work throughout the operating forces as a means of speeding the war program and releasing men for battle duty.

In his order to the fleet, Admiral King said:

"The allowance of correspondence typewriters and duplicating machines for ships and other units of the operating forces is hereby reduced by one half, effective 15 June. Machines in excess of this new allowance will be impounded for the present and turned into store at the first opportunity."

A NEW FLAG DAY SYMBOL: ENSIGN OF THE USS SHAW

Old Glory waved through the heaviest of fighting at Pearl Harbor last December 7 and, of all those proud ensigns of the U. S. fleet which faced the fire of combat, that aboard the USS SHAW deserves special mention.

The SHAW was exposed to intensive bombing as she lay at her pier in Pearl Harbor, finally settling beneath the water. When the battle subsided, the ensign of the SHAW was still flying from an unsubmerged mast of the destroyer -- bomb torn and bullet riddled, but still flying.

The SHAW, at first thought to be a total loss, will cruise again, thanks to the skill of Naval engineers. Raised and equipped with a temporary bow, the vessel made her way to a U. S. mainland port, where she has been repaired with a permanent new bow added.

When the SHAW goes off to further sea fights, a new ensign will be flying at the mast. The ensign that refused to go under at Pearl Harbor, for all the bombs and bullets, has taken its place in the nation's collection of hallowed battle flags.

APPROXIMATELY 14,000 TAKE "AVENGERS OF PEARL HARBOR" OATH

At exactly 2:25 p.m., EWT, June 7, 1942, 14,000 right arms were raised and 14,000 voices joined in a Navy-Coast Guard-Marine Corps oath of allegiance that will echo and re-echo across Japan as a chant of vengeance.

Observing to the day, the hour and the minute a six-months anniversary of Japan's treacherous attack on Pearl Harbor, approximately that many recruits were sworn into the three affiliated services in a nationwide mass induction that linked by radio 500 individual ceremonies being conducted all over the United States.

The induction was broadcast over a coast-to-coast network from 2 p.m. to 2:30.

Precisely at 2:25 -- six months from the moment the first bomb fell on Pearl Harbor -- Vice Admiral Russell R. Waesche, Commandant of the Coast Guard, stepped to the microphone and administered the oath to Coast Guard recruits. He was followed by Brigadier General Robert L. Denig, U.S.M.C., Retired, who inducted Marine recruits, and then by Rear Admiral Randall Jacobs, Chief of Naval Personnel, who officiated for the Navy.

In the few dramatic moments required to administer these oaths, thousands of grim-faced young men stepped from civilian life into fighting roles as "Avengers of Pearl Harbor" -- the title bestowed on them to signalize their "anniversary" induction.

JAPS HAVE A DISLIKE FOR AMERICANS - DON'T TALK

YOUR NAVY REPORTS

OFFICE OF THE SECRETARY OF THE NAVY

(COORDINATOR FOR WAR SAVINGS BONDS)

GOOD NEWS FOR YOU - BAD NEWS FOR THE ENEMY

	<u>ACTIVITY</u>		<u>MAY SALES "E" BONDS</u>	<u>% OF EMPLOYEES ON PAYROLL PLAN</u>	<u>% OF PAYROLL PARTICIPATION</u>
<u>Navy Yards</u>					
1	Philadelphia	\$	915,825.00	74.42	9.04
2	Norfolk		609,731.25	71.94	8.09
3	Charleston		267,093.75	69.98	6.42
4	Puget Sound		402,693.75	59.74	6.08
5	Brooklyn		595,500.00	66.09	5.96
6	Mare Island		429,093.75	33.70	5.71
7	Washington		254,925.00	25.52	5.10
8	Portsmouth		178,031.25	40.73	4.91
9	Boston		184,331.25	67.16	2.88
<u>Naval Districts</u>					
1	Ninth		325,143.75	79.73	30.63
2	Fourteenth		872,532.00	31.09	16.50
3	Fourth		142,762.50	62.58	14.75
4	Newport, R.I., NOB		242,925.00	71.15	11.03
5	Eleventh		180,506.25	44.42	10.85
6	Twelfth		128,156.25	56.39	8.51
7	Fifth		165,450.00	39.35	7.79
8	Thirteenth		34,275.00	50.67	6.60
9	Third		125,662.50	33.74	6.51
10	Navy Dept. & vicinity		267,862.50	34.91	5.37
11	Eighth		13,500.00	41.47	4.72
12	First		7,050.00	79.59	2.76
13	Seventh		2,793.75	62.37	1.29
<u>Air Stations</u>					
1	Jacksonville		46,125.00	16.34	7.71
2	Pensacola		57,525.00	50.00	5.81
3	Corpus Christi		22,762.50	-----	3.19
	MAY SALES	\$	6,472,257.00		AVERAGE
	PREVIOUSLY REPORTED		16,499,060.10		7.49

TOTAL SALES TO JUNE 1 \$ 22,971,317.10

COORDINATOR'S MESSAGE

Once again, congratulations! May sales showed an increase of 35.77 per cent above April, the number of employees participating in the Payroll Savings Plan showed a healthy increase, and we crashed past the 6 million-dollar mark for the first time. Standing of the various activities was determined by the percentage of payroll participation, in accordance with the Coordinator's directive of April 30. Next month, however, standings will be based upon the efficiency index described in the directive of June 1.

G. A. Eubank
CAPTAIN, SC USNR

WALLS HAVE EARS

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 fea- *
 * tured moving picture goes on. *
 * *
 * Credit for compiling this data is due Chaplain *
 * W. H. Rafferty, U.S. Navy. *
 * *

1 August

- 1801 U.S.S. Enterprise, in engagement of 3 hours, during which Tripolitan vessel renewed the action 3 times after first striking her colors, captured in Mediterranean.
- 1942 ? ? ?

2 August

- 1776 Declaration of Independence endorsed and signed by 54 delegates.
(See July 4)
- 1812 U.S.S. Essex captured enemy ships Nancy and Hero off New Foundland.
- 1814 U.S. Sloop Peacock captures British Sloop William and Ann off Ennis.
- 1942 ? ? ?

3 August

- 1804 First naval bombardment of Tripoli.
- 1812 Privateer Atlas captured British ships Pursuit and Planter.
- 1812 U.S.S. Essex in North Atlantic captured Brig Brothers.
- 1814 U.S. Sloop Peacock captured and sank British Sloop Peggy and Jane off Terry Island.
- 1914 First ocean steamer sailed through Panama Canal.
- 1942 ? ? ?

4 August

- 1864 U.S.S. Miami engaged Confederate batteries near Wilcox Landing, James River, Virginia.
- 1942 ? ? ?

5 August

- 1864 Battle of Mobile Bay. Admiral Farragut in Command of Fleet, 21 wooden vessels, 4 ironclad monitors. Farragut had himself lashed to the shrouds of his Flagship Hartford. The U.S.S. Brooklyn stopped. "What's the matter?" signaled Farragut. "Tell the Admiral there is a heavy line of torpedoes ahead" came the reply. "Damn the torpedoes" shouted Farragut. "Go ahead, Captain Dreyton, four bells," and the Hartford cleared the torpedo menace.
- 1864 U.S.S. Tecumser destroyed by torpedo in Mobile Bay, in two minutes. Of 135 men, 113 were lost, including her captain, T. A. Craven. The last act of his life, was when he and his pilot rushed to the ladder of the pilot house, the only means of escape. There was just one glance as they met at the foot of the ladder. Craven stood back, "After you pilot" and went down with the ship.
- 1942 ? ? ?

6 August

- 1862 Gun boat Essex attacks the Arkansas at Baton Rouge, later is run aground and fired by her crew to prevent capture.
1942 ? ? ?

7 August

- 1789 U. S. Department of War and Department of the Navy was organized by Congress.
1804 Second naval attack against Tripoli.
1814 U. S. Corvette Adams off coast of Ireland destroyed enemy ship Paris.
1845 George Bancroft in letter to Commander Franklin Buchanan, USN, stated that, "The Secretary of War with the assent of the President is prepared to transfer Fort Severn to the Navy Department, for the purpose of establishing there a school for midshipmen."
1864 Fort Gains, Mobile Bay, surrendered.
1942 ? ? ?

8 August

- 1812 U. S. Frigate Essex captured British Brig King George.
1868 U.S.S. Waterlee and Fredonia wrecked by tidal wave at Arica, Peru.
1942 ? ? ?

9 August

- 1812 U.S.S. Essex captured and burned British ship Mary, bound for London.
1787 Merchant ships Columbia and Washington sailed from Boston, first U.S. Merchant ships to circle the globe.
1815 With the capture of the Tripolitan Frigate Marouda (June 17th) and the Esledio (June 19th) negotiations ensued resulting in a Treaty of peace with the Bey of Algiers, June 30, 1815, and with the Bey of Tunis July 31, 1815, and with the Bashan of Tripoli, August 9, 1815.
1846 U.S.S. Cyane captured Mexican Brig Juanita off Harbor of San Diego.
1847 Report to the Secretary of the Navy Mason regarding test experiments with liquid fire by Urish Brown for coast and harbor defenses.
1811 Pirate schooner Santa Maria captured off Mobile, Alabama.
1812 U.S.S. Constitution captured and burned British Brig Lady Warren in Gulf of St. Lawrence.
1813 U. S. S. Hamilton and Scourge lost on Lake Ontario.
1846 Act of Congress increasing Navy to 10,000 with a direction that on the conclusion of the existing war with Mexico, the number should be reduced to 7,500.
1863 Confederate Forts Wagner and Gregg at Charleston, S. C., bombarded by U. S. Fleet.
1942 ? ? ?

12 August

- 1812 U. S. S. President captured British Brig Argo in North Atlantic.
U. S. S. Constitution captured British Brig Adeone in Gulf of St Lawrence.
1814 U. S. S. Summers and Ohio captured by British on Lake Ontario.
1895 Hawaii formally annexed to the United States.
1898 U. S. Squadron bombarded Spanish batteries at Manzanilla, Cuba.
1893 Protocol was arranged suspending hostilities between Spain and United States.
1942 ? ? ?

13 August

- 1812 U. S. S. Essex captured British Man-O'-War Alert cruising in search of U. S. S. Hornet.

- 1846 Admiral Stockton and Naval Landing party captured Los Angeles, California.
 1898 City of Manila, P. I., surrendered to American Army under General Merrit, after assault by land forces and a bombardment by the American Fleet, under Admiral Dewey.
 1942 ? ? ?

14 August

- 1814 U. S. S. Argus captured after 43 minutes action, by British Man-O'-War Pelican. The Argus having previously captured 22 British ships off their own coast.
 1814 U. S. Sloop Peacock captured and burned British Bark William off Irish coast.
 1840 Admiral Farragut died at Navy Yard, Portsmouth, N. H.
 1841 U. S. S. Vincennes anchored off San Francisco, California.
 1900 End of Boxer Rebellion. Allies entered and relieved legations at Peking, China.
 1942 ? ? ?

15 August

- 1761 Commodore Preble born.
 1806 U. S. S. Enterprise repulsed attack of 7 Spanish Gunboats in Straits of Gibraltar.
 1812 U. S. S. Constitution captured and burned British Brig Dolphin off Cape Race.
 1814 U. S. Sloop Peacock captured British ship Edward Pellen off coast of Ireland.
 1846 U. S. S. Truxton lost at Tuxpan, Mexico, on Tuxpan bar.
 1863 White River boat expedition.
 1942 ? ? ?

16 August

- 1812 U. S. S. Constitution captured British Brig Adelina off Cape Race.
 1814 U. S. Corvette Adams captured and destroyed enemy schooner Maria in Atlantic.
 1822 U. S. S. Grampus captured enemy privateer Palmyra.
 1942 ? ? ?

17 August

- 1863 Naval attack on Charleston Harbor.
 1863 U. S. S. Crocus wrecked on Body's Island
 1942 ? ? ?

18 August

- 1779 U. S. S. Cerf captured British ship (Once Dutch) Verwactug in English Channel. Ship when captured was prized to an English Cruiser.
 1838 Wilkes exploring expedition sailed from Hampton Roads.
 1862 Town of Corpus Christi captured by 3 gun boats of U. S. Navy.
 1942 ? ? ?

19 August

- 1812 Battle between Constitution (55 guns, 463 men, Captain I. Hull), and H.M.S. Guerriere (49 guns, 280 men, Captain Dacres); in Atlantic Ocean off coast of Nova Scotia, lasted 40 minutes. Guerriere defeated, two days later blown up. American loss; 7 killed, 14 wounded; British loss; 15 killed, 78 wounded, 170 prisoners. It was the first battle between British and American Frigates in the war of 1812. The Guerriere had 8 Americans among her crew, the latter were excused from taking part in the action.
 1942 ? ? ?

STREET CARS ARE FOR RIDING, NOT TALKING

20 August

- 1785 Oliver Hazard Perry Born.
1797 U. S. Frigate Constitution, 44 guns, launched at Boston. (Note: - 10 July - 7 September),
1,576 tons, cost \$302,719.00.
1813 U. S. Brig Enterprise captured British Schooner Fly off Portsmouth, N.H.
1862 Revolving turret for battleships patented by Theodore R. Timby.
Ericson used the model of this turret in building the Monitor, the first turreted battle-
ship in the world.
1863 U. S. Brig Bainbridge lost with all hands except the ship's cook.
1942 ? ? ?

21 August

- 1776 John Paul Jones sailed from Delaware Capes in U.S.S. Providence, and in less than one
month captured 18 enemy vessels.
1814 U.S. Sloop Peacock captured and sunk Brig Bellona off Cape Ortegale.
1846 U.S.S. Mississippi captured Mexican Schooner Nonata.
1863 U.S.S. New Ironsides attacked by a Confederate torpedo boat.
1942 ? ? ?

22 August

- 1814 Gun Boat No. 59 burned to prevent falling into hands of enemy in Patuxent River.
1846 The Flag of the United States was flying at every commanding position and California
was in the undisputed possession of the United States.
1864 Fort Morgan, Mobile Bay, Alabama, attacked by U. S. Fleet.
1942 ? ? ?

23 August

- 1814 U.S. Sloop Peacock captured and sunk British Brig Triton off Cape Finisterre.
1863 Naval attack on Fort Sumpter.
1863 U.S.S. Satellite captured by Confederates.
1863 Fort Morgan, Mobile Bay, surrendered.
1875 Oliver Hazard Perry died at Port of Spain, Trinidad, W. I. Remains brought to
Newport, R. I., where they rest beneath a monument.
1890 U.S.S. Baltimore sailed from New York for Sweden carrying remains of Captain John
Ericson, great naval inventor. (Note:-9 March.)
1942 ? ? ?

24 August

- 1804 Third naval attack on Tripoli, made during night.
1814 Burning of Navy Yard at Washington, D. C., by order of the Secretary of the Navy to
prevent falling into hands of the enemy.
1862 U.S.S. Henry Andrews wrecked in gale off Cape Henry.
1942 ? ? ?

25 August

- 1807 Commodore Preble, USN, died.
1812 U.S.S. President captured British Schooner Betsy.
1843 U.S. Steam Frigate Missouri almost entirely destroyed by fire at Gibraltar.
1921 Explosion and collapse of dirigible balloon ER-2, (Built for USN) over Hull, England.
Over 40, including U.S. Naval men, were killed.
1942 ? ? ?

26 August

- 1778 Rhode Island legislature on this date instructed representatives in Congress to propose the establishment of a Navy. (Note: - 3rd October).
1863 Naval action against Fort Sumpter.
1942 ? ? ?

27 August

- 1836 Naval Boat expedition in Charlotte Harbor, Florida.
1942 ? ? ?

28 August

- 1804 Fourth Naval attack on Tripoli.
1942 ? ? ?

29 August

- 1861 Capture of Fort Hatteras by U. S. Fleet.
1916 U.S. cruiser Memphis wrecked at Santo Domingo, 33 lost.
1916 By the Act of the date the Naval Reserve Force was brought into being. The naval militia was federalized under this act and was known as the National Naval Volunteers, but later by the Act of 1 July, 1918, the National Naval Volunteers were transformed into Class 2 of the Naval Reserve Force, thereby wiping out all distinction between the Naval Militia and the Naval Reserve Force.
1942 ? ? ?

30 August

- 1813 U.S. Frigate President captured British Brig Shannon, ordered to U. S., later recaptured.
1814 U.S. Sloop Wasp captured and scuttled British Brig Lettice in English Channel.
1942 ? ? ?

31 August

- 1814 U.S. Sloop Wasp captured British Brig Bon Accord in English Channel.
1842 Law passed establishing the following Bureaus to be attached to the Navy Department: Bureau of Yards and Docks, Bureau of Provisions and Equipment and Repair, Bureau of Provisions and Clothing, Bureau of Ordnance and Hydrography, Bureau of Medicine and Surgery, (Note: - - 13 October).
1942 ? ? ?

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BEWARE OF INQUISITIVE FRIENDS

**LIST OF BUREAU OF NAVAL PERSONNEL CIRCULAR LETTERS
BEGINNING APRIL 14, 1942**

- 77-42 Change of Classification of officers classified "Engineering"
- 78-42 Officers for Aviation Training (Heavier-than-air) fiscal year 1943.
- 79-42 Naval Reserve Officers assigned to active duty - Uniform gratuities.
- 80-42 Applications from officers of the Volunteer Reserve (Special Service), class CEC-V(S), for transfer to the Civil Engineer Corps of the Navy.
- 81-42 Changes of official residence of Naval Reserve Officers while on active duty.
- 82-42 Fitness Reports and records of Naval Reserve officers.
- 83-42 Issue of Travel Orders to enlisted personnel involving travel by Government or commercial aircraft.
- 84-42 Appointment to Warrant rank - - Regular Navy personnel.
- 85-42 Identification tags.
- 86-42 Voting by personnel of Navy and Coast Guard.
- 87-42 Qualifications for Flight Training leading to designations as naval aviators and aviation pilots for personnel on active duty in the Naval Service.
- 88-42 Change to BuNav Circular letter No. 10-42 - (which concerned the retention in service of men undergoing medical treatment.)
- 89-42 Reduction of paper work - - issuance of confirmation orders suspended.
- 90-42 Use of N. Nav. 546 for identifying members of officers' families.
- 91-42 Status of men retained in service beyond normal date of expiration of enlistment.
- 92-42 Advancement in rating - enlisted personnel.
- 93-42 Monthly entries in service records showing number of flights and flying time, discontinuance of.
- 94-42 Numbers of Master Divers, Diver 1/c, and Divers 2/c, authorized for fiscal year 1943.

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