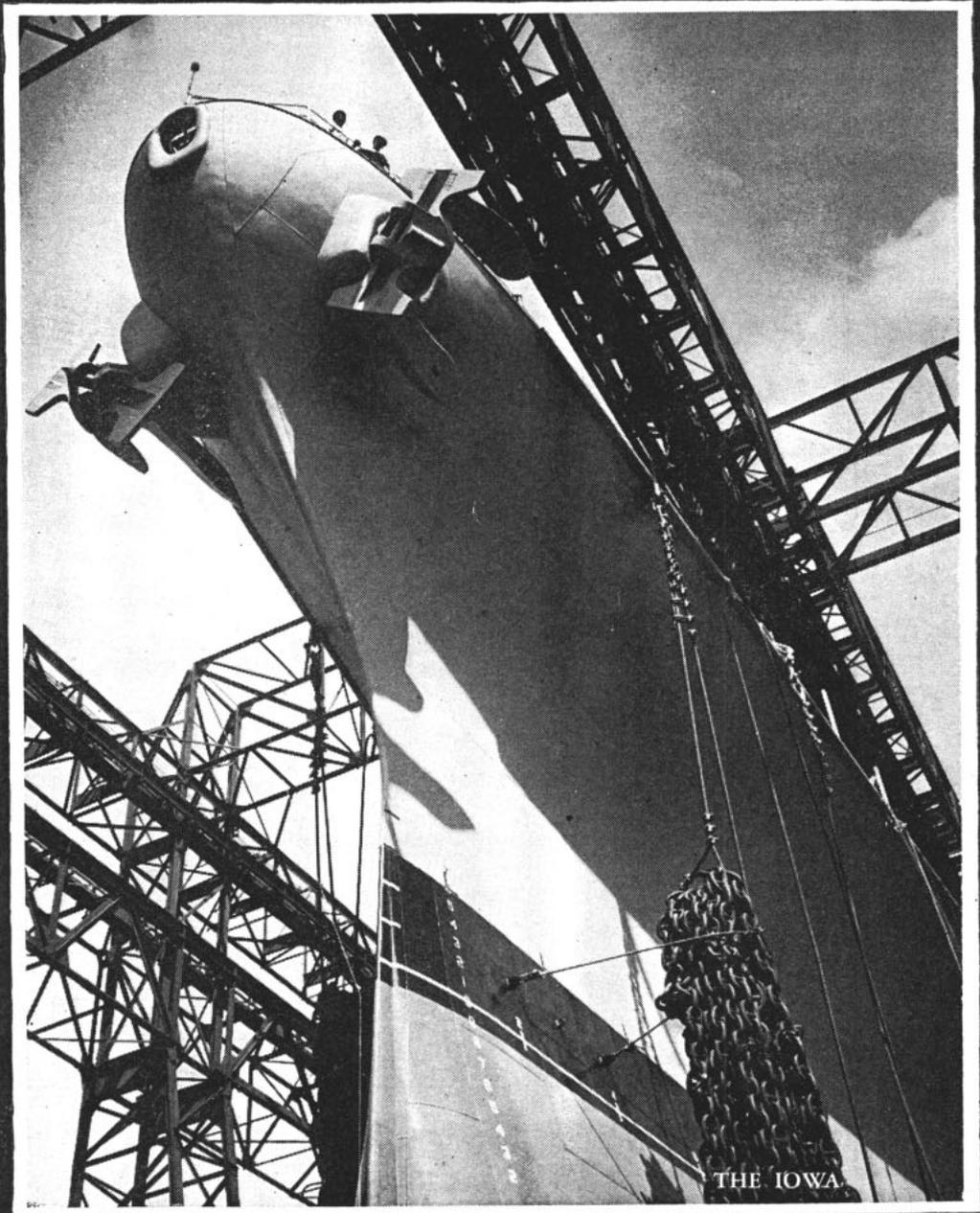


Oct. 1942

No 307

BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN



NAVY DAY—1942

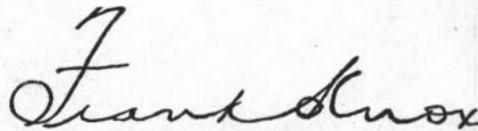
Navy Day this year means more than at any time in our history. It is a day of days on which we can rededicate our best efforts to our common cause, as we pay just tribute to the brave men of our fleet who are taking the battle to the enemy. Every American is proud of those men—they have earned every American's utmost gratitude.

When war reached our shores, the blow was an act of treachery unparalleled in history. Hawaii was the first to feel the force of the blow. At Pearl Harbor, soon after war broke out, I saw the effects of that attack. And I learned the grim determination of the men of our fleet to avenge the insult to our flag—to repay the Japs a thousandfold for the murder and ruin they had caused.

Today, 10 months after, we are seeing the fruits of that determination. Through the broad sweeps of the mighty Pacific, in the Atlantic, and wherever the men of our fleets encounter the enemy, they are fighting as only free men can fight.

I am proud to say that all America appreciates the magnificent job they are doing; and America is expressing that gratitude by going "all out" in the Navy expansion program. The shipyards are turning out the ships and planes, and red-blooded patriots from the length and breadth of our land are volunteering to man those ships and planes—anxious to become a part of our great Navy, Coast Guard, and Marine Corps.

Keep up the good work, men of the fleet. The people believe in you, and have faith in you.



This month marks the celebration throughout the nation of the first Navy Day ever held in wartime. The date, October 27, will find citizens of hundreds of communities throughout the nation honoring the Navy with luncheons, parades, dinners, band concerts, and kindred observances. Nation-wide radio programs will bring into millions of American homes such prominent Navy speakers as Secretary Knox; Admiral William D. Leahy, Chief of Staff to the Commander in Chief of the Army and Navy; Admiral Ernest J. King, Commander in Chief of the United States Fleet, and others.

Three Navy Crosses

Two Heroes Break Record Two Days Apart

Lt. Noel Arthur Meredyth Gayler, U. S. N., became the first United States hero ever to receive three Navy Cross awards when Secretary of the Navy Frank Knox presented him with a gold star in lieu of a third Navy Cross on September 10—and then 2 days later, Lt. Clarence Earle Dickinson, Jr., U. S. N., was also announced a winner of his third Navy Cross, besides having previously been awarded the Air Medal.

A Naval aviator, Lieutenant Gayler received the Navy Cross and a gold star in lieu

of a second Navy Cross for his exploits in aerial combat with superior Japanese air groups on February 20 and again on March 10. He won his second gold star in lieu of a third Navy Cross for his skill, aggressiveness, zeal, courage, and utter disregard for his life in destroying two Japanese aircraft and damaging two others on May 7 and 8 during the battle of the Coral Sea.

Lieutenant Dickinson's awards came for similar heroism in four actions against the Japanese. Also a naval aviator, he engaged



—Official U. S. Navy Photograph.

Here, with his family and Secretary Knox, is Lt. Noel Arthur Meredyth Gayler, USN, first U. S. hero ever to receive three Navy Cross awards. Left to right in the picture are Capt. Ernest R. Gayler, CEC, USN (Ret.), the hero's father; Mr. Knox; Mrs. Caroline G. Gayler, wife of Lt. Gayler; Lt. Gayler, and Mrs. Ernest R. Gayler.

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CAN YOU KEEP A SECRET?—O. K., KEEP IT

the enemy in the Hawaiian, Marshall, and Midway Islands.

Lieutenant Gayler was born in Birmingham, Ala., December 25, 1913, the son of Capt. E. R. Gayler (CEC), U. S. Navy, Retired, and Mrs. Gayler. He had his preparatory education in the High School, Bremerton, Wash., and the West Point Preparatory School at Schofield Barracks, Hawaii. He entered the Naval Academy in 1931 on appointment at large.

After graduation in 1935 he had 3 years duty on the U. S. S. *Maryland*, during which he specialized in antiaircraft gunnery. In 1938 he was transferred to destroyers and served as gunnery officer for 1 year each on the U. S. S. *Mauvy* and the U. S. S. *Craven*. In April 1940 he reported to the Naval Air Station, Pensacola Fla., for flight training. He graduated in November 1940 and was assigned to duty in a fighting squadron.

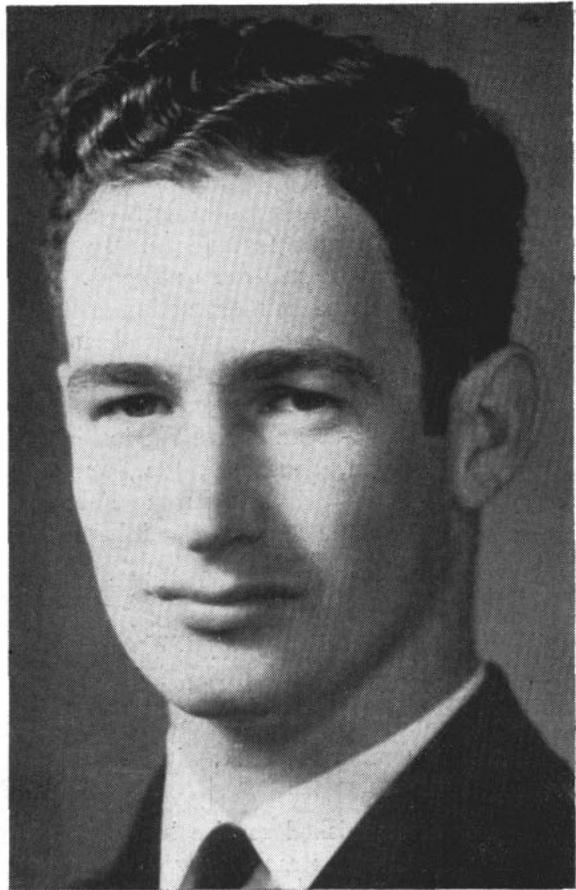
In May 1942 Lieutenant Gayler was awarded the Navy Cross for action on February 20, 1942, and the Gold Star, in lieu of a Navy Cross, for action on March 10, 1942, with the following citations:

For distinguished service in the line of his profession, as division leader and as pilot of a fighting squadron, when, on February 20, 1942, in enemy waters, during an attack directed at his carrier by nine twin-engined enemy bombers, he attacked them repeatedly at close range and in the face of combined machine-gun and cannon fire, he shot down one enemy bomber and assisted in shooting down two others.

On March 10, 1942, in a distant enemy area, he intercepted and shot down an enemy seaplane fighter and later in the face of heavy antiaircraft fire strafed and dropped fragmentation bombs on two enemy destroyers causing many enemy personnel casualties.

On September 10, 1942, he was presented with a second Gold Star in lieu of a Navy Cross for action on May 7 and 8, 1942, as set forth in the citation:

For extraordinary heroism and outstanding devotion to duty as pilot of a



—Official U. S. Navy Photograph.

Lieutenant Clarence Earle Dickinson, Jr., USN (above) is the first U. S. Naval hero ever to receive three Navy Cross awards and another medal besides—the Air Medal. He is second only to Lieutenant Noel Arthur Meredyth Gayler in establishing a three-Navy-Cross-award record.

fighter plane in action against enemy Japanese forces in the Coral Sea on May 7 and May 8, 1942. Due to his skill and aggressiveness, his zeal and courage as an airman, and his utter disregard for his own life, Lieutenant Gayler succeeded in destroying two enemy Japanese aircraft and in damaging two others, his courageous action contributing materially to the defense of our force.

Lieutenant Dickinson was born in Jacksonville, Fla., December 1, 1912. He attended Guilford College, North Carolina, before he entered the Naval Academy from the Sixth

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District of North Carolina in 1930. Lieutenant Dickinson was commissioned ensign from May 31, 1934; lieutenant (jg) from May 31, 1937 and lieutenant from July 1, 1941.

After his graduation in 1934 he was assigned to duty in the U. S. S. *San Francisco* and in 1936 was given flight orders as aircraft gunnery observer with a scouting squadron. In January 1938, he was transferred to the U. S. S. *Phelps*, destroyer, and had instruction in Battle Force Torpedo School. He served in the U. S. S. *Portland* from July 27, 1940, until August 31, 1940. From September 1940 until January 1941 he was under instruction at the Naval Air Station, Pensacola, Fla., and was designated naval aviator. From February 1940 to April 1941 he continued training at the Naval Air Station, Miami, Fla. In April 1941 he reported at the Naval Air Station, Norfolk, Va., and later was assigned to duty with aircraft squadrons, United States Fleet.

Lieutenant Dickinson received the Navy Cross and Gold Star for action on December 7, 1941, and December 10, 1941, with the following citations:

For distinguished service in the line of his profession, extraordinary courage and disregard of his own safety during the attack on the Fleet in Pearl Harbor, Territory of Hawaii, by Japanese forces on December 7, 1941. Lieutenant Dickinson, while in command of a scouting plane returning to the Island of Oahu from a

Political Activity Illegal

It has recently come to the attention of the Bureau that a number of enlisted men in uniform were taking an active part in a political parade in Providence, R. I., on September 6, 1942.

As such activity is in direct violation of Section nine of the Hatch Act it is requested that this matter be given wide publicity in all commands and that orders be issued prohibiting such action by enlisted men of the Navy.

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scouting mission, was attacked by a superior number of enemy aircraft. Although his gunner was killed, his plane on fire and out of control, he continued to engage the enemy until forced by fire to abandon the plane. He made his way to the Naval Air Station, Pearl Harbor, reported to his commanding officer, immediately manned another plane and departed on a 175-mile search flight. At the time of his departure on this second flight, his earlier harrowing ordeal was not made known to his superiors.

On December 10, 1941, upon being directed to search for and attack an enemy submarine, he proceeded in a bombing plane, sighted and vigorously attacked a submarine on the surface despite anti-aircraft fire directed at his plane from the submarine.

Lieutenant Dickinson received the Air Medal for action on February 1, 1942, with the citation:

For meritorious conduct in aerial flight while in action against the enemy. As flight officer of a scouting squadron he commanded the third division in the initial attack on Kwajalein Atoll, Marshall Islands, on February 1, 1942. This attack made in the face of heavy anti-aircraft fire and fighter opposition, resulted in direct hits on ground installations and on a large enemy ship. His leadership and the forceful manner in which he executed his mission were in keeping with the best traditions of the naval service.

He received the second Gold Star for action on June 4-6, 1942, as follows:

For extraordinary heroism and distinguished service as a pilot of VS-6 in the Battle of Midway on June 4-6 when he boldly pressed home devastating attacks against the Japanese invasion fleet. His courage and tenacity in the face of enemy fighter anti-aircraft opposition contributed in a large degree to the decisive victory of our forces and were in keeping with the highest tradition of the naval service.

2,301 Dead, Missing

Figures Tell Story of Merchantmen Heroism

This war has already cost America's Merchant Marine a total of 2,301 dead and missing as a result of war action. These casualties, composed of 410 known dead and 1,891 missing, were reported during the period from September 27, 1941, to August 1, 1942.

The total includes only those casualties resulting directly from enemy action. Names of personnel on United States merchant vessels which are overdue and presumed lost are considered casualties of enemy action. The list does not include persons who were wounded, nor does it contain those who were casualties result-

ing from ordinary hazards of the sea. Neither are names of American citizens sailing on foreign-flag vessels included.

This first casualty list begins September 27, 1941, which was the date of the torpedoing and sinking of the American merchant vessel, *I. C. White*, in the South Atlantic. There was, however, one casualty prior to this date. On November 8, 1940, the *City of Rayville* was sunk off Australia. Mack Bruton Bryan, of Randleman, North Carolina, was killed in the action and was reported as the first American merchant seaman casualty of the current war.

'... HOW HEROIC AND VITAL ...'

A Statement by Rear Admiral Emory S. Land, Chairman of the U. S. Maritime Commission and War Shipping Administration

The first casualty list of the American Merchant Marine as issued by the Navy gives the American public its first opportunity to understand just how heroic and vital a contribution the Nation's men of the sea are making to the war effort.

The list of 410 known dead and 1,891 missing during a period of 10 months is a testimonial in itself to the bravery and patriotism of our merchant sailors. The fact that as great a proportion of the total number of men serving in the Merchant Marine have made the supreme sacrifice for their country, as have those in the armed forces thus far, shows in what degree the Merchant Marine has helped bear the brunt of the early phases of this greatest of all wars.

Without the service these men and their surviving comrades have rendered the Nation and its Allies, the lifelines of the Democracies could not have provided our fighting forces on the world-wide battle

fronts with the sinews and supplies of war. It is fitting that the Congress has already authorized the award of proper decorations to merchant seamen for outstanding heroism, for no group in the Nation's service more justly deserves such recognition.

A grateful nation ever will revere the memory of these unsung heroes of the sea who have given their lives to uphold the splendid traditions of the American Merchant Marine; traditions that were born even before the days of the Clipper Ships and have been preserved through the years, in peace and in war.

The United States Maritime Commission and the War Shipping Administration pledge, for the people of this nation, to these men and to those who mourn them that they shall not have died in vain. Restoration of freedom of the seas and all other freedoms for all peoples of the world is the monument we shall build to the memory of these heroes of the Merchant Marine.

THE WAVES COME IN



—Official U. S. Navy Photograph

Here are the first women Naval Officers in American history as they stood their first inspection by Rear Admiral Randall Jacobs, Chief of the Bureau of Naval Personnel. Left to right: Admiral Jacobs, Lt. Comdr. M. H. McAfee, Lt. Elizabeth Reynard, Lt. Jean T. Palmer, Lt. (jg) Virginia Carlin, Lt. (jg) Marion Enright, and Ens. D. H. Foster.

Women's Reserve Organized

To Relieve Men for Sea Duty

Created to relieve male personnel for duty at sea, the Women's Reserve of the U. S. Naval Reserve has been launched, rigged, and commissioned with the first real feminine officers in the Navy's history. (Members of the Navy Nurse Corps hold rank corresponding to that of officers under legislation signed recently by the President, but do not have full officer status.)

Congress authorized the Women's Reserve

on July 30, 1942, as "Women Appointed for Volunteer Emergency Service," and they were promptly dubbed "WAVES." By law, the women accepted into the Reserve may serve within the continental limits of the United States (but not outside) in the capacity of commissioned officers and in enlisted status. The act provides for 1 lieutenant commander and for 35 lieutenants (senior grade), lieutenants

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WHEN YOU BARK—HE MAY BITE

(junior grade) equal to 35 percent of all commissioned officers, and for ensigns to make up the complement. Initial plans call for 1,000 commissioned officers and about 10,000 enlisted personnel, the first enlisted women in the Navy since World War I's "Yeomanettes."

Enlisted ratings will be given women in such fields as radio, communications, telephone operating, teletyping, general stenographic and clerical work, accounting, mechanics, and home economics, and later in other fields as the requirements of the naval service require.

Officer and officer-candidate selection has already begun, as has recruiting of enlisted personnel. With the exception of a small group selected at the outset for assignment to administrative duties in connection with the training program, all officer-candidates will undergo indoctrinal training before being commissioned and then will be sent directly to duty or to special schools for technical instruction.

At present about one-third of other candidates will be appointed in appropriate ranks on a probationary status and given 1 month's instruction in Reserve Midshipmen's School. Those who successfully complete this course will be commissioned to perform technical duties and then assigned to active service or ordered to special schools for training that will qualify them for technical billets. All other officer-candidates will be enlisted as apprentice seamen in Class V-9 for 1 month's indoctrinal course; then as Reserve Midshipmen they will be further trained as specialists and commissioned ensigns in the Women's Reserve.

Enlisted personnel begin as apprentice seamen and go to a training station—four have already been set up—to learn a specialty. They are then eligible for ratings and pay commensurate with their abilities, on the same pay scale as that of enlisted men.

Commanding officer of the Women's Reserve is Lt. Comdr. Mildred Helen McAfee, USNR, president of Wellesley College at the time of her appointment as the first woman officer in the Navy. Second to hold rank is Lt. Elizabeth Reynard, USNR, on leave from Barnard Col-

lege, Columbia University. She is assistant director in charge of training.

Officer-candidate schools have been set up at Smith and Mt. Holyoke Colleges, and enlisted personnel schools have been instituted at Indiana University (storekeepers), University of Wisconsin (radio operators), and Oklahoma Agricultural and Mechanical College (yeomen). An indoctrination school is to begin shortly at the University of Iowa, and as the program expands other schools will be established.

No wife of a naval officer or enlisted man may join the Women's Reserve, but sisters and daughters are eligible.

Officer candidates must be citizens of the United States, between 21 and 50 years of age at time of appointment, meet required standards of physical and aptitude tests, have no children under 18 years of age, be of good repute in the community, and have either a baccalaureate degree from an accredited university or college or 2 years of work toward such a degree with not less than 2 years of professional or business experience in certain fields. All must have had not less than 2 years of mathematics in high school or college.

The V-9 officer candidates must meet the same requirements as the others, except that they must be not less than 20 years old and under 30. Minors must have their parents' consent.

Candidates for enlistment must be over 20 and under 36 years of age, have no children under 18, be of good repute in their community, meet physical qualifications of general good health, be high-school graduates or business-school graduates with enough experience to be equivalent to a high-school education. The minimum height standard is 5 feet and minimum weight is 95 pounds.

All personnel, if unmarried, must agree not to marry until their training is completed.

Applications of selection either as officer candidate or enlisted personnel must be made by mail only to the nearest district naval officer procurement office.

Women in the Navy

Waves Are Third Group

Two other women's units have preceded the Waves in the naval service—the Navy Nurse Corps, which is still a vital part of the Navy, and the “Yeomanettes” of the World War.

The Navy Nurse Corps

The Navy Nurse Corps was established by Congress in 1908, but at that time no provision was made for rank or rating comparable to the Navy's male personnel. While they have never held actual rank, the Navy nurses have since been accorded privileges similar to those of officers.

Under a congressional enactment approved by President Roosevelt on July 3, 1942, members of the Navy Nurse Corps were granted relative rank. This means that while they are not actually commissioned officers, they hold rank corresponding to that of officers in the naval service.

Miss Sue S. Dauser is Superintendent of the Navy Nurse Corps and has rank relative to that of a lieutenant commander. She has served in the Corps since 1917, and has been superintendent since 1939.

Yeomen (F)

During March 1917 as the United States was reaching her final decision to enter the World War, the Navy's need for clerical assistance was far greater than had been anticipated. Shore stations, whose activities had been increased by the preparation for war, were asking for assistance. Secretary of the Navy Josephus Daniels in describing the situation stated:

“There was no appropriation to pay civilians for the work that was immediately necessary. Every bureau and naval establishment appealed for clerks and stenographers. How could they be secured at once? The Civil Service Commission could not furnish a tithe of the number

required, even if there had been the money to pay them.

“‘Is there any law that says a yeoman must be a man?’ I asked my legal advisers. The answer was that there was not, but that only men had heretofore been enlisted. The law did not say ‘male’.

“‘Then enroll women in the Naval Reserve as yeomen,’ I said, ‘and we will have the best clerical assistance the country can provide.’”

This was done under provisions of the Act of August 29, 1916, which established the Naval Reserve Force to be composed of six classes:

-
- First. The Fleet Naval Reserve.
 - Second. The Naval Reserve.
 - Third. The Naval Auxiliary Reserve.
 - Fourth. The Naval Coast Defense Reserve.
 - Fifth. The Volunteer Naval Reserve.
 - Sixth. Naval Reserve Flying Corps.

The Naval Coast Defense Reserve was to be composed of: “Members of the Naval Reserve Force who may be capable of performing special useful service in the Navy or in connection with the Navy in defense of the coast shall be eligible for membership in the Naval Coast Defense Reserve.”

The Navy Department sent the following letter on March 19, 1917, to all Commandants of Naval Districts on the Enrollment of Women in the Naval Coast Defense Reserve:

“1. The following decision of the Navy Department is quoted for your information:—May women be enrolled in the Naval Coast Defense Reserve? After a careful reading of that part of the Act of August 29, 1916, which created the Naval Reserve Force, of which the Naval Coast Defense Reserve is a class, nothing can be found which would prohibit the enrollment in the Naval Reserve Force and in the class mentioned of women. On the contrary, it

is believed that their enrollment was contemplated. You are informed, therefore, that women may be enrolled in this class of the Naval Reserve Force.

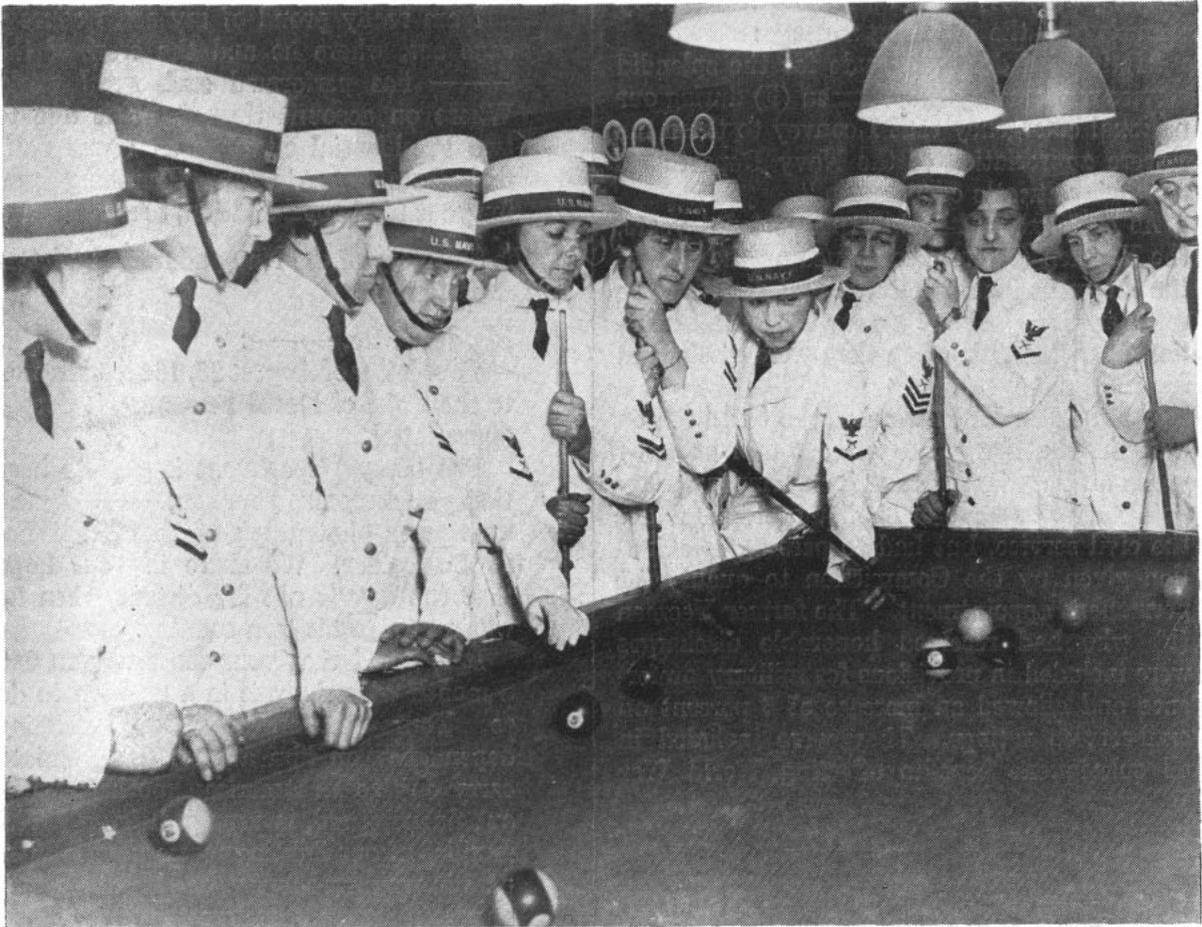
"2. The Bureau authorizes the enrollment of women in the Naval Coast Defense Reserve in the ratings of yeomen, electrician (radio) or in such other ratings as the Commandant may consider essential to the district organizations.

"3. In making monthly report of personnel, a separate list shall be submitted of women reservists in the Naval Coast Defense Reserve."

Immediately after the United States went to war against the Central Powers the enrollment

of women was taken up on a large scale in order to release enlisted men for active service at sea. As a result a total of 11,275 Yeomen (F) were in service at the time the armistice was signed and most of the immense volume of clerical work at the Navy Department, in addition to many highly important special duties, was being handled by them.

In addition to the purely clerical duties performed by the Yeoman (F), others served as translators, draftsmen, fingerprint experts, camouflage designers, and recruiting agents. Five Yeoman (F), enlisted in the Bureau of Medicine and Surgery, served with Navy hospital units



—Official U. S. Navy Photograph.

These are "Yeomanettes," counterpart 23 years ago of today's WAVES. This picture was taken in New York in April 1919. Attention is respectfully directed to the high-crowned straw hats, the mannish uniforms and the determined expression on the face of the young woman about to ease the 8-ball into the side pocket. Could the 8-ball have represented the Kaiser?

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BETTER BE SILENT THAN SORRY

in France. One served in connection with the operations of the office of Naval Intelligence in Puerto Rico.

Yeomen (F) were stationed at Guam, the Panama Canal Zone, and Hawaii, in addition to the United States and France. About 300 marinettes, as the feminine enlisted personnel of the Marine Corps was designated, were on duty during the war. Most of them were stationed at Marine Corps Headquarters at the Navy Department, although a number performed valuable service in connection with Marine Corps recruiting.

All Yeomen (F) were released from active duty by July 31, 1919, and to them Secretary Daniels sent the following message:

"It is with deep gratitude for the splendid service rendered by the Yeomen (F) during our national emergency that I convey to them the sincere appreciation of the Navy Department for their patriotic cooperation."

As enrollments had been made for 4 years, the Yeomen (F) were continued on the rolls of the Navy in inactive status and received the retainer pay of \$12.00 a year until the expiration of enlistment, when they were discharged from the naval service.

A large number of women who had been on duty in the Navy Department and at navy yards and stations, were given temporary appointments to same or similar positions under the civil service, but had to pass an examination given by the Commission to qualify for permanent appointment. The former Yeomen (F) who had received honorable discharges were included in provisions for military preference and allowed an increase of 5 percent on civil-service ratings. They were included in all subsequent benefits affecting World War Veterans.

Courageous Mother Foregoes Aid

In reply to the Bureau's notification that her son, a warrant officer, had been reported

as missing as of May 6, 1942, due to the capitulation of Corregidor, she informed the Bureau that her son was in the habit of sending her \$50 a month toward her support. Therefore, the Bureau forwarded an affidavit for the mother to execute concerning her dependence and the following is noted from her answer:

I feel it is my duty as an American mother not to burden the Government by asking for aid, at this time. I am able to get along all right unless unforeseen circumstances arise. Only hope to hear from Washington the whereabouts of my son.

I am really proud of my son's courageous act, where he and the crew of the ——— has performed such good work. Where on account thereof, he is due to two Presidential citations as I was notified from Washington. Thanking you for your kind consideration, I remain ———.

The Secretary of the Navy addressed a letter to her as follows:

My dear Mrs. ———:

Your letter of August 25, 1942, addressed to the Chief of Naval Personnel, is deeply appreciated.

The Navy Department is glad to hear that you recognize your son, ——— in the newspaper photograph of those captured at Corregidor. We share in your hope that the day is not far distant when he will return to his own country.

It is noted that your son sent you \$50 a month when he was in a position to do so. Your decision to forego claiming dependency on him at this time, and to carry on "as an American mother" without financial aid, is very gratifying. The families of our fighting forces have a vital part in winning the war and their forbearance and fortitude are most inspiring.

I commend you as the courageous mother of a brave son, and know that such spirit will hasten the victory that is certain to be ours.

Greatest Man-o'-War

'Iowa' Goes Down the Ways

The U. S. S. *Iowa*, 45,000-ton battleship, the greatest man-o'-war ever to be launched, went down the ways at the New York Navy Yard, Brooklyn, on Thursday, August 27th.

Completed 7 months ahead of schedule through the united efforts of thousands of engineers and workmen, the great vessel entered the waters of the East River adjoining the yard.

The U. S. S. *Iowa*, the fifty-ninth ship to be launched at the New York Navy Yard, was authorized by Act of Congress May 25, 1939, and is the first of six vessels of the same class to be launched. The construction job was assigned to the New York Navy Yard on June 2, 1939, and the keel was laid on June 27, 1940. The five sister ships of the *Iowa* are being built at various yards throughout the country. They are the *New Jersey*, *Missouri*, *Wisconsin*, *Illinois*, and *Kentucky*.

Iowa Statistics.—Although most of the specifications of the U. S. S. *Iowa* are military secrets, some facts about the ship may be told.

Her main battery will consist of 16-inch guns. Her length of 880 feet will be 200 feet shorter than the largest ocean liner. As she went down the ways, she was the heaviest vessel ever launched.

Some "Believe-It-Or-Nots" about the ship.—The plan-design work required 429,000 man-

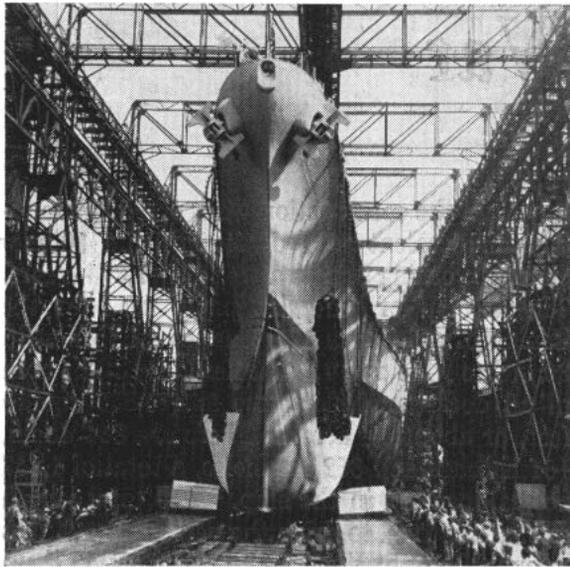
days and the construction work 4,100,000 man-days, equivalent to 1 draftsman and 10 mechanics working 6 days a week for 1,374 years. The amount of blueprint paper used for the issuing of plans was 175 tons, equal to a strip 30 inches wide and 1,100 miles long. The area of all decks and platforms is 418,000 square feet, or about 9½ acres. There are 844 doors, 161 hatches, and 852 manholes, a total of 1,857 access openings in the ship. The total length of shafting used to drive the vessel is 1,074 feet or one-fifth of a mile. In its construction there are 4,209,000 feet or 800 miles of welding and 1,135,000 driven rivets. The length of piping throughout the vessel would make one length of 80 miles, 17 miles of which is used for refrigeration and cooling purposes. In connection with this piping, 14,140 valves are used. The ventilation systems include 16 miles of ducts. Fifteen miles of manila and wire rope are required for the vessel and its operation. The total length of electric cable used is 250 miles, and the numerous conductors in some of these cables if placed end to end would reach 1,700 miles. The capacity of the electric generator sets is 10,000 K. W.'s or the equivalent to handle the industrial and domestic load of a city of about 20,000 population. The operation of the ship involves 900 motors, 5,300 lighting fixtures, 275 service and 816 battle telephones. The amount of paint required is 400,000 pounds, enough to cover 7,200,000 square feet of surface with one coat or sufficient to paint a fence 5 feet high and 273 miles long. On her trial trip the *Iowa* will displace enough water to flood 46 acres of land or 993 city lots one foot deep. The material for the ship was supplied to the yard in various forms under contract by 34 States.

The U. S. S. *Iowa* is the fourth Navy ship to be so called, her predecessors having been a post Civil War wooden screw sloop; a battleship which saw service in the Spanish-American



THE COVER

This striking view of the 'Iowa's' bow is an Official U. S. Navy Photograph, taken just before the launching.



—Official U. S. Navy Photograph.

The massive 45,000-ton U. S. S. "Iowa", mightiest man-o-war ever launched, slides down the ways of the New York Navy Yard, Brooklyn, on August 27, 1942, readied for launching seven months ahead of schedule.

War, and was used as a training ship during the first World War, and another battleship which was scrapped before completion.

The first *Iowa* was originally the 3,200 ton U. S. S. *Ammonoosuc* which was started at the Boston Navy Yard in 1864 and finished at New York in 1867. The name was changed to *Iowa* on May 15, 1869, and a battery of 23 guns installed. Stricken from the Navy Register in 1882, the ship was sold on September 27, 1883, to Hubbel & Porter, Syracuse, N. Y., for \$44,605.00.

Authorized in 1892, the second *Iowa* was built by William Cramp & Sons, Philadelphia, Pa., launched March 28, 1896; and commissioned June 16, 1897. The \$3,010,000 vessel of 11,346 tons displacement carried a complement of 41 officers and 789 men and mounted four 12-inch, eight 8-inch and four 4-inch guns. Within a year, she saw active service as flagship of Admiral Sampson's squadron. Later, joining Commodore Schley's flying squadron off Cienfuegos, Cuba, the second *Iowa* did blockade duty off Santiago de Cuba from May 28 to July 2, 1898, and on July 3, was the first to sight approaching Spanish ships. She fired

the first shot in the battle of Santiago and though struck several times, suffered no casualties. As a result of the engagement, the *Iowa* took aboard as prisoners of war Admiral Pascual Cervera, his son, and officers and men of the Spanish gunboats *Furor* and *Pluton*, and Captain Eulate and officers and crew of the Spanish vessel *Vizcaya*. Capt. Robley D. Evans of the *Iowa* declined to accept the sword of Captain Eulate who was wounded.

The second *Iowa* made several cruises in home and foreign waters from October 12, 1898, until May 13, 1914, when she was placed out of commission. The advent of World War I, however, saw her recommissioned on April 23, 1917, and after serving as receiving ship at Philadelphia for 6 months, she was sent to Hampton Roads, Va., remaining there for the duration of the war, training men for other ships of the Fleet, and doing guard duty at the entrance to Chesapeake Bay.

Again placed out of commission on March 31, 1919, her name was changed to Coast Battleship No. 4. She was used as a target and sunk March 22, 1923, and was stricken from the Navy list 5 days later. As she sank, the then Secretary of the Navy Denby, on board the U. S. S. *Maryland*, ordered the band to play the Star Spangled Banner while the national salute of 21 guns was fired. Almost 10,000 officers and men aboard the battleships *Maryland*, *California*, *Pennsylvania*, and *Arizona* manned the rails while those vessels, as a final tribute, circled the spot where the *Iowa* went down.

The third *Iowa* was authorized May 1, 1918, and the keel was laid at the Newport News Shipbuilding and Dry Dock Co., May 17, 1920.

Construction was discontinued on this vessel, however, and she was scrapped in accordance with the terms of the Washington Treaty limiting naval armament, effective August 1923. The third *Iowa* was to have been 684 feet in length, 105 feet in breadth and of 43,200 tons displacement. She was to have carried a complement of 66 officers and 1,474 men and to have mounted twelve 16-inch 50 cal., sixteen 6-inch 53 cal., and four 3-inch 50 cal. (anti-aircraft) guns.

'Proud and Solemn Hour'

As Mighty Ship Slides Down to Destiny

The following is the text of the address of Rear Admiral E. J. Marquart, U. S. N., at the launching of the U. S. S. "Iowa":

Honored guests and fellow workers—welcome to you all.

This is a proud and solemn hour in American naval history. The greatest fighting ship that has ever challenged the foes of freedom waits but for her name and her Godspeed before she slides down the ways into the water to her mighty destiny.

Battleships are not built in a day. Four hundred and twenty-nine thousand man-days were needed just to make design plans for this ship. Into her actual construction so far has gone the enormous total of 4,100,000 man-days. A battleship, more than any other handiwork of man, is a masterpiece of teamwork by many men of many diversified talents in many fields of activity. So today, we gaze at one of the supreme triumphs of man's ingenuity and skill. Never before, in the long history of shipbuilding, has there been anything to compare with this ship.

To the thousands of shipworkers at New York Navy Yard, this great floating fortress towering above us is our special pride and joy. We have worked together to build it, strong and true. The daily life of our whole yard has been unified about its building, and it has been the common dedication of us all to a glorious goal. There has been high hope and inspiration in every look we have given her as she rose higher and higher during her construction. She has been our symbol of the brain and power of our mighty fighting Fleet and has made every worker feel more and more a real part of the Navy, with rivet hammers and torches and machines as his fighting weapons.

We stand humble before it, but we are proud and happy on this its christening day. With you guests, we, too, gaze in awe, in wonderment, in speechless amazement, at our handi-

work now bared in its entirety to see for the first time.

The ship is not yet finished. Ahead lie more months of arduous labor before she will be ready to put to sea. But as this splendid man-of-war slides down the ways this morning, every one of us will feel that she typifies our glorious country in her streamlined massiveness, strength, and fighting power. And with her launching, our Nation thunderously announces its own invincible power and dauntless will to fight until victory is ours, to finish a war which we did not start, but which we will surely end in the cause of peace and all that is right.

Another Naval Victory— Won by Workers

Another naval victory—a victory won by the workers of America—was recorded Labor Day, September 7, 1942, when more than 150 naval ships were launched or had their keels laid. Included in these 150 naval vessels are destroyers, submarine chasers, motor torpedo boats, mine sweepers, coastal transports, tank landing craft, seaplane tenders, and others.

The United States celebrated Labor Day this year with the central theme, "Free Labor Will Win," and thousands of shipyard workers in 75 municipalities of 27 States where these launchings and keel layings took place—on the Atlantic Coast, on the Pacific Coast, on the Gulf Coast, and in the Great Lakes and inland waterways areas—joined in this vast celebration marking actual achievement in the Navy's shipbuilding program.

Organized labor, shipyard employees, and management representatives participated in these ceremonies—an inspiration to all citizens and particularly to the more than 400,000 workers in over 100 shipyards from coast to coast who are keeping production of United States naval vessels ahead of schedule.

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104-Day Continuous Cruise

'Yorktown' Wields Tremendous Blows Before Her End

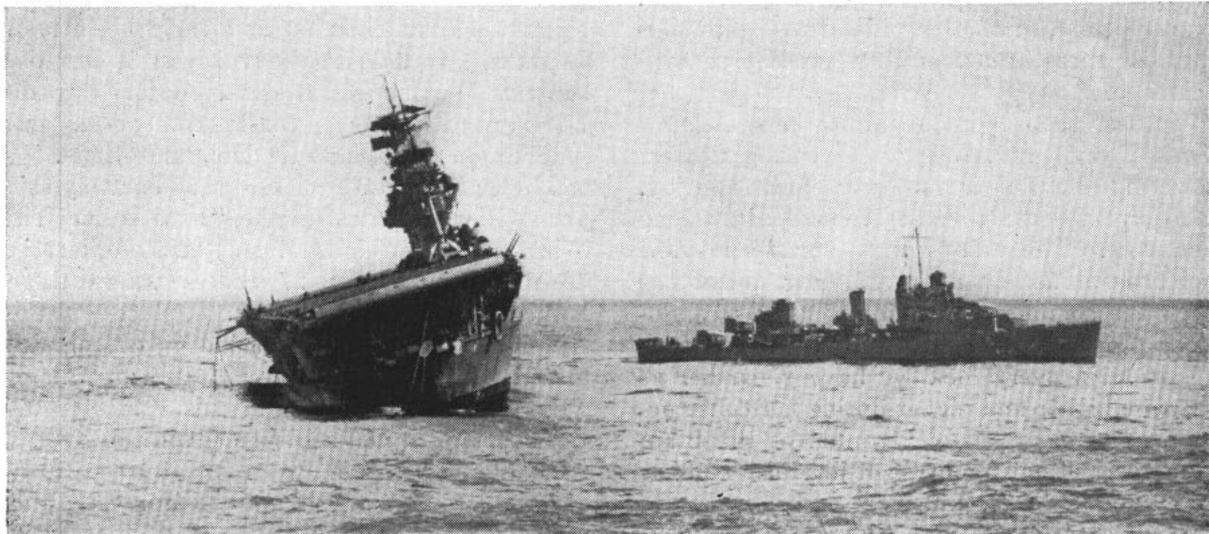
The U. S. S. *Yorktown* was sunk on June 7, 1942, as the result of enemy action during and subsequent to the Battle of Midway. The Navy Department, having good reason to believe that the loss of the *Yorktown* was not known to the enemy, withheld this announcement pending developments which were vital to the operations which have been in progress in the South Pacific since early August.

The *Yorktown* was put out of action by enemy aircraft attacks with bombs and torpedoes on the afternoon of June 4, as described in Navy Department Communique No. 97, of July 14. She was seriously damaged and heavily listed as the result of these attacks, and the crew was forced to abandon ship in view of the imminent danger of her capsizing. Tugs and other salvage vessels were sent to her assistance. A salvage party was placed aboard and she was taken in tow. Progress was slow, but it appeared that she might be saved.

By the morning of June 6 the salvage party had been able to reduce the list and the prospects of saving the ship appeared brighter. The U. S. S. *Hammann* (destroyer) was placed alongside to assist. Shortly after noon on June 6, an enemy submarine scored two torpedo hits amidships on the *Yorktown* and two torpedo hits on the *Hammann* alongside. The *Hammann* sank shortly thereafter, and the condition of the *Yorktown* became critical. The enemy submarine was attacked by destroyers throughout the day. Results of these attacks indicated that the submarine was certainly damaged and possibly sunk.

During the early morning of June 7, the *Yorktown* capsized and sank as the result of the cumulative damage from aircraft bombs and torpedoes on the 4th, and submarine torpedoes on the 6th.

Casualties in the *Yorktown* were few and were included in the total personnel losses in the

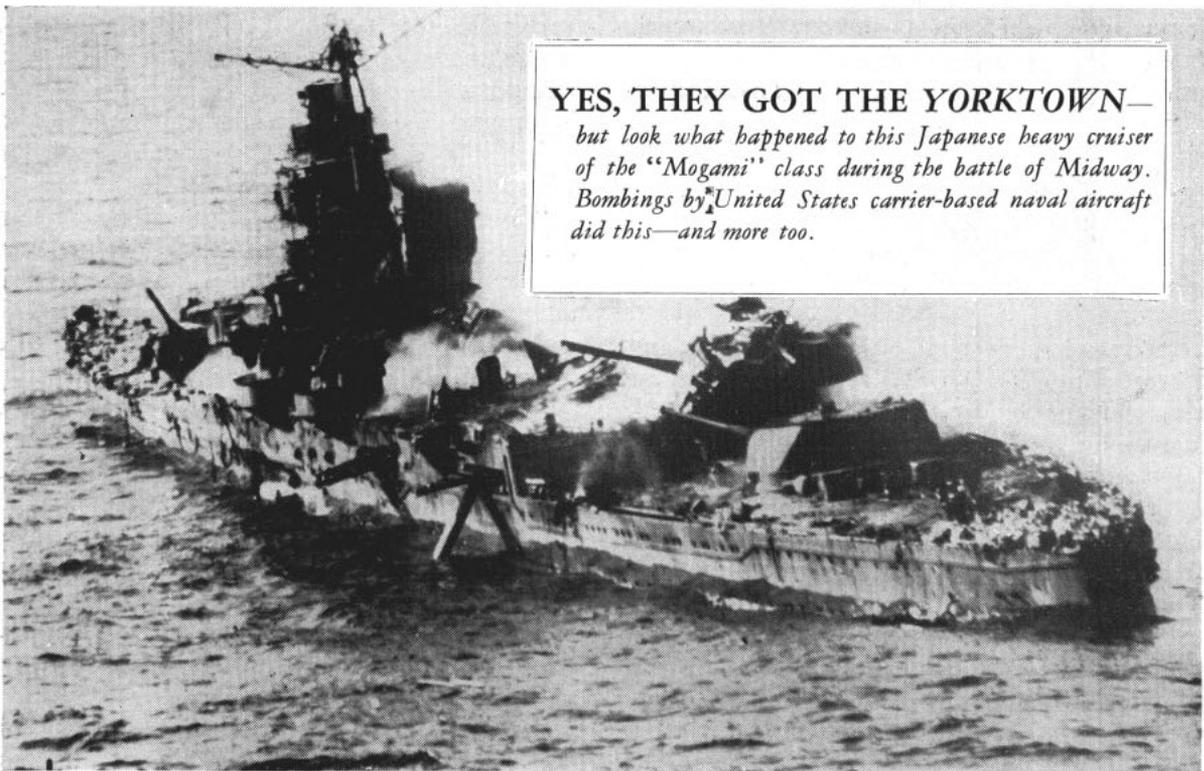


—Official U. S. Navy Photograph.

Her guns still pointed defiantly toward the sky, the 19,900-ton U. S. S. "YORKTOWN" lists heavily to the port side after a savage battering by Japanese bombers and torpedo planes in the battle of Midway last June 4. The "YORKTOWN" was lost, as was the destroyer U. S. S. "HAMMANN"; but Japanese losses included four carriers and two heavy cruisers definitely sunk and numerous other vessels sunk or damaged. (See picture on opposite page, for instance.)

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



YES, THEY GOT THE YORKTOWN—

but look what happened to this Japanese heavy cruiser of the "Mogami" class during the battle of Midway. Bombings by United States carrier-based naval aircraft did this—and more too.

—Official U. S. Navy Photograph.

Battle of Midway (92 officers and 215 enlisted men) which have been previously reported. The *Yorktown* and the *Hammann* were the only United States ships lost in the Battle of Midway.

The sinking of the U. S. S. *Yorktown* came after 104 days of a continuous battle cruise during which the *Yorktown* roamed the Pacific battle waters to take part in every major naval engagement unscathed until Midway except for one bomb hit in the Coral Sea action.

But those 104 days saw the *Yorktown's* Devastator torpedo planes, Dauntless dive bombers and Wildcat fighters smashing at the enemy wherever found at sea or on land. The Gilbert and Marshall Islands, Salamaua and Lae, Tulagi, Coral Sea, and Midway were all entered in her battle log. Japanese battleships were damaged, carriers, cruisers, and destroyers sunk—one cruiser with one bomb from a Dauntless—and transports, shore installations, and enemy planes shot down for a staggering score that will never be exactly known.

Lt. Comdr. W. O. Burch, who recently returned from the Pacific theater of operations, was assigned with his squadron, Scouting Squadron Five, to the *Yorktown* immediately after December 7, 1941. His account of his squadron's actions is indicative of the *Yorktown's* role in the Pacific.

Lieutenant Commander Burch's story reveals details of the sinking of Japanese carriers, cruisers, and cargo ships. It tells of the sinking of a Japanese cruiser by just one bomb from one United States Navy dive bomber, piloted by Ensign Herbert Stanton Brown, Jr., of Bombing Squadron Five.

Throughout his story the airplanes used by his squadron were Douglas SBD Dauntless scout bombers. The airplane used by Ensign Brown was also a Dauntless, and the torpedo bombers accompanying Scouting Squadron Five were Douglas TBD-1 Devastators. His account follows:

"I was commanding officer of Scouting Five from the time war was declared, on the *York-*

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town. We picked up a convoy, went to the Southwest Pacific with it, and then headed up into the Marshalls and made our first attack.

"In the raid on the Marshalls, we were assigned to the southern group of islands. The division I was with went to Makin. We had a little bad weather but found it clear at Makin. There was a seaplane tender there and two four-motored bombers sitting on the water.

"We met quite a bit of anti-aircraft fire but it was miles off. Our first attack was made on the seaplane tender. It had planes aboard. We couldn't tell how many. Luckily I got a hit which made a mess of her deck. We noticed that the bomb gave off a tremendous high yellow flame. The bomb set the ship on fire. The other eight bombs were close misses. The ship took a list astern.

"After that we turned immediately and jumped the four-motored bombers and sank them. I started to approach one and continuously sprayed him. When I hit 1,000 feet it exploded. The planes behind me exploded the second one.

"We made strafing attacks on the seaplane tender and stopped the anti-aircraft fire from it. We pretty well riddled it. That was Makin.

"Next we went down to the Coral Sea and went in to attack Salamaua and Lae. Our torpedo bombers made successful level bombing attacks. Our fighters (Grumman F4F-4's, Wildcats) shot down two Jap seaplanes and strafed both surface ships and ground installations. Our dive bombers sank cargo ships and destroyers. All told, the operation completely wiped the place out.

"Our next attack was Tulagi, on May 4. We had been at sea for quite a long time, and it was good news when we heard we were heading into an attack.

"We made three attacks on Tulagi. I was first off with my squadron, and was told to make a sweep to see if I could find anything coming down from the north. We saw nothing. Just as I reached Tulagi, the other two squadrons, Bombing Five and Torpedo Five, arrived. All I could see in the harbor was three cargo ships.

I divided my squadron into two divisions, designated a cargo ship to each of them and told Bombing Five to take the third. That way, the torpedo squadron would know which ships we were bombing and coordinate with us.

"We started down. As I approached, I saw a large heavy cruiser off to the side, under a cloud; tied up alongside of it was a light cruiser and a destroyer. I immediately changed course, hoping the squadron would follow me. They did. Most of us got in on that.

"The torpedo squadron, as they approached, could see much better than we could. They spread out, hoping we would take all the ships, which we did. All ships had a few bombs dropped on them. You could see the torpedoes and bombs hitting, and the nest of three ships was knocked apart.

"We went back to the ship to get more bombs. I told them we had hit the Japs but wanted to go back. They said 'go on back.'

"I was first aboard. By the time I got up to the bridge, reported to the captain and told him I'd like to go back, he said 'all right, get in your plane.' I looked around and the planes were gassed, rearmed and ready to go. I didn't even get a cup of coffee. That is how fast our flight deck crews on the *Yorktown* worked. They were excellent all the way through.

"We returned with our second load. Just outside Tulagi Harbor a heavy cruiser was under way. We made an attack on her. We went in against the cruiser alone and made two bomb hits.

"As we returned to the ship I noticed some cargo ships in the harbor and requested permission to go back the third time. They sent Bombing Five and Scouting Five back, and left the torpedo planes on board. I found only one ship. Wallie Short (Lt. Comdr. Wallace C. Short), who had Bombing Five, followed a slick down to a seaplane tender about 40 miles to the north. He bombed her and we bombed this cargo ship in the harbor—a 20,000-ton transport. We hit it two or three times.

"Then followed the Battle of the Coral Sea. Early on May 7, one of our scouts reported that

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he had sighted two cruisers and two destroyers. We launched the air group. An Army plane was nearby and picked up another force which did have a carrier in it. While we were on the way out I got this last word from the *Yorktown* stating that, about 50 miles from our first position, we would find a carrier. I think we would have seen it anyway. It was almost on our track to the other force.

"The *Lexington* group made their dive bomb attack just ahead of me. I watched them attack—I thought it was all of their bombing group. The Jap carrier was maneuvering heavily, and I only saw one hit. The carrier then turned into the wind to launch her planes. I immediately called Joe Taylor (lieutenant commander) who had our torpedo planes and told him we were going in. He asked me to wait because it would be at least 5 minutes before he could arrive on the scene. I told him I wasn't going to wait because the carrier was launching planes and I wasn't going to let them get off. I got a hit and I don't think any of the squadrons behind me missed. We really laid the bombs in that day.

"The Japs had in that force a battleship, four cruisers, and a light cruiser. Incidentally, the last boy in Bombing Five, Ens. H. S. Brown, Jr., decided that the carrier was already being hit hard enough and he was going to drop his bomb somewhere else. He did—right on the quarterdeck of a cruiser. The cruiser sank before the carrier did. It took 5 minutes from the time I pushed over until the carrier was out of sight below the surface—she just ploughed herself under. She had about seven planes in the air and was launching the rest of her fighters. It seemed best to stop that.

"On May 8 we made contact again. We headed to the north about 180 miles and found the Japs okay. There were two carriers in the open. Just south of the Japanese task force was a large area of bad weather. They were heading for it. We coordinated our dive bombing and torpedo attack on the after carrier. We readily identified her class. We definitely know that we made six bomb hits on that carrier and the torpedo planes made three torpedo hits. Pictures we brought back show

that from the bow back about 150 feet the carrier was one big blaze from a white, gasoline fire. The pictures also show a bomb hitting right on the bow. If she was all right after that she was tougher than any other carrier I've seen.

"During seven attacks by Bombing Five and Scouting Five there was only one man lost from antiaircraft. He was Jo Jo Powers (Lt. John Joseph Powers), who always went way down low before pulling out. We don't know whether he was hit by antiaircraft or just went down so low to make sure of a hit that his plane was hit by his own bomb fragments. Before he took off he said he 'was going to lay his bomb on that Jap so-and-so's deck.' They've awarded him the Medal of Honor. He deserves it.

"Our SBD's (Dauntless) could really take it. There were a number of cases where planes would come back with a lot of holes in them, wheels gone, wings shot up, but they'd still fly home."

Commander Burch's squadron was transferred from the *Yorktown* after the Battle of the Coral Sea, but the *Yorktown* was still to fight in another major action—Midway, the greatest of them all.

Off Midway on June 4, the *Yorktown's* scouts located the enemy. Her air group went in to attack. Her dive bombers, operating with other air groups, scored hits on three Jap carriers: the *Kaga*, *Akagi*, and *Soryu*. All three were sunk.

As soon as the *Yorktown's* planes could be refueled they went hunting again. Her scouts located a fourth Jap carrier and reported her position. Just then, Jap bombers and torpedo planes launched the attack that was to be the beginning of the end of the *Yorktown*. But the location of that fourth Jap carrier, flashed back by the *Yorktown's* scouts, brought out the groups from our other carriers. So even in her own plight, she must be credited with an "assist." That fourth carrier went to the bottom to join her mates.

When the waves closed over the *Yorktown*, she ended one of the most brilliant careers in naval history.

14,466 Casualties To September 21

*YES, It's a
Fighting War!*

List No. 13, inclusive to September 21, 1942, brings the total of Navy, Marine Corps, and Coast Guard casualties reported to next of kin from December 7, 1941, to a grand total of 14,466.

This list includes all States except Arizona, Delaware, Nevada, and Wyoming. The Territory of Hawaii and Puerto Rico are included. None is reported for other Territories or possessions.

A recapitulation of these casualties follows:

	<i>Dead</i>	<i>Wounded</i>	<i>Missing</i>
Navy	3,698	931	7,268
Marine Corps	370	294	1,864
Coast Guard	31	7	3
Total	4,099	1,232	9,135

Casualties of United States naval forces—dead, wounded, and missing—reported to next of kin from September 7 to September 21, 1942, inclusive, totaled 932. They are subdivided into the following classifications:

Dead	162
Wounded	67
Missing	703
Total	932

The preponderant share of these casualties resulted from direct action with the enemy, but included in the total are names of those who were lost in accidents at sea and in the air on duty directly connected with wartime operations. Natural deaths or accidents not connected with operations against the enemy are not included in the total.

Some of those under the classification of "missing" may have been rescued at sea and landed at isolated spots or otherwise made their way to safety at places from which they have had no opportunity to communicate with United States naval authorities.

MARINE'S PARENTS CAN TAKE IT, TOO

The following is a letter received by the Marine Corps from the parents of an enlisted man after being notified of his death:

Acknowledging your formal announcement of the 16th, we, as true Americans, realize this is WAR.

Our son's life is only one of countless contributions being made as the price of victory and a decent world for future generations. God grant that our own, and other parents' sons' sacrifice may not be in vain. We loved our son; he loved his duties and our Navy passionately.

As parents of one who has laid his life on the altar of freedom we march forward, chins up, determined to continue our best efforts toward victory. America can, must, and will win and thereby usher in a new and improved era of

safety, peace, happiness, and well-being for all the peoples.

Forgetting our individual comforts, pleasures, and predilections, we willingly and unstintingly give our all, our very selves that the new world, now in its formative stage, may be the kind of world we as children were privileged to grow up in, of liberty, peace, and freedom.

Richard looked forward to that day when he would board an aircraft carrier with his squadron and meet the enemy face to face. While this duty has been denied him, may we his parents say his fighting spirit is with each of the men aboard, confident that every man will carry on where he left off. May God bless, protect, and keep each of your men.

Sincerely,

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CARELESS TALK COSTS LIVES

Coral Sea Heroes Cited

Medals Go to 23 for Battle Action

Twenty-three officers and men who distinguished themselves during the Coral Sea action, including 19 who served on the U. S. S. *Lexington*, which was sunk after inflicting heavy damage on the enemy, have been awarded decorations for heroic conduct.

The Distinguished Service Medal has been conferred upon Rear Admiral Aubrey W. Fitch, U. S. N., and Rear Admiral William W. Smith, U. S. N. Rear Admiral Fitch was commander of a task force with which the *Lexington* was operating and Rear Admiral Smith commanded a naval unit in the Battle of the Coral Sea.



**DISTINGUISHED
SERVICE MEDAL**

The new Navy and Marine Corps Medal was awarded to two officers for their efforts to save *Lexington* personnel. These officers, attached to another ship, were Lt. Comdr.

John C. Daniel, U. S. N., and Ens. Robert Arnold Sweatt, U. S. N. R. They are the first naval officers to receive this medal, which was authorized by Act of Congress approved August 7, 1942.

The citation accompanying the Distinguished Service Medal awarded Rear Admiral Fitch reads as follows:

For exceptionally meritorious and distinguished service to the Government of the United States in a position of great responsibility as Commander of the Air Task Group of a Task Force in the Battle of the Coral Sea on May 7 and 8, 1942. In the distinctive engagements of this battle, the skill and outstanding leadership of Rear Admiral Fitch, and the courageous devotion to duty of the units under his command, resulted in the sinking of one Japanese carrier, the serious damaging of another and the sinking of one enemy

cruiser, thereby contributing immeasurably to the ultimate success of our forces in these notable engagements.

The citation for Rear Admiral Smith included his service not only in the Coral Sea from May 4 to 8, 1942, but also in the Battle of Midway, June 4 to 6, 1942.

Praising his "exceptionally meritorious and distinguished service" in those actions, the citation states:

His excellent judgment and the superior quality of his leadership during the events leading up to and throughout the actual engagements of these battles were evidenced in the effective direction and control of his units. Specifically, on May 8, 1942, and on June 4, 1942, the aggressive and determined action of Rear Admiral Smith and the skill and devotion to duty of the units under his command caused the infliction of heavy damage on attacking Japanese air forces with ultimate success for our forces in these distinctive engagements.

Five officers received Gold Stars in lieu of their second Navy Crosses—their first awards were won in the *Lexington's* engagements at Bougainville, and at Lae and Salamaua. They are:

Lt. Comdr. James H. Brett, Jr., U. S. N. He was the commanding officer of a torpedo squadron.

Lt. Comdr. Robert E. Dixon, U. S. N. He was commanding officer of a scouting squadron.

Lt. (jg) Robert B. Buchan, U. S. N., a dive bomber pilot.

Lt. (jg) Harry B. Bass, U. S. N., a dive-bomber pilot.

Lt. Walter F. Henry, U. S. N., a dive-bomber pilot.

Lieutenant Commander Brett's citation states that "despite heavy antiaircraft fire and enemy

fighter opposition, Lieutenant Commander Brett led his squadron to within extremely close range of the objective and delivered two highly successful attacks, destroying one enemy Japanese aircraft carrier and causing the probable destruction of another. His capable, determined leadership and the skill and efficiency displayed by his squadron were decisive contributions to the ultimate victory of our forces in this battle."

"With an enemy carrier as the objective," Lieutenant Commander Dixon's citation reads, "he led his squadron on a determined dive-bombing attack in which Lieutenant Commander Dixon dived to a low altitude and, in the face of heavy antiaircraft fire and enemy fighter opposition, dropped his bomb on the deck of a carrier, thereby aiding in the total destruction of that vessel. The next day, May 8, having sighted a vastly superior enemy Japanese air force, he remained on station to report its movement and disposition to his squadron, then engaged in search operations. These scouting and bombing missions, so courageously undertaken and skillfully executed by Lieutenant Commander Dixon and the units of the squadron under his command, were distinctive contributions to the ultimate victory attained by our forces."

Citations awarded Lieutenant Henry and Lieutenants (jg) Bass and Buchan are identical. They read:

In the face of heavy antiaircraft fire and fierce fighter opposition, he dived his plane at an enemy Japanese aircraft carrier and released his bomb with calm and accuracy. By grim determination and expert appraisal of his objective, he contributed materially to the high percentage of hits inflicted by his particular squadron and assisted in ultimate destruction of the enemy carrier. His individual action was an important factor in the collective successes of those United States naval forces which engaged the enemy in the Battle of the Coral Sea.

The same citation was issued to eight dive-bomber pilots who won the Navy Cross for the first time. They are:

Lt. James H. Newell, U. S. N.; Lt. (jg)

George O. Wood, U. S. N.; Lt. (jg) John G. Sheridan, U. S. N.; Lt. (jg) Clem B. Connally, U. S. N. R.; Ens. Alva A. Simmons, U. S. N. R.; Ens. Frank R. McDonald, U. S. N. R.; Ens. Russell P. Lecklider, U. S. N. R.; Ens. Robert P. William, U. S. N. R.



NAVY CROSS

Lt. Edwin W. Hurst, U. S. N., was awarded the Navy Cross posthumously. The heroism of Lieutenant Hurst, who had won the Distinguished Flying Cross in the Battle of Lae and Salamaua, was cited as follows:

In the face of tremendous antiaircraft barrage and opposed by numerous fighters, Lieutenant Hurst pressed home two attacks on enemy aircraft carriers, one on May 7 and one on May 8. With complete disregard for his own safety and expert conception of the task at hand, he scored hits within short range of his objectives, contributing to the destruction of one carrier and to damage and possible destruction of the other. His persistent determination and conscientious devotion to duty are in keeping with the highest traditions of the United States naval service.

Later he lost his life in a plane crash.

Melvin H. Georgius, Chief Aviation Pilot, U. S. N., who won the Distinguished Flying Cross at Lae and Salamaua, was awarded the Navy Cross with the following citation:

In the face of heavy antiaircraft fire and fierce fighter opposition, Georgius pressed home an attack against an enemy Japanese aircraft carrier to within the perilously short range of a few hundred yards of his target. By complete disregard of his own personal safety and resolute purpose in carrying out his mission, he was able to score a hit on the enemy carrier, thereby contributing to the destruction of that vessel and to the success of our forces in the Battle of the Coral Sea. His conduct on this occasion was in keeping with the high-

est traditions of the United States naval service.

Lt. Frederick W. Hawes, U. S. N., won the Navy Cross for heroism as officer-in-charge of forward repair party No. 4 aboard the *Lexington*. His citation reads:

In order to effect the rescue of wounded officers and men, Lieutenant Hawes repeatedly led his repair party into gas-filled compartments in the face of frequent explosions, and personally conducted rescue squads through areas of imminent danger. Rallying from two lapses into unconsciousness and with utter disregard for his own safety, he was responsible for the rescue of at least 20 of the wounded. His courageous conduct and strict devotion to duty were in keeping with the highest traditions of the United States naval service.

The Navy Cross also went to a messenger at the forward distribution room, Robert L. Metts, Electrician's Mate, 2d class, U. S. N., with the following citation:

Remaining at his post after an explosion had either killed or wounded nearly all of the men on his station, he donned a gas mask and attempted to report the casualties to the bridge by phone. With total disregard for personal safety, he continued his efforts to establish communication until he collapsed at his post and was subsequently rescued in a state of unconsciousness. His extreme courage and persistent devotion to duty were in keeping with the highest tradition of the United States naval service.

Another who won the Navy Cross is Jack P. Brown, Chief Electrician's Mate, U. S. N., who was a switchboard operator in the forward distribution room. His citation reads:

Assisting in the evacuation of wounded, he disregarded a head injury sustained from an explosion and carried on in the face of subsequent danger of total asphyxiation. Obtaining a spare gas mask and returning to his post, he was successful in effecting

the removal of two of his wounded shipmates to safety. His courageous conduct and strict devotion to duty were in keeping with the highest traditions of the United States naval service.

Ens. Harry B. Gibbs, U. S. N. R., fighter pilot, was awarded the Distinguished Flying Cross with the following citation:

As a member of the combat air patrol protecting our forces on the evening of May 7, Ensign Gibbs assisted in dispersing an enemy Japanese scouting formation harassing our surface forces, shooting down one enemy plane during the action. On May 8, as part of the fighter escort group, he protected our dive bombers in a successful attack on an enemy Japanese carrier which resulted in the sinking or severe damage of that vessel. His courage, skill, and complete disregard for his own personal safety were in keeping with the highest traditions of the United States naval service.

Lieutenant Commander Daniel was in charge of a whaleboat which attempted to rescue personnel of the U. S. S. *Lexington*, while Ensign Sweatt was a member of the volunteer party which conducted the search under Lieutenant Commander Daniel's supervision. Their citations, identical, read:

Uncertain, because of darkness, as to the presence of remaining survivors in the water, he proceeded along the entire port side and then the starboard side of the *Lexington*, already listing 20 to 30 degrees. Her flight deck was burning from stem to stern; an explosion had thrown planes and debris into the air and other planes on deck were in imminent danger of sliding onto the whaleboat; nevertheless, he continued until dense smoke screened the ship and made further search futile. His valiant effort to save the lives of *Lexington* personnel at the risk of his own life was in keeping with the highest traditions of the United States naval service.

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TAKE TIME TO BE CAREFUL

15 Receive Decorations

Given in Name of the President

Fifteen officers who have distinguished themselves for heroism in action, including five aviators and six submarine commanders, have been awarded decorations by the Secretary of the Navy, in the name of the President.

Lt. Comdr. Joseph H. Willingham, Jr., U. S. N., received the Navy Cross and Gold Star for "extraordinary heroism and outstanding skill and efficiency" while serving as commanding officer of a submarine.

Two other submarine commanders have been awarded the Gold Star in lieu of a second Navy Cross, with citations for "extraordinary heroism and conspicuous devotion to duty." They are: Lt. Comdr. Willis A. Lent, U. S. N., and Lt. Comdr. Eugene B. McKinney, U. S. N.

Three submarine commanders who have distinguished themselves by extraordinary heroism and conspicuous devotion to duty have received the Navy Cross. They are: Lt. Comdr. James W. Coe, U. S. N.; Lt. Comdr. Oliver G. Kirk, U. S. N.; and Lt. Comdr. Robert H. Rice, U. S. N.

Lt. (jg) Arthur J. Brassfield, U. S. N., received the Navy Cross for extraordinary heroism and conspicuous devotion to duty in a fighting squadron which engaged the Japanese in the Coral Sea action. His citation reads:

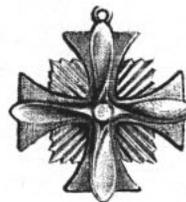
While on combat air patrol, Lieutenant (jg) Brassfield on May 5 intercepted and attacked aggressively an enemy four-engine bomber and assisted in its destruction; on May 7, as part of a fighter escort, he protected our scout bombers throughout an attack which resulted in sinking a Japanese carrier. On May 8, accompanied by other planes, he attacked boldly and dispersed a formation of enemy fighters which were harassing his own forces, and in addition he attacked and destroyed an enemy dive bomber against strong enemy fighter protection. Lieutenant (jg) Brassfield, having repulsed the enemy force,

made a safe landing on his carrier, although his plane was damaged. He displayed complete disregard for his own safety in these engagements, as well as skill, aggressiveness, and leadership, in order that his assigned missions might be carried out.

Lt. (jg) Walter A. Haas, U. S. N. R., was awarded the Navy Cross for "extraordinary heroism and courageous devotion to duty" as a pilot during the Coral Sea Battle. His citation states that after assisting in destroying an enemy bomber, he carried his attack on May 7 as part of a fighter escort through heavy anti-aircraft fire over enemy ships and shot down two enemy fighters, assisting thereby in the successful execution of a mission by our torpedo planes, this mission resulting in the destruction of an enemy carrier. On May 8, after helping to destroy a Japanese patrol bomber and one dive bomber, he displayed extraordinary daring in an attack on fifteen enemy aircraft, following the enemy bombers down in their dive, even into the area of anti-aircraft fire from our own ships, thereby frustrating the success of the enemy attack. Lieutenant (jg) Haas displayed in these engagements aggressiveness, skill, and a high degree of courage, executing his missions with complete disregard for his own safety against heavy enemy odds.

A third aviator to be decorated for valor displayed in the Coral Sea Battle is Ens.

William W. Barnes, Jr., U. S. N. R., who was presented the Distinguished Flying Cross "for extraordinary achievement as pilot in a fighting squadron engaged in combat with the Japanese forces in the Coral Sea Battle." His citation states that as a result of fighter action



**DISTINGUISHED
FLYING CROSS**

in which Ensign Barnes participated, scouting aircraft of the enemy were dispersed. "His determination and zeal during this engagement," the

citation reads, "carried him into the area of our own antiaircraft fire. In spite of damage to his plane by enemy action, he displayed great courage and skill in returning to the ship and landing safely."

The Distinguished Flying Cross was awarded to Ens. Richard L. Wright, U. S. N. R., for outstanding performance in the Coral Sea engagement. Ensign Wright's citation states that, by perfect timing in coordination with his section leader, he attacked an enemy patrol bomber, effecting the complete destruction of the Japanese plane in midair.

Lt. Comdr. Lewis E. Coley, U. S. N., received the Navy Cross with the following citation:

For extraordinary heroism and distinguished service in the line of his profession while engaged in the Java Sea, February 27, 1942, in a torpedo attack on superior Japanese forces. Torpedo hits were scored on Japanese cruisers in the face of heavy gunfire from the enemy, marking a courageous and determined handling of his ship. Lieutenant Commander Coley's aggressive spirit and high type of leadership in action are in accord with the best traditions of the United States naval service.

The Navy Cross was awarded to Commander William W. Hastings, U. S. N., who was in charge of the section base area in Marivales Harbor, Bataan, P. I. His citation reads:

For heroic and meritorious devotion to duty during demolition and evacuation operations at Marivales Harbor, the night of April 8, 1942. Commander Hastings' efficient organization and direction of a mixed force of American and Filipino enlisted men in evacuating personnel and supplies to Corregidor, and in the demolition of living quarters and utilities, and the demolition of the U. S. S. *Bittern* and the Dry Dock *Dewey*, in accordance with a well conceived and executed plan, made this difficult operation possible in spite of darkness, demolition explosions, and reports of approaching Japanese.

The citation accompanying the Navy Cross awarded to Lt. Comdr. Clarence W. McClusky, Jr., U. S. N., reads as follows:

For extraordinary heroism and devotion to duty in the Battle of Midway, June 4, 1942. On receipt of the report of an enemy Japanese invasion fleet in the area, Lieutenant Commander McClusky led his squadron of planes in a dogged and thorough search, continued until the objective was located, and attacked with boldness and determination four enemy carriers in complete disregard of heavy antiaircraft fire and strong fighter opposition. Such severe damage was inflicted on the flight decks of the Japanese carriers that they were effectively put out of action. Lieutenant Commander McClusky's courage and inspiring leadership in the face of great danger and very large opposition were in keeping with the finest traditions of the United States naval service.

Commander Walter G. Schindler, U. S. N., was awarded the Navy Cross with the following citation:

For courageous devotion to duty and extraordinary heroism during action between May 4 and May 8 against forces of the Japanese. In order to advise his seniors more accurately and intelligently, Commander Schindler volunteered as free gunner in an airplane in three attacks against Japanese forces at Tulagi, May 4, although opposed with heavy antiaircraft fire, and in two attacks on May 7 and 8 in the Coral Sea area, in the face of enemy fighters as well. He shot down a "Zero" type Japanese fighter which attacked the plane in which he was serving as free gunner on May 8. His conspicuous intrepidity was above and beyond the call on duty on these occasions.

Boatswain Adolph M. Bothne, U. S. N., was awarded the new Navy and Marine Corps Medal. His citation reads:

For extraordinary heroism and courage on February 7, 1942, when he entered a compartment where four men had collapsed from suffocation. Because he disregarded completely his own safety, he was able to save one man before he himself was overcome.

New Medal Established

Congressional Legislation Distinguishes Among Awards

A new medal, the Navy and Marine Corps medal for heroism not involving actual conflict with an enemy, or to any person to whom the Secretary of the Navy has heretofore awarded a letter of commendation for heroism, has been established by Congress, as has the distinction between the various medals now being awarded. Public Law 702, Seventy-seventh Congress is as follows:

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Act approved February 4, 1919 (40 Stat. 1056), entitled "An Act to provide for the award of medals of honor, distinguished-service medals, and Navy crosses, and for other purposes", is hereby amended to read as follows:



**MEDAL
OF HONOR**

"That the President of the United States be, and he is hereby, authorized to present, in the name of Congress, a medal of honor to any person who, while in the naval service of the United States, shall, in action involving actual conflict with the enemy, or in the line of his profession, distinguish himself conspicuously by gallantry and intrepidity at the risk of his life above and beyond the call of duty and without detriment to the mission of his command or to the command to which attached: *Provided*, That the design of this medal shall be the same as that adopted pursuant to the Act approved December 21, 1861 (12 Stat. 330).

"SEC. 2. That the President be, and he hereby is, further authorized to present, but not in the name of Congress, a Navy cross of appropriate design and ribbon, together with a rosette or other device to be worn in lieu thereof, to any person who, while serving in any capacity with the naval service of the United States, distinguishes himself by extraordinary heroism in connection with military operations against an armed enemy.

"SEC. 3. That the President be, and he hereby is, further authorized to present, but not in the name of Congress, a distinguished-service medal of appropriate design and a ribbon, together with a rosette or other device to be worn in lieu thereof, to any person who, while serving in any capacity with the Navy of the United States, since the sixth day of April 1917 has distinguished, or who hereafter shall distinguish, himself by exceptionally meritorious service to the Government in a duty of great responsibility.

"SEC. 4. That the President be, and he hereby is, further authorized to present, but not in the name of Congress, a silver star medal of appropriate design and a ribbon, together with a rosette or other device to be worn in lieu thereof, to any person who, while serving in any capacity with the Navy of the United States, since December 6, 1941, has distinguished himself or who hereafter shall distinguish himself conspicuously by gallantry and intrepidity in action, such gallantry and

service not being sufficient to justify the award of a medal of honor or a Navy cross.

"SEC. 5. That the President be, and he hereby is, further authorized to present, but not in the name of Congress, a medal to be known as the Navy and Marine Corps Medal, of appropriate design with accompanying ribbon, together with a rosette or other device to be worn in lieu thereof, to any person who while serving in any capacity with the United States Navy or Marine Corps, including the Naval Reserve or Marine Corps Reserve, shall have, since December 6, 1941, distinguished himself or herself by heroism not involving actual conflict with an enemy, or to any person to whom the Secretary of the Navy has heretofore awarded a letter of commendation for heroism, regardless of the date of such act of heroism, who makes application for such medal. No additional pay shall be payable under section 6 for service rendered prior to the date of the enactment of this section by virtue of the award of a Navy and Marine Corps medal based upon any act of heroism performed prior to December 7, 1941.

Although the design of the new Navy and Marine Corps medal has not yet been completed, the ribbon is as follows: one and three-eighths inches wide, triparted left to right, Navy Blue, Old Gold and Scarlet.

"SEC. 6. That each enlisted or enrolled person of the naval service to whom is awarded a medal of honor, Navy cross, distinguished-service medal, silver star medal, or a Navy and Marine Corps Medal shall, for each such award, be entitled to additional pay at the rate of \$2 per month from the date of the distinguished act or service on which the award is based, and each bar, or other suitable emblem or insignia, in lieu of a medal of honor, Navy cross, distinguished-service medal, silver star medal, or a Navy and Marine Corps Medal, as hereby provided for, shall entitle him to further additional pay at the rate of \$2 per month from the date of the distinguished act or service for which the bar is awarded, and such additional pay shall continue throughout his active service, whether such service shall or shall not be continuous.

"SEC. 7. That no more than one medal of honor, or one Navy cross, or one distinguished-service medal, or one silver star medal or one Navy and Marine Corps Medal shall be issued to any one person; but for each succeeding deed or service sufficient to justify the awarding of a medal of honor, or Navy cross, or a distinguished-service medal, silver star medal, or a Navy and Marine Corps Medal, respectively, the President may award a suitable bar, or other suitable emblem or insignia, to be worn with the decoration and a corresponding rosette or other device.

"SEC. 8. The Secretary of the Navy is hereby authorized to expend from the appropriation 'Pay, subsistence, and transportation of naval personnel' of the Navy Department so much as may be necessary to defray the cost of the medals of honor, Navy crosses, distinguished-service medals, silver star medals, and Navy and Marine Corps Medals, and bars, emblems, or insignia herein provided for, and so much as may be necessary to replace any medals, crosses, bars, emblems,

or insignia as are herein or may hereafter have been provided for: *Provided*, That such replacement shall be made only in those cases where the medal of honor, Navy cross, distinguished-service medal, silver star medal, or a Navy and Marine Corps Medal, or bar, emblem, or insignia presented under the provisions of this or any other Act shall have been lost, destroyed, or rendered unfit for use without fault or neglect on the part of the person to whom it was awarded and shall be made without charge therefor.

"Sec. 9. That, except as otherwise prescribed herein, no medal of honor, Navy cross, distinguished-service medal, silver star medal, Navy and Marine Corps Medal, or bar or other suitable emblem or insignia in lieu of either of said medals or of said cross, shall be issued to any person after more than five years from the date of the act or service justifying the awarding thereof, nor unless a specific statement or report distinctly setting forth the act or distinguished service and suggesting or recommending official recognition thereof shall have been made by his superior through official channels at the time of act or service or within three years thereafter.

"Sec. 10. That in case an individual who shall distinguish himself dies before the making of the award to which he may be entitled, the award may nevertheless be made and the medal or cross or bar or other emblem or insignia presented within five years from the date of the act or service justifying the award thereof to such representative of deceased as the President may designate: *Provided*, That no medal or cross or no bar or other emblem or insignia shall be awarded or presented to any individual, or to the representative of any individual, whose entire service subsequent to the time he distinguished himself shall not have been honorable: *Provided further*, That in cases of persons now in the naval service for whom the award of the medal of honor, distinguished-service medal, or Navy cross, has been recommended in full compliance with then existing regulations, but on account of services which, though insufficient fully to justify the award of the medal of honor, the distinguished-service medal, or the Navy cross, appears to have been such as to justify the award of the silver star medal, or the Navy and Marine Corps Medal hereinbefore provided, such cases may be considered and acted upon under the provisions of this Act authorizing the award of the silver star medal or the Navy and Marine Corps Medal, notwithstanding that said services may have been rendered more than five years before said cases shall have been considered as authorized by this proviso, but all consideration or any action upon any of said cases shall be based exclusively upon official records now on file in the Navy Department.

"Sec. 11. That the President be, and he hereby is, authorized to delegate, under such conditions, regulations, and limitations as he shall prescribe, to flag officers who are commanders in chief or commanding on important independent duty the power conferred upon him by this Act to award the Navy cross, the distinguished-service medal, silver star medal, and the Navy and Marine Corps Medal; and he is further authorized to make from time to time any and all rules, regulations, and orders which he shall deem necessary to carry into effect the provisions of this Act and to execute full purpose and intention thereof."

SEC. 2. That section 1407 of the Revised Statutes (Act of May 17, 1864, ch. 89, sec. 3, 13 Stat. 79, 80); the Act of May 4, 1898, numbered 30 (30 Stat. 741), and the Act of March 3, 1901, chapter 850 (31 Stat. 1099), are hereby repealed.

SEC. 3. The Act of March 3, 1915 (38 Stat. 931), is hereby amended by striking therefrom the following:

"The President of the United States is hereby empowered to prepare a suitable medal of honor to be

awarded to any officer of the Navy, Marine Corps, or Coast Guard who shall have distinguished himself in battle or displayed extraordinary heroism in the line of his profession."

Approved, August 7, 1942.

Lieutenant Gets Flying Cross

Lt. John Joseph Hyland, U. S. N., has received the Distinguished Flying Cross from Secretary of the Navy Frank Knox for his flying achievements while in command of a PBY airplane between December 20, 1941, and March 3, 1942. His citation reads:

For extraordinary flying achievement in command of a PBY type airplane, December 20, 1941, to March 3, 1942. During that time Lieutenant Hyland participated in the bombing attack on enemy Japanese Naval forces at Jolo Harbor, P. I.; he also successfully landed his PBY airplane in rough seas to effect the rescue of the one surviving crew member of a RAAF Hudson airplane which had crashed in the Molukka Sea on January 1, 1942. Furthermore, on numerous reconnaissance flights in the Netherlands East Indies, he displayed outstanding courage and devotion to duty by continuous hazardous flying achievement in the face of heavy enemy opposition.

Two Marines Win New Award

The new Navy and Marine Corps Medal for heroism has been presented to Sergt. Norman C. S. Pearson, U. S. M. C. and Corp. Gordon Miller, U. S. M. C., both now on special temporary aviation duty in the San Francisco area. It is the first presentation of the award to Marine Corps personnel.

Sergeant Pearson, then a Corporal, and Corporal Miller, then a private, first class, were present when a Marine Corps airplane crashed and burned near Santee, Calif., April 30, 1942. Showing utter disregard for their own lives, the Marines rushed in and removed the gunner.

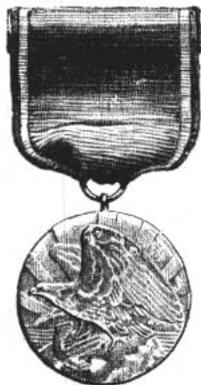
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SOME SYLLABLES ARE SWORDS

Reserve Medal Available

10 Years' Honorable Service Required

The Secretary of the Navy has approved the recommendation of the 1942 Naval Reserve Policy Board that the Naval Reserve Medal be awarded to any officer or enlisted man of the Naval Reserve who completes or has completed 10 years of service in the Naval Reserve in active-duty or inactive-duty status; and, furthermore, that for each additional 10 years of honorable service, a star may be worn on the ribbon.



NAVAL RESERVE
MEDAL

Ribbon colors of the Naval Reserve Medal are: blue, outside; red, center, separated by a narrow band of gold.

Full information as it will appear in the Bureau of Naval Personnel Manual is as follows:

(1) The Naval Reserve Medal may be awarded by the Chief of Naval Personnel to any officer or enlisted man of the Naval Reserve who completes, or has completed, 10 years' honorable service in the Naval Reserve, *Naval Reserve Force, National Naval Volunteers*, or federally recognized *Naval Militia* in an active-duty or inactive-duty status; and for each additional 10 years of such honorable service, a bronze star may be worn on the ribbon.

(2) In time of war or national emergency, members of the Naval Reserve shall not become eligible for award of a Naval Reserve Medal until they report for active duty.

(3) Application for the Medal shall be submitted via the applicant's commanding officer. The application, in letter form, must state the period or periods of service upon which the application for the Medal and the authority to wear the bronze star (if entitled) is based. The Commanding Officer shall state in his forwarding endorsement whether or not the applicant's service has been honorable in his present assignment.

(4) Present holders of the Naval Reserve Medal are authorized to wear bronze stars, to which entitled, without specific authorization.

Applications for the medal should be addressed to the Chief of the Bureau of Naval Personnel.

COMMENDATIONS

For Outstanding Service

Letters of commendation have been awarded by Secretary of the Navy Frank Knox to 24 enlisted men for outstanding service, 20 of the group being members of Motor Torpedo Boat Squadron Three which operated in the Philippine War Zone under the command of Lt. (now Lt. Comdr.) John D. Bulkeley, U. S. N.

Glen Frederick Slipsager, pharmacist's mate first class, U. S. N., was commended for heroism in saving the lives of two soldiers during a bombing attack on Fort Hughes, in Manila Bay, on April 10, 1942.

While it was operating in the Philippines, Motor Torpedo Boat Squadron Three sank a number of vessels, damaged others, shot down several planes, and carried General Douglas MacArthur and Manuel Quezon, President of the Philippine Commonwealth, together with members of the families and staffs, out of the islands.

The remaining members of the squadron who were commended, and who previously had been decorated by the Army, are: Richard Arthur Regan, CMM, U. S. N.; Morris William Hancock, CMM, U. S. N.; Carl Clay Richardson, CMM, U. S. N.; Dale Guyot, CMM, U. S. N.; Volt Franklin Hunter, CMM, U. S. N.; Ellwood Hyrum Offret, CMM, U. S. N.; DeWitt Leslie Glover, CQM, U. S. N.; John Martino, CTM, U. S. N.; John Xavier Balog, CPhM, U. S. N.; David Goodman, RM1C, U. S. N.; Albert Parker Ross, QM1C, U. S. N.; John Lawless, MM1C, U. S. N.; George Walter Shepard, Jr.

MM1C, U. S. N.; Stewart Willever, Jr., RM2C, U. S. N.; David Woodson Harris, TM2C, U. S. N.; Willard Jay Reynolds, CCS, U. S. N.; Floyd Rego Giaccani, Bkr2C, U. S. N.; and Benjamin Licodo, OS3C, U. S. N.

Three others were commended for rescuing service men from drowning.

They are: Melvin Randall Chambers, S1C, U. S. N.; Madison Neal Whitten, S2C, U. S. N.; and Cody Boone Weaver, PhM2C, U. S. N.

Armed Guardsmen Noted

Eighteen enlisted men have been awarded letters of commendation by the Navy for meritorious conduct on the occasion of the torpedoing of their ships. These men were acting as members of armed guard crews and "acquitted themselves in keeping with the highest standards of the naval service," their commendations set forth.

Those who received the letters are: Codell Fowler, S2c, U. S. N. R.; Wyatt Bernard Fulks, S2c, U. S. N. R.; John Thor Hagen, AS, U. S. N. R.; Lawrence Francis Hall, Jr., S2c, U. S. N. R.; Charles Henry Harkness, S2c, U. S. N. R.; Willard Thurston Harrell, S2c, U. S. N. R.; Robert Craven Huggins, S2c, U. S. N. R.; Ray Clark Montgomery, S2c, U. S. N. R.; Connie Maxwell Neal, S2c, U. S. N. R.; John Kermit Osborne, S2c, U. S. N. R.; Graves Edwin Owings, S2c, U. S. N. R.; Anthony Joseph Paplauskas, S2c, U. S. N. R.; Thomas Fred Payne, S2c, U. S. N. R.; Lowell Radney, S2c, U. S. N. R.; Charles Edgar Sherbno, Cox., U. S. N. R.; Tommie Benjamin Smith, S2c, U. S. N. R.; William Chester Taylor, Cox., U. S. N.; Virgil William Waddell, S2c, U. S. N.

BuPers Commends 8

Commendations have been issued by the Bureau of Naval Personnel to one officer and eight enlisted men who distinguished themselves in various theaters of the war.

One of the recipients of the commendations is Ens. Donald C. Taylor, U. S. N., who previously won the Navy Cross and promotion from gunner

to ensign for swimming through enemy machine gun and artillery fire to help scuttle the U. S. S. *Quayle* when the fall of Corregidor became imminent.

Ensign Taylor's commendation came as a reward for his heroism in entering the ammunition depot at Cavite, P. I., which had been set afire by Japanese bombers, and removing large quantities of anti-aircraft ammunition.

Identical commendations went to seven enlisted men serving in a merchant vessel as members of an armed guard crew. An enemy plane attacked their ship, but after the armed guard crew's machine gun fire twice had riddled the fuselage of his plane the pilot turned and fled.

Those who were commended are: Gordon Philip Dentinger, SM1c, U. S. N. R.; Rex Elliott, SM1c, U. S. N.; Arthur J. Downen, SM1c, U. S. N. R.; Jack Neal Dalton, SM2c, U. S. N.; Raymond William Doran, SM2c, U. S. N.; Darrel Clayton Edmondson, S1c; Manuel Alvin Edwards, S1c.

Selba Lee Dubose, GM3c, U. S. N. R., was commended for heroic conduct on the occasion of the torpedoing of a vessel on which he was serving as a member of the armed guard crew.

For Exemplary Conduct

Seven first class seamen and a coxswain have been commended by the Navy for exemplary conduct in action against the enemy. Their commendations came as a reward for shooting down three enemy bombers while serving as members of the armed guard crew of a vessel which had numerous encounters with enemy airplanes and ships.

They were commended for "conduct exemplifying the highest traditions of the naval service."

The men are Paul Koenig Harkey, S1c, U. S. N. R.; John Lanier Haynes, S1c, U. S. N.; Cole Junior Jones, S1c, U. S. N. R.; Ben Joseph Kelly, S1c, U. S. N. R.; Robert Sidney Latimer, S1c, U. S. N.; Timothy Francis McGrath, S1c, U. S. N. R.; Rudolph Manor, S1c, U. S. N.; and Francis Marion Shipley, Jr., cox., U. S. N.

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PROMOTIONS

for Meritorious Conduct

The Navy has advanced in rating 14 enlisted men for meritorious conduct in submarine duty—varying from resourcefulness in making oars out of ammunition packing boxes during a rescue operation to courage in swimming through shark-infested waters to aid men in distress.

Six of the group participated in the evacuation by submarine of a number of Royal Australian Air Force aviators who were stranded on Timor in the Netherlands East Indies when the Japanese occupied that island. Two officers of the submarine, Lt. Hiram Cassedy, U. S. N., and Ens. George Carlton Cook, U. S. N. R., received the Navy Cross for their part in the rescue, as announced by the Navy Department June 22.

Leonard Bellmont Markeson, was advanced from quartermaster, first class, to chief quartermaster and was commended by the Secretary of the Navy.

John Robert Bair was advanced from machinist's mate, second class, to machinist's mate, first class.

Jackson Dupingay, who participated in the same rescue of Australian aviators, was advanced from officer's steward, second class, to officer's steward, first class, for "showing much skill in the care of wounded and injured airmen."

John William Lancaster, was advanced from machinist's mate, second class, to machinist's mate, first class, "for great resourcefulness and skill in the manufacture of oars and paddles for the ship's boat from ammunition packing boxes," during the rescue of the Australian aviators.

Joseph Leo McGrievy was raised from signalman, first class, to chief signalman, with a commendation similar to that of Markeson.

William Randolph Miles, was advanced from torpedoman, second class, to torpedoman, first class, for "courage, resourcefulness, and good

seamanship in rigging out and securing the ship's boat under the most hazardous condition."

Eight others received meritorious advancements in connection with other submarine activities.

Claude Iziah Beck, Jr. was advanced from torpedoman, first class, to chief torpedoman for meritorious conduct.

Radioman First Class William Alpheo Daigle, has been promoted from radioman, first class, to chief radioman for "his untiring efforts, perseverance, and resourcefulness in making repairs to the equipment of which he was in charge, and in keeping this equipment in operation under difficult conditions."

Caryl Fay Truby, has been advanced from gunner's mate, second class, to gunner's mate, first class.

Walter Young, has been promoted from machinist's mate, first class, to chief machinist's mate "for his special ability as a machine tool operator and his untiring efforts in making repairs to auxiliary machinery."

William Horace Beck, has been raised to chief torpedoman from torpedoman, first class.

Curtis Eugene McWaters, has been advanced to chief gunner's mate from gunner's mate, first class. His citation states that as gunner's mate, he kept the weapons in an efficient state of readiness.

Wayne Ewing Phillips, has been advanced from machinist's mate, first class, to chief machinist's mate, with the following commendation:

By his untiring efforts and perseverance, he kept the engines operating under most difficult conditions during contact with the enemy.

Albert Edward Ragos, has been promoted to machinist's mate, first class, from second class in recognition of his "untiring efforts, perseverance, and resourcefulness in making repairs and in keeping the engines and machinery operating under adverse conditions in contact with the enemy on patrol."

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TO MEN ONLY—DON'T TELL HER

Rate Advanced for 6

Promotions have been awarded to six enlisted men for meritorious conduct and efficient performance of duty. Five of the awards were for service during the attack on Pearl Harbor, December 7, 1941.

The men are:

Clarence Harold Hansen, advanced from yeoman first class, U. S. N., to chief yeoman.

Ponciano Bernardino, advanced from electrician's mate second class, U. S. N., to electrician's mate first class.

Andrew Dury, promoted from electrician's mate first class, U. S. N., to chief electrician's mate.

Mordeau Edward Blows, advanced from aviation machinist's mate first class, U. S. N., to chief aviation machinist's mate.

Rene Belonie Cadorette, advanced from aviation machinist's mate second class, U. S. N., to chief aviation machinist's mate.

James Nelson Gibson, advanced from aviation machinist's mate third class, U. S. N. R., to aviation machinist's mate second class.

4 Others Moved Up

Joseph Vincent Garbrous, U. S. N., was advanced from machinist's mate, first class, to chief machinist's mate for exceptional willingness, ingenuity, and perseverance at all hours and under adverse circumstances. In action with the enemy and under stress he has displayed unusual calmness, skill, and foresight.

Russell Claude Rawls, U. S. N., was advanced from gunner's mate, third class, to gunner's mate, second class. He demonstrated exceptional ability as a night lookout in addition to a most satisfactory performance of the duties of his rating. On a night watch he was the first to sight enemy ships in extreme darkness.

Charles Hugh Walker, U. S. N., was advanced from pharmacist's mate, first class, to chief pharmacist's mate. His minute attention to the health and well-being of all on board his

ship has contributed greatly to the maintenance of morale and the generally excellent state of their health. By his demonstrated ability, calmness in action, willingness, and cheerful attitude under the most trying conditions, he has gained the confidence of all hands.

Irvin Cope Wiest, U. S. N., was advanced from torpedoman, first class, to chief torpedoman, for efficient performance of duty, thorough knowledge of his specialty, leadership, constructive thinking, and untiring efforts in action against the enemy.

All Hands Advised To Check Insurance

The Secretary of the Navy has been advised by the American Legion, Department of Oklahoma, that certain agents of old line insurance companies are soliciting business from individual soldiers in Army camps in the State of Oklahoma apparently without advising the prospective purchasers that the policies contain "War clauses" which provide only for the refund of premiums in the event of death from war causes. There is no implication that such practices are countenanced by the insurance companies.

The Bureau recommends strongly that any commercial life, accident, or health insurance policies offered to naval personnel be carefully examined to determine: (1) whether the policy covers death or injury inflicted either within or without the United States from war causes and (2) whether any provisions of the policy are waived or modified by reason of the policyholder's participation in aviation activities.

If examination indicates that the policy offered does not provide the protection naturally to be desired by the purchaser, the individuals concerned are urged to reconsider their privilege of making application for National Service Life Insurance or increasing the amount of coverage under National Service Life Insurance within the maximum fixed by law.

Escape Through the Lines

Marine Gets Past Enemy Patrol

The following report by 2d Lt. H. L. Merillat, Marine Corps Public Relations Officer in the Solomons, gives details of an interview with Lt. Richard Ronald Amerine, U. S. M. C., whose escape through enemy patrol lines after he had parachuted into the sea near the north end of Guadalcanal was disclosed in recent press dispatches from the island.

GUADALCANAL, SOLOMON ISLANDS, *September 6 (delayed)*.—A forced parachute jump, a 4-mile swim in the Coral Sea, 7 days in the Jap-infested northern tip of Guadalcanal, and a 50-mile hike through the bush left Lt. Richard Ronald Amerine, Marine Corps pilot, of Lawrence, Kans., weak and suffering from exposure but still smiling when he staggered into a Marine outpost today.

Lt. Amerine, 23-year-old graduate of the University of Kansas, took off from the air field here August 31. He had climbed to high altitude when he began to feel dazed and faint. His oxygen supply was cut off and he blanked out completely.

When the young pilot came to, his ship was in a tight spin and he was unable to see. After trying vainly to bring the ship under control, he managed to push back the hood of the cockpit and climb out. He pulled his ripcord, felt himself jerked into space and then passed out again.

He regained his senses as he landed with a jarring crash in the ocean off the northwest tip of Guadalcanal. Freeing himself from the 'chute he threw off his outer clothing and struck out for the beach. He judges that he was about 4 miles off shore. He managed to make land late in the afternoon and fainted from exhaustion as he pulled himself up on the sand.

"I must have lain there about an hour," he said. "When I came to, I started into the bush, I had gone only a little way when I spotted 10 men in uniform a hundred yards ahead of me. I thought they were American Marines and

started to hail them when they yelled to somebody else in Japanese. I ducked into the bush. They were all armed and why they didn't see me, I'll never know."

Barefooted and unclad, except for underclothing, Lt. Amerine then started along a path that led south along the shoreline. Fifteen minutes later he spotted a Japanese soldier resting at the side of the trail. Amerine picked up a huge rock and when he started out again he was wearing Japanese shoes and carrying a Japanese pistol and ammunition belt.

Toward dusk, he was drinking from a stream when he was fired on by Japanese. They missed him and he dived into the jungle. All that night and part of the next day he fought his way through the tropical underbrush, completely lost.

"I ate some ants and some snails and that was all," the lieutenant related. "Sometime during the day I came on a deserted native village. A dog came out and I tried to catch him because I was hungry enough to eat anything, but he got away."

On the afternoon of the third day, Lieutenant Amerine reached the coast again by following a creek to its mouth. He was still north of Cape Esperance, about 40 miles north of Kukum.

"I found a path that led along the coast," he continued, "and started to follow it. I had gone a little way when I spotted a small, scared-looking Jap carrying a canteen, coming toward me. I had to have that canteen. I stepped into the grass beside the trail and was just about to crown him when I saw he was followed by about 10 or 12 armed men. I kept quiet and they passed without seeing me. They were carrying pieces of meat and yams. I figured they were a foraging party. I stayed in the jungle all night and heard and saw many Japanese moving around."

The next day Lieutenant Amerine came to a heavily wooded point extending into the ocean.

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He made two futile attempts to cross it inland.

On the third try he came on a well-worn trail. He crept through the brush at its edge. All night long Japanese patrols passed him. He estimates that 75 or 80 Japs moved by so close he could touch them. None of them had rifles but many had pistols or swords.

On the fifth morning, Lieutenant Amerine came to a group of houses. There were Japanese around but they were not living in the houses; instead they lived in lean-tos and thatched huts nearby.

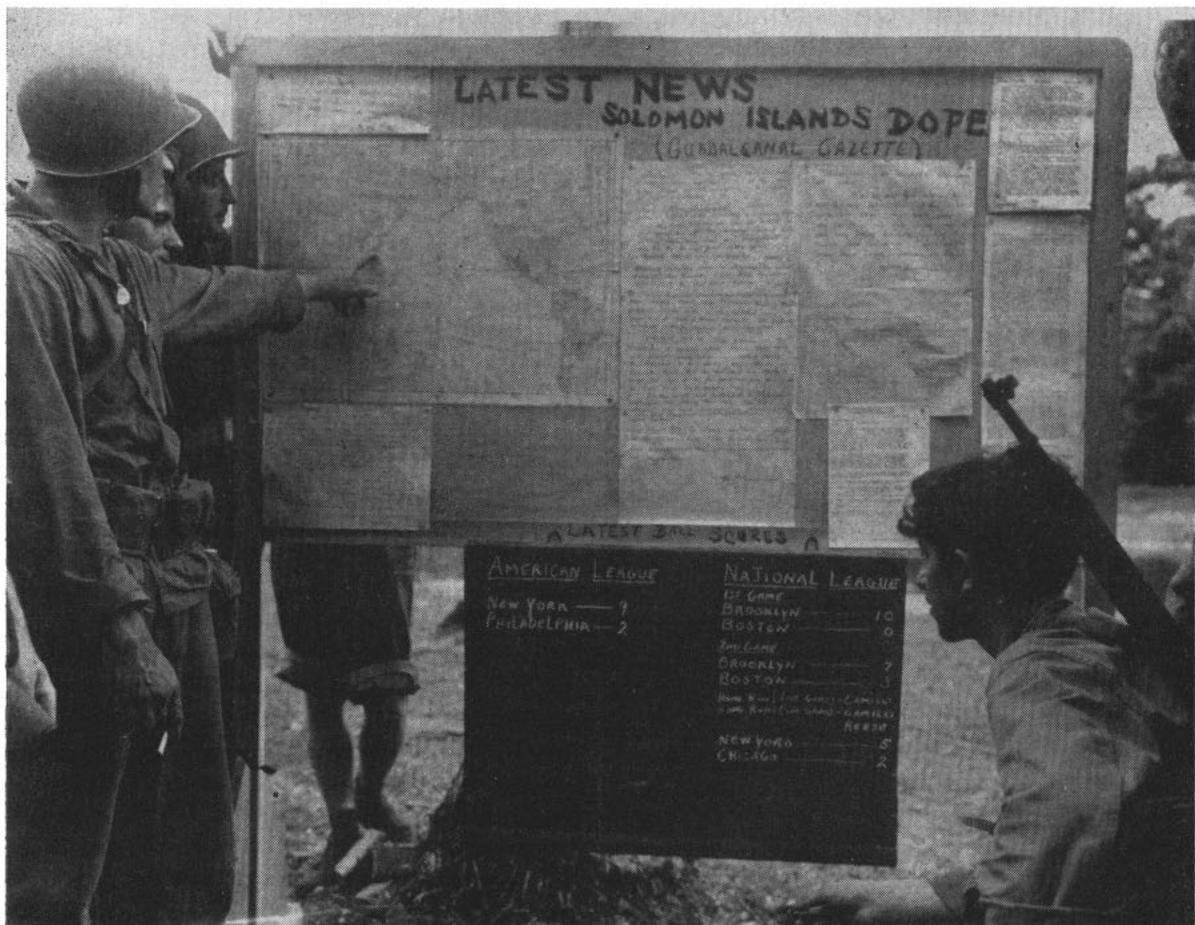
"I passed several Japanese encampments and I could always spot them in advance by the smell. At each camp there was a pile of rotting

coconuts that gave off an awful odor."

The Marine pilot waited till evening and then tried to get around the point by walking across the beach. It was here that he had his closest shave of the trip.

"There was a lot of coral on the beach," he said, "and my feet were getting cut up. I was walking along thinking about them when I heard someone shout the Japanese equivalent of 'halt.' I froze in my tracks. About a hundred yards from me I could see a sentry silhouetted against the moonlit ocean.

"He yelled again and I knew darned well he was challenging me. There was nothing to do but try to bluff, so I yelled a lot of cuss words



—Official Photograph, U. S. Marine Corps.

Marines at the Guadalcanal (Solomon Islands) battle front not only make news but manage to keep up with the news at home. Here some Leathernecks are checking their position the map. You'll notice others eyeing that twin victory of "Dem Bums" of Brooklyn over the Boston National Leaguers, while the pennant race was still on.

Page thirty-one

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

back in what I hoped was a Japanese tone and waved my arms to make him think I was a Jap. Then I started walking for the coconuts, expecting to be shot at any minute.

"I must have fooled him for a minute because I got into the palms without anything happening. I immediately got down and started crawling through the grass. I hadn't gone far when I had the feeling that someone was following me. I looked over my shoulder and there was the sentry crawling right along behind me about 30 yards away.

"The Jap pistol I had wouldn't hit anything at more than a short distance so I had to let him get up close. I crawled along as though I didn't know he was behind me. When I figured he was about 5 yards away I whirled around. He didn't have time to do more than get to his feet when I put the pistol against his chest and pulled the trigger. The explosion blew him over backwards."

The noise woke up Japanese all over the place. Lieutenant Amerine could hear them talking excitedly all around him. He spotted four running out from behind one of the houses and dropped down behind a log. Two of the Japs ran off in the darkness, but the other two walked over and sat down on the very log which was concealing Amerine.

"I knew I had to do something," Amerine said. "It would soon be dawn and I would be discovered. So I raised up and took a swing at them with the pistol. One of the two went down and lay still, but the other tried to get up again. I hit him several times more."

All the sixth day and night Lieutenant Amerine traveled down the coast path without encountering any Japanese. He passed several abandoned camps on the way, however. He could hear our planes flying overhead and was cheered by the knowledge that he was getting closer home. By this time, though, his physical condition was getting worse. The Japanese shoes were torn to shreds. The heels had come off and the nails were digging into his feet. Lack of food made it hard to keep going.

Early that morning, the seventh day in the bush, Lieutenant Amerine ran into his last Jap.

"I was walking along the trail when I spotted

this fellow going the same way I was. He must have heard me because he whirled and took a shot at me. He missed and I dived into the bush. Apparently he was a one-man patrol because he made no effort to chase me. Along about noon I ran into the Marine outpost. I was pretty dazed and I don't know who helped me in but those Marines were the best sight I've ever seen."

Medical officers who attended Lieutenant Amerine said he would be as good as ever in a few days.

10,308 Baseballs Among Equipment Given Navy

Ten thousand three hundred and eight baseballs, 2,577 bats, and 324 complete catcher's outfits have been contributed and distributed to Sailors, Marines, and Coast Guardsmen on ships and at shore stations and outlying bases, through the Baseball Equipment Fund of the National and American Leagues.

Money for the purchase of the equipment came from the big leagues' All-Star game.

Distribution is by "kits," the "A" kit including 3 bats and 12 balls, and the "B" kit consisting of one mask, one protector, one catcher's glove, and one set of shin guards. Allotments of kits are made to the various naval districts, and the equipment is shipped to those headquarters direct for reallocation by the District Commandants.

Sharing proportionately with the Army the total equipment available, the Navy, Marines, and Coast Guard have received a total of 859 "A" kits and 324 "B" kits.

CORRECTIONS

In the June 1942 issue of the INFORMATION BULLETIN, page 8, Lt. Franklin D. Buckley, U. S. N., was referred to as the commanding officer of the U. S. S. *Heron*. The commanding officer is Lt. William L. Kabler, U. S. N. In the same issue, page 32, Lt. (jg) John William Clark, U. S. N., was referred to in error as J. S. Clark.

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TO BE MODERN—BE MODEST

New 'Lexington' Launched

Named for Gallant Aircraft Carrier

The new U. S. S. *Lexington*, namesake of the aircraft carrier which performed gallantly in three engagements with the Japanese before she was sunk in the Coral Sea Battle, was launched Saturday, September 26—over a year ahead of schedule—at Bethlehem Steel Corporation's Fore River plant, Quincy, Mass.

In an unprecedented tribute to the last *Lexington* and her company for the service they rendered at Bougainville, Lae, Salamaua, and in the Coral Sea, principals in the launching ceremony were officers of the old ship and others closely identified with the history she made.

The new *Lexington*, the second aircraft carrier to be launched since this country entered the war, is a ship of the U. S. S. *Essex* class. Her forerunner, the *Essex*, entered the water July 31 at the Newport News Shipbuilding and Dry Dock Co., Newport News, Va.

She is the fifth vessel and the second carrier named for the first battle of the Revolutionary War which was fought April 19, 1775, at a point only a few miles removed from the yard where the ship was built.

The name *Lexington* in the Navy is as old as the United States Navy itself—the first vessel so called, a brig of 16 guns, was the first Continental ship ready for sea—and all to bear that name have served with outstanding distinction.

This fact inspired Capt. (now Rear Admiral) Frederick C. Sherman, U. S. N., who commanded the fourth *Lexington* in all of her engagements in this war, to address an appeal to Secretary of the Navy Frank Knox 4 days after the Coral Sea Battle asking that the first available aircraft carrier be named the U. S. S. *Lexington*.

It also prompted 23,000 employees of the Quincy yard to appeal to Secretary Knox to

designate aircraft carrier No. 16, which they were building, as the U. S. S. *Lexington*. These requests were granted and the name *Cabot*, previously assigned to the carrier under construction, will be borne by another vessel.

Before she was sunk on May 8, 1942, the fourth *Lexington* proved her right to both the national ensign she bore at her mainmast and a name revered in Navy history. She smashed the Japs at Bougainville, February 20, 1942; again in the Battle of Lae and Salamaua, March 10, 1942, and took a heavy toll of enemy ships, planes, and men in the Coral Sea Battle May 7-8, 1942.

TO THE MIKADO FROM U. S. NAVY GUNNERS



Six Mitsubishi—all set to dive—
Blip went a Browning—then there were five.



Five Jap marauders—thirsting for gore—
One crossed a ring-sight—then there were four.



Four grinning Nippies—over the sea—
Rip went the tracers—then there were three.



Three yellow perils—to carrier and crew—
One little cannon—cut 'em in two.



Two toothy sons of—the rising sun—
Expert free gunning—reduced them to one.



One Skibbie bomber—left all alone—
In the part of the ocean—we want him to own.



(The Bottom)

--Bureau of Aeronautics Pamphlet, "Gunnery Sense."

Ship With a Reputation

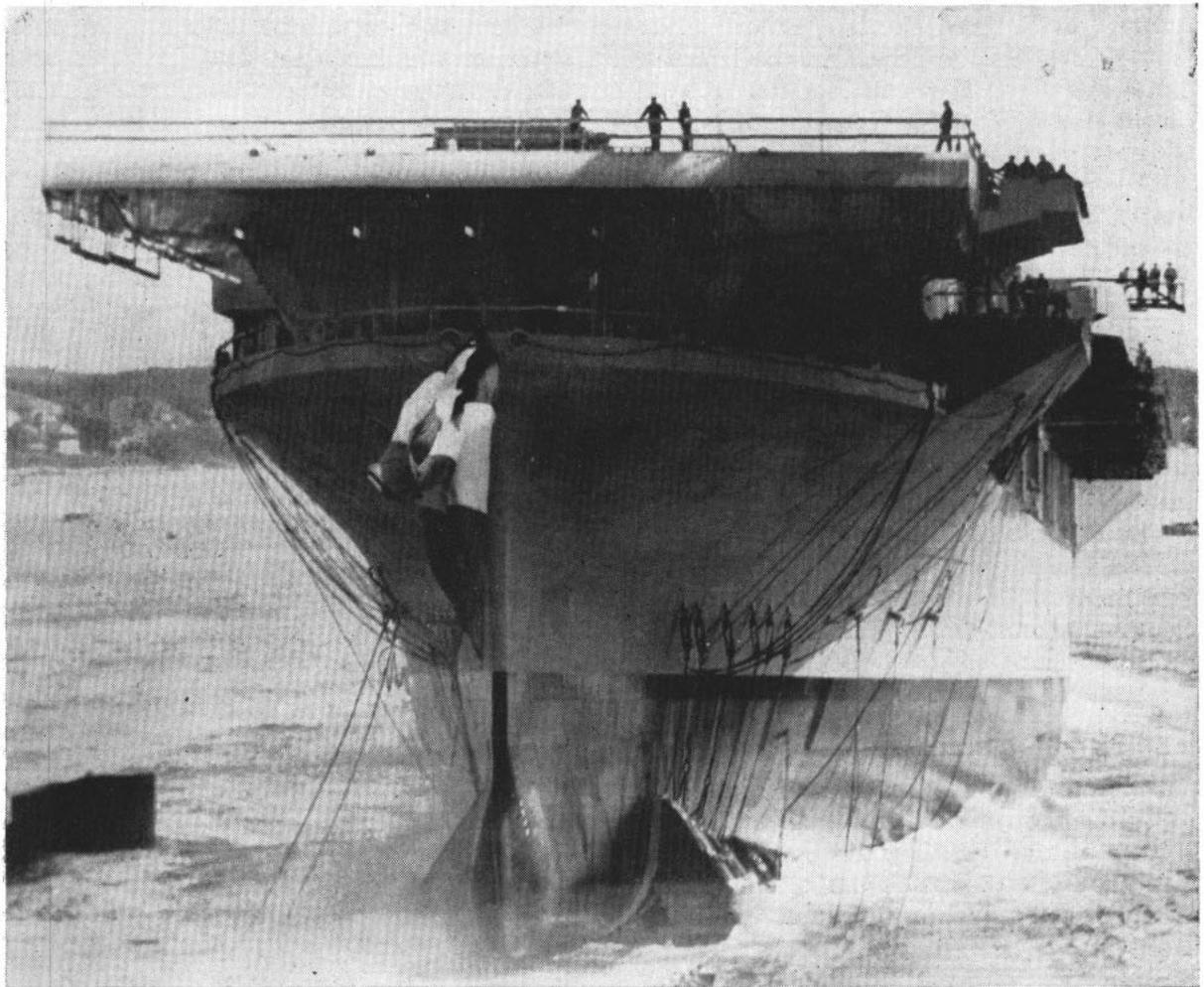
New 'Lady Lex' Has Glorious Tradition

The following is the text of the address of Rear Admiral Frederick C. Sherman, U. S. N., at the launching of the fifth U. S. S. "Lexington."

We have just witnessed the launching of an aircraft carrier, the U. S. S. *Lexington*, for the United States Navy.

A ship in the course of its life assumes a character and personality somewhat analogous to a

person. Every ship is different even though built from the same plans. Seamen who go to sea and man ships know this. Some ships have good reputations, others not so good. A ship starts forming its character from the day the keel is laid. You workmen who work on this ship build into it your own personalities. You help determine what kind of a ship this ship will



—Official U. S. Navy Photograph.

Fifth in succession to a name rich in American Naval tradition, the U. S. S. Lexington is shown above sliding down the ways into the water more than a year ahead of schedule at Quincy, Mass.

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OUT SAFETY DEPENDS ON YOUR SILENCE

be. The character and quality of your work all have their influence on the future of the ship you build.

The first crew to man a ship also have a great deal to do with the forming of her character. Their organization and their efficiency influence the entire future life of the ship. In launching this ship today we have started her down the ways of life. We have given her the grand old name of *Lexington*.

When a ship is launched it marks a milestone in her career. There is a saying among seamen that a ship is never finished until it is sunk. By that is meant that improvements and changes are always going on to make her a living thing.

The occasion of this launching finds our country in the midst of a great war. It is the most critical period our country has ever gone through. The issue before us today is whether we shall continue to exist as a free people under free institutions with individual liberty.

This war is like no other war the world has ever seen. The development of air power has brought forces into play that have never been used before. It is true that we had aircraft in the first World War but we had no such aircraft as the ingenuity of man has produced today. In that war we had no airplane carriers for launching land types of aircraft from the decks of ships. Their advent has changed the entire character of naval warfare.

Control of the seas, formerly dependent on battleships and ships of the line, is now dependent upon control of the air. We still use the surface of the sea for surface craft, but the primary weapons we use to conduct fighting at sea are the aircraft which fly from the decks of our carriers.

Our enemies in the Pacific understood the significance of this change in Naval warfare and started the war with a superiority in carriers over the number available to us. However, we developed this form of warfare; and the Japanese, imitators as they always have been, copied from us. But no country in the world can employ these weapons as effectively as the American Navy.

This was proved first by the Battle of the

Coral Sea and later by the Battle of Midway, and by the subsequent actions in the Pacific. The enemy superiority in number of carriers has been greatly reduced as a result of these actions. In the Battle of the Coral Sea two of our aircraft carriers engaged three Japanese carriers. One of the Jap's was definitely sunk and two damaged, one seriously. The Japs withdrew from the action and postponed their invasion attempt. The immediate attack was repelled. We lost the *Lexington* by subsequent internal explosion of gasoline vapors. The *Lexington* in that action was 17 years old and had been a pioneer aircraft carrier.

As Rear Admiral William A. Moffett said 17 years ago at the launching of the last *Lexington*, "This magnificent ship must impress us all with the ever-growing importance of Naval Aviation." Now we launch a new *Lexington* with the full acceptance of Admiral Moffett's statement and with world recognition of the primary importance of Naval air warfare.

The name we have given this ship is that of the historic Massachusetts city, Lexington. It came from the parish of Lexington in England and was adopted by the hamlet of Cambridge Farms. It later became famous for the Battle of Lexington in the Revolutionary War. This battle was the one in which, according to Emerson, was fired the shot heard round the world. It was further significant for the name "Minute Men" given to the patriots who fought that battle.

In the Navy the name Lexington is as rich in tradition as the service itself. The first naval *Lexington* was a brig used in the Revolution and placed under the command of Capt. John Barry. It is said that she was the first vessel of the Continental Navy ready for sea. She fought many battles and captured or destroyed more than eighteen enemy vessels.

The second *Lexington* was a sloop of 691 tons carrying 18 guns, built at the Navy Yard in New York in 1825. She served in the Mexican War and participated in Commodore Perry's expedition to Japan.

The third *Lexington* was a 500-ton, sidewheel, ironclad steamer with seven guns, built in 1860. She rendered valuable service in the Civil War

and took part in engagements of the western flotilla under flag officers A. H. Foote and C. H. Davis.

The fourth and last *Lexington* was authorized as a battle cruiser. She was converted on the building ways into an aircraft carrier. She was built here by the Fore River Shipbuilding Company of Quincy, Mass. She was launched in 1925 and sponsored by Mrs. Robinson who today has christened the new *Lexington*.

The exploits of the fourth *Lexington* are known to you all. She had a long, useful life. She played a prominent part in the first battle in history between aircraft carriers, the Battle of the Coral Sea.

During her 17 years' life the *Lexington* held many records. At the time she was built she was the heaviest ship ever launched. She broke the world's 24-hour steaming record three times, set a new world record for three consecutive days running and set a record time for the distance between the United States and the Hawaiian Islands. She was the first large carrier to enter Pearl Harbor, the first carrier to tow another carrier, the first to complete fueling from a tanker at sea. Fifty-six thousand aircraft landings were made on her deck. In fact she was noted for making "firsts."

Her greatest record came in the last few months of her life, in the days following the attack on Pearl Harbor. She went into three battles and her air squadrons accounted for 23 enemy ships sunk or damaged, some 800 Japanese officers and 9,000 Japanese men killed or drowned. She steamed over 43,000 miles in her last 5 months. She was known in the fleet as the Minute Man ship and familiarly as the "*Lady Lex*." The nation may well be proud of her record.

The traditions of the old *Lexington* we pass on to this new *Lexington*. You men who have worked on this ship have already set a record for speed in construction. I am sure that the workmanship is of the highest quality. I congratulate you. I hope that many of the officers and men who served on the last *Lexington* will

be assigned to this ship and participate in the great future for which I know she is destined.

Let us here dedicate this ship, this fifth *Lexington*, to the service of our country, to the service of freedom, to the service of mankind. I have received many tributes to the former *Lexington*, among them a poem which stated that the men who went down in that great ship are "guarding the *Lexington*." Another stated:

"The thunder of her planes is stilled.

Her glorious destiny fulfilled."

Today the new *Lexington* takes up where the old left off. May her career be full of glorious achievement. She will play her part. She will help carry out our pledge, that freedom shall not perish from this earth.

Ship's Service Liable After Delivery

The Judge Advocate General was recently requested by the Bureau to define the responsibility of a Ship's Service Department afloat, in the matter of a lot of merchandise ordered shipped "to supply officer _____ for shipment to U. S. S. _____ on first convenient Government transportation," accepted by the supply officer presumably in good condition, but received at its ultimate destination in damaged condition.

The decision of the Judge Advocate General, rendered September 3, 1942, includes the following matter of interest:

In view of the fact that the contractor complied with specific instructions contained in the order for the merchandise by effecting delivery to the supply officer, _____, the title to the merchandise passed to the U. S. S. _____ upon such delivery. Therefore, and in view of the prior holdings of this office * * *, this office is of the opinion that the Ship's Service Department of the U. S. S. _____ is liable to the contractor for full payment for the fruit juices.

Inferno Three Months Ago

But Now 'Prairie' Is Back in Service

Three months ago she was a raging inferno with flames licking her hull plates and roaring through deck spaces close to munition and oil-filled compartments. Now, the destroyer tender U. S. S. *Prairie* is back in service, her national ensign again flying proudly from the mainmast.

The ship caught fire May 27 while taking on supplies at a dock at Argentia, Newfoundland, and burned fiercely for nearly 5 hours before heroic efforts by her officers and men, together with the crews of nearby craft, extinguished the flames and saved her from what appeared to be certain destruction.

On board at the time were 600 tons of high explosives, 300 depth charges, 103 war heads for torpedoes, 12,000 gallons of Diesel oil, and 1,000,000 gallons of fuel oil. The fire was finally halted only one compartment removed from a space filled with munitions.

Two enlisted men died while fighting flames which at one time blazed along the entire starboard side from water line to bridge wing, and in 11 other points within the vessel. Two officers were seriously injured, while a number of others suffered slight injury or were overcome by smoke and fumes.

Salvage and repair of the fire-blackened hulk that was the *Prairie* when she reached an East Coast port is a striking example of the courage, resourcefulness, determination, and efficiency of Uncle Sam's bluejackets and shipyard workers.

"It is believed that few, if any, ships have ever been subjected to such fire and survived," declared the report of Capt. R. W. Fleming, U. S. N., 48, of 992 Memorial Drive, Cambridge, Mass., who, as commanding officer of the *Prairie*, directed the successful fight to save his command.

"The *Prairie* was saved finally only by the determination of the crew to conquer the fire and by every man fighting it from all possible

angles, immediately, persistently, and spontaneously, with all means available."

The destroyer tender, "mother ship" for a brood of destroyers, was tied up at the Naval Operating Base, Argentia, taking on supplies at 11 o'clock on the morning of May 27. Completely surrounding her were other vessels discharging or taking on vital war materials. A 40-knot gale was blowing at the time.

Suddenly fire broke out in a ship directly astern and the *Prairie* went to fire quarters at once. Fire-fighting and rescue parties from the tender helped to extinguish the blaze in the other ship, but, fanned by the stiff gale, the fire spread to the dock within a few minutes and swept along the dock to the *Prairie*.

Captain Fleming ordered the crew to get the tender under way and to flood all magazines, powder and shell handling rooms and pyrotechnic lockers. While efforts were being made to carry out these commands, all possible hoses were played on the fire and cargo alcohol and kerosene, carried in quantity on the boat deck, were passed over to a neighboring ship in 5-gallon cans.

Flames licked at the *Prairie's* hull and the midships gangway caught fire, followed almost immediately by crew compartments aft on the starboard side and a motor launch suspended under the ship's counter.

All manila mooring lines aft were burned away, but still the ship was held to the dock by the two vessels outboard of her, which were making their own preparations to get under way, and by anchor mooring chains and wire hawsers. Orders were given to cast off the chains and hawsers. Heat and smoke were too intense, however, to permit full compliance with this command.

The fire advanced through the ship's laundry, bake shop, the messing compartments forward and amidships, and the quarters of warrant officers, chief petty officers and commissioned

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officers on the starboard side. An explosion in the barber shop caused considerable damage.

Within 25 minutes after the fire was first observed in the ship astern, the entire starboard side of the *Prairie*, from bow to stern and from the water's edge to the bridge wing, was a solid sheet of flame. Smoke filled the bridge and pilot house.

In addition to the fire along the starboard side, Captain Fleming's report shows, there were 11 major internal fires out of control at one time. These were in compartments on four deck levels, and they extended entirely across the ship from starboard to port.

Ships outboard of the *Prairie* got under way 30 minutes after the first alarm. The destroyer tender, however, was still held to the dock by her chains and hawsers and by pressure from the gale. Ships astern then cleared the dock and, by surging forward and then reversing, the *Prairie* snapped the chains and hawsers and moved away.

Captain Fleming placed her clear of all other shipping to safeguard against further spread of the fire or damage to nearby vessels in the event the fire reached any of the compartments con-

taining munitions and oil. This was barely accomplished before the *Prairie's* steering and anchor engines and internal communications went out of commission.

All available small craft and a civilian fireboat came alongside the *Prairie* and poured water into the blazing ship. During the fire an unexplained explosion occurred in the crew's reception room and it was there that Lt. Comdr. Corwin and Chief Gunner Batchelor were injured.

In his report Captain Fleming said that possibly explosive gases and fumes from the dock fire filtered into the crew's reception room and these gases exploded when the flames reached them.

The fire finally was brought under control, at 3:30 p. m. Twenty-five minutes later it was completely extinguished.

The destroyer tender later was brought to an East Coast port and turned over to shipyard workers for repairs. She has been completely overhauled.

"The *Prairie*," reported Captain Fleming, "was saved from total destruction only by the most commendable, outstanding and tireless efforts of every officer and man of the crew without exception. It is impossible to point out one individual more deserving of credit than another. Each man stuck to his post and did his duty in the face of the gravest danger. Not in a single case did a man flinch from the duty at hand. This and nothing else saved the ship."

He said that certain individuals naturally, because of opportunity, were more conspicuous than others and listed among these his executive officer, Commander George D. Martin, U. S. N.; his first lieutenant, Lt. John P. Clark, U. S. N. R. and Chief Electrician Marvin F. Hathaway.

The book entitled "A Layman's Guide to Naval Strategy" has recently been printed by the Princeton University Press. This book is highly recommended to all newly commissioned Officers as being very timely, and should be on their "must" reading list.

MEXICAN VISITS

The notice given in the Bureau of Naval Personnel *Information Bulletin* No. 306, of September 1942 to the effect that officers were authorized to visit Mexico without obtaining specific permission was premature.

Negotiations are being conducted with the Mexican Government to permit naval personnel in uniform to visit Mexico without specific permission for each visit under the same conditions pertaining to visits to Canada.

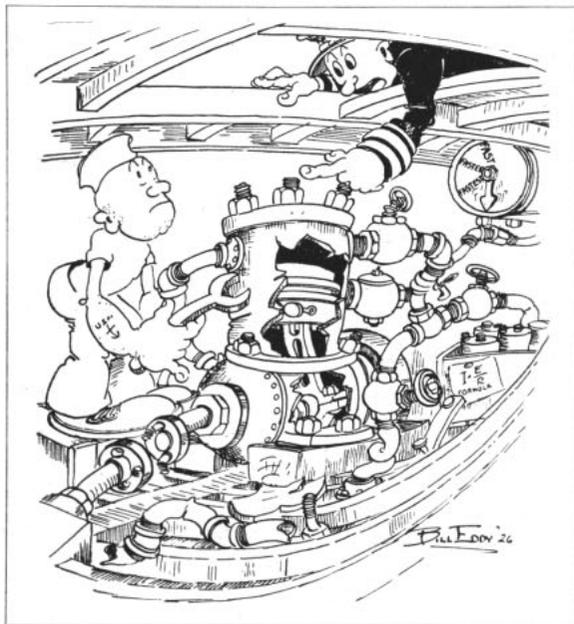
Until these negotiations are completed, Bureau of Navigation Manual Article C-6001, paragraph 6(a) must be complied with. That is, requests for permission to visit Mexico in uniform must be forwarded to the Bureau of Naval Personnel in order that authority may be obtained through diplomatic channels for each visit.

116 Stores Sell Uniforms

Navy Designates Ready-to-Wear Outlets

The Navy Department has designated 116 retail stores which are authorized to sell ready-to-wear Navy uniforms to commissioned officers and chief petty officers under the "U. S. Naval Officers' Uniform Plan." These stores will begin sales of authorized uniforms on October 15 under maximum price regulations established by the Navy Department. Adoption of the plan will result in considerable savings to naval officers and elimination of current waste of wool and other vital raw materials.

The plan covers the following uniforms for commissioned officers, chief warrant officers, warrant officers and chief petty officers: blue overcoat; service blue uniform; raincoat (with removable lining); aviation (winter working uniform). Enlisted personnel are not affected as the Navy manufactures their uniforms. Nor does the plan affect retail outlets which tailor uniforms to individual measure. These outlets will continue to receive wool under regulations of the War Production Board.



—Bill Eddy.

"Mulvaney, you're a bottleneck in our expansion program."

Two manufacturers, Cohen, Goldman & Co. of New York, known as the House of Worstedtex, and Joseph & Feiss Co. of Cleveland, known by its brand name, Clothcraft, will make all authorized uniforms sold under the plan. Cohen, Goldman & Co. will manufacture uniforms and overcoats for commissioned personnel and Joseph & Feiss Co. will manufacture uniforms and overcoats for all chief petty officers and raincoats for all commissioned and chief petty officers. Under the provisions of War Production Board Order P-131, wool for ready-to-wear uniforms covered by the plan will be made available only to these two manufacturers.

Authorized uniforms sold through the approved retail outlets will bear a label stating "This label identifies a garment made and sold under authority of the U. S. Navy." The maximum prices on uniforms will be:

	Com- mis- sioned officers	Chief petty officers
Blue overcoat	\$50. 00	\$42. 50
Service blue uniform	\$40. 00	\$30. 00
Raincoat (with removable wool lining)	\$37. 50	\$37. 50
Aviation (winter working uniform)	\$50. 00	\$50. 00

Selection of the stores was made by an impartial committee of outstanding retailers and their recommendations were concurred in by the Navy. Selection of the retailers was based on (1) their geographical location and (2) their reputation and character, their financial standing and general retail efficiency, and their performance during recent years.

In addition to the savings by naval personnel purchasers, the concentration of manufacturers and retailers will result in a more rapid turnover of stocks and eliminate "idling" of material and garments. Distribution has been worked out on an efficient plan based on the proximity of retail outlets to naval bases, training centers, etc. *{See list of stores on following pages.}*

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LIST OF STORES SELLING UNIFORMS

ARIZONA

Tucson Steinfeld's (officers).

CALIFORNIA

Long Beach Desmond's, Broadway and Locust (officers and C. P. O.).
Brooks Clothing Co., 240 Pine Ave. (officers and C. P. O.).
Battleship Max Cohn, 29 South Pine Ave. (officers and C. P. O.).

Los Angeles Brooks Clothing Co., 644 South Broadway (officers and C. P. O.).
Desmond's, 616 Broadway (officers and C. P. O.).
F. B. Silverwood, 558 South Broadway (officers).
Phelps-Terkel Inc., 5550 Wilshire Boulevard (officers).
Oakland The Hub, 469 13th St. (C. P. O.).
Roos Brothers, 15th and Broadway (officers).

San Diego Brooks Clothing Co., 416 Broadway (officers and C. P. O.).
Columbia Clothiers, 348 Broadway (officers).
The Nelson-Moore Co., 631 Broadway (officers).
Sears, Roebuck & Co. (C. P. O.).
San Francisco The Emporium, 835 Market St. (officers and C. P. O.).
Foreman & Clark, 25 Stockton St. (C. P. O.).
Joe Harris Co., 16 Sacramento St. (officers).
Roos Brothers, 798 Market St. (officers).
Hastings Clothing Co., 98 Post St. (officers).

San Jose Brooks Clothing Co., 119 South First St. (officers and C. P. O.).

Santa Barbara Brooks Clothing Co., 821 State St. (officers and C. P. O.).

Vallejo The Toggery, 423 Georgia St. (officers and C. P. O.).

COLORADO

Denver The May Co., Sixteenth and Champa (officers).

CONNECTICUT

Hartford G. Fox & Co., Main St. (Officers).

CONNECTICUT—Continued

New Haven J. Press Inc., 262 York St. (officers).
New London Goodman's, 112-114 Bank St. (officers).

DISTRICT OF COLUMBIA

(Washington)

Grosner's, 1325 F St. NW. (officers).
The Hecht Co., Seventh and F St. NW. (officers).
S. Livingston & Son, 906-908 Seventh St. NW. (officers).
Dave Margolis, Twenty-second and G St. NW.
Park Clothiers (Sam Melnicove), 1015 Eighth St. SE. (C. P. O.).
Raleigh Haberdashers, 1310 F St. NW. (officers).
Louis & Thomas Saltz, Inc., 1409 G St. NW. (officers).

FLORIDA

Banana River Ship's Service Department, U. S. Naval Air Station (officers and C. P. O.).

Jacksonville Levy's, Adam's and Hogan Sts. (officers and C. P. O.).

Key West Lewinsky Mens Shop, 526 Duval (officers).

Miami S. Appel & Co., Inc., 323 North-east First St. (officers and C. P. O.).
Burdine's, 22 East Flagler St. (officers).

Pensacola Ship's Service Department, U. S. Naval Air Station (officers and C. P. O.).
White & White, Inc., 2 South Pala-fax St. (officers and C. P. O.).

GEORGIA

Atlanta George Muse Clothing Co., 52 Peachtree St. (officers and C. P. O.).

Savannah The Hub Clothing Co., 28 West Broughton St. (officers and C. P. O.).

ILLINOIS

Chicago Bailey's Inc., 25 West Van Buren St. (officers and C. P. O.).

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JAPS HAVE A DISLIKE FOR AMERICANS—DON'T TALK

ILLINOIS—Continued

Chicago Finchley, 19 East Jackson Blvd. (officers).
Marshall Field & Co., 121 North State St. (officers).
Maurice L. Rothschild & Co., State and Jackson Sts. (officers).

Waukegan Durkin & Durkin, 13 North Genesee St. (officers and C. P. O.).

INDIANA

Indianapolis L. Strauss & Co., Inc., 33 West Washington St. (officers).

South Bend Max Adler Co., 101 South Michigan (officers).

IOWA

Iowa City Julian Brody Co. (Bremers) (officers).

Ottumwa Gramblit & Poling, 200 East Main St. (officers).

LOUISIANA

New Orleans Leon Godehaux Clothing Co., 826 Canal St. (officers and C. P. O.).

Maison Blanche, 901 Canal St. (officers)

Terry & Juden Co. Ltd., 143 Carondelet St. (officers).

MARYLAND

Annapolis Carr, Mears & Dawson (officers and C. P. O.)

Baltimore The Hub, Baltimore and Charles Sts. (officers).

MAINE

Portland A. H. Benoit & Co., 278 Middle St. (officers and C. P. O.).

MASSACHUSETTS

Boston Croston & Carr Co., 72 Summer St. (officers).

Wm. Filene Sons, 426 Washington St. (officers).

Kennedy's Inc., Summer and Hawley Sts. (officers).

Leopold Morse, Adams Square (officers).

Jordan Marsh Co., 450 Washington St. (officers and C. P. O.).

Scott & Company Ltd., 340 Washington St. (officers and C. P. O.).

MASSACHUSETTS—Continued

Cambridge Harvard Cooperative Society, 1400 Massachusetts Ave. (officers).

University Shop, Inc., 1410 Massachusetts Ave. (officers).

Charlestown Boston Uniform Co. Inc., 62-66 Chelsea St. (officers and C. P. O.).

Novakoff Bros., 41 Wapping St. (officers and C. P. O.).

MICHIGAN

Detroit J. L. Hudson Co., 1216 Woodward Ave. (officers).

Harry Suffrin, Inc., 1133 Shelby (officers and C. P. O.)

MINNESOTA

Minneapolis Juster Bros., Inc., 37 South Sixth St. (officers and C. P. O.).

MISSOURI

Kansas City Woolf Bros., 1020 Walnut St. (officers).

St. Louis Boyd-Richardson Co., Olive at Sixth (officers and C. P. O.).

NEW HAMPSHIRE

Hanover To be selected (officers).

Portsmouth To be selected (officers and C. P. O.).

NEW YORK

Brooklyn Abraham & Straus, Inc., 422 Fulton St. (officers and C. P. O.).

Wallachs, Inc., 16 Court St. (officers and C. P. O.).

Buffalo Kleinhans Co., Clinton and Washington (officers).

Ithaca The Sport Shop (Ithaca Wholesale House), 209 East State St. (officers).

New York Brooks Bros., 346 Madison Ave. (officers).

Abercrombie & Fitch Co., Madison Ave. and Forty-fifth St. (officers).

New York B. Altman & Co., 5th Ave. at 34th St. (officers).

S. Appel & Co. Inc, 14-18 Fulton St. (officers and C. P. O.).

Finchley Inc., 564 Fifth Ave. (officers)

NEW YORK—Continued

New York R. H. Macy & Co., Thirty-fourth St. and Broadway (officers and C. P. O.).
Saks Fifth Avenue, 611 Fifth Ave. (officers).
Rogers Peet Co., 479 Fifth Ave. (officers).
John Wanamaker New York, Eighth and Broadway (officers and C. P. O.).

Rochester National Clothing Co., 159 Main St. East (officers).

NEW JERSEY

Newark L. Bamberger & Co. (officers).
Princeton To be selected (officers).

OHIO

Cleveland The Halle Bros. Co., 1228 Euclid Ave. (officers and C. P. O.).

OKLAHOMA

Norman Rothschild's B. & M. (officers and C. P. O.).

Oklahoma City Rothschild's B. & M., Main and Harvey Sts. (officers and C. P. O.).

OREGON

Portland Nudelman Bros., 425 Southwest Fourth Ave. (officers and C. P. O.).

PENNSYLVANIA

Philadelphia Al Berman Inc., 420 South St. (C. P. O.).
Gimbel Bros., Ninth and Market Sts. (officers).
Jacob Reed's Sons, 1424 Chestnut St. (officers).
John Wanamaker, Broad and Chestnut Sts. (officers and C. P. O.).

Pittsburgh Kaufmann Department Stores, 400 Fifth Ave. (officers).

RHODE ISLAND

Newport To be selected (officers and C. P. O.).
To be selected (officers and C. P. O.).
To be selected (officers and C. P. O.).

Providence Kennedy's, Inc., Dorrance & Westminster Sts. (officers and C. P. O.).

RHODE ISLAND—Continued

Quonset Point Ships Service, U. S. Naval Air Station (officers and C. P. O.).

SOUTH CAROLINA

Charleston M. Dumas & Sons 220 King St. (officers and C. P. O.).

TENNESSEE

Memphis Phil A. Halle, Exchange Building (officers).
Nashville Burk & Co., 416 Church (officers).

TEXAS

Corpus Christi Brooks Clothing Co., Nueces Hotel (officers and C. P. O.).
Finchley of Texas (officers).
Hackley's, 414 Chaparral St. (officers).
Dallas Dreyfuss & Son, Main St. and Envoy (officers).
Houston Sakowitz Bros., 720 Main St. (officers).

VIRGINIA

Norfolk Carr, Mears & Dawson, 315 Granby St. (officers).
Sea Ark, Ninety-ninth St. and Hampton Blvd. (C. P. O.).
Shulman & Co., Granby and Tazewell Sts. (officers).
Frank Thomas Co., Flatiron Building (officers and C. P. O.).
Richmond Meyer Greentree, Seventh and Broad (officers and C. P. O.).

WASHINGTON

Seattle Ships Service, U. S. Naval Air Station (officers and C. P. O.).
Foreman & Clark, 401 Pike St. (C. P. O.).
Littler's, 417 Union (officers).
Nudelman Bros., 1308 Second Ave. (officers and C. P. O.).

CANAL ZONE

Balboa Heights To be selected (officers and C. P. O.).

PUERTO RICO

San Juan To be selected (officers and C. P. O.).

TERRITORY OF HAWAII

Honolulu Battleship Max Cohn (officers and C. P. O.).

Legislative Matters

Of Interest to the Naval Service

The following legislation approved by the Congress is of interest to the Navy:

(a) Public Law 702—77th Congress, approved August 7, 1942.

The provisions of this Act were released to the service in Alnav No. 202. (See page XXX, INFORMATION BULLETIN, this issue, for reprint of Act.)

(b) Public Law 705—77th Congress, approved August 20, 1942.

This Act authorizes payments under the Service Men's Dependents Allowance Act of 1942 to commence on that approved date instead of November 1, 1942, as originally contained in the Act.

(c) Public Law 712—77th Congress, approved September 16, 1942.

The provisions of this Act were quoted to the service in Alnav 199, as follows:

“Legislation approved to provide a method of voting in time of war by members land and naval forces absent from place of their residence. Notwithstanding any provision State law, persons eligible to register are qualified to vote for United States Senators and Representatives in Congress, and payment poll tax or other tax not required. Law provides Secnav will send printed post-card applications all ships and stations to be executed by absentee members who desire to vote, and returned to secretary of state of residence. Post cards will be mailed within 1 week in order insure absent members opportunity to vote. Personnel stationed outside the United States and those in the United States where delay in mails possible, should address letter to secretary of state of residence as follows:

“Being on active duty in the armed forces of the United States and desiring to vote in the coming election, I hereby apply for an official war ballot.

“My home address is (number and street), in the city, town, or village of (), in the county of (), in the State of (), and my voting district or precinct to the best of my knowledge is (). I desire that the ballot be sent to me at the following address ().”

The following proposed legislation is under consideration by the Congress:

(a) A bill to authorize the transportation of dependents and household effects of personnel of the Navy, Marine Corps, and Coast Guard incident to secret or confidential orders.

(b) A bill to adjust the pay status of enlisted personnel appointed to commissioned rank for temporary service to provide that enlisted personnel temporarily appointed to commissioned rank shall receive not less than the pay of a warrant officer with equivalent service.

SHIP-UP SOMEWHERE?

Mistress (instructing new butler): Now, how do you address a baron?

Butler: Your lordship.

Mistress: And his lady?

Butler: Your ladyship.

Mistress: And an Admiral.

Butler: Your flagship.

—The Keel.

Allotments, Allowances—

There Is No Connection Between Them

Much confusion has arisen from the failure to distinguish between allotments and family allowances. There is absolutely no connection between the two.

The registering of an allotment is an authorization by a person in the service (officer or enlisted man) for the Treasury Department to make certain periodic payments direct to designated persons or to his account. It is in effect an authorization to turn over to the allottees periodically a portion of the pay earned by the person in the service. Allotments are charged by the disbursing officer in the allotment column of the pay roll.

A family allowance is a monthly payment made to the dependent or dependents of an enlisted man in the fourth, fifth, sixth, or seventh pay grades. The allowance consists of a contribution made by the Government and a contribution made by the enlisted man in the form of a deduction in or a charge to his pay. If the man has class "A" dependents (wife, child, or former wife divorced), or class "B" dependents (parent, grandchild, brother, or sister), his pay is charged with \$22 a month; if he has both class "A" and class "B" dependents, his pay is charged with \$27 a month. The disbursing officer charges the man's contribution in the sundry checkage column of the pay roll. The contribution of the Government varies according to the class and number of dependents. Application for a family allowance is made on Form B. N. P. 668 by an enlisted man, and payment thereof must be authorized by the Bureau of Naval Personnel. Applications filed by or on behalf of dependents may be made by letter in affidavit form.

The registering of an allotment of any amount, even in favor of dependent persons entitled to receive a family allowance, in no way authorizes the payment of such an allowance. If an allotment has been registered with the expectation that it will entitle the allottee

to a family allowance and solely for that reason, the allotment should be discontinued at once, and application should be made for the payment of a family allowance.

Commanding officers should give sufficient publicity to the fact that there is no connection between an allotment and a family allowance. Men in service should know that they must regulate their own allotments. Where a family allowance is payable they must realize that their pay will be reduced by the amount of their contribution (\$22 or \$27 per month), and should change their allotments accordingly. Likewise, when a man is promoted from the fourth to the third pay grade he must realize that his dependents are no longer entitled to a family allowance and that he should either register an allotment for the support of his dependents or increase the amount of an allotment already in effect. The exact status of all allotments of \$22 and \$27 should, therefore, be clarified at once.

Dependents Quarters Allowance

Quarters allowance for dependents, amounting to \$37.50 monthly in the United States, is payable to enlisted men of pay grades 1, 2 and 3, who have dependents within the permitted classes. This allowance is not paid to the dependent claimed, and has no connection with the payment of family allowance. As men are advanced to pay grade 3, the family allowance automatically stops from date of advancement in rating. If they have dependents within the permitted classes, the men advanced from pay grade 4 to pay grade 3 become entitled to a dependent's quarters allowance. Execution of a beneficiary slip naming as beneficiary a lawful wife or unmarried children under 21, and the filing thereof as a pay roll voucher, is the authorization for the disbursing officer to credit directly on the pay roll the amount of this allowance. For a dependent mother or father it

must be shown on the man's claim that they receive their chief support from him. This claim is verified by the Recording Officer of the Bureau of Naval Personnel and if the claim is favorably adjudicated, the disbursing officer is notified by letter from the Bureau that he is authorized to credit the pay accounts of the man with the dependent quarters allowance. For dependent quarters allowance purposes, the term "dependent" shall include at all times and in all places "A lawful wife and unmarried children under 21 years of age. It shall also include the mother or father of the person concerned provided he or she is in fact dependent on such person for his or her chief support: *Provided*, That the term 'children' shall be held to include stepchildren and adopted children when such stepchildren or adopted children are in fact dependent upon the person claiming dependency allowance." Recognized dependents for the payment of dependents quarters allowance, therefore constitute:

- A lawful wife.
- Unmarried children under 21.
- Dependent mother receiving chief support from enlisted man.
- Dependent father receiving chief support from enlisted man.
- Stepchildren under 21 (dependent).
- Legally adopted children under 21 (dependent).

As the law is specific as to what class of relatives may be claimed as dependents for the purpose of crediting dependents' quarters allowance, differing from dependents permitted under family allowances, the following is a list of some blood relatives *who do not qualify as dependents* for the purpose of the dependents quarters allowance:

- Married children under 21.
- All children over 21.
- Brothers and sisters.
- Grandparents.
- Divorced wives.
- Remote relatives, uncles, aunts, cousins, etc.
- Foster parents.

Children not legally adopted.

Mothers-in-law and Fathers-in-law.

While the dependents quarters allowance is payable to the man and not payable directly to the dependent, it was intended by Congress to provide more adequately for the support of the dependents of enlisted men in pay grades 1, 2, and 3. Voluntary allotments in favor of dependents should be registered by enlisted men of pay grades 1, 2, and 3 in an amount adequate for their support.

In administering the Allotment-Allowance Act, and in the adjudication of claims for establishing dependency for the payment of dependents quarters allowance, much unnecessary correspondence would be eliminated if Commanding Officers, prior to forwarding applications, would verify the marital or dependency status of men, as reported in application, with the facts as on file in the Bureau, by reference to the beneficiary slip (pages 7-8 of service record). Where there is disagreement of facts, a new beneficiary slip should be executed and forwarded to the Bureau with application.

Missing in Action and Prisoners

In the event an enlisted man is carried as missing in action, existing allotments for dependents and insurance will be continued for a period of 1 year. The 6 months death gratuity may not be paid until the man is officially declared dead. So long as pay accrues to dependents, pension cannot be paid by the Veterans Administration. The Secretary of the Navy has authority to register an allotment for the support of dependents, for the payment of current insurance premiums, and to increase the amount of existing allotment, where dependents prove need for an additional amount, not exceeding base pay plus longevity. Should existing allotments exceed base pay plus longevity, the full allotment will be continued in dependency cases. For known prisoners of war and men interned in a neutral country, the same procedure is followed except that allotments may be continued for the duration.

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The Different Discharges

Vital Importance of Good Record Made Plain

Because of the great number of cases of absence over or without leave which result in trial by court martial and either bad conduct or dishonorable discharge, also the great number of cases wherein men are issued undesirable discharges for various reasons, it is believed that if all men, particularly newly enlisted men are informed of the disabilities that attach to a discharge certificate issued under other than honorable conditions such men would conduct themselves in a manner warranting their retention in the Navy. It is requested that a copy of the following be placed on the bulletin boards and that it be a part of the recruit instruction program of all ships and stations.

Honorable Discharge

The holder of such certificate has an official statement from the United States Navy attesting to his loyalty, zeal, and obedience and of his service to his country in time of War, and the certificate is of inestimable value to him when he applies for other employment after leaving the Navy. It can be safely assumed that all other things being equal, the man holding this form of discharge will be given preference in filling positions in civil life which offer a future and in other branches of the government. Further, he will definitely be given preference when applying for civil-service positions; added to this is the prestige which he enjoys in his community due to the honorable and loyal service rendered by him. While the average man, particularly young men, may not give thought to the value of an honorable discharge, he will, in later life, realize it is one of the most valuable certificates he could possess. Further, this form of discharge entitles a man to a reenlistment gratuity if he does reenlist, the privilege of wearing his uniform for three months after discharge and being subsisted on board a Receiving Ship or at a Receiving Ship. He is also most desirable material for membership in

organizations composed of Navy and military men.

Good Discharge Under Honorable Conditions

A good discharge carries with it a great many of the advantages that go with an honorable discharge but definitely it does not give the holder the prestige enjoyed by a man who holds an honorable discharge.

Undesirable or Unfitness Discharge

Under some circumstances, an undesirable discharge may be considered under honorable conditions. Definitely, however, the holder of such discharge does not enjoy any of the honor and prestige that goes with an honorable discharge. Further, on discharge his uniform garments are confiscated and his discharge is effected under conditions which proclaim him definitely as undesirable material for the Navy. Eligibility for any bonus, for burial in a government cemetery and for membership in a Veterans', patriotic, or fraternal organization is questionable.

Bad-Conduct Discharge

A bad-conduct discharge can be adjudged by either a summary court or general court martial. Such form of discharge is most definitely a handicap when a man makes application for employment in civil life, it brands him among his associates as one who failed to render loyal and faithful service at a time when his country was in great need of men. Men should be instructed fully regarding the stigma which is attached to the crime of theft and should be fully informed that no thief is retained in the Navy. They should be warned that they should avoid offenses synonymous with or bordering on theft, such as clothing of another man in possession. Further if, as after the last war, some form of compensation is given those men who rendered honorable

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THIS WAR YOU'LL NOT WIN BY WORKING YOUR CHIN

service during this war, his discharge would bar him from such benefits. He is generally ineligible for burial in a government cemetery, or for membership in a Veterans', patriotic, or fraternal organization.

Dishonorable Discharge

A man who receives a dishonorable discharge has practically no chance of employment by reputable firms and industries, he has no civil-service privilege, and in later life will on many occasions sincerely regret his conduct which resulted in his receiving such form of discharge. If he marries and has children and the question "What did you do in the last war?" is put to him, he is placed in a position of being compelled to lie about his service or admitting that at the time of his country's need he most miserably failed in his oath of allegiance and that was expected of him. He is not eligible for membership in any organization composed of Navy and military men, and he and his family will suffer many moments of embarrassment due to the character of discharge he received.

In addition to all the above, the Bureau cannot too strongly stress the disability that attaches to a dishonorable discharge based on conviction by general court martial on a charge of wartime desertion. Such men forever lose their Federal citizenship rights and the privilege of holding any office under the United States Government. They are branded for all time as that most odious of all things, "a wartime deserter." This Bureau knows from long experience in handling correspondence of the tremendous handicap suffered by men convicted of desertion in time of war and dishonorably discharged. Solely in the interest of the men concerned and their future, it urgently requests that all men, old or young, give serious thought to the consequences before they commit any offense against Navy rules or regulations. The punishment imposed by the Navy is so far-reaching that it will, regardless of their conduct in after life, prove a stumbling block in every worth-while effort they make.

Victory Ship Program Called 'Miracle'

Undersecretary of the Navy James V. Forrestal sent the following letter to Rear Admiral Emory S. Land, U. S. N. (Retired), Chairman, U. S. Maritime Commission, in connection with the first anniversary of the launching of the first Liberty Ship, observed on September 27, 1942:

My Dear Admiral Land:

This nation, witnessing the launching of the first Liberty Ship last September, hoped, but dared not ask, for a miracle to be wrought from this modest beginning.

The first anniversary of this initial launching now is at hand. With it comes the proud and thankful realization that we could have ventured to request that miracle. For it has been accomplished.

Every existing production record for shipbuilding has been smashed. More significantly, the skill and toil which have achieved this record also have created a shipbuilding capacity larger than that of the rest of the world combined.

The noises of the American shipyards are the theme of our coming paean of victory, and their din already can be heard, we need have no doubt, in Berlin and Tokyo and Rome. From these great shipyards are coming the means by which we shall carry the war back to the tyrants who have instigated it, and with interest tenfold.

I extend to you, my dear Admiral, my most sincere congratulations on the superlative attainments of the Maritime Commission. On behalf of the United States Navy, I pledge you the utmost cooperation in protection from enemy attack of which our fast expanding naval establishment is capable.

Ours is a united mission, and it shall be fulfilled.

Sincerely,

/s/ JAMES FORRESTAL.

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Health of Navy: Excellent

Success Shown Against Communicable Diseases

The health of the Navy today is "excellent" with disease and injury rates well below average, Capt. Charles S. Stephenson, Medical Corps, U. S. N., announced at the fourteenth annual scientific assembly of the District of Columbia Medical Society in the Mayflower Hotel, Washington, D. C., on September 29. The chief of the division of preventive medicine, Bureau of Medicine and Surgery, pointed out that venereal disease—"the largest preventive medicine problem confronting the military surgeon"—is currently at the lowest level on record in the Navy.

For the calendar year 1941, the sick list



—The Hoist.

"And one bar of soap—not to last your entire enlistment."

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admission rate for all causes was 438.03 per 1,000, well under the previous year as well as the previous 9-year median. The admission rate for injuries was 47.20 per 1,000, also below average.

The death rate for 1941 was 2.29 per 1,000, which was above the 1940 figure but under the 9-year median. Motor accidents were the leading cause of accidental death.

As compared with 1940, venereal disease admissions dropped 36 per cent, with a rate of 51.03 per 1,000.

War casualties were excluded from Captain Stephenson's compilation.

"Yes, the health of the Navy is excellent," the speaker asserted, "and it is the job of the medical officers of the service to keep it that way—'To keep as many men at as many guns as many days as possible'—and, I might add, to help keep as many of those guns firing at as many Japs and Nazis as many days as is necessary to remove their bloody power from this earth forever."

Success is attending the Navy's efforts to protect its men from communicable infections, Captain Stephenson indicated. Malaria is low. Immunization against yellow fever is being safely administered. Routine vaccination is insurance against typhoid and smallpox. Tetanus (lockjaw) has become a rarity in the Navy since immunization for all personnel became a standard procedure, said the speaker.

"Naval hygienic and sanitary activities are extensive," he asserted. "Not alone are medical officers concerned with the use of prophylactic vaccines and sera, but also with such varying items as quarantine and disinfection, sanitation and hygiene of buildings and ships, water supply, food and housing problems, messing facilities, sewage, drainage, disposal of garbage and refuse, bathing and toilet facilities, and extermination of vermin and insects."

He said Navy medical officers are supervising

s sanitation activities at various lend lease bases and "it may be reported also that at another location the Navy is at present engaged in a sanitation project of a magnitude comparable to the work done by Gorgas in Panama."

For reasons of military security, more details may not be disclosed.

Captain Stephenson reported that plans are afoot to train a large number of medical and sanitation specialists for service with the Fleet and at widely separated tropical bases. Similarly, industrial hygiene specialists are being trained and sent out into plants to safeguard

the health of some 400,000 men and women in navy yards, ordnance plants, and other establishments under naval direction.

Although the provisional rate for syphilis for 1942 is the lowest on record, "syphilis remains today the Navy's greatest preventive medicine problem," said Captain Stephenson. Sulfa drugs have proved highly effective against gonorrhea, he declared. Charging that "prostitution is running amuck near several of our naval stations," he said enforcement and public health problems in these localities are far from what they should be.

CIVILIAN GROUP HELPS PROGRAM

To further the aims of the physical education program of the United States Navy, Rear Admiral Randall Jacobs, Chief of Naval Personnel, has appointed a civilian advisory committee composed of outstanding physical education authorities of the Nation.

The civilian committee will bring the latest tested information from the fields of physiology, recreation, psychology, and general body-conditioning to the Physical Training Section of the Bureau of Naval Personnel. Its general objective is to assist the Navy in developing the strongest and most efficient military organization possible, from the rawest "boot" to the highest flag officer.

The committee, headed by Charles H. McCloy, Ph. D., research professor of Anthropometry and Physical Education at the University of Iowa, consists of Seward C. Staley, Ph. D., director of the School of Physical Education, University of Illinois; Frederick W. Maroney, M. D., of Brooklyn College and president of the American Physical Education Association; Arthur H. Steinhaus, Ph. D., Professor of Physiology, of George Williams College; N. P. Neilson, Ph. D., executive secretary of the American Association for Health and Physical Education and member of the American Academy of Physical Education; Philip O. Badger, assistant to the president

of New York University; and Sheldon Clark, Vice Chairman of the Joint Army and Navy Committee of Welfare and Relief and President of the Navy League of the United States. Honorary member is Samuel Crocker, secretary of the joint Army-Navy committee on welfare. Dr. Elmer Mitchell, Professor of Education at the University of Michigan, will act as expert consultant.

TAPS

*Feet that are swollen and faces blue,
Marchers, laggards, and shovers.
Tetanus shot and cowpoxed, too
Here I go under the covers.*

*Bugler will blow in a moment more,
Now there remains but one dread:
Swab in the next bunk will commence to snore
As watch class twenty-two hundred.*

*Aches that are like a diver's bends,
(Sweeper, runner and limper)
This is the way that the day ends,
Not with a bang but a whimper.*

—Temple Hollcroft
in the Newport Scuttlebutt.

Ratings, Abbreviations,

Pay Grades

As of October 1, 1942

The following ratings have been established to this date, and 23 abbreviations have been changed. Attention is invited to the necessity of using the designations and abbreviations as given. The abbreviations which have been changed are preceded by an asterisk (*).

<i>Seaman Branch</i>		<i>Abbreviations Pay grade</i>	
Chief Boatswain's Mate	CBM	1	
Boatswain's Mate, First Class	BM1c	2	
Boatswain's Mate, Second Class	BM2c	3	
Coxswain	Cox	4	
Chief Turret Captain	CTC	4	
Turret Captain, First Class	TC1c	2	
Chief Gunner's Mate	CGM	1	
Gunner's Mate, First Class	GM1c	2	
Gunner's Mate, Second Class	GM2c	3	
Gunner's Mate, Third Class	GM3c	4	
Chief Torpedoman's Mate	CTM	1	
Torpedoman's Mate, First Class	TM1c	2	
Torpedoman's Mate, Second Class	TM2c	3	
Torpedoman's Mate, Third Class	TM3c	4	
Chief Quartermaster	CQM	1	
Quartermaster, First Class	QM1c	2	
Quartermaster, Second Class	QM2c	3	
Quartermaster, Third Class	QM3c	4	
Chief Signalman	CSM	1	
Signalman, First Class	SM1c	2	
Signalman, Second Class	SM2c	3	
Signalman, Third Class	SM3c	4	
Chief Fire Controlman	CFC	1	
Fire Controlman, First Class	FC1c	2	
Fire Controlman, Second Class	FC2c	3	
Fire Controlman, Third Class	FC3c	4	
Seaman, First Class	*S1c	5	
Seaman, Second Class	*S2c	6	
Apprentice Seaman	AS	7	

<i>Artificer Branch</i>			
Chief Electrician's Mate	CEM	1	
Electrician's Mate, First Class	EM1c	2	
Electrician's Mate, Second Class	EM2c	3	
Electrician's Mate, Third Class	EM3c	4	
Chief Radioman	CRM	1	
Radioman, First Class	RM1c	2	

Radioman, Second Class	RM2c	3	
Radioman, Third Class	RM3c	4	
Chief Carpenter's Mate	CCM	1	
Carpenter's Mate, First Class	CM1c	2	
Carpenter's Mate, Second Class	CM2c	3	
Carpenter's Mate, Third Class	CM3c	4	
Chief Shipfitter	CSF	1	
Shipfitter, First Class	SF1c	2	
Shipfitter, Second Class	SF2c	3	
Shipfitter, Third Class	SF3c	4	
Patternmaker, First Class	*PM1c	2	
Patternmaker, Second Class	*PM2c	3	
Chief Radio Technician	CRT	1	
Radio Technician, First Class	RT1c	2	
Radio Technician, Second Class	RT2c	3	
Radio Technician, Third Class	RT3c	4	
Radarman, Second Class	RdM2c	3	
Radarman, Third Class	RdM3c	4	
Soundman, Second Class	SoM2c	3	
Soundman, Third Class	SoM3c	4	
Chief Printer	CPtr	1	
Printer, First Class	Ptr 1c	2	
Printer, Second Class	Ptr 2c	3	
Printer, Third Class	Ptr 3c	4	
Painter, First Class	Ptr 1c	2	
Painter, Second Class	Ptr 2c	3	
Painter, Third Class	Ptr 3c	4	
Chief Telegrapher	CT	1	
Telegrapher, First Class ¹	T1c	2	
Telegrapher, Second Class ¹	T2c	3	
Telegrapher, Third Class ¹	T3c	4	

Artificer Branch—Engine Room Force

Chief Machinist's Mate	CMM	1	
Machinist's Mate, First Class	MM1c	2	
Machinist's Mate, Second Class	MM2c	3	
Chief Motor Machinist's Mate	CMoMM	1	
Motor Machinist's Mate, First Class	MoMM1c	2	
Motor Machinist's Mate, Second Class	MoMM2c	3	
Chief Water Tender	CWT	1	
Water Tender, First Class	WT1c	2	
Water Tender, Second Class	WT2c	3	
Chief Boilermaker	*CB	1	

¹ Ratings not authorized in time of peace in the regular Navy.

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SOME SYLLABLES ARE SWORDS

Century of Service

Hydrographic Office Celebrates by Moving

A century of scientific service in the Navy will be completed this month as the Hydrographic Office moves into its new building in Suitland, Md.

It was in 1842 that Congress authorized the Secretary of the Navy "to contract for a suitable house for a depot of charts and instruments of the Navy of the United States on a plan not exceeding in cost the sum of \$25,000," to be located on "any portion of public land in the District of Columbia which the President of the United States may deem suited for the purpose."

The site chosen by President Tyler for the Hydrographic Office was a knoll called Braddock Hill, and the building which served as the Hydrographic Office's home until 1866 is the domed building formerly occupied by the Navy Medical School fronting Constitution Avenue between 23rd and 25th Streets NW.

Commenting on the developments of the last century in the affairs of the organization founded by the Navy in 1830, Rear Admiral G. S. Bryan, U. S. N., (Ret.), Chief of the Hydrographic Office, said:

"It is an interesting coincidence that the next single building to be occupied exclusively by the Hydrographic Office has been built just 100 years after the first building was authorized. The building nearing completion in Suitland, Md., at a cost of \$1,500,000 will be occupied by the Hydrographic Office within a few weeks.

"During the century that has elapsed, the Hydrographic Office has made many notable advances and has contributed greatly to the knowledge of hydrographic and oceanographic activities. Its work in the production of charts, sailing directions, pilot charts, navigation manuals, and other aids to mariners has earned it the reputation of being the most efficient organization of its kind in the world.

"The extent to which the Hydrographic Office has expanded in wartime may be judged

from the fact that during the past fiscal year a total of some 13,000,000 charts was printed as compared with a normal peacetime yearly output of less than half a million charts."

The act of 1842 providing for the building of a house for the Hydrographic Office was part of a law supplanting the Board of Navy Commissioners with the present bureau system. These changes in administrative organization were brought about largely through the pressure exerted in the anonymous writings of a person signed "Harry Bluff." This mysterious reformer proved to be none other than Lt. Matthew Fontaine Maury, of the United States Navy.

Still another coincidence in connection with the Hydrographic Office's history is the fact Lieutenant Maury was ordered to take charge of the depot just 100 years ago. The assignment of Maury to this important office gave notable impetus to the cycle of scientific progress which this year's centennial commemorates. During the 19 years this distinguished oceanographer directed its work, the Hydrographic Office gained world renown for its brilliant pioneering research in the fields of hydrography, meteorology, and oceanography.

His investigations and writings relating to the ocean winds and currents formed the basis of that famous volume, Maury's *Sailing Directions*. This work appeared at a time when Donald McKay's genius as a designer of fast sailing ships was beginning to manifest itself. This development, combined with Maury's work, which enabled navigators to take fuller advantage of favoring ocean winds and currents, gave rise to American maritime supremacy during the era of the California and China clipper.

At the outbreak of the Civil War, Maury left the Hydrographic Office to join Virginia on the side of the Confederacy.

Although its main purpose has been to issue

charts and other printed aids to navigation, the Hydrographic Office has sponsored many notable scientific voyages in its long history. As far back as 1837, four engraved charts of Georges Bank and vicinity, the first to be issued by the Navy, were published by the Hydrographic Office from surveys of this profitable fishing ground made by Lt. Charles Wilkes of the U. S. Navy, cruising in the brig *Porpoise*.

The outstanding surveys of those early days were those made by the United States Exploring Expedition headed by Lieutenant Wilkes from 1838 to 1842. This was the first scientific expedition to leave the shores of the United States fitted out and provided for by an act of Congress. The exploring fleet consisted of the U. S. sloops of war *Vincennes* and *Peacock*, the U. S. brig *Porpoise* and several auxiliary vessels. The fleet left New York for the Azores where the work started. From there the expedition went to Madeira, Brazil, Patagonia, Wilkes Land in the Antarctic, Chile, Peru, South Pacific Islands, Australia, New Zealand, the Antarctic again, Hawaiian Islands, West Coast of the United States, Mariannas Islands, Philippines, Straits Settlements, Indian Ocean, Capetown, St. Helena Island, and back to New York.

From Wilkes' surveys the Hydrographic Office issued 87 engraved charts which have continued to serve up to the present time as the basis of charts issued by all the maritime nations. In addition the voyages of Lieutenant Wilkes produced some 20 volumes dealing with hydrography, meteorology, botany, geology, as well as natural history and kindred subjects that have contributed to man's knowledge of the world.

Among other scientific expeditions, including surveys, carried out for the Navy were Commodore Perry's Expedition to Japan in 1852-54, the Ringgold-Rodgers North Pacific Surveying Expedition of 1853-59, surveys for an Isthmian Canal from 1870 to 1899, voyages to the Arctic and hundreds of surveying expeditions along the shores of the western hemisphere.

BLUES IN BERLIN

*My Fuehrer done tol' me,
When I was in Munich,
My Fuehrer done tol' me, Hans—
A Russian will fall back,
And give you the East Front,
But when the winter snows come,
A Russian's a two face,
A worrisome thing, who leaves you to sing
The Blues in Berlin.*

*See the bombs a-fallin',
Hear the Blitz a-callin',
Goering; O where is the Luftwaffè?
We ain't got no booties,
All we got is cooties
Goebbels; O typhus and black plague,
Die Wermacht, die Wermacht,
A clickety clack, and soon we'll be back,
With the Blues in Berlin.*

*From Smolensk to Mozhaïsk,
From Kief to Lubin,
Wherever the Panzers go,
I've taken some big towns,
And made me some big talk,
But there is one thing I know,
A Russian's a two face,
A worrisome thing, who leaves you to sing,
The Blues in Berlin.*

—Ft. Greeley Kodiak Bear.

17,842,231

Square Miles Covered

The United States Coast Guard has released figures covering the activities of Coast Guard aviators in the period from December 7, 1941, to June 30, 1942. The report revealed clearly the importance of the part played by these fliers in coastal patrol work.

From the start of hostilities on December 7, 1941, until June 30, 1942, United States Coast Guard aviators have searched and patrolled 17,842,231 square miles, and cruised 2,245,357 miles.

A total of 508 survivors of torpedoed vessels was located by Coast Guard aircraft, whose pilots later directed surface vessels to their rescue.

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CARELESS TALK COSTS LIVES

Educational Stockroom Meets Expansion

Bureau Can Give Better Service on Training Courses

The Educational Stockroom, which stores enlisted training courses, has recently moved from three warehouses into one large warehouse. This move was made necessary by the rapid expansion of the Navy and is to enable the Bureau to give better service on training courses. Thirty thousand square feet are now required for storage of these books. Some delay will be noted in September's shipments due to this move as the moving force was limited, and it is quite an operation to restow in proper order this volume of educational courses. Shipments will be brought up to date as soon as possible.

Every effort is being made to maintain an adequate supply of training courses in stock. However, due to the very irregular monthly demand and length of time necessary to get courses reprinted there are occasions when some courses may be out of stock.

Requests received for courses out of stock will be placed on file and filled as soon as training courses are available. No acknowledgment of orders will be made.

Requests for nonexistent courses will not be answered. List of courses available were printed in the July issue of INFORMATION BULLETIN and as new courses are made available this information will be disseminated in the same manner.

Many requests are received giving dates desired which do not allow sufficient time for books to be received. Orders should be sent in at least 30 days prior to requested date of delivery.

Training courses may be obtained at the following educational stockrooms:

1. Bureau of Naval Personnel, Training Division, Washington, D. C.
2. Educational Officer, 11th Naval District, San Diego, California.
3. Educational Officer, 14th Naval District, Pearl Harbor, T. H.

The Yearbook of Enlisted Training has been revised but is not expected from the printers much before the first of the year.

An educational office has been set up at Pearl Harbor, T. H., to handle the Fourteenth Naval District and ships in that area.

Order blanks are being printed and will be distributed as soon as available which should materially help ships when ordering courses. Two copies of this new form will be required with each order. When ordering enlisted training courses on ship's stationery, only one copy of order is required.

The courses on enlisted training are printed substantially enough to allow three men to use the copy before it is worn out. Consequently when shipments are made three PT&E's are sent out with each course book. If distribution other than ratio one to three is desired, please advise when ordering courses. Course books, if in good shape, should be used more than three times.

Certain courses require special handling when received aboard ship. While this information is undoubtedly familiar to the older officers of the service, it may not be known to many of the newer officers.

Courses which require special handling shall be given a ship's serial number in order that they may be carefully supervised. These courses are:

Gunner's Mates 3c, Gunner's Mates 2c, Gunner's Mates 1c and Chief Gunner's Mate and Turret Captain 1c and Chief Turret Captain. Torpedoman 3c, Torpedoman 2c, Torpedoman 1c and Chief Torpedoman. Fire Controlman 3c, Fire Controlman 2c, Fire Controlman 1c and Chief Fire Controlman. Aviation Ordnanceman 3c, Aviation Ordnanceman 2c, Aviation Ordnanceman 1c, and Chief.

With the new order blanks, which will shortly be sent to all ships and stations, orders should be submitted in duplicate as specified on order sheet. These "request for training courses"

were made up in order to aid the educational officer in securing courses available, to cut down on typing, and to standardize method of ordering. Until such time as these requests for training courses are received, when submitting order for enlisted training courses, only one copy is necessary. However, if enlisted training courses and other books or forms are requested in same order, two copies are desired.

Audiovisual Kit Being Distributed

An audiovisual first-aid instruction kit, perfected by the Bureau of Medicine and Surgery in cooperation with the Bureau of Aeronautics, is being distributed among navy yards and shore stations.

Through the medium of slide films, some of which are in natural color, and synchronized narration on phonograph records, the compact outfit provides 14 two-hour lessons, each of which is to be devoted in part to practical demonstrations.

While intended primarily for Navy personnel, both service and civilian, the kit already has proved so popular that requests for its use in private industrial plants and for civilian defense classes are being filled. The narrator is Vincent Pelletier, radio announcer.

Australia-Bound? Take Clothing Supply

Because most items of civilian clothing are rigidly rationed in Australia, it is recommended that all personnel ordered to this area provide themselves with an ample supply of all items of clothing, not ordinarily procurable from Clothing and Small Stores; especially those garments manufactured from cotton materials.

The Commonwealth Director of Rationing has made a liberal allowance of coupons for the use of United States naval personnel; even so, there is some difficulty in procuring such items as shirts, collars, socks, etc. The outer uniforms may be procured without difficulty.

Long Cab Rides Are Limited

A sailor's dash back to his station at the last minute before his leave expires is not a "military necessity" so taxicabs cannot be used for this purpose if the trip exceeds 10 miles from the town where the cab was hired.

This is contained in a statement by Joseph B. Eastman, director of the Office of Defense Transportation, explaining the order limiting use of taxicabs. The order, now in effect, places a 10-mile limit on the distances taxicabs are permitted to travel beyond the corporate boundary line of the municipality in which the trip starts. Exemptions are permitted in the case of "emergencies arising from an accident, sickness, death, public calamity, or military necessity." Military necessity is construed for purposes of conservation of rubber and gasoline as meaning a trip in actual line of duty, and does not allow for the personal conveniences of members of the armed forces.

Dogs Being Trained For Sentry Duty

The Marine Corps is training dogs for sentry duty. Three Marine instructors are putting dogs through their paces at an Army post in Hawaii, with a view to using them as aids to sentries for beach patrol, on roads and in other places where the canine sense of hearing and smell will be of particular help. Each dog will work with a Marine sentry and take orders from him alone.

Tribute to Fighters

The gallant offensive operation against the Barbarian Japanese in the Solomon Islands is an inspiration to us at home who are forging the Eon of Victory. Through you may we convey our admiration to our men in the Solomons.

—Massachusetts State CIO Council.

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Air Combat Intelligence Officers

Trained for Variety of Tasks at Quonset

Air Combat Intelligence officers are carefully selected from best qualified graduates of the A-V (S) Indoctrination School at the Naval Air Station, Quonset Point, R. I. They are then given a 2 months' course in the Air Combat Intelligence Officers' School, which is also at Quonset. The ACIO course covers technical instruction in aviation material, recognition of ships and aircraft, the briefing and interrogation of pilots, aerology, photographic interpretation, plotting the theatres of war, general intelligence matters, anti-submarine methods and other subjects which will enable these officers to perform their duties ashore and afloat.

Present quotas call for the assignment of ACIO's to all squadrons, air stations, including LTA and Coast Guard stations; sea frontiers, staffs, Marine Corps units; Fleet Intelligence Centers; etc.

Two classes of ACIO's have been graduated and ordered to duty. They total about 100. The third class of 150 (136 Navy and 14 Marines) will graduate about 15 October. A class will graduate each 2 months thereafter, until program is completed.

These officers will naturally be employed as their various commanding officers direct. The primary functions for which they have been trained are as follows:

In Squadrons.—The briefing of pilots before take-off; interrogation of pilots upon their return from action; preparation of action reports; maintenance of squadron intelligence material and files; recognition training; preparation of technical aviation combat intelligence reports on aviation material defects, methods, training, etc.; preparation of similar reports on enemy material and methods; pilot interviews.

On Staffs and at Intelligence Centers.—The dissemination of air combat intelligence received from outside sources; the study, collation, forwarding and dissemination of the air combat

intelligence which reaches them from their own units in the field; liaison with Army, Marine and other ACI activities; liaison with photo interpretation units.

Patrons and Sea Frontiers.—See all duties listed above. In Sea Frontier Headquarters, these officers may also be used for operational watches. They may, in addition to their regular duties, stand similar operational watches in operations centers at the various air stations and in other operating units. Squadron and air station ACIO's, augmented if the number available is not sufficient, could also be assigned to operational watch duties.

It is hoped that ACIO's will assist in maintaining a constant flow to the Navy Department, through the echelons of command:

- (a) of our own material defects and requirements,
- (b) of methods developed which should be passed on at once to our training program,
- (c) of the latest information on enemy material and methods.

Option Given on Clothing Allowance

Under a new plan, effective immediately, men who enlist in the Navy, Coast Guard, Naval Reserve or Coast Guard Reserve will have the option of receiving their clothing allowance in cash instead of goods. The allowance, based on cost of a complete outfit of clothing, currently amounts to \$133.81. After a year's service the men will receive a clothing maintenance allowance of \$8.75 per quarter. Heretofore clothing was issued only, cash allowances not being available.

In addition to the initial allowance, enlisted men are entitled to an allowance of \$250 upon advancement in rating to chief petty officer, officer's cook or officer's steward, or assignment

to duty as members of the Navy and Naval Academy or Coast Guard Academy bands. After 1 year from the date of advancement or assignment these enlisted men will be entitled to a clothing maintenance allowance of \$18.75 each quarter.

Men who enlist with ratings of chief petty officer, officer's cook or officer's steward will receive an allowance of \$300 and a quarterly maintenance allowance of \$18.75 after serving a year.

Formerly enlisted men, including chief petty officers, were entitled on enlistment to draw clothing from naval clothing facilities up to \$133.81 in value. No cash allowance was provided either initially or for the upkeep of uniforms, nor was cash allowed for the new uniforms required upon advancement to ratings of chief petty officer, officer's cook or officer's steward.

Under the present plan newly recruited enlisted men and chief petty officers have the option of either obtaining their gear through naval facilities by drawing against a uniform allowance credit in their accounts or receiving the allowance in cash for the purchase of outfits commercially.

New Specialist (S) For Shore Patrol

The Navy has created a new class of specialists, designated as Specialist (S) (Shore Patrol), to include former policemen enlisted for shore patrol duty. All applicants must be of unquestionable reputation and have maintained excellent records during their police experience. Applications must be accompanied by letters of recommendation from their present employers or respective chiefs of police.

Men with 15 years' police experience and previous military training may obtain ratings as chief specialists. Pay for this rating under acting appointment is \$126 a month plus keep or in lieu of keep an allowance of \$2.75 per day for food and rent. Men with 10 years' police experience and previous military training may obtain the rating of Specialist (S), first class, with pay of \$114 per month plus keep or allowances.

Men with 6 years' police experience may become Specialist (S), second class, with pay of \$96 a month plus keep or allowances. Those men with 2 years' police experience may become Specialist (S), third class, with pay of \$78 a month plus keep or allowances.

Enlisted Men Can Be Reserve Midshipmen

Enlisted men of the Navy and the Naval Reserve are eligible for Reserve Midshipmen training leading to appointment as ensign, D-V (G) or E-V (G), United States Naval Reserve, if they have met the following requirements:

(a) Have been recommended by their commanding officers as having demonstrated outstanding leadership and officerlike qualities.

(b) Have met the physical requirements for appointment as ensign, D-V (G), United States Naval Reserve.

(c) Have graduated from an accredited university or college, or,

Have completed successfully 3 years' work in an accredited college and been on active duty 6 months, or

Have completed successfully 2 years' work in an accredited college and been on active duty 12 months.

(d) Candidates must have completed two 1-semester courses of mathematics while in college. A course in trigonometry must have been successfully completed either in college or secondary school.

(e) Must be 20 years of age, and under 28.

Applications of qualified college graduates may be forwarded to the Bureau of Naval Personnel at any time. Applications of candidates who have successfully completed 2 or 3 years at an accredited college or university may be forwarded 3 months prior to the completion of the required active duty. Report of physical examination on NMS Form Y must be forwarded with the applications.

More complete information will be found in the Bureau of Navy Personnel Circular Letter 56-42.

CONVERTED MERCHANTMAN



—Official U. S. Navy Photograph.

This is one of the first merchantmen converted into an aircraft carrier—now the U. S. S. "Charger". Details of the ship are withheld for reasons of security.

SHIPS NAMED FOR 25 WAR HEROES

The Secretary of the Navy has announced a list of 25 war heroes in whose honor the same number of escort vessels now under construction will be named.

All but one of those for whom the new ships will be named gave their lives in the present war. Eighteen were victims of the Japanese attack on Pearl Harbor. One is named for a World War hero.

All had received citations in the course of their naval careers.

The list of heroes and prospective vessels follows:

Buckley—In honor of Aviation Ordnance-man, Third Class, John Daniel Buckley, U. S. N. (First vessel so called.)

Bull—In honor of Lt. (jg) Richard Bull, U. S. N. R. (First vessel so called.)

Charles Lawrence—In honor of Aviation Machinist's Mate, Second Class, Charles Lawrence, U. S. N. (First vessel so called. Two previous vessels named *Lawrence*, in honor of Capt. James Lawrence, U. S. N.)

Daniel T. Griffin—In honor of Aviation Machinist's Mate, First Class, Daniel Thornburg Griffin, U. S. N. (First vessel so called.)

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KEEP YOUR OWN COUNSEL

One previous vessel named *Griffin*, in honor of Rear Admiral Robert S. Griffin, U. S. N.)

Donaldson—In honor of Lt. (jg) Trose Emmett Donaldson, U. S. N. R. (First vessel so called.)

Donnell—In honor of Ens. Earl Roe Donnell, Jr., U. S. N. R. (First vessel so called.)

Fogg—In honor of Lt. (jg) Carleton Thayer Fogg, U. S. N. (First vessel so called.)

Formoe—In honor of Aviation Machinist's Mate, First Class, Clarence Melvin Formoe, U. S. N. R. (First vessel so called.)

Foss—In honor of Ens. Rodney Shelton Foss, U. S. N. R. (First vessel so called.)

Gantner—In honor of Boatswain's Mate, Second Class, Samue Merritt Gantner, U. S. N. (First vessel so called.)

Gary—In honor of Seaman, Second Class, Thomas Jones Gary, U. S. N. (First vessel so called.)

George W. Ingram—In honor of Seaman, Second Class, George Washington Ingram, U. S. N. (First vessel so called. One previous vessel named *Osmond Ingram*, in honor of Osmond Kelly Ingram, Gunner's Mate, First Class, U. S. N.)

Jeffery—In honor of Ens. Ira Weil Jeffery, U. S. N. R. (First vessel so called.)

Lamons—In honor of Boatswain's Mate, Second Class, Kenneth Taft Lamons, U. S. N. (First vessel so called.)

Lee Fox—In honor of Ens. Lee Fox, Jr., U. S. N. R. (First vessel so called. Two previous vessels named *Fox*, in honor of Hon. Gustavus Vasa Fox, Assistant Secretary of the Navy.)

Lovelace—In honor of Lt. Comdr. Donald Alexander Lovelace, U. S. N. (First vessel so called.)

Manning—In honor of Aviation Machinist's Mate, Third Class, Milburn Alexander Manning, U. S. N. (First vessel so called.)

Neuendorf—In honor of Seaman, First Class, William Frederick Neuendorf, Jr., U. S. N. (First vessel so called.)

Newman—In honor of Aviation Machinist's Mate, Third Class, Laxton Gail Newman, U. S. N. (First vessel so called.)

7 Ships Named For Lost Vessels

Seven United States naval vessels have been named after ships previously announced lost as the result of enemy action or demolition to prevent their capture by the enemy. Four of the ships were lost in areas of major Pacific actions—one in the Coral Sea, one in the Java Sea, and two in the Philippines area.

The U. S. S. *Neosho*, an oiler, takes its name from a tanker lost in the Coral Sea after Japanese aircraft had located and bombed it and its accompanying destroyer, the U. S. S. *Sims*, on the afternoon of May 7.

The U. S. S. *Perch*, a submarine, is named after the former U. S. submarine *Perch*, last reported in the Java Sea. On April 11 she was announced overdue for more than a month and presumed lost.

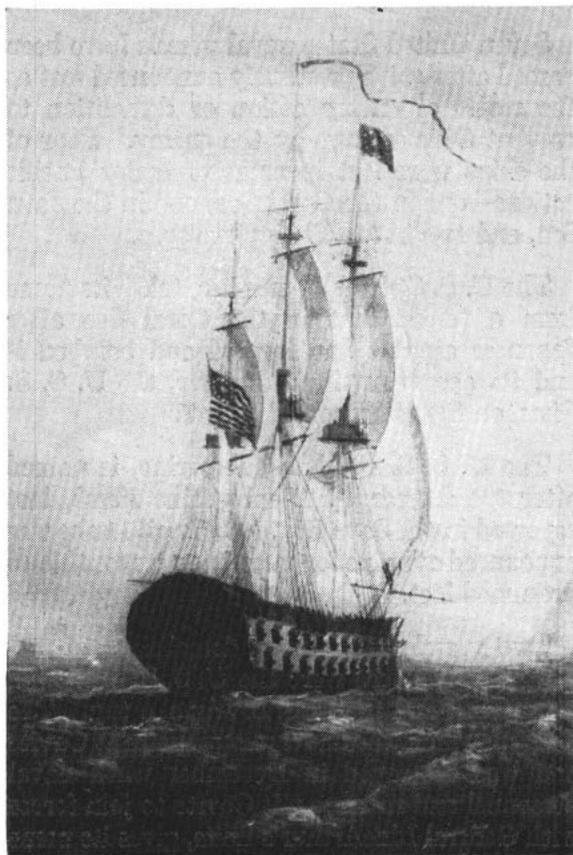
Two vessels which were demolished to prevent their capture were the U. S. S. *Sealion*, a submarine, and the U. S. S. *Napa*, a tug. The *Sealion*, which was undergoing repairs at Cavite and was destroyed in December when naval personnel and marines left Cavite to join forces with General MacArthur's units, gives its name to another submarine; and the U. S. S. *Napa*, a tug, destroyed when it became apparent that the fall of Bataan was imminent, as announced by the Navy Department April 10, has passed its name on to an auxiliary transport.

The U. S. S. *Shark*, a submarine, bears the name of a former undersea craft which was announced on March 18 as overdue in the Far East for more than a month and presumed lost.

A converted yacht is named U. S. S. *Cythera* after a small patrol vessel which was announced on June 4 as overdue in the Atlantic area and presumed lost.

The U. S. S. *Neches*, an oiler, derives its name from a former naval tanker, torpedoed and sunk by an enemy submarine, as announced on February 3.

NOVEMBER IN NAVAL HISTORY



—Naval Records and Library.

U. S. S. AMERICA

First United States Ship of the Line

1 November

1905—British Squadron, commanded by Prince Louis of Battenburg, visited Annapolis

Outstanding events in naval history are logged here monthly as a matter of interest, and for use by ships and stations in preparing daily slides to flash upon the screen before the featured moving picture. This month's chronology was prepared by the office of Naval Records and Library.

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—Naval Records and Library

ESEK HOPKINS

First "Commander in Chief of the Fleet"

and was received by vessels of the Atlantic Fleet.

2 November

1862—U. S. S. *Penobscot*, Commander J. M. B. Clitz, destroyed British Schooner *Pathfinder* at Shallotte Inlet, N. C.

4 November

1796—Treaty of Peace concluded by the United States with the Bashaw of Tripoli.

1903—Men landed from the U. S. S. *Nashville*, under Commander John Hubbard, at Colon,

Panama, for the protection of American interests.

1909—National Geographical Society voted Commander Peary, U. S. N., a gold medal for discovery of the North Pole.

5 November

1775—Naval Committee appointed Esek Hopkins, of Rhode Island, "Commander in Chief of the Fleet," the fleet being the first vessels of the organization known as Continental Navy.

6 November

1776—Continental Naval Board appointed, consisting of three persons, subordinate to Marine Committee.

8 November

1861—Officers and marines from the U. S. S. *San Jacinto* boarded the British mail steamer

Trent at sea, and removed Messrs. Mason and Slidell, Confederate commissioners, and their secretaries, Messrs. Eustis and Macfarland.

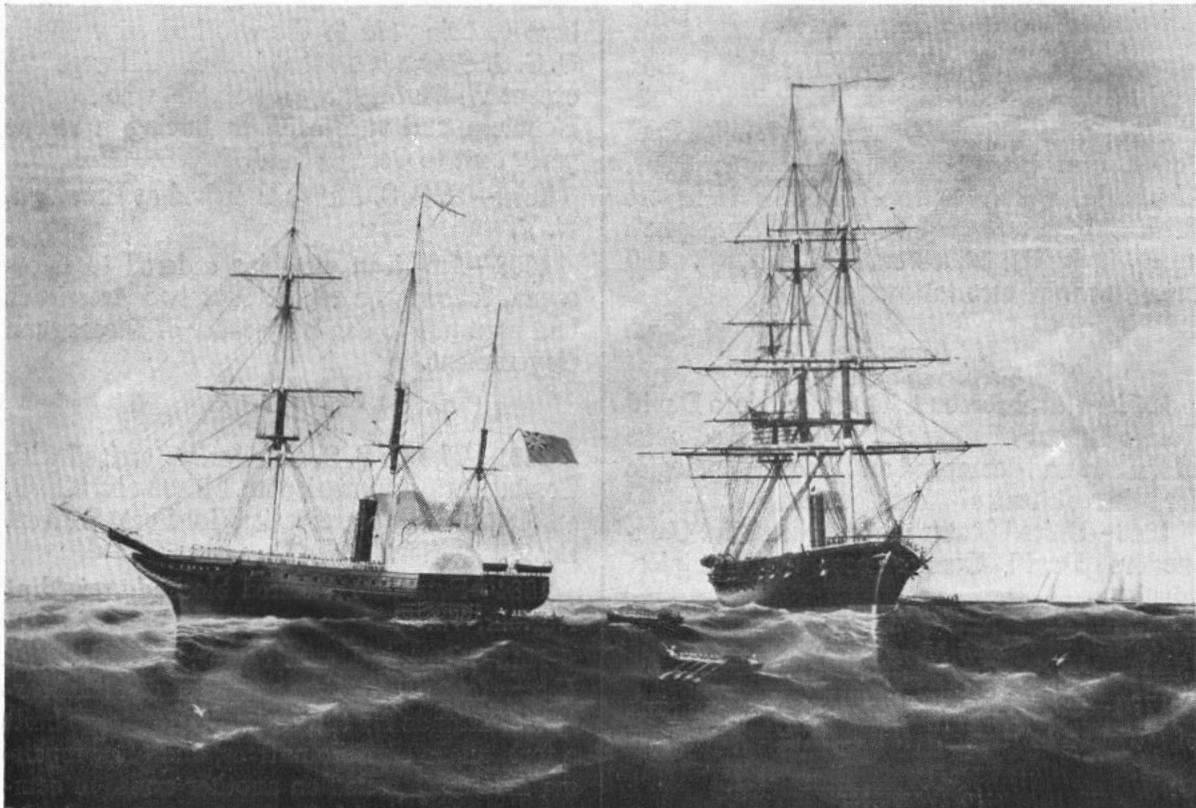
1906—President Theodore Roosevelt embarked at Piney Point, Md., for Panama on the *Louisiana*, convoyed by the *Tennessee* and *Washington*; being the first time a President passed beyond the jurisdiction of the flag.

1912—President Taft ordered cruisers *Tennessee* and *Montana* to proceed to the Mediterranean to afford protection to Americans in Turkey.

9 November

1776—A law passed authorizing the building of the first U. S. line-of-battle ship, which was named *America*, and had 74 guns.

1880—The U. S. S. *Ticonderoga*, Commodore R. W. Shufeldt, completed a 2-year cruise around the world, being the first United States steam war vessel to make such a trip.



—Naval Records and Library

THE "TRENT AFFAIR" Transfer of Men on the High Seas

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10 November

1775—Establishment of the Marine Corps authorized by the Continental Congress.

11 November

1918—Signing of the armistice with Germany by allied nations engaged in the World War.

1903—Cuban naval station at Guantanamo was transferred to the United States.

12 November

1803—Capt. Edward Preble, commodore of United States squadron in the Mediterranean, on U. S. S. *Constitution*, declared Tripoli in a state of blockade, and notified neutral nations of same.

1921—First International Conference on Limitation of Naval Armaments opened at Washington, D. C. Treaty signed February 6, 1922, prescribing ratio of naval strength as 5-5-3-1 $\frac{3}{4}$ -1 $\frac{3}{4}$ respectively, for United States, Britain, Japan, France, and Italy.

13 November

1776—The *Alfred*, 24 guns, Capt. John Paul Jones, and the *Providence*, 12 guns, Capt. Hoisted Hacker, captured British transport *Mellish* with stores for General Burgoyne's army, including 10,000 suits of uniform. 150 prisoners were also taken.

14 November

1824—Naval force under Commodore David Porter landed at Foxardo, P. R., spiked guns of the fort and demanded and received apologies for mistreatment of American seamen.

1846—United States naval force under Commodore David Conner occupied Tampico, Mexico.

15 November

1776—Congress established the relative rank of Navy and Army officers.

16 November

1776—*Andrew Doria* saluted the Dutch flag

at St. Eustatia with 13 guns; received a salute in return, the first given the Continental flag by a foreign power.

1899—Gunboat *Castine*, Commander S. W. Very, assisted in capture of Zamboanga, Mindanao, P. I.

1901—Boats from the U. S. S. *Vicksburg* cooperated with marines in Philippine Islands. Engaged the enemy several times.

17 November

1917—U. S. Destroyers *Fanning*, Lieutenant (now Vice Admiral) Carpenter, and *Nicholson*, Commander Berrien, destroyed German U-68 and captured her crew.

18 November

1870—Lt. J. G. Talbot and four seamen left Ocean Island, about 100 miles west of Midway Island, on a voyage of 1,600 miles in an open boat to bring aid to the wrecked crew of the U. S. S. *Saginaw*, on that island. All were lost except William Halford, coxswain, who reached Honolulu and succeeded in having a rescue party sent to Ocean Island.

1890—U. S. S. *Maine* launched at Brooklyn, N. Y.

1909—American warships ordered to Nicaragua, following a report that two Americans had been put to death by order of Nicaraguan Government.

19 November

1861—The U. S. S. *San Jacinto* arrived with Confederate Commissioners, Mason and Slidell, on board for incarceration in Fort Warren, Boston Harbor.

1864—President declared blockade raised at Norfolk, Va.

1813—Captain David Porter, in the U. S. S. *Essex*, formally took possession of the Marquesas Islands for the United States. He built a fort, quelled hostile natives, and after repairing his vessel, sailed on another cruise in company with one of his prizes, renamed the *Essex, Jr.*

20 November

1918—First contingent of 20 German submarines surrendered at Harwich.

21 November

1918—German High Seas Fleet surrendered and was interned.

22 November

1856—American-ships-of-war *Portsmouth*, 20 guns, and *Levant*, 18 guns, under Commanders Foote, Bell and Smith, forced the "Barrier Forts" at Canton, China, to surrender, after several days' bombardment. The forts had previously fired on our vessels. Casualties: American, 7 killed, 22 wounded; Chinese, 400 killed.

24 November

1862—While attempting to capture the town of Onslow, N. C., Lt. William B. Cushing, in the Gunboat *Ellis*, ran aground and was attacked by Confederates. Cushing defended his ship for 2 days, and then setting her on fire escaped with the survivors.

1904—Dry dock at Charleston Navy Yard opened for service. Able to accommodate the largest and deepest vessels in the world.

25 November

1775—Continental Congress declared British vessels open to capture by Americans, in retaliation for ordering the attack on American seaport towns.

1890—Two Brazilian battleships arrived in New York, bringing a medal from the new republic to the President of the United States. Met by United States warships.

26 November

1917—U. S. S. *Drayton*, while escorting a straggler from convoy O. Q. 28, saw oiler *Crenella* torpedoed. Ran over position where oil slick indicated submarine and dropped depth charge. Quantity of oil and bubbles came up. Prompt action of *Drayton* probably

saved *Crenella* being again attacked. She was escorted to Queenstown by *Cushing*.

1918—Allied fleet arrived at Sevastopol and took over remainder of Russian Black Sea Fleet from the Germans.

27 November

1917—First draft of United States Navy men arrived in Scotland for the Mine Force.

28 November

1812—Marines and bluejackets from the U. S. S. *John Adams* attacked fort at Red House, Canada.

1812—Ten boats under Lt. Samuel Angus, U. S. N., accompanied a detachment of the Army of about 350 men, which captured Fort Niagara, Lake Erie, and burnt the barracks.

29 November

1929—Commander Richard E. Byrd, U. S. N. (Retired) flew over South Pole in the trimotored airplane he took to the Antarctic, and dropped a U. S. flag there.

30 November

1782—Preliminaries of Peace signed at Paris between British and American Commissioners at close of Revolutionary War.

1782—A battle of barges, relatively speaking the bloodiest battle of the Revolution, near Tangier Sound in the Chesapeake Bay.

TRAINING FOR WAR

"Admiral King says it's going to be a long war and we'll really hit our stride in about a year's time. Officers tell me it's not only going to be a long war but a terrible war filled with horror and disaster and that American parents should really ask for the sort of severe military training which will make each American boy the equal of any foe he can face. The harsher the training, the more severe the discipline, the more likely is the boy to come home safely."

—EARL GODWIN (NBC)

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