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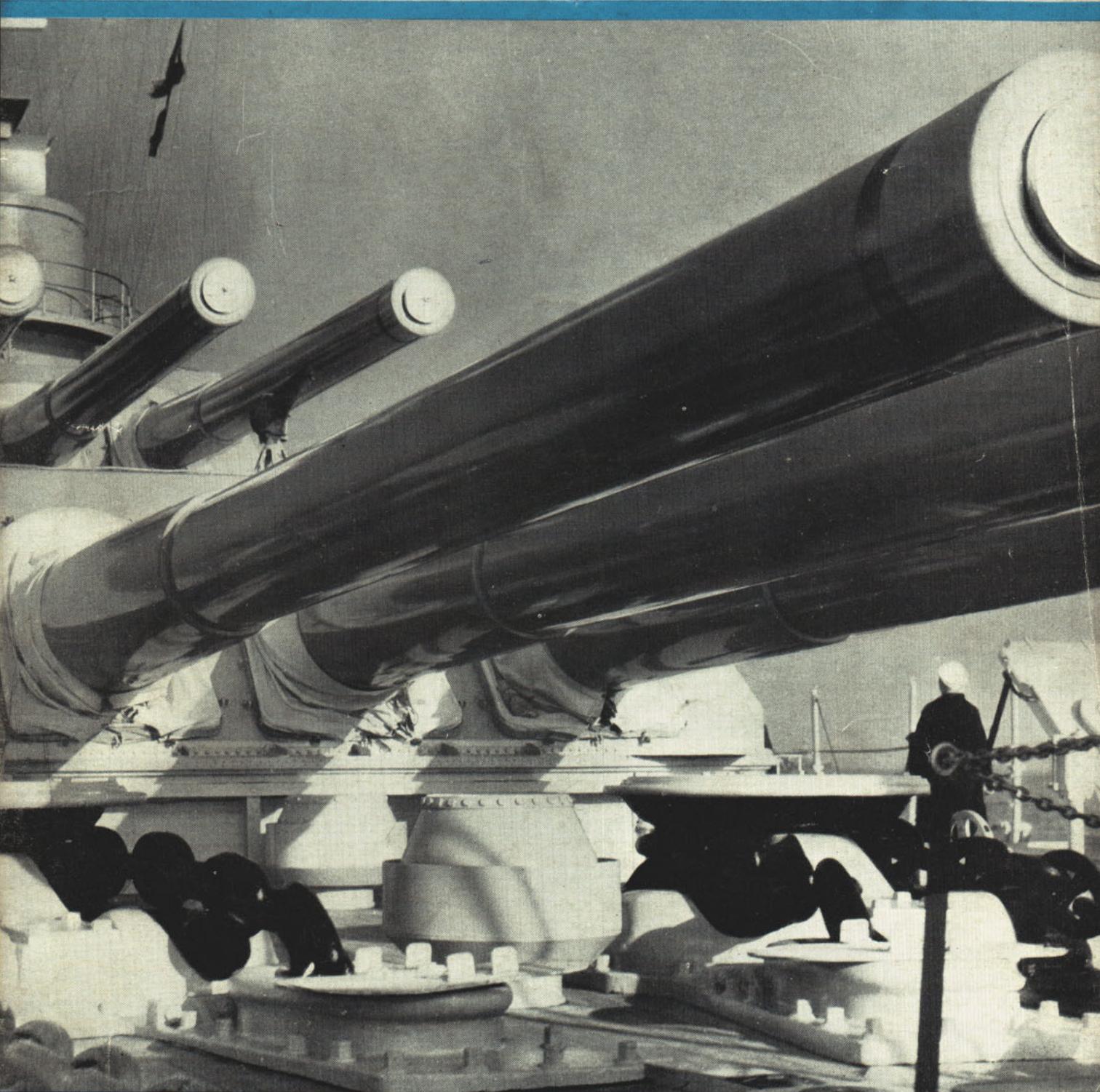
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NOVEMBER 1942

NAVAL PERSONNEL

INFORMATION BULLETIN



MAIN BATTERY



BUREAU OF
NAVAL PERSONNEL
INFORMATION BULLETIN

NOVEMBER 1942

• NUMBER 308

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The Chief of Naval Personnel
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The Assistant Chief of Naval Personnel

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This magazine is published monthly in Washington, D. C., by the Bureau of Naval Personnel for the information and interest of the Naval Service as a whole. Because copies cannot be furnished all personnel individually at present, it is requested that each copy be given as wide a circulation as possible. It is suggested that readers pass along their copies when they are finished. To further publicize the contents, ship and station papers may desire to reprint pertinent material from the Bulletin. All activities should keep the Bureau informed of how many copies are required. Articles of general interest may be forwarded to the Editor via official channels.



They're Called the 'Orphans of the

ARMED GUARD FIGHTS LONELY BATTLES TO PROTECT CARGOES

Over the far-flung convoy trails that cover the Globe the Navy's "Orphans of the War"—the Armed Guard crews—carry on to keep the flow of supplies moving to our own forces and our Allies.

Under the blazing sun of the Caribbean and the Indian Ocean—over the wintry "road to Murmansk" with its menace of ice and snow carrying almost as great a threat of disaster as the submarine and dive bombers—the Armed Guards hammer away to keep the path overseas open and Davy Jones' locker shut.

Not merely against the submarine menace are these men of the Armed Guard operating, for one officer in a matter-of-fact report related how his crew had faced enemy air fighters, and bombers, surface raiders and mines on one trip they successfully completed to a port less than 75 miles from the fighting front.

Gun crews of the Armed Guard have been exacting their toll of the Axis raiders in the air, on the surface, and underwater. Crews from two of the guarded merchant men attacked by enemy aircraft were officially credited by observers of the nation in whose port they were unloading cargo and by Naval observers of their own country with having sent three of the enemy aircraft plunging in flames into the waters of the harbor.

It isn't all manning guns for these hardy members of the Armed Guard, however, for time and again they have been forced to take to boats and life rafts as their torpedoed craft slid under the waves.

Days of drifting under the merciless sun was the lot of one of these crews before they finally were picked up by a convoying destroyer that had been called to their aid by a patrol plane that sighted their frail craft tossing on the brassy southern sea.

"U. S. Navy gun crew members were the last to leave the ship," was the laconic report of the master of a cargo ship that had been torpedoed.

This crew, the master said in enlarging on his report, stuck by their gun until the deck on which their gun had been placed was almost knee deep in water.

They waited so long, however, that only one of the nine was saved. This man was picked up after he had been swimming around for the greater part of the night—for the craft was torpedoed in the dead of night.

A master who knew full well that his vessel had been struck a death blow gave the order to abandon ship but not for these Armed Guards. Experience had taught them that time after time the undersea raiders surfaced to shell the lifeboats and they were willing to pay with their lives for a crack at the enemy.

It was their task to keep the sea lanes open, to maintain the Navy's tradition of "not giving up the ship," and this they did even though they paid with their lives.

"Loaded 5,000 cases of TNT, then cleared to join convoy" was the log entry of another commander of an Armed Guard crew in his report to the Navy Department after the successful completion of a trip overseas. "Sitting on a load of dynamite" was literally the truth for this crew. They saw the trip through but only after battling against air and sub forces.

Time after time they were attacked by Axis air raiders. Time after time they set up antiaircraft barrages so terrific that the raiding planes turned back to their base. Bombs were dropped on them often but they kept the raiders at such high altitudes that the bombs dropped harmlessly some distance from the TNT-laden freighter.

One of the raiding planes, the commander of this particular ship reported, after being driven off time after time, finally was sighted diving directly at the port side of the ship. Then, as fire was directed at him, he was hit and crashed smoking and flaming into the sea. The Axis raid-

er's running mate, the captain reported, made no further attempt to attack the convoy. He wheeled in the air and vanished over the horizon.

It wasn't only beating off air attackers for the crew of Navy sharpshooters on this freighter, as witness the following quotation made late in May from the report of the Armed Guard commander:

"Between snow flurries that continued all day and night a single scout plane was observed circling the convoy far out of range. This procedure was maintained for some time when the plane disappeared. Then the Commodore hoisted a signal to expect an air attack. Less than an hour later in the early morning hours three planes were sighted on the starboard wing of the convoy and fire was immediately opened. The planes continued their approach in formation toward the convoy. Just before passing over the center of the line of the leading ships the plane on the left of the formation was hit. It seemed to stop for a moment and then plunged into the sea in flames. At the same time, the leading plane and the plane on the right of the formation dived and attempted to torpedo the two leading ships."

It wasn't only beating off air attackers for the crew of Navy sharpshooters in this convoy. Here is another quotation from the log of the Armed Guard after the convoy landed in the heart of an attacking sub pack.

"Just a few minutes after the air attack the lookout on this ship sighted the exposed part of a submarine's conning tower in the heart of the convoy and just a FEW YARDS off our starboard quarter.

"In fact, she was so close aboard that neither a heavy gun mounted on the stern nor machine guns were able to be brought to bear on it. Evidently realizing that we had sighted her, the submarine changed course and came across to the port quarter. When she was about 25 yards away from the ship, fire was opened. The second shot from the stern gun struck her squarely in the conning tower. As the shell exploded, the top of the conning tower was blown off. As she appeared to

War' But They're Doing a Job



—Official U. S. Navy Photograph.

In fair weather and foul, armed guard crews keep sea paths open, and our supplies flow around the world.

sink, the water boiled up in a great froth of air and bubbles. After observing the spot where she submerged we saw an oil slick forming with occasional bubbles rising to the surface.

"At this point one of the gunners reported a torpedo track crossing our bow from port to starboard. The ship immediately backed at full speed and the torpedo missed us by a few feet."

The trip of the Armed Guard that previously had been listed as bringing down three planes reads like a nightmare of continuous action against the

enemy, but still they carried through to victory on the ocean road overseas and home again. Extracts from a résumé of the voyage as submitted by the commander of the Armed Guard crew follow:

"Upon our departure from -----, March ----, we ran into foul weather that ended in a full gale lasting several days, with the result that seven ships lost their convoy escorts in the excessive weather. On March ----, we were attacked by a high altitude bomber and again on the same after-

noon by a dive bomber. Enemy destroyers which attempted to intercept the convoy during the air attack were defeated. Of the attacking surface raiders one destroyer was sunk and another set afire. On four occasions our escort vessels dropped depth charges. Just prior to entering the safety of the submarine net at -----, we were attacked by a pack of submarines which were repulsed by our escort vessels with damage to three of the attackers.

"During our stay in ----- we were frequently bombed by enemy planes and manned our anti-aircraft guns 58 times. Gun Crew 1E shot down two enemy planes, helped bring down a third, put one rear gunner out of action, and hit several others causing slight damage. The air raid on one Sunday saw the fiercest bombardment during our stay in the port. The attack lasted, except for short intervals, for 6 hours.

"On the return trip from ----- to our home port we were attacked one morning by four torpedo-carrying planes and on the same afternoon enemy destroyers attacked our convoy several times getting close enough to drop shells among the merchant ships without any great damage. German planes circled the convoy until the afternoon of May -----

"By this time the vessel was far out on the trail home across the Atlantic."

So goes the Armed Guards' routine report of a trip in the life of a convoy.

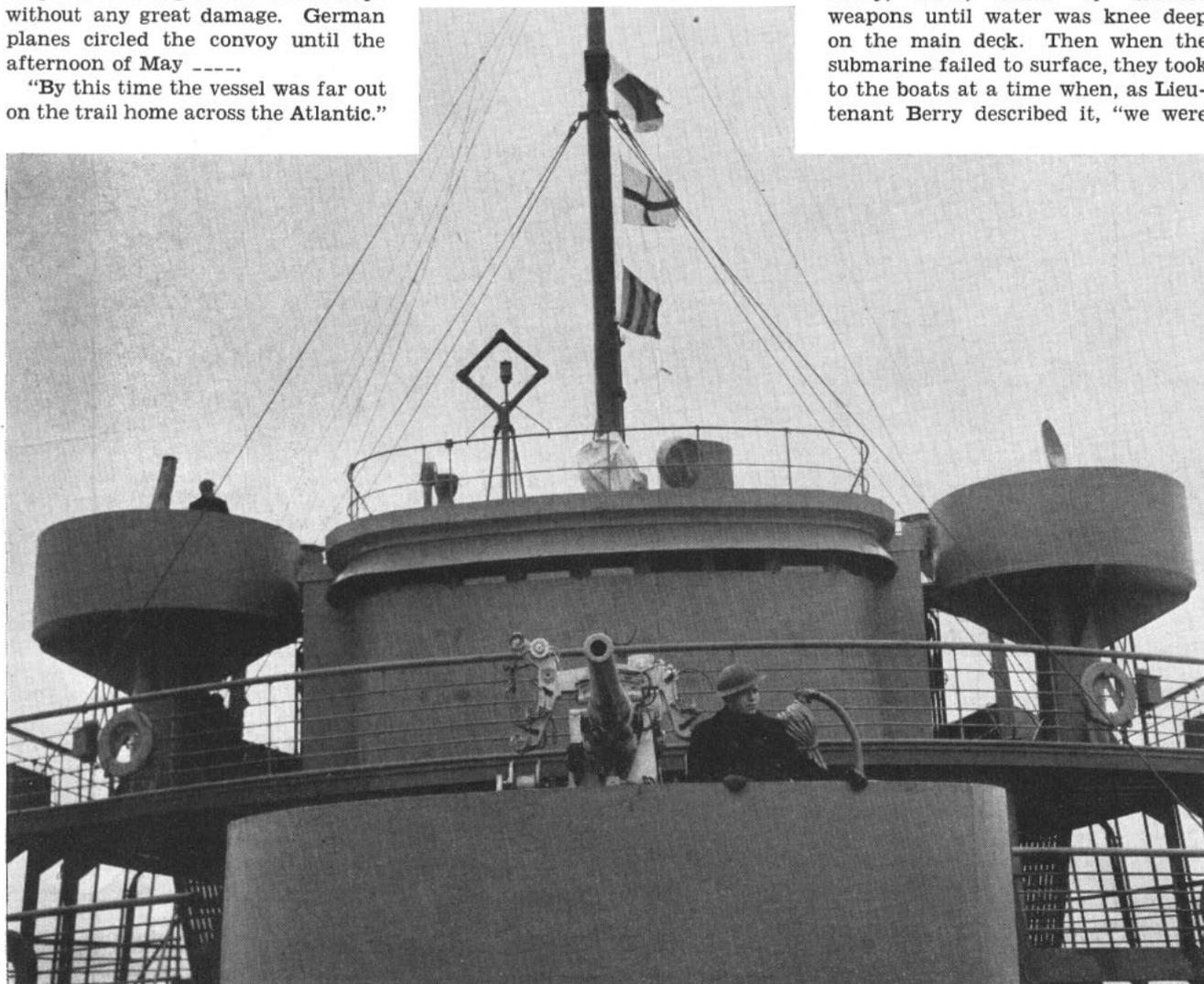
A member of the Navy less than a year, F. Gallegos, Seaman second class, inscribed his name on the roll of Navy heroes by his actions one night when a freighter on which he was a member of an Armed Guard crew was torpedoed and sunk in the Caribbean.

Ordered into a lifeboat when the command to abandon ship was given, he discovered his lifeboat had been crushed in the explosion that followed the torpedoing. Gallegos jumped over the side of the sinking freighter, swam around in the darkness until he located a life raft and then spent the remainder of the night and part

of the next day picking up survivors. Then, according to his commanding officer, he took charge of the crew of the merchantman until they were picked up and brought safely to port.

When this freighter was torpedoed it had already taken aboard survivors, including members of an Armed Guard crew, from another merchantman that had been torpedoed. These Navy gunners were unable to work their gun because it had been torn loose from its base when the first torpedo struck the vessel.

Despite the fact that their main weapon of offense had been destroyed the Armed Guard crew commanded by Lieutenant (junior grade) R. B. Berry, USNR, stuck by smaller weapons until water was knee deep on the main deck. Then when the submarine failed to surface, they took to the boats at a time when, as Lieutenant Berry described it, "we were



—Official U. S. Navy Photograph.

Armed Guard crew members maintain a constant watch for the enemy.

riding practically on top of the boat deck and thought the funnel was going to strike us as it toppled."

During the night they rounded up members of the crew of the sunken freighter and lashed them together. Shortly after dawn they picked up lifeboats from another torpedoed freighter and kept them in line until they were sighted by a freighter.

The wind-tossed crews were finally picked up by the third freighter after drifting for about 12 hours. By this time men aboard the third steamer numbered 116. The two naval gunnery officers set their Armed Guard crews up both as lookouts and gunners. The freighter then turned back to its course and was steaming full speed ahead when torpedoed. Adrift for hours again, they were picked up by U. S. patrol craft.

The master of a steamer off the coast of Cuba brought his ship safely back to port with nothing but the highest praise for the work of his Navy gunners. Standing on the bridge of his vessel he saw the members of his Armed Guard crew firing at almost point blank range at an Axis undersea raider.

"Whether our fire scored, I cannot say definitely," he reported, "for it was at night. One of my crew being on the poop during the brief engagement, and in better position than mine to observe the results, states positively that our second shot scored."

The master of the ship reported discovery of the submarine to the Navy Department as follows:

"Shortly after dawn, a vessel was observed approaching directly from astern, the most visible part being the tossing bow wave. I recognized it almost instantly as a submarine on the surface and sounded the General Alarm, rang for full speed and ordered full right rudder to keep our heavy stern gun bearing on the enemy. Simultaneously the submarine must have discovered the blackened out shape of the freighter, because it swerved to the left and came almost abeam on our port side and opened fire with a machine gun, raking our port side. Within a minute the Armed Guard crew swung into action with one of their guns. Immediately

the submarine crash dived and we had only time for three shots before she was submerged."

Said the master of the ship, reporting the battle to the owners of the ship:

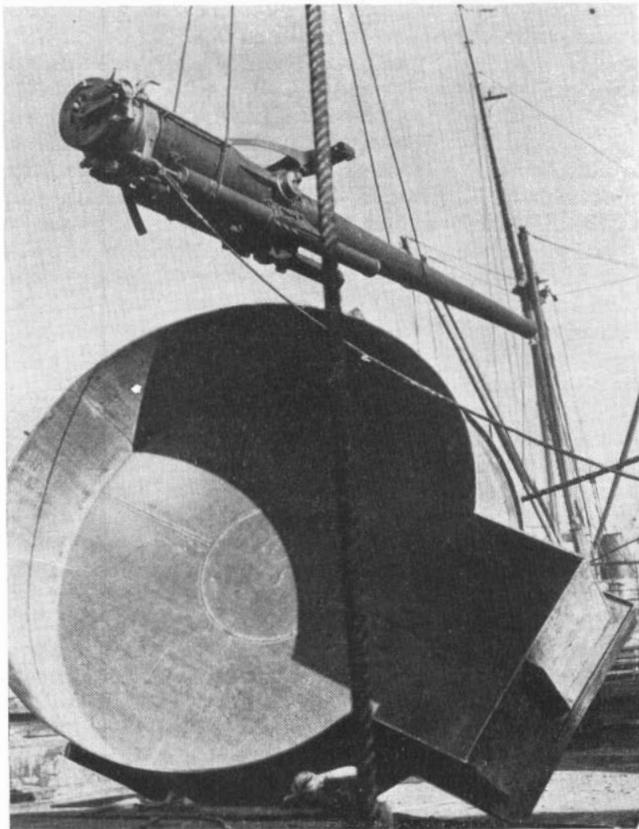
"It is a sobering thought to contemplate that one has participated in sending some 60 men to their Maker. On the other hand, this submarine was west-bound, most certainly loaded to capacity with torpedoes and ammunition, bound on a voyage of destruction, and our action has spared many American seamen's lives and ships."

The Armed Guard dates back to the summer of 1941, when Navy anticipated that effective transportation of Lend-lease materials would eventually necessitate the arming of merchant vessels. To this end, it was necessary to coordinate the plans and efforts of various bureaus: Personnel, for training the gun crews; Ordnance, for the supply of guns and ammunition; Ships, for installation plans on the armament required; Operations, for making the ships available and getting the guns installed; Supplies and Accounts, for special pay problems of men on detached duty; and the Maritime Commission, for getting the co-operation of steamship owners and operators. As a result of conferences, the kind of training needed, the types of guns to be supplied, and the size of the crews to man the guns were decided upon. Actual arming started on November 18, 1941, the day the President signed the Repeal of the Neutrality Act.

Scarcity of General Service officers made it imperative early in the program to procure, indoctrinate, and specially train D-V(S) officers to take command of the gun crews. Such an officer, when selected for this strenuous and comparatively independent duty, is sent first to one of the Local Defense Schools at Boston or San Francisco, for a month's preliminary training in Armed Guard duties. He studies Navy Regulations, seamanship, pertinent international law, communications, preliminary ordnance and gunnery, and the special problems he will encounter aboard a merchant vessel manned by merchant marine personnel. Next he progresses to one of

the Armed Guard Schools which have been established at Little Creek, Virginia; Gulfport, Mississippi, and San Francisco, California. In effect this is a practical gunnery school at which he spends another month training with the gun crew. He sees training films, conducts loading drills, and holds intensive firing practice with a variety of guns. The men are rotated in the various stations so that they become proficient in all of them and versatile enough to serve as gun captain, sight setter, pointer, or trainer. Flexibility is the keynote of the curriculum because crews are assigned to ships on a basis of the armament carried, and armament varies greatly. On board the merchant vessels these trained Navy gunners fill the important positions at the guns, their efforts being supplemented in loading and handling ammunition by willing members of the merchant crews.

At the conclusion of his training, the officer and his gun crew report to one of the three centers or pools which have been established to handle Navy personnel of the Armed Guard and to carry their records and pay accounts. These centers are located at New York, New Orleans, and San Francisco. When the officer reports to the Center he is likely to be overwhelmed at first by the size of the place and bewildered by the apparent confusion. But soon the Port Director is making up a convoy and he is called to a convoy conference. Here he is assigned to a ship, meets the master with whom he is to sail, and learns the route the convoy will take. He then discusses with the merchant captain their respective provinces of authority, for he is in command of the detail of Navy men, while the merchant captain is in command of the civilian crew. He is military advisor to the captain, and efficient protection of the ship depends on a clear understanding and trust of each other by these two officers, one of the Navy and one of the merchant marine. A splendid record of ready and sympathetic cooperation between the two services is being compiled. If there is time before he sails, the Armed Guard officer may use the ample ordnance facilities of the Center to



—Official U. S. Navy Photographs.

Tools for the Armed Guard crew of a merchant ship—a new gun and platform—are hoisted aboard. It takes guns to fight—but even more it takes men. Here are members of an Armed Guard Mobile Unit

receiving instructions from a Navy officer in sighting a 20-mm. gun. The man behind the gun has his eye too close to the sight. If he should fire the gun from that position, he would receive a black eye.

continue and intensify the training of his gun crew, for the Armed Guard Centers are designed to serve not merely as distribution points but also to give the constant practice which alone makes smoothly functioning gunners. Consequently, equipment for training is maintained at the Centers as well as at the schools, and it may be used again and again for beneficial refresher work when the crews return from a voyage.

Once at sea, the Armed Guards are charged with a single duty aboard their merchantmen: the defense of the ship in case of attack. They must, therefore, keep a continuous look-out in fair weather and foul, in accordance with the watch bill drawn up by the Armed Guard officer, and their vigilance has often averted disaster by enabling them to take action before the enemy could strike. In the event that the ship is torpedoed

and must be abandoned, the Armed Guards stand by the guns to the last, sometimes until water laps at their feet, hoping for a shot at an emerging submarine. This tenacity has cost the enemy a number of undersea wolves that confidently came up for a look around and a breath of fresh air too soon. Enemy aircraft that ventured within the range of Armed Guard guns have also regretted the accuracy of the fire they encountered, one of our gun crews being officially credited by the Russian Government with shooting down three Nazi bombers while their ship lay in port unloading.

The complete story of what the Armed Guards have done and are doing remains to be told. Like all the other branches of the Navy, this service has its heroes whose self-sacrifice, courage, and devotion to duty have been conspicuous. As of October 1, 1942, Armed Guard awards totaled

twenty-seven Silver Star Medals, two Navy and Marine Corps medals, sixty-six Letters of Commendation from the Secretary of the Navy, and two hundred thirty-four Letters of Commendation from the Chief of Naval Personnel. At present the submarine menace, though still a sharp threat to the cause of freedom, has declined to a marked extent. The Navy's guardians of the supply lines will continue to counter this threat, in order to insure that the laden freighters plow on, bearing the essentials of victory.

Indicative of the heroic efforts of the Armed Guard are the lists of men cited and commended for action. One such composite list was published in the September issue of the *INFORMATION BULLETIN*. Following is a supplementary list:

Armed Guard personnel receiving the Navy and Marine Corps Medal

are: Ralph Gardner, SM3c; and Donald L. Vandiver, AS.

Those receiving the Silver Star Medal are: William Henry Albright, Cox, USN; Robert G. Kilburn, Cox; Ens. Arthur D. Maddalena; George J. Norton, GM3c, USN; Ens. Gus G. Starros; Ens. Merrill R. Stone, Jr.

Those receiving the letter of commendation by the Secretary of the Navy are: Ens. Herbert K. Ames; Ronald H. Blake, Jr., GM3c, USN; Ens. Jules H. Bloch; James E. Dawson, Cox; Lt. Marcel Desgalier, Jr.; Ens. Claude R. Faunt, Jr.; Lt. (jg) John Gellert Grotenrath; Lt. (jg) Clarence A. Kelso; Lt. (jg) Robert E. McClure; Ens. Howell Sherer Murray; Ens. O. W. Adams Norman; Ch. M. Pennington, Cox, USN; Sheldon F. Rauh, GM3c, USN; Lowell C. Robinson, AS; Deomard J. Sanders, AS; Leonard J. Sanders, AS; William Stewart Sharp, Cox; Ens. Geo. T. Smith; Ch. C. Spivey, AS; Clifford H. Starnes, GM3c; Jos. K. Stouffer, RM1c; Robert J. Walters, AS; Sam B. Walington, AS; Dave P. Whittemore, AS; Sam E. Woods, Jr., AS; Walter Lee Wyatt, AS; Duncan H. Yentzen, Cox, USN.

Those receiving the letter of commendation by the Chief of Naval Personnel are:

Thos. W. Almond, S2c; James Eugene Barbee, S2c; James Jos. Barbier, S2c, USN; Buie Ray Barton, S2c; Raymond Wallace Beach, S2c, USN; W. Tate Below, AS; James H. Blanchette, AS; Burnley G. Brinkley, AS; Busby F. Brock, AS; Benj. O. T. Burleson, AS; Robert V. Campbell, S2c, USN; Willis L. Cannon, AS; Clyde Beaver Caskadon, AS; John A. Cassell, AS; William Castleberry, AS; Jos. P. Chromchak, AS, USN; Ch. W. Chronister, AS; Dean Willis Clark, AS, USN; Lawrence Collins, AS; James P. Connors, AS, USN; Leroy G. Connors, AS, USN; Howard W. Conover, AS, USN; Charles Coogan, AS; Wilber T. Cook, AS, USN; William E. Cook, AS; Emerson J. Cooksey, S2c; Robert Mc C. Cooper, AS, USN; Donald E. Corp, AS, USN; Geo. John Corrigan, Jr., SM3c; Marvin D. Coslet, AS; Fred A. Couch, AS; Gerald E. Cox, AS; James Henry Cox, S2c; USN; Wm. N. Crabtree, AS; John E. Craig, AS, USN; Delford H. Curson, S2c.

Gordon J. Davis, AS; Cosimo Dearle, AS, USN; Allen R. Denning,

AS; Geo. Jos. Downing, Jr., S2c; Thos. P. Fennessy, AS; Wm. C. Fisher, AS, USN; Paul Sebastian Gionfriddo, RM3c, USN; Fred Jos. Gross, S2c; Bob E. Hallisey, S2c, USN; George Hanus, AS; Ed. M. Harchenhorn, AS, USN; John T. Hardy, AS; Alfred Ray Hayes, Jr., AS; Wm. Henry Haynie, S1c; Joe P. Hemphill, AS; Raymond Jos. Henry, AS, USN; Fred Johnson, Jr. AS; Foresl L. Kelley, AS, USN; Robert W. Kendall, AS (SM), USN; Paul E. Krauss, S2c; William A. Krupp, AS; Herbert W. Lawson, AS; Geo. A. LeClair, AS; Dallas W. Liller, AS; Harold E. Lundblon, AS; Harold A. Mahone, AS; Jos. H. Maynard, S2c; Charles F. McKim, S2c; USN; Hugh L. McLean, AS; Aubrie G. Means, S2c; Wm. M. Moore, AS, USN; Louis Diaz Morales, S2c; Vance T. Murdock, AS; Tamplet V. S. Mustard, S2c; Jack Ray Myhre, AS; Dudley B. Nelson, AS; Simeon D. Nettles, AS, USN; Pat H. O'Kain, AS. Wm. Nelson Outlaw, AS; Leon W. Page, AS; Thos. E. Pate, S2c, USN;

John W. Pettus, AS; Davis J. Phillips, AS; Thos. E. Reid, AS; John Wm. Rhodes, AS; Wm. Clark Rice, AS; Cross R. Rogers, Jr., AS, USN; Champ Seely, AS; Richard P. Sego, S2c, USN; Fernice A. Shuman, S2c; Charles H. Slatten, S2c; Ed. H. Slivenski, AS, USN; Clarence Lee Smith, Jr., S2c; Geo. Martin Smith, AS; John Wiffor Smith, AS, USN; Claude E. Snead, AS; Manuel R. Sullivan, Jr., S2c; Dale A. Swanson, AS; Marvin Vincent Swanson, AS; Harry C. Taylor, S2c, USN; Ashby R. Tippet, S2c; Herbert C. Toussaint, S2c, USN; Harold Wm. Traxler, AS; Theodore M. Treglown, AS; Maurice H. Vanderwyst, AS; Albert R. Verhocke, AS; James R. Ware, S2c, USN; Fred Weed, S2c; Clinton E. White, AS; Paul A. Widamer, AS; Belmont E. Wilson, AS; Howard E. Wilson, AS; Millard L. Winfrey, AS, USN; Jesse K. Woody, AS, USN; Ed. F. Ze Browski, AS; Charles F. Zeltman, S1c; Leo V. Zeros, S1c.

THE PRESIDENT: 'DEEPLY PROUD'

A Navy Day Greeting to Secretary Knox

My Dear Mr. Secretary:

This is the first Navy Day ever to be observed with the United States at war. As such, it is the most significant celebration of its kind since Navy Day was first inaugurated in 1922.

As I salute the Navy in company with 130,000,000 other patriotic American citizens, I am deeply proud of its heroic accomplishments in this war. I am proud not only because of my own long and happy associations with the Service, but also because, as its Commander in Chief, I am acutely aware of the tremendous role it is playing in the preservation of freedom and human decency. When I greeted you just one year ago, the Navy was on defense duty, a symbol of our hope that we could remain isolated and inviolable in a world where tyranny raged unchecked. As I

greet you today, the Navy is fighting hard in every corner of the globe to bring victory to our cause.

On this occasion I need not ask the people of the United States to pay tribute to our Navy, for I am sure that there is not a man, woman or child in the land who have not been thrilled by its triumphs and inspired by its indomitable courage. They know that their Navy is doing the biggest job any navy has ever been called upon to do, and doing it superbly. They have the most profound faith in their Navy's ability to sweep our enemies from the seas and in conjunction with the Army, the Marine Corps, and the Coast Guard, preserve America's place of honor in the community of nations.

*Very sincerely yours,
FRANKLIN D. ROOSEVELT.*



WITH GUNS IN ONE HAND...

THE SEABEES GET THEIR SHARE OF BOTH BUILDING AND FIGHTING

The Navy's newest fighting arm, the Construction Battalions, are now in action with an enlistment of 210,000 men authorized.

Known as the "Seabees" for "C. B.'s" the members of the Construction Battalions are the men who will build advance and mobile bases anywhere in the world that the United States Navy might need them. And because they will work in combat zones, they will be fighting men too—when necessary.

It has been said by a noted naval authority that the ships with bases at their disposal are the ships that count. It is the function and responsibility of the officers of the Civil Engineer Corps of the Navy, through the medium of the Bureau of Yards and Docks of the Navy Department and its field organization, to assist all other bureaus and offices of the Navy in development planning and to administer directly the design, construction, and maintenance of this naval shore establishment.

During normal times the construction and maintenance work of this shore establishment is performed under contract or by station forces with civilian personnel. After the declaration of war and the capture of Guam, Wake, and Cavite, it was decided that the only satisfactory solution of the advance base construction problem would be to accomplish it by the use of naval personnel under military command.

The result was the creation of an entirely new unit in the naval organization, a "Construction Battalion."

Each battalion is comprised of 4 construction companies of 224 men each and 1 headquarters company of 169 men. Three battalions make up 1 construction regiment of approximately 3,300 officers and men. The first construction regiment was authorized in December 1941 and re-



—Official U. S. Navy Photograph.

Assembling seaplanes is only one of the many jobs assigned to the Seabees on the fighting fronts of the world.



—Official U. S. Navy Photograph.

Here, members of a Construction Battalion set off a blast as they clear a road through a heavily wooded section

cruiting got under way in January 1942.

The construction battalions are under the immediate command of officers of the Civil Engineer Corps, a new function for the corps.

The enlisted personnel are being recruited from experienced construction workers between the ages of 17 and 50. In each construction company there are 60 unskilled men (laborers) enlisted in the ratings of first and second class seamen. The balance of each construction company includes a wide variety of trades and occupations including machinists, carpenters, electricians, shovel operators, crane operators, pipe fitters, steel workers, painters, truck drivers, welders, riggers, divers, etc. The headquarters companies include clerks, draftsmen, surveyors, photographers, storekeepers, cooks, pharmacists, chauffeurs, etc.

No special ratings have been established for these construction battalions. The men are being enlisted in the various naval ratings which most nearly conform to the trades required for construction and under which they qualify. No previous naval experience is required but applicants, other than the unskilled men, must all show satisfactory evidence that they are skilled in their particular trade. All applicants for enlistment are interviewed by an officer of the Civil Engineer Corps, of whom three or more are stationed in each of the principal recruiting districts for this special duty. Therefore, a man is not enrolled by the recruiting office until an examination of his experience clearly proves that he is qualified in his trade. Qualified men including foremen and superintendents are enrolled in Class V-6 of the Naval Reserve with acting appointments in ratings from third class petty officers to chief petty officer and receive the regular pay and allowances for these ratings.

The first battalion of the first regiment, after its three weeks' detention period at various training stations, was divided up and sent to various National Youth Administration camps in the eastern part of the United States for preliminary training, pending the completion of part of the Naval Construction Training Center,

THE SONG OF THE SEABEES

Lyric by
SAM M. LEWIS

Music by
PETER DE ROSE

Moderately Bright (With Spirit)

The musical score is written for voice and piano. It features a key signature of one sharp (F#) and a 2/4 time signature. The tempo and mood are indicated as 'Moderately Bright (With Spirit)'. The score includes a piano introduction, a vocal line with lyrics, and a piano accompaniment. The lyrics are: 'We're the Sea-bees of the Na-vy— We can build and we can fight— We'll pave a way to vic-to-ry and guard it day and night And we prom-ise that we'll re-mem-ber The "Sev-enth of De-cem-ber" We're the Sea-bees of the Na-vy'. The score includes various musical notations such as notes, rests, and dynamic markings like 'mf'.

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"The Song of the Seabees," written by two well-known New York song writers, Lyricist Sam M. Lewis and Composer Peter de Rose, is now ready for free distribution to anyone by applying to Comdr. E. J. Spaulding, Room 1305,

"Camp Allen" at the Naval Operating Base, Norfolk, Va. This first battalion boarded Camp Allen on "Black Friday," March 13 and the camp was commissioned on March 21. Construction of the camp was completed by August 15, with a capacity to house and train 10 battalions.

Camp Allen is named in honor of the late Capt. Walter H. Allen (CEC) USN. At the commissioning ceremonies, after Captain J. G. Ware,

USN, had read the order assigning him to command of the new camp, the flag was raised and 1,150 men, constituting the First Construction Battalion, passed in review before Rear Admiral Manley Simons, USN, commandant of the Norfolk Navy Yard.

The completed layout includes one regimental headquarters, 4 battalion headquarters and instruction buildings, 4 headquarters company buildings, 16 barracks, several storehouses

The musical score is arranged in three systems. The first system includes guitar chords (A7, Cdim, A7, D7, G7, Dm7, C, Am, Am6, B7, C, Fm6, C) and piano accompaniment for the first line of lyrics: "Bees of the Sev - en Seas. Seas. Fine". The second system is an interlude with piano accompaniment and the start of the second line of lyrics: "The Na - vy want - ed men That's where we came in Mis - ter Brown and". The third system continues the piano accompaniment and lyrics: "Mis - ter Jones, the O - wens the Co - hen's and Flynn — The Na - vy want - ed more of Un - cle Sam - my's kin so we all joined up and brother we're in to win".

Any Person who willfully and for profit copies the whole or any part of the Words or Music of this song, shall be liable to Criminal Prosecution under the United States Copyright Laws.

Navy Building, Washington, D. C. Band arrangements and complete orchestrations will also be furnished upon request without charge. The sheet music is published by the Robbins Music Corporation.

and subsistence plants, 4 heating plants, 2 water tanks and a sewage pumping station. In addition there is a central recreation building and an auditorium with a capacity to seat 900 persons. Another "Naval Construction Training Center" of the same capacity (10 battalions) is now under construction at Davisville, R. I. and the first battalion moved in during the latter part of July.

One group of the first battalion, while in training at the Naval Air Sta-

tion, Quonset Point, conceived the idea of an official insignia and name. The final selection made was the word "Seabees," which corresponds phonetically to the pronunciation of C B, the abbreviation for Construction Battalion. It is also characteristic of the mission of the new organization—nautical as denoted in the first syllable, coupled with the industriousness of the bee.

This designation properly suggested the appropriate insignia, which was

then developed and has been officially approved by the Bureau of Naval Personnel—a flying bee, fighting mad, with a sailor hat on his head, a spitting tommy-gun in his forehead, a wrench in his midship hand and a carpenter's hammer in his aft hand. In respective order, his sleeves bear the naval rating badges of gunner's mate, machinist's mate, and carpenter's mate, each indicative of the tool in the respective hand. Also, on each sleeve is the corps device of the Civil Engineer Corps of the Navy to indicate the relationship of the Seabees to that corps of naval officers who command them, and the Bureau of Yards and Docks of the Navy Department. The background of the insignia is sea blue and the whole is encircled by a hawser to give it a nautical distinction.

These men are given approximately 8 weeks of training at the Naval Construction Training Centers. This will consist primarily of military indoctrination and training as these men are already skilled in their various trades for the construction and maintenance work which they will do.

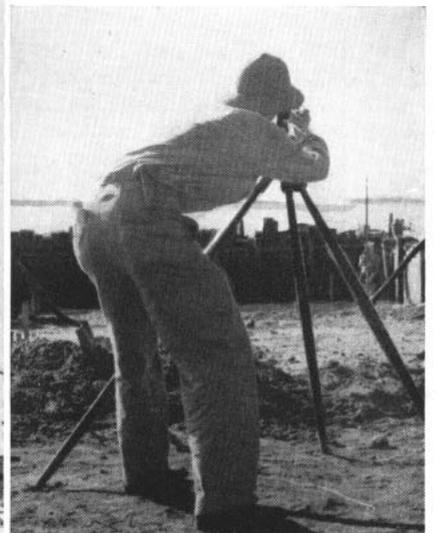
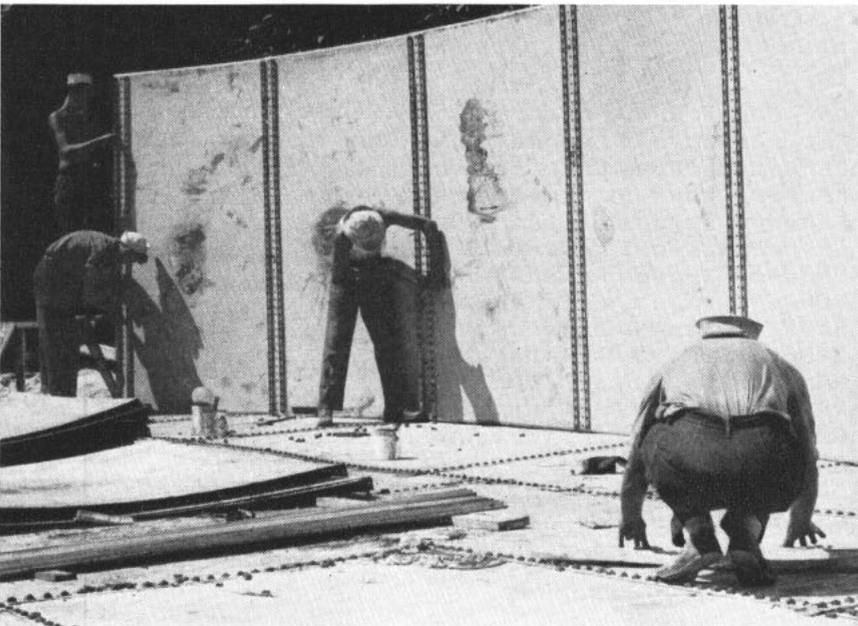
The mission of these construction units is clearly outlined by Rear Admiral Ben Moreell, (CEC), USN, Chief of Civil Engineers of the Navy and Chief of the Bureau of Yards and Docks, who, in commenting on the recruiting program, stated, "This is a real opportunity for those two-fisted, red-blooded Americans who are not fighting behind a gun to serve shoulder to shoulder with the combatant forces of the naval service."

When the Seabees take the field they may be in combat zones and they will have been so trained as to permit them to engage in combat duty if, and as found necessary, in connection with their primary mission of construction and repair work. They will be equipped and ready to build and repair our bases, to maintain and operate them and help defend them from attack if necessary. They are one of the newest units of the Navy, but they are already carrying on its proud traditions.



Manipulating the controls of a giant steam shovel; sighting down a rifle from a hastily constructed foxhole; building a road or erecting a barracks. That's the life of a Seabee, a member of one of the Navy's Construction Battalions. He's ready at a second's warning to drop his tools and defend with his life a newly built advance base. Although the Seebies are the Navy's newest branch, they already are in the thick of the battle on overseas fronts. They're taught both to work and to fight, these "Busy Bees of the Seven Seas."

—All official U. S. Navy photographs.



Casualties in the Service

New lists again prove
we're in a fighting war

Casualties of United States Naval Forces—dead, wounded and missing reported to next of kin from September 22 to October 31, 1942, inclusive, totaled 2,127. Reported to the public in casualty lists No. 14, 15 and 16, they are subdivided into the following classifications:

Dead	527
Wounded	695
Missing	905
<hr/>	<hr/>
Total	2,127

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 war time operations. Natural deaths or accidents not connected with operations against the enemy are not included in the total.

The casualties in lists No. 14, 15 and 16 cover personnel of the Navy, Marine Corps and Coast Guard.

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.

These lists bring the total of Navy, Marine Corps, and Coast Guard casualties reported to next of kin from December 7, 1941, to October 31, 1942, inclusive, to a grand total of 16,542.

A recapitulation of these casualties, including corrections, follows:

	Dead	Wounded	Missing
Navy	3,854	1,190	7,972
Marine Corps	734	703	1,900
Coast Guard	37	11	126
<hr/>	<hr/>	<hr/>	<hr/>
Total:	4,625	1,904	16,527

Casualties of the United States Merchant Marine, dead and missing, resulting from war action and reported to next of kin during the pe-

riod from August 2, 1942, to October 21, 1942, inclusive, totaled 283.

The total casualty figure of 283 names is subdivided as follows:

Dead	32
Missing	251
<hr/>	<hr/>
Total	283

These figures include 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 the names of American citizens sailing on foreign-flag vessels.

The list covers 31 states, the District of Columbia, the Territory of Hawaii, Puerto Rico, and the Virgin Islands.

Merchant Marine Casualty List Number 2 brings the total United States Merchant Marine casualties reported to next of kin during the period from September 27, 1941, to October 21, 1942, to a grand total of 2,584. This figure is subdivided as follows:

Dead	442
Missing	2,142
<hr/>	<hr/>
Total	2,584

ARMY, NAVY PLEDGE UNITY IN GREETINGS

Dear Admiral King:

The admiration of millions of soldiers of the United States Army is extended today to their comrades in arms of the Navy who are quite appropriately observing Navy Day by attacking the enemy wherever he may be found.

In this war, as in no other in our history, the Army and Navy are fighting together, sometimes under Navy command and at other times under an Army commander. Our soldiers are acquiring firsthand knowledge of the courage, skill and loyalty of the American sailors. They are deeply grateful for the skillful seamanship that has escorted 800,000 of them safely across the

submarine-infested waters of the Atlantic and Pacific. The Army sends you, the Commander in Chief of all Naval forces afloat, its compliments of the day with assurance of its complete cooperation towards an early and final victory.

Faithfully yours,

[S] G. C. MARSHALL,

Chief of Staff.

My Dear General Marshall:

On behalf of all of us who comprise the Navy, I wish to express sincere thanks for your kind and forceful message on the occasion of Navy Day, 1942.

It includes evidence enough, if evidence is needed, to assure our fellow-citizens that all the

armed forces of the United States are united in singleness of purpose—to win this war.

The Army and the Navy have already been brothers-in-arms in many hard-fought battles—as at Bataan, at Midway, and in the Solomons. As we gain strength in men and in arms, they will continue to be found shoulder-to-shoulder in the face of the enemy wherever he may be found—on land, on sea, in the air—until victory comes to restore peace to our fellow-citizens and to our common country.

Sincerely yours,

[S] E. J. KING,

Admiral, U. S. Navy.



—Official U. S. Marine Corps Photograph.

Sand and palm trees on Guadalcanal are today's battlefield as the United States and Japan battle furiously for possession of the strategic Solomon Islands. This picture was taken after the Battle of Tenaru River, where U. S.

Marines dislodged the enemy from their positions during the first phases of the continuing battle. Dead Japanese sprawl in the foreground, while in the background Marines clean up the battlefield.

'First Round' Ends in Solomons

"We are still in Guadalcanal occupying all the land we had when we started"—Knox

The "first round" in the Battle of the Solomons is over, Secretary of the Navy Frank Knox told a press conference on October 30, and when he was asked who outpointed whom, he replied: "We are still in Guadalcanal occupying all the land we had when we started, and the enemy has retired from the scene."

How the action went, day by day, is chronicled in the following excerpts from official communiques:

During the night of October 5-6, Navy and Marine Corps dive bombers and torpedo planes from Guadalcanal attacked six enemy destroyers which had been located by our search planes. These ships were attempting to assist

enemy landing operations at the northwestern end of the island. One destroyer was sunk and another damaged.

The enemy continued to reinforce his troops on Guadalcanal during the night of October 7-8.

The evening of October 8, Navy and Marine Corps dive bombers and

torpedo planes, assisted by fighters, attacked an enemy surface force northwest of Guadalcanal. This force, containing one cruiser of the Kako class and five destroyers, was covering enemy landing operations on the northwestern tip of the island. The cruiser received one torpedo hit and was further damaged by bombs. Four enemy seaplanes were shot down during the air battle which followed our attack and two of our planes were lost. Airplane observers reported the cruiser still burning on the afternoon of October 9.

On various occasions the Japanese were successful in increasing the number of their troops on Guadalcanal Island by night landings from cruisers, destroyers and small transports. Navy and Marine Corps aircraft from Guadalcanal persistently attacked these landing parties but air attack alone did not stop the landings. For this reason a task group of United States cruisers and destroyers was ordered to intercept enemy ships attempting further landings.

About midnight on the night of October 11-12, this task group engaged a force of enemy cruisers, destroyers and transports to the westward of Savo Island. After a 30-minute battle fought with guns and torpedoes, the enemy was forced to abandon his landing attempt and withdraw. Several of our ships received minor to moderate damage, and one United States destroyer was sunk. During the engagement our forces sank one heavy cruiser (*Nati* or *Atago* class), four destroyers, and an enemy transport of about 5,000 tons.

The morning of October 12, Navy and Marine Corps torpedo planes and dive bombers left Guadalcanal to locate and attack the retreating enemy ships. About 10 o'clock, two enemy cruisers were overtaken south of New Georgia Island. A torpedo hit was obtained on one cruiser, and several bombs exploded nearby. The cruiser was left dead in the water and burning.

Also during the morning, Army Flying Fortresses bombed the airfield and shore establishments on the island of Buia. Fires were started and 10 wrecked or damaged bombers and fighters were observed on the ground.

Army bombers hit and set fire to one cargo ship at Buia and damaged

another. Six enemy fighters were shot down.

During the afternoon of October 12, an air group from Guadalcanal attacked an enemy cruiser and a destroyer, also in the area south of New Georgia Island. A direct bomb hit severely damaged and stopped the cruiser. When last seen her crew were abandoning ship. It is believed that this cruiser had been damaged during the previous engagements. A direct hit and several near misses set fire to the destroyer accompanying the cruiser, and she was left in a sinking condition.

Reports indicate that as a result of the night action of October 11-12 and the air attacks on October 12, the enemy suffered the following minimum of damage:

- One heavy cruiser sunk.
- One cruiser badly damaged and out of action.
- Four destroyers sunk.
- One medium-sized transport sunk.
- One destroyer probably sunk.
- During the afternoon of October 13 the airfield at Guadalcanal was twice

bombed by enemy aircraft. Three enemy planes were shot down and one United States fighter was lost.

By nightfall United States auxiliaries had landed reinforcements for our troops at Guadalcanal. Although these ships were attacked by enemy bombers, no damage was suffered and our ships unloaded and withdrew.

The airfield and shore installations at Guadalcanal were heavily bombarded by an enemy surface force believed to have contained battleships, cruisers and destroyers, during the night of October 13-14. Shore batteries scored three hits on enemy destroyers during the bombardment.

The afternoon of October 14 Guadalcanal airfield was attacked by two separate groups of enemy bombers, each with fighter escort. Our fighters were unable to intercept the first flight, which contained about 25 bombers. During the second attack they shot down 9 of the 15 bombers in the group and destroyed 4 fighters. One United States fighter was lost.

During the early morning of October 15 enemy transports, covered

YOU CAN'T DENY A PEOPLE

*On a field in distant Burma, gullied deep with tropic rain,
A mud-bespattered pilot mounts a bullet-punctured plane.
In a flash he turns and takes her off and heads into the sun
Where the Japs in man-made hornets ride, full twenty to his one.
He questions not, nor falters, as he roars into the fight
For a soldier won't be conquered when he KNOWS he's in the right.*

*Half a world away a freighter dips her prow into the blue
'Neath the stern and able guidance of an ever-watchful crew.
Suddenly the calm is shattered by a lookout's lusty yell,
"U-boat off the starboard quarter! Battle stations! Give 'em Hell!"
Yes, and HELL is what they'll give them 'til they drive them from the sea
For you can't defeat a sailor when he's fighting to be free.*

*With the British and Australians, a hell-for-leather Yank
Plows across the sands of Egypt in a roaring twisting tank.
Over ditch and dune approaching where the Axis forces wait
And without a qualm he rides into their cannon spitting hate
Giving blow for blow until perforce they must
Abandon hope of victory and flee into the dust.*

*While our army and our navy meet the enemy afar,
Wheels of industry are turning, rolling out the tools of war.
From the sands of Martha's Vineyard to the warm Pacific shore,
Men and women work together welding bombers, digging ore,
Building Ships and buying War Bonds with a tenth of what they make—
You just can't deny a people when their freedom is at stake.*

—Ensign R. L. Collins, USNR, of the Charleston Navy Yard.

by destroyers, cruisers, and a battleship, were sighted off Savo Island. This force proceeded to land troops on the north coast of Guadalcanal Island to the westward of our airfield. An aircraft striking group attacked the enemy ships and reports indicate that three direct hits were made on one transport and that two other transports were left burning. The Japanese battleship was damaged and one enemy fighter was shot down.

Other enemy forces including heavy units have been sighted in the vicinity of Guadalcanal.

United States Army troops participated in the defense of Guadalcanal.

During the early morning of October 25, enemy troops launched a determined attack against the southern flank of our positions on Guadalcanal. Army and Marine Corps troops held their positions.

About the middle of the morning, a force of enemy cruisers and destroyers shelled our Guadalcanal positions from the northward.

A Japanese destroyer sank the U.S.S. *Seminole* (fleet tug) and a small harbor patrol boat near the Island of Tulagi. Our shore batteries opened fire on the destroyer and scored three hits. Grumman "Wildcats" from Guadalcanal strafed and further damaged the destroyer.

An Army "Flying Fortress" on a search mission was attacked by six "Zero" fighters. One "Zero" was shot down and the "Fortress" returned safely.

Two United States minesweepers engaged three enemy destroyers near Guadalcanal. Navy and Marine Corps dive-bombers joined in the action and sank two of the enemy destroyers.

During the early afternoon, our Douglas "Dauntless" dive-bombers from Guadalcanal attacked a force of enemy cruisers and destroyers north of Florida Island. A direct bomb hit damaged and stopped one enemy heavy cruiser. Shortly after this attack, about sixteen enemy dive-bombers attacked our airfield. Five of these bombers were shot down. Nine more enemy bombers attacked the airfield soon after this last action and inflicted minor damage.

During the late afternoon, our dive-bombers from Guadalcanal again struck at the force of enemy cruisers and destroyers north of Florida

Island. One bomb hit was reported on a heavy cruiser. Army "Flying Fortresses" struck at this same force about 10 minutes later and scored two bomb hits on an enemy light cruiser which was left burning and dead in the water.

Enemy fighters were active over our positions periodically throughout the day. Seventeen of these planes were reported to have been destroyed by our Grumman "Wildcats."

During the night of October 25-26, enemy troops were active on Guadalcanal and succeeded in piercing our lines on the south side of the airfield. Army troops threw back the attack and regained their positions. Marine troops were active on the western flank and reported small gains in heavy fighting.

On October 26, a Pacific Fleet carrier Task Force exchanged air attacks with strong enemy forces northeast of Guadalcanal. The U. S. S. *Porter* (destroyer) was sunk by enemy action and one of our aircraft carriers was severely damaged and subsequently sank. Other United States vessels have reported lesser damage. Two enemy aircraft carriers were damaged in this action.

During the morning, United States bombers and fighters from Guadalcanal again attacked the enemy cruisers and destroyers which were attacked twice on October 25th. One direct hit was scored on an enemy cruiser.

During the night of October 26-27, Navy Consolidated "Catalinas" attacked an enemy force 40 miles northeast of Guadalcanal. One enemy carrier was hit by a torpedo and an enemy cruiser received two bomb hits. Heavy antiaircraft fire was encountered and one of our planes was damaged.

The first detailed report of the naval air battle which was fought on October 26th, to the eastward of the Stewart Islands, as received by the Commander in Chief, United States Fleet, from Vice Admiral Halsey, Commander of the South Pacific area, indicated the following damage to the enemy:

Four to six heavy bomb hits on an aircraft carrier of the *Zuikaku* class.

Two medium bomb hits on an-

other aircraft carrier of the same class.

Two heavy bomb hits on a battleship of the *Kongo* class.

One heavy bomb hit on a light cruiser.

Five medium bomb hits on a cruiser of the *Tikuma* class.

Torpedo and bomb hits on a heavy cruiser.

Three torpedo hits on a heavy cruiser.

Four heavy bomb hits on a heavy cruiser of the *Mogami* class.

Reports indicate the definite destruction of more than 100 enemy aircraft and the probable destruction of about 50 others.

Towers to Pacific, McCain to BuAero

Rear Admiral John H. Towers, USN, has been relieved as Chief of the Bureau of Aeronautics to assume the newly created post of Commander Air Force, Pacific Fleet, with the rank of Vice Admiral. This billet is the most important air command afloat in the Navy.

New chief of the Bureau of Aeronautics is Rear Admiral John S. McCain, USN, who has been awarded the Distinguished Service Medal by the Secretary of the Navy for "exceptionally meritorious service in a duty of great responsibility as Commander Aircraft, South Pacific and South Pacific Force."

In addition to his new assignment as Commander Air Force, Pacific Fleet, Admiral Towers will also be, ex officio, the principal air adviser to Admiral Nimitz, Commander in Chief of the Pacific Fleet.

During the period from May 19 to September 21, 1942, according to the citation accompanying Admiral McCain's award, and before and during the campaign of the Solomon Islands from August 1 to September 21, 1942, by his "courageous initiative and efficient coordination of the forces under his command," Admiral McCain was responsible for the expansion and development of shore and tender bases, the maintenance of scouting and striking flights, and the establishment of effective cooperation between those air units of the United States, Australia and New Zealand assigned to duty on the island bases.



—Official U. S. Navy Photograph.

Miss Ann A. Bernatitus.

Nurse Gets Legion of Merit

Ann Bernatitus, who escaped from Bataan and Corregidor, first to win award

The only Navy nurse to escape from Bataan and Corregidor has been accorded the distinction of being the first member of the United States naval service to receive the new Legion of Merit decoration.

She is Miss Ann Agnes Bernatitus, who holds the relative rank of lieutenant (jg) in the Navy Nurse Corps. She was on duty in Canacao when the Japanese attacked Manila, having arrived there in July 1940. With other United States forces, she withdrew into Bataan and later went to Corregidor, leaving that fortress in a submarine 2 days before its surrender. She arrived in the United States in July.

The Legion of Merit decoration, established by Public Law No. 671 on July 20, 1942, and made effective by Executive Order 9260 on October 29, was created for award in four degrees to, (a) the armed forces of the United States and of the Government of the Philippines and, (b) personnel of the

armed forces of friendly foreign nations who, since September 8, 1939, shall have distinguished themselves by exceptionally meritorious conduct in the performance of outstanding service.

The New Medal is a five-pointed star in red and white, surrounded by a constellation of 13 stars on a blue field, backed by a laurel wreath. The Legion of Merit is the successor to the Badge for Military Merit, established by General George Washington in 1782.

On October 14, the President of the United States approved the award of the Legion of Merit, fourth degree, to Miss Bernatitus in recognition of her courageous and outstanding service during the Manila-Bataan campaign December 1941 to April 1942.

In notifying Miss Bernatitus of the award, Rear Admiral Randall Jacobs, Chief of Naval Personnel, advised her that "your excellent service in a time

of stress and under such dangerous conditions is worthy of the distinction shown you in being the first person in the United States Naval Service to be so decorated."

Further, the President on October 27 approved the award of the Legion of Merit in various degrees to the following for outstanding service:

Capt. Marion Y. Cohen, USN; Capt. John B. Heffernan, USN; Capt. George W. Johnson, USN; Capt. Ralph W. Hungerford, USN; Capt. Edmund T. Wooldridge, USN; Capt. Paul R. Heine- man, USN; Commander Albert C. Mur- daugh, USN; Commander William L. Erdman, USN; Lt. Comdr. Mitchell D. Matthews, USN; Lt. Comdr. Roger V. Mullany, USNR; Hubert Allen Brew- ster, CWT (AA) USN; Anthony Paul Victor, WT1c, USNR; Leo Martin Sav- age, WT1c USN; and Lt. de Vaisseau A. Bergeret, Free French Navy.

The text of the President's Execu- tive Order 9260, October 29, 1942, is as follows:

By virtue of and pursuant to the authority vested in me by section 2 of the act of July 20, 1942 (Public Law 671—77th Congress), I hereby prescribe the following rules and reg- ulations for the award of the decora- tion of the "Legion of Merit" created by said act:

1. The decoration of the Legion of Merit shall be awarded by the Presi- dent of the United States or at his direction to members of the armed forces of the United States and of the Government of the Commonwealth of the Philippines, and members of the armed forces of friendly foreign na- tions, who, after the proclamation of an emergency by the President on September 8, 1939, shall have distin- guished themselves by exceptionally meritorious conduct in the perform- ance of outstanding services.

2. Awards of the decoration of the Legion of Merit may be proposed to the President by the Secretary of War and by the Secretary of the Navy, each acting upon the recommendation of an officer of the armed forces of the United States who has personal knowl- edge of the services of the person recommended.

3. Recommendations for awards to members of the armed forces of friendly foreign nations shall be sub- mitted to the President of the United States for his approval.



—Official U. S. Marine Corps Photograph.

FROM THE TROPICS—Bombed and shell-swept, this is the shoreline of Tulagi Island, tiny but strategic member of the Solomon group where Americans and Japanese are

waging a continuing battle for control of the harbor facilities. This picture shows the damage inflicted by American forces before they occupied the island.

Anniversary Finds Marines Fighting

Operating in all parts of a war-torn world, the corps continues a record begun in 1775

"Keep up the good work, Marines. I'm immensely proud of all of you."

This is part of a Marine Corps anniversary message from Lt. Gen. Thomas Holcomb, Commandant of the Marine Corps, to Marines fighting the Japanese in the Solomon Islands.

Lieutenant General Holcomb's

statement was made in connection with preparations by the Corps to observe its 167th anniversary on November 10.

"The United States Marine Corps shortly will observe the 167th Anniversary of its founding on November 10, 1775, at Philadelphia, Pa. That

day this year will find Marines stationed in all parts of a war-torn world, those at the Solomon Islands fighting valiantly against a well-trained and determined foe," Lieutenant General Holcomb said.

"I feel a deep pride over the manner in which every man has upheld the

Corps' traditions of devotion to duty, courage, and sacrifice.

"To those men far from home, I say: Keep up the good work, Marines. I'm immensely proud of all of you."

Eight months after the Declaration of Independence, the newly formed Continental Marines, under the leadership of Capt. Samuel Nicholas, performed their first mission in March of 1776, a landing operation from Navy ships at the British-held Bahama Islands. They captured sorely needed quantities of powder. It was perhaps one of the most successful naval operations of the Revolutionary War.

It was 8 months after Pearl Harbor that the Marine Corps, last August, hurled its largest landing force in history against the Japanese, forcing them to relinquish control of the vital Solomon Islands. It marked the launching of America's first land offensive in this war.

Nearly 200 armed landings are recorded to its credit, and 90 years of American history have seen U. S. Marines in action. In November 1941 the oldest and most active service in the country is undergoing unprecedented expansion. The present national emergency has already seen Marines shove off to defend the outposts of the national defense network—to Iceland, and to many bases acquired from England—and the 166th year of its existence has seen the Corps jump from a strength of about 36,000 men to its present strength of over 60,000.

Treachery in the Solomons

Marines reveal how enemy sets "booby" traps baited with own dead

The following account of action in the Solomons was written by Sergt. Richard T. Wright, Marine Corps combat correspondent at the scene.

SOMEWHERE IN THE SOUTH PACIFIC.—Stories of Jap treachery, one telling how 28 out of 30 Marines paid with their lives for honoring a Jap flag of truce, were reported by Solomon Islands casualties evacuated to the Navy mobile base hospital here.

Pvt. Raymond Paul Nunley, nursing a leg wound received in the early Solomons fighting, told of the massacre of the Marine truce mission.

"A Jap officer carrying a white flag came riding into a Marine camp one day," Nunley said, "and told the commanding officer a bunch of Japs across a nearby inlet were isolated and wanted to surrender. Our C. O. took him at his word and 30 Marine officers and men piled into a tank lighter and crossed about 5 miles of water to the point where the Japs were located.

"Only two of those Marines are alive today. As the tank lighter approached the beach a few Japs were observed, and sure enough one of them was waving a white flag. As the boat scraped onto the beach, the Marines let down the ramp and

started to go ashore. Without warning they were met by a terrific burst from several machine guns hidden in the underbrush. They were mowed down like stalks of corn, except for the two who escaped and swam to safety."

Another time, Private Nunley said, two men of his company on patrol duty saw a Jap on horseback moving along the fringe of the jungle, waving a white flag. The sergeant in charge walked out to make the Jap a prisoner.

"He got within 5 feet of the Jap and was shot and killed," Nunley said. "This sergeant was a mighty popular guy, and later that day several of his pals went out to avenge him. How many Japs they killed with their bayonets I don't know. They wouldn't talk about it when they returned."

Platoon Sergt. Harry W. Schuler, who is recovering from a knee wound, was himself a near-victim of the white-flag trick. He was in one of several Marine landing boats entering a cove on Florida Island when a large white flag was seen waving from a tree on shore.

"We decided to investigate," Schuler relates. "We got in to about 150 yards from shore and they opened up on us.



—Official U. S. Navy Photograph.

TO THE ARCTIC—Here the Marines are at an Alaskan outpost. They can be found fighting anywhere in the world where the going is hard.

Fortunately, we were ready and we blasted them right back."

Sergt. Barton S. Hill summed it up this way: "If all-out treachery decided battles, the Japs would have licked us hands down. They worked the 'dead dog' trick, set booby traps, pulled fake surrenders, and tried to give us orders in English during night actions. We had been warned to expect these tactics, and after a few missteps we got the feel of the thing and their funny business backfired on them."

Sergeant Hill, who was hit by a Jap sniper's bullet while going to the rescue of a wounded comrade, told how the enemy used their own dead in setting booby traps. The usual form of booby trap is a weapon, pocket-book, cooking utensil or similar article apparently discarded but in reality attached to a grenade which explodes when the object is picked up or moved.

"It's pretty hard to fool a Marine on one of these traps," Hill said. "We'd heard too much about how they were used against Marines and other forces in the Philippines. But leave it to the Japs to think up the devilish idea of baiting booby traps with their own dead!"

Private Laren E. Krause, of Yakima, Wash., described another Jap stratagem that backfired after costing the life of a Marine sentry.

"Ten Japs somehow had stolen one of our landing boats and a couple of United States Navy uniforms," Krause related. "They approached a Marine outpost on the beach, under cover of darkness. The sentry saw two figures coming toward him and although he could not see them clearly he recognized the naval uniforms. He asked them to give the pass word and of course they didn't know it. Sizing up the situation, the Marine gave the alarm and opened fire with his pistol, killing one of the Japs. The sentry was shot a few seconds before our machine guns along the beach went into action, blowing the Japs right into the sea."

And Texas Is Just ONE of Our States

Hon. Sun:

*Ah, here's the Emperor of Japan,
His face a study in dead pan;
What news he fetches I can't
guess*

The pan is so expressionless.

*Good Day, my son, how tired
you're looking,*

*Come, tell your ancestor what's
cooking.*

Hirohito:

*O, honored Sire, so sorry, please,
But we fare ill upon the seas.*

Hon. Sun:

Ain't Yamamoto in Washington?

Hon. Sun:

Sire, Yamamoto's on the run.

Hon. Sun:

But this was not supposed to be;

Hirohito:

*The News, August Celestial
Lamp,*

Is enough to give a Jap a cramp.

*The odious Sam has a secret
weapon,*

And now he's using it on Nippon.

Hon. Sun:

*What is it—a gun? A ship? A
plane?*

*Or some new kind of gaseous
bane?*

Hirohito:

*It is a man—a worryin' vexin'
Shootin' biped called a Texan.*

Hon. Sun:

Texan?

Hirohito:

*Honored Star, they're ten feet
tall,*

*And they speak with a most dis-
armful drawl;*

*Wear high-heeled boots, look
awfully mild,*

*But in a fight look out! They're
wild!*

*They holler, "Hey, you blankety-
blank foe!"*

Please to Remember Alamo."

Hon. Sun:

A Lo Mo?

Hirohito:

*Then they shout, "Get along,
Yip-pee."*

Hon. Sun:

*Yippee? That sounds like Chi-
nese to me.*

Hirohito:

*They aggravate, upset and hex us,
Trip us, razz us, and perplex us.
Blow our ships to bits and vex us,
These fightin' sons-o'-guns from
Texas.*

*One of them, Sire, is a lad named
Wheeless,*

*Why, the sound of his name is
enough to congeal us.*

*And if by chance, it isn't him, it's
Admiral Chester William Nimitz.*

*Furthermore, this State of Texas
Produces soldiers of both sexes.*

*I hear that they have a rather
knobby*

Lady Colonel name of Hobby.

Hon. Sun:

Is Texas part of the U. S. A.?

Hirohito:

The latter's a part of it, I'd say.

Hon. Sun:

*Well, why in the world don't you
fellows pink 'em,*

*Point your guns at their boats
and sink 'em?*

Hirohito:

*Sink 'em? Why, only the other
day,*

*We potted a Texan, Ensign Gay;
He should have sunk, but he
stayed afloat,*

*And watched us sink, from his
rubber boat.*

Hon. Sun:

*Ah, that wasn't good for honor-
able face.*

Hirohito:

*But what are we going to do
about Texas?*

*Give us some help before Texas
wrecks us.*

Hon. Sun:

*What you've been telling me, my
son,*

*Convinces me that you are done.
Deep in the heart of solar plexus
I feel my future lies with Texas*

*So, off with the old, son, and on
with the new.*

*I'm on the band wagon—I'm
through with you.*

*As of today my celestial candle
Shines for the land of the rising
panhandle.*

*—Frank Sullivan, in
"The Guardsman."*

The "Wasp" Is Sunk

But new ships are abuilding;
Secretary Knox assigns names

The U. S. S. *Wasp* (aircraft carrier) was sunk in the South Pacific on September 15th as the result of an enemy submarine attack. The *Wasp* remained afloat for 5 hours after being attacked and sank at a time when there were no enemy forces in the vicinity. For this reason the announcement of her loss was delayed as long as there remained a probability that the enemy was unaware of her sinking.

The *Wasp*, operating in company with a task force in the South Pacific area, was engaged in covering the movement of reinforcements and supplies into Guadalcanal when she was torpedoed at approximately 2:50 o'clock on the afternoon of September 15. Three torpedoes struck the *Wasp* in the vicinity of her magazines and gasoline tanks, resulting in many explosions and serious fires throughout the ship.

About 15 minutes after the torpedo hits, a heavy explosion rocked the

Wasp. Other explosions followed in the vicinity of the hangar deck. The fires could not be brought under control, and, about 3 hours after the attack, it became necessary to abandon ship.

About 8 p. m., when all hopes of extinguishing the flames and saving the *Wasp* had been abandoned, a U. S. destroyer sank her with torpedoes.

About 90 percent of the personnel of the *Wasp* were rescued.

Secretary of the Navy Frank Knox has approved the change in the name of the aircraft carrier *Bon Homme Richard* to *Yorktown* to perpetuate the name of the aircraft carrier which capsized and sank on June 7, 1942, as the result of enemy torpedoing and bombing 3 days before in the Battle of Midway, and a submarine attack on June 6.

The ship that will bear the name U. S. S. *Yorktown* is being constructed at the plant of the Newport News Shipbuilding & Dry Dock Co., Newport News, Va., and is a carrier of the U. S. S. *Essex* class. The *Essex* was launched in the same yard on July 31, 1942.

It will be the fourth ship and second aircraft carrier to be designated U. S. S. *Yorktown*. The first was a 16-gun sloop of war that was launched in 1839. The second was a gunboat that was launched in 1888. The third U. S. S. *Yorktown* was the aircraft carrier lost in the Battle of Midway. It was of approximately 19,900 tons displacement and was launched April 4, 1936.

Secretary of the Navy Frank Knox has assigned to four new cruisers the names of the four United States vessels of that type which have been lost in the war, while a fifth has been designated to carry the name of an Australian ship which was sunk with three of our cruisers.

The Australian vessel, the *Canberra*, was sunk off Guadalcanal in the Solomon Islands, on the night of August 8-9, 1942, along with the U. S. S. *Astoria*, the U. S. S. *Quincy*, and the U. S. S. *Vincennes*.

A cruiser being constructed at the Bethlehem Steel Corporation's Fore River Yard, Quincy, Mass., has been designated the U. S. S. *Canberra*. It originally was scheduled to become the U. S. S. *Pittsburgh*.

The name U. S. S. *Astoria* was assigned to a vessel building at the Camp Shipbuilding Co., Philadelphia, Pa., and the names U. S. S. *Quincy* and U. S. S. *Vincennes* were assigned to ships on the ways at Bethlehem Steel Corporation's Fore River yard, Quincy, Mass. The last ships to bear those names were sunk off Guadalcanal, in the Solomon Islands, on the night of August 8-9, 1942.

A cruiser under construction at Newport News (Va.) Shipbuilding and Dry Dock Co. was designated U. S. S. *Houston* to perpetuate the name of the vessel which disappeared after contacting a numerically superior Japanese force in the Java Sea on the night of February 28-29, 1942.

The new *Houston* was to have been the U. S. S. *Hicksburg*, while the new *Astoria*, *Vincennes*, and *Quincy* were to have been the *Wilkes-Barre*, *Flint*, and *St. Paul*, respectively.

Waves Must Not Replace Civil Service

Public Law No. 689, 77th Congress, approved July 30, 1942, established the Women's Reserve as a branch of the Naval Reserve, the purpose of which was to expedite the war effort by releasing officers and men for duty at sea, and their replacement by women in the shore establishment of the Navy.

Section 505 of the Act states:

"Members of the Women's Reserve shall not be used to replace civil-service personnel employed in the Naval Establishment, but shall be composed of women trained and qualified for duty in the shore establishment of the Navy to release male officers and enlisted men of the naval service for duty at sea."

Administrative officers will not request the assignment of "WAVES" nor will they utilize them for functions in conflict with the expressed intent of Congress.

U. S. S. R. GREETINGS

DEAR ADMIRAL JACOBS: *On the celebration of the Navy Day, October 27, 1942, I should like to send my greetings to the American naval forces which are fighting the enemy so valiantly.*

As representative of the Navy of the Union of Soviet Socialist Republics, I wish to tell you and through you the American Naval officers and sailors that the officers, sailors and all the people of the U. S. S. R. are looking forward to the day when the United Nations' forces will inflict a decisive blow to the common enemy and destroy the fascist clique once and for ever.

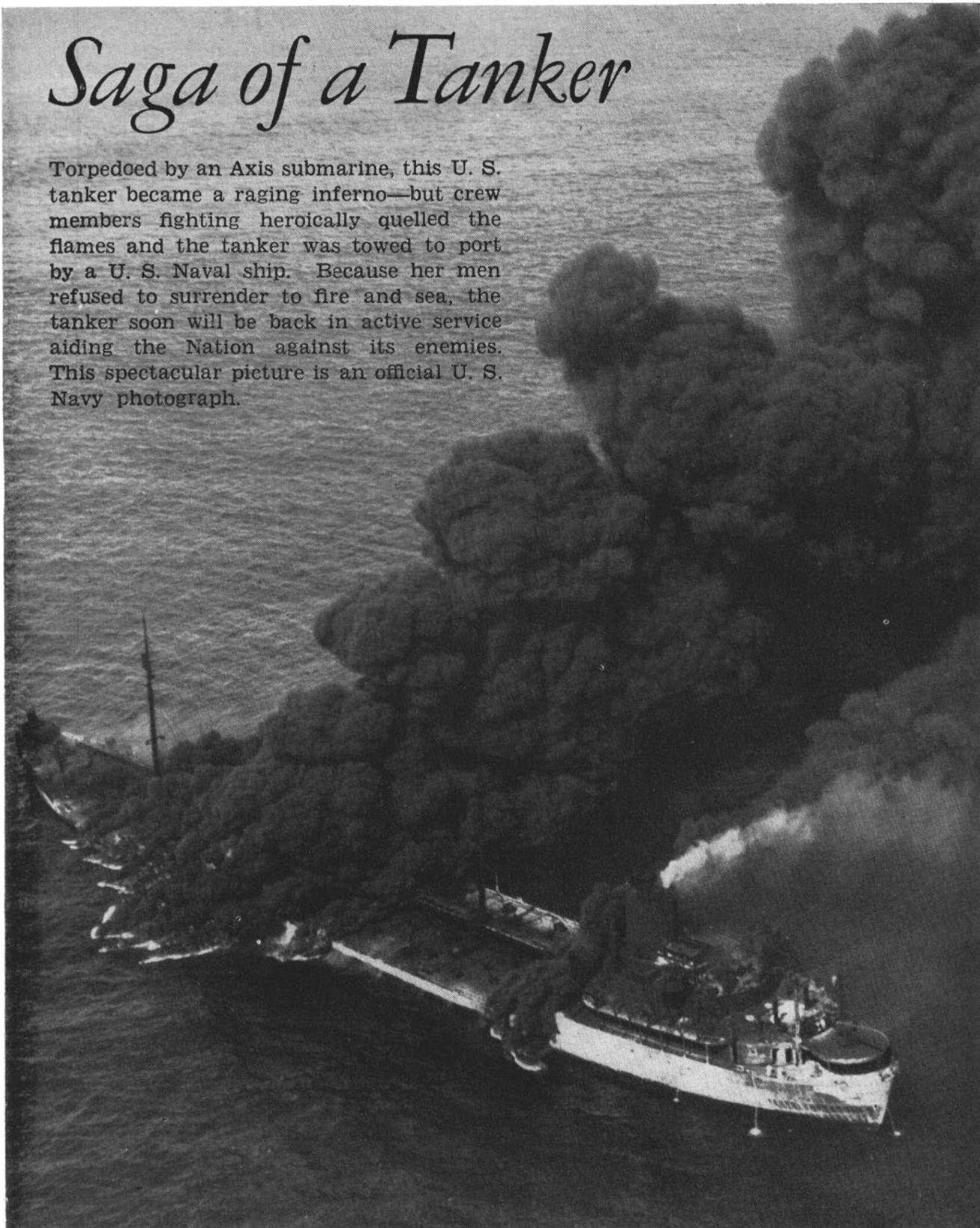
Yours very sincerely,

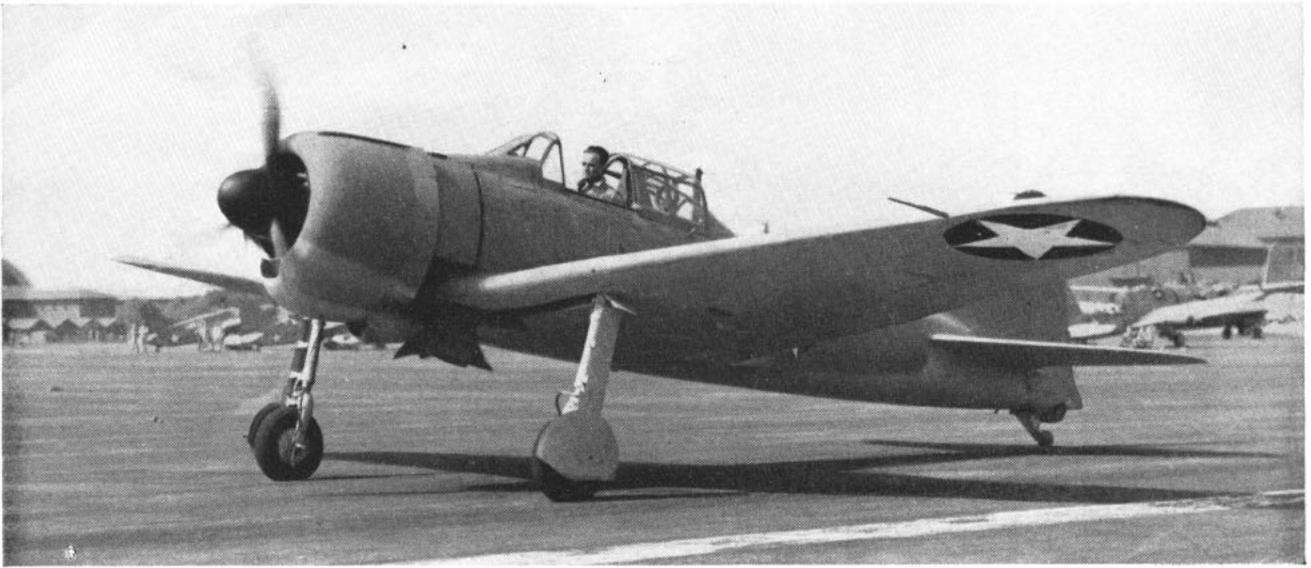
[S] I. YEGORICHEV,

*Captain,
Naval Attaché.*

Saga of a Tanker

Torpedoed by an Axis submarine, this U. S. tanker became a raging inferno—but crew members fighting heroically quelled the flames and the tanker was towed to port by a U. S. Naval ship. Because her men refused to surrender to fire and sea, the tanker soon will be back in active service aiding the Nation against its enemies. This spectacular picture is an official U. S. Navy photograph.





—Official U. S. Navy Photograph.

Though it now wears American colors, the airplane above is a vaunted Japanese Zero warplane (Mitsubishi '00), disabled and forced down during an air battle over the Aleutian Islands. Salvaged by Americans and shipped to San

Diego for repair and testing, the highly maneuverable fighter has a wing span of 39 feet 5 inches and an over-all length of 30 feet 3 inches. It mounts two 22-mm. low velocity cannon in the wings and two 7.7 guns in the nose.

The Japanese "Zero" Fighter

Plane proves maneuverable but protection is poor

A Japanese Zero fighter (Mitsubishi '00), which was salvaged after being only slightly damaged when forced down in the Aleutian Islands, has been brought to the United States and repaired at the Naval Air Station, San Diego, Calif.

The enemy plane will be brought to the Naval Air Station at Anacostia, D. C., where Navy pilots will put it through exhaustive tests in order to obtain data on its performance characteristics. Preliminary tests already have taken place at San Diego.

Present plans call for the Zero to be flown across the United States, in view of the difficulties attached to shipping it. Because the Zero's airframe is a single unit and the wings are riveted solidly to the fuselage, it is not considered feasible to attempt disassembly of the plane. Details of the proposed cross-country flight have not been worked out.

When salvaged, the Zero was painted a smooth light grey tinted with blue and light green, a coloring selected for operations in the foggy

Aleutian area. It has been repainted in Navy colors.

Preliminary flight tests of the Zero developed a top speed of slightly less than 300 m. p. h. Later tests may increase this speed somewhat.

The Zero shows to best advantage in a dogfight where tight turns make high speeds impossible. Then its maneuverability and climbing speed come into play.

Around 200 m. p. h. the Zero is very light on the controls, but at higher speeds the controls become stiff. Above 225 m. p. h. the Zero will not make a fast roll because of this stiffness. At 380 m. p. h., in a dive, the Zero develops marked flutter and vibration, which may be inherent or due to some undetected disalignment caused by its rough landing in the Aleutians.

Otherwise the Zero is a stable, easy-to-fly plane with generally good flying characteristics. Its lightness is not gained by flimsy construction, as it is well designed. The lack of self-sealing tanks and armor protection for the

pilot, which mainly accounts for its lightness, have made its over-all combat record against the Navy's Grumman Wildcat a poor one. The Zero's empty weight is 3,781 pounds and its combat weight, without belly tank, is approximately 5,200 pounds.

The 900-horsepower radial engine is a 14-cylinder, double-row design using modifications or direct adoption of many features found in our Pratt & Whitney and Wright engines. The propeller is a three-bladed, constant speed, hydraulic type identical with the Hamilton model. Radio equipment is copied after Fairchild units.

The over-all length of the Zero is 30'3", its wing span 39'5". The wings are hinged 2 feet from the tips to allow folding for easier carrier handling. The cockpit would be uncomfortably small for most of our pilots.

Armament consists of two 22-mm. low velocity cannon, one mounted in each wing, with 60 rounds of ammunition, and two 7.7 guns, with 500 rounds each, in the nose to fire through the propeller disk.

Getting Mail

LETTER WRITERS MUST USE CARE IN ADDRESSING

With Christmas greeting from home to United States service men on far-flung battle fronts already being placed in the mails, the ever-present problem of improperly addressed communications is further emphasized.

The Bureau of Naval Personnel alone receives thousands of misaddressed letters and cards daily. Navy post offices also receive large numbers. Because of improper addresses, much concern is caused to both sender and addressee, in addition to taking much-needed manpower from other duties in the postal service.

Navy personnel will receive mail on time and the enormous job of checking files to locate proper addresses will be minimized if every officer and man will cooperate by observing the following rules and hints:

The address of all mail should show:

1. First name.
2. Middle name.
3. Last name.
4. Rank or rating.
5. Service number.
6. Organization (Navy, Marine Corps, or Coast Guard).
7. Ship, Base or Squadron to which attached.
8. Location of Base or c/o Fleet Post Office at San Francisco, Calif., or New York, N. Y.

The information should be placed on the letter as follows:

Harold Marvin James, S 2c, USN
236 82 94
USS Drayton
c/o Fleet Post Office
San Francisco, Calif.

The same information, of course, should be put on for the return address in letters written by service personnel.

Any person writing to a service man can obtain his correct address from the Bureau of Naval Personnel, Navy Department, Washington, D. C., by stating the reason for the request.

Letters should be typewritten, printed by hand or written in a legible



"Great fight, Ma, but I got your letter!"

manner. Hand printing or writing, of course, should be in ink. Return address should be placed on the letters.

Writers should be particularly careful to dot their "i's", cross their "t's", open the center of "e's" and close the tops of "o's," etc. In short, each letter should be formed as near perfectly as possible.

Don't use nicknames. As pointed out above, the first, middle, and last name should be given.

Secret bases and organizations are being provided with code addresses. Personnel at such establishments will be apprised by the commanding offi-

cer of the assigned code and will be instructed to inform their correspondents of it.

The code will consist of the word "Navy" followed by a number such as "Navy 999", care of the Fleet Post Office at San Francisco, Calif., or New York, N. Y. The code should be written in numerals and spelled out. An example:

John Henry Blake, Lt. (jg), USNR
Navy 999 (Nine Hundred and
Ninety-nine)
c/o Fleet Post Office
New York, N. Y.

RESERVE SERVICE COUNTS FOR STRIPES

The Uniform Regulations, 1941, Article 8-8 (c), prescribes: "There shall be one service stripe for each 4 years of active service in the Navy or the Naval Reserve."

The Bureau, in Naval Reserve Circular Letter No. 34-34, dated December 4, 1934, made a determination as to what constitutes active service in the Naval Reserve.

In view of the large number of men now serving on active duty who have maintained continuous service in the Naval Reserve, the prior determination on the subject is repeated here-with:

"As regards the Uniform Regulations, the term 'active service' is there-

fore to be considered as meaning service on the active list of the Navy or service on the active list of the Naval Reserve, whether performed in an active or an inactive duty status, or the two combined. All service in the Navy and the Naval Reserve (which includes all classes thereof) may therefore be counted in determining eligibility for service stripes."

Enlisted men of the Naval Reserve who perform continuous active duty, maintain the required marks, and meet the qualifications outlined in Articles 8-2 (b) and 8-8 (b) (2) are entitled to wear gold rating badges and service stripes.

Meeting a Problem in Training

Victory Corps in school spurs youths to learn math, science needed in wartime

To combat the problem of a dangerous lack of proper elementary training in subjects which are basic to the war effort, the Navy Department is cooperating with the nation's school authorities in every possible way. A large part of the effort in the secondary schools centers around the Victory Corps, a national voluntary organization for secondary schools, designed to mobilize students for more effective preparation for and participation in wartime service.

The corps is divided into six divisions—General Membership, Land

Service (Army), Air Service (Army and Navy), Sea Service (Navy), Community Service, and Production Service. The students' natural inclinations will lead them to their respective divisions. At the same time many of the prerequisites that each field demands are congenial to all divisions. As a result, the Victory Corps presents a united front with the youth cooperating in their preparation for future active participation in our wartime society.

Besides encouraging youths to emphasize those academic subjects in school which will best prepare them for war service, the Victory Corps advises students on the entrance into critical services and occupations, develop wartime citizenship, stress physical fitness and military drill, give preflight training in aeronautics and preinduction training for critical occupations, and develop community service.

The Navy is bending every effort to procure skilled men, men who are able

to cope with the intricacies of mechanized naval warfare. Unable to obtain enough men who have the required skills, the Navy runs additional Service Schools, so planned as to give each student the foundation for a career as a finished artisan. However, before a man is qualified to attend these schools, he must be able to meet certain educational standards so that he can deal effectively with the school curriculum. Whether he is up to these standards or not depends, to a large extent, on his early school training.

In November 1941, when Admiral Chester W. Nimitz was the Chief of the Bureau of Navigation, now the Bureau of Naval Personnel, he wrote a letter to Prof. Louis I. Brevold at the University of Michigan in which he said:

"The Navy depends for its efficiency upon trained men. The men are trained at schools conducted for this purpose and the admission of men to those schools is based upon the meet-

American youth falls in to take its place in the war effort.



—U. S. Office of Education.

ing of certain carefully established requirements. However, in order to enroll the necessary number of men in the training schools, it has been found necessary at one of the training stations to lower the standards in 50% of the admissions. This necessity is attributed to a deficiency in the early education of the men involved. The requirements had to be lowered in the field of arithmetical attainment. Relative to the results obtained in the General Classification Test, the lowest category of achievement was in arithmetic."

In a letter to the members of the National Council of Chief State School Officers, in reference to participating in a special meeting they held in Nashville last May, the Army and the Navy issued a joint letter signed by the then Acting Secretary of War, Robert P. Patterson, and the then Acting Secretary of the Navy, James Forrestal, in which they said "We appreciate this opportunity to discuss with you at this most crucial time the problem of bringing to the public schools of the nation a realization of the urgent needs for instruction in science and mathematics as pre-service training. Army and Navy officials charged with the responsibility of training the armed forces have been brought to a serious realization of certain deficiencies in the relations of those instructional fields of service needs."

This, then, was the problem: to devise a method by which the boys and girls in school could become more actively identified with our war effort and at the same time be preparing for their eventual active participation in it.

In June 1942, Rear Admiral Randall Jacobs, the Chief of Naval Personnel, reiterating the Navy's recommendations said, in effect:

It is believed that the vital basic education curriculum and the physical fitness program will provide a firm foundation on which specialized training in the armed services can be built.

To help solve this problem, early in



Reproduced above are the insignia of the High School Victory Corps. Reading from left to right and top to bottom, the insignia stands for: Land Service Division, General Membership, Sea Service Division, Production Service Division, Community Service Division, and Air Service Division.

the summer of 1942, a special committee of the U. S. Office of Education Wartime Commission began a study of the general problem of Wartime Service Organizations in Secondary Schools. After seeing the results of this study, the administrator of the Federal Security Agency requested that the Secretaries of War, Navy, and Commerce appoint official representatives to serve on a policy committee,



—The Eaglet.

whose purpose was to develop a plan for the wartime readjustment of the curricula of secondary schools. These representatives accordingly worked out the High School Victory Corps and recommended it to schools throughout the country.

The policy committee of the Victory Corps early realized that until such time as the youths were called into active participation in industry, agriculture, the Army or Navy, the best way these youths could serve their country was in school—participating in an intensified intellectual and physical curriculum.

Boys and girls in the first 2 years of high school will participate in the General Membership Division of the Victory Corps. The other five divisions will be filled by the older students in their last two year who have some general idea of the branch of the service they intend to join: (1) Air Service Division—the students must be planning and have begun preliminary preparation for service in the armed forces as aviation cadets or as aircraft repair and maintenance workers; (2) Sea Service Division—members should be planning and have begun preliminary preparation for service in some branch of the Navy or Merchant Marine other than naval aviation; (3) Land Service Division—intention to serve in some branch of the ground forces of the Army; (4) Production Service Division—service in war industry, agriculture, or other civilian productive civilian occupations, as distinguished from service occupations, and (5) Community Service Division—work in such projects as teaching, social work, medicine, nursing, dentistry, librarianship, or other professional services; stenography, typist, bookkeeper; homemaking, child care, home nursing, nutrition or similar service.

To coordinate the Victory Corps program and disseminate knowledge, a radio program is presented over the Blue network from 1430 to 1500 eastern war time, and is piped into all schools that have receiving facilities.

Legislative Matters of Interest

Authorization of benefits and gratuities for reserve personnel retroactive to September 8, 1939

The following legislation of interest to the Navy has been approved since the last issue of the **INFORMATION BULLETIN**:

(1) Public Law 737—77th Congress, approved October 10, 1942.

By the provisions of Section 4 of the Naval Aviation Personnel Act approved October 27, 1940, personnel of the Naval Reserve are entitled to the same benefits and gratuities allowed for personnel of the Regular Navy. These provisions were not retroactive beyond the date of approval of the act (August 27, 1940). By the provisions of Public Law 737 the authorization of benefits and gratuities for personnel in the Naval Reserve was made retroactive to September 8, 1939.

(2) Public Law 739—77th Congress, approved October 10, 1942.

This Act suspends, for the duration of the war, the requirements of the Act approved March 2, 1933, which prescribes a ration in kind except in those cases where the Secretary of the Navy determines such suspension contrary to the best interest of the Navy. During the period of suspension, the Secretary of the Navy is authorized to fix the limit of the cost of rations.

(3) Public Law 745—77th Congress, approved October 14, 1942.

This Act authorizes the General Accounting Office to accept a certificate in lieu of copies of confidential or secret orders for the purpose of transportation of dependents and household effects of personnel of the Navy, Marine Corps, Coast Guard, and Coast and Geodetic Survey, when such personnel are transferred incident to secret or confidential orders.

(4) Public Law 763—77th Congress, approved October 26, 1942 (Second Supplemental National Defense Appropriation Act—1943). This Act authorizes:

(a) Increased pay for aerial flights to 45 officers above the rank of captain (no certificate shall be required that extraordinary hazards were incurred during the period in which aerial flights are made).

(b) Actual and necessary expenses or per diem in lieu thereof, as may be determined and approved by the Secretary of the Navy, of naval and civilian personnel in and under the Naval Establishment, on special duty in foreign countries.

(c) Per diem allowances not exceeding \$6.00 to naval personnel of, or under training for, the Naval Air Transport Service while on such duty or training away from their permanent stations as may be determined and approved by the Secretary of the Navy.

The following proposed legislation has passed the House of Representatives and is now on the Senate Calendar:

(1) H. R. 7577.—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 of the equivalent service. This proposed bill, if approved, will be retroactive to June 1, 1942.

Orders for Training Courses

Rules established to give best possible service

Many orders are received from ships for Enlisted Training Courses which do not exist. This is undoubtedly due to the fact that many of the newer officers are not familiar with the "Yearbook of Enlisted Training." Such requests will not be answered.

Where Enlisted Training Courses do not exist, the training is based on qualifications as outlined in the Bureau of Naval Personnel Manual, Section D, Chapter 5.

The December issue of the Bureau of Naval Personnel **INFORMATION BULLETIN** will contain a corrected list of courses available.

The "Yearbook of Enlisted Training," 1943 edition, should be ready by January 1, 1943, at which time it will be mailed to all ships and stations along with the new order form, BNP 676.

Requests for Enlisted Training Courses are received almost daily from some stations. It is suggested that in order to cut down on correspondence and wrapping of books that requests be sent in not oftener than weekly, except in cases of emergency. The cooperation of all ships and stations in this matter will be greatly appreciated.

It has been the policy of the Bureau to ship one course and three PT&E's as a unit due to the fact that the course book is sufficiently well constructed to be used at least three times. It is felt that this may not work out satisfactorily with many of the small boats now going into commission due to lack of storage space and few men of each rating aboard ship, although it is still desired that the course book be used as long as possible. Small boats may help the Bureau out in this matter by ordering both courses and PT&E's by number. The present policy of one to three will still be followed out for all larger ships. It is extremely important to use the course books as long as possible due to the vast amount of work the Government Printing Office is now called upon to do.

The courses may be ordered from (1) the Bureau of Naval Personnel, Training Division, Washington, D. C.; (2) Educational Officer, 11th Naval District, San Diego, Calif.; and (3) Educational Officer, 14th Naval District, Pearl Harbor, T. H. Ships and stations should order from the nearest of these stockrooms, using an original and carbon copy of the new standard form BNP 676 or ship's stationery.

Navy Relief and Red Cross

Duplication will be avoided in handling Naval personnel cases

Agreements to "insure complete cooperation and to avoid the duplication of service" in the handling of cases of naval personnel and their dependents by the Navy Relief Society and the American Red Cross have been entered into by the national officers of the two organizations.

In a joint statement signed by Rear Admiral J. O. Richardson, usn, executive vice-president of the Navy Relief Society, and the Honorable Norman H. Davis, American Red Cross chairman, the relationship of the two groups is outlined.

The statement points out that the Red Cross has, "as one of its primary responsibilities, the broad program of voluntary aid to Army and Navy personnel and their dependents, in addition to many other important services which it renders to the armed services." The Navy Relief Society, the statement sets forth, "has as its specific responsibility, the aiding in times of need of naval personnel and their dependents as well as the dependents of deceased naval personnel." Marine Corps and Coast Guard personnel are included in Navy Relief cognizance.

The Navy Relief Society, through its auxiliaries located at all navy yards and principal naval stations, the statement says, is able to serve naval personnel and their dependents living in the vicinity.

Continuing, the statement declares that the Society "will not duplicate existing agencies by a Nation-wide expansion of its auxiliary organization, but will continue to avail itself of the services of the American Red Cross, through its Nation-wide coverage of chapters, for the necessary fact-finding functions.

In a letter to Chairman Davis, Admiral Richardson revealed that "unless circumstances materially change," the Society does not intend to seek funds from the public prior to 1944. Admiral Richardson said that until that time his organization's fund-

raising activities will be limited to "solicitation from Naval personnel, benefits administered and participated in, by Naval personnel and the acceptance of voluntary contributions."

The general plan, as outlined in the joint statement, follows:

(a) Cases coming to the attention of the American Red Cross through direct approach to Red Cross field directors or chapters by service men or their families will be handled by the Red Cross as in the past. The financial resources of the Navy Relief Society, when needed, are available to chapters and field directors of the American Red Cross in accordance with customary case-work practice. When application is made to Red Cross field directors or chapters for assistance in obtaining aid from Navy Relief Society, the application will be referred to the local Navy Relief Auxiliary or to national headquarters of the Navy Relief Society. Cases so referred to national headquarters will be accompanied by a case report and a statement of the emergency relief action, if any, taken by the Red Cross.

(b) Cases coming to the attention of Navy Relief Auxiliaries through direct approach by service men or their families will be handled by the Navy Relief Society as in the past. Specialized services of the American Red Cross, such as the handling of claims for government benefits and rehabilitation matters for disabled men, are available when needed by Navy Relief Auxiliaries.

(c) Cases referred to the American Red Cross by the Navy Relief Auxiliaries for fact-finding reports will be referred back with the report indicating the social, economic, and health conditions prevailing and setting forth relief action, if any, taken by the Red Cross. In these cases relief by the Red Cross will be limited to interim emergency assistance pending action by the Navy Relief Society. Cases originating with Na-

tional Headquarters, Navy Relief Society, will be handled in the same manner, but will be routed through the Bureau of Naval Affairs at Red Cross national headquarters, for the initial contact with the proper Red Cross chapters. The original report from the chapter will be forwarded to the National Headquarters, Navy Relief Society, and subsequent correspondence on the case may be conducted directly between that office and the chapter concerned.

(d) In areas where Red Cross chapters and Navy Relief Auxiliaries are both serving, provision will be made for the closest working relationships and the clearance of cases to avoid duplication and to enable one agency to benefit through the case experience of the other. The clearance of such cases may be accomplished through (1) the registration of cases of both agencies in the confidential exchange of the community, or (2) the clearance of cases with each other under a mutually satisfactory plan which must provide for the maintenance of records of the cases so cleared.

VISITS TO MEXICO

Naval personnel desiring to visit Mexico unofficially in uniform are permitted to do so without specific approval of the Bureau of Naval Personnel. Conflicting instructions in this regard in the Bureau of Naval Personnel Manual are in the process of revision. The following identification is required for these unofficial visits:

(a) *For short visits to border towns identification cards or passes signed by the Commanding Officer are sufficient.*

(b) *For visits into interior of Mexico a tourist card must be obtained from the nearest Mexican Consul.*

Naval personnel visiting Mexico on official business must obtain a passport and secure authority from the Bureau of Naval Personnel in order that diplomatic arrangements can be made.

Elimination of Paper Work

Enlisted Personnel Division shows
by example how it can be done

Spurred by the Secretary of the Navy's campaign to eliminate all paper work unnecessary to the prosecution of the war the Enlisted Personnel Division of the Bureau of Naval Personnel gave the project number one priority and to date has found 52 separate eliminations, substitutions, or modifications which have been effected or are being considered. The list is published below as a possible suggestion for other activities which may be able to effect similar reductions in paper work.

Appropriate instructions concerning the new procedures have been issued by circular letter, individual letter, or incorporated as changes in the Bureau of Naval Personnel Manual. Those reports required by current instructions and not modified in the list below are considered necessary to the prosecution of the war and the proper administration of the enlisted personnel of the Navy.

Here is the report of the division's progress to date:

Conducted a complete survey of the correspondence of all sections of the enlisted personnel division for 1 week, to determine volume of completed outgoing mail and reports.

Analyzed 17,269 pieces of completed mail for the week under review, commenting on mispractices found to exist, and suggesting the development of appropriate form letters in lieu of original typed letters.

Developed numerous form letters for answering routine inquiries, with check-off for appropriate reply.

Developed special snap-out page 9 of service record for changes in rating and longevity pay periods, to serve both for service record purposes, Bureau records and commanding officer's order to disbursing officer, eliminating preparation of separate order to disbursing officer. (Form now in process of being printed.)

Developed separate page 9 of service record for numerous other purposes for which entries are made in service record, to be used also as order

to disbursing officer, eliminating preparation of separate order to disbursing officer. (Now in process of development in cooperation with Bu. S. & A.)

Developed new page 1 of service record, adaptable as commanding officer's order to disbursing officer to open pay accounts, eliminating preparation of separate order to disbursing officer. (Now in process of development in cooperation with Bu. S&A.)

Developed new page 11 of service record, adapted as commanding officer's order to disbursing officer to close pay accounts, eliminating preparation of separate order to disbursing officer. (Now in process of development in cooperation with Bu. S&A.)

Discontinued posting entries on outside of enlisted men's jacket files in BuPers, covering changes in rating, transfers and receipt on board.

Suspended for calendar year 1942 (Dec. 31) the annual census of enlisted personnel throughout the entire Navy, eliminating the necessity for this year of preparing complete lists of all personnel on board as of midnight, December 31.

Eliminated for the duration of the war entry of quarterly marks on service records of enlisted personnel for September 30 and March 31.



—Fargo Watch.

"And remember—it's 'Aye, aye, sir,' not my eye sir!"

Discontinued preparation and submission of complete muster roll of crew on sailing, submitting changes only since last report.

Discontinued periodic entries in continuous service certificates of enlisted personnel, except on discharge.

Decentralized authority to effect immediate bad conduct and dishonorable discharges under court-martial sentence, of men serving on first enlistment.

Delegated authority to commanding officers of training stations *only* to discharge recruits as undesirable during first four months of service.

Delegated authority to certain shore commands for authorizing payment of allowances in absence of quarters and messing facilities.

Discontinued issuance of good conduct medals for duration of war.

Discontinued issuance of honorable discharge buttons for duration of war.

Discontinued monthly and quarterly entries in service records of enlisted personnel as to total flying time and number of aircraft flights made.

Changed monthly report of divers to quarterly.

Abolished quarterly report of patients at hospitals and on board hospital ships.

Suspended issuance of permanent appointment certificates for chief petty officers.

Suspended congratulatory letter to enlisted men on retirement after 30 years' service.

Discontinued monthly report of flight orders, substituting therefor copy of S&A flight certificate, thus eliminating preparation of an additional report.

Abolished report on detachment as commanding officer list of serial numbers of honorable discharge blanks and buttons turned over to relief.

Changed quarterly report of passengers attached to administrative commands afloat and independent duty ships to annual report.

Changed quarterly report of distribution of enlisted personnel by activities, Naval Districts and independent shore commands, to annual report.

Abolished monthly summary of Naval Reserves on inactive duty in Naval Districts.

Abolished weekly report of men serving sentences of confinement at receiving ships and shore stations

where general court-martial is established.

Abolished despatch reports regarding stragglers and deserters, substituting ordinary or air mail.

Discontinued despatch reports of returned absentees less than 20 days absent.

Discontinued *duplicate copy* of weekly report of prisoners and detentioners from receiving ships.

Abolished letter of transmittal submitted with report of straggler or deserter.

Discontinued examination of enlisted men in subjects A-N, **GENERAL QUALIFICATIONS**, when examined for advancement in rating where record shows qualification on previous examination.

Discontinued sending duplicate pages 9-10 of service record when recommending men to Bureau for permanent appointment.

Authorized reenlistment men discharged under acting appointment in rating held at discharge, instead of in next lower rating, avoiding necessity of reissuing acting appointment on reenlistment.

Discontinued report of records and accounts not received within 15 days of reporting on board.

Discontinued report of discrepancies in clothing and effects found to exist on inspection of drafts reporting for passage on board.

Practice Before Government Departments

Except when required to do so in connection with his official duties, no member of the Navy, the Marine Corps, or the Coast Guard on active duty shall appear before any Federal, State, or municipal court, board, commission, or department, as attorney or counsel in connection with any matter pending before such court, board, commission, or department without first obtaining the express permission of The Judge Advocate General of the Navy.

[s] FRANK KNOX.

Eliminated requirement that examinations for gunnery qualifications be conducted by a board from other ships or aircraft squadrons, permitting board to be appointed by commanding officer.

Discontinued unauthorized practice of various commands in sending letters of transmittal with completed personnel forms and reports which are self-explanatory by themselves.

Dispensed with typewritten reports of examination for advancement in rating of enlisted personnel, authorizing pen and ink reports in discretion of commanding officers.

Discontinued requirement that reports of examination of enlisted personnel be prepared and forwarded to Bureau for advancement in rating below petty officer first class.

Authorized examinations for advancement in rating to be oral, instead of written.

Abolished report of revocation of appointment as recruit instructor when found not qualified.

Abolished report on qualification of service school instructors upon completion of 3 months' probationary service.

Substituted two discharge forms, ordinary and unfavorable, for nine forms previously in use.

Abolished numerous forms found to be obsolete.

Abolished report from training stations of recruits advanced to petty officer ratings.

Discontinued submission of report of men available for transfer upon completion of training at armed guard schools.

Abolished annual verification of service records at all naval activities, as a change to Navy Regulations, Articles 826 and 1514.

Modified report of men tried and convicted by civil authorities to apply only in cases involving moral turpitude.

Abolished monthly report by district commandants of fleet reservists and retired men on inactive duty.

Discontinued weekly report of number of men available for radar training and radio technicians, and instructions issued to Commandants concerned to submit semimonthly report instead.

CHANGE OF COMMAND

Vice Admiral William F. Halsey, Jr., USN, who conducted carrier operations in the South Pacific Area last spring with distinguished success, has returned to that area to assume command of the Naval Forces in the South Pacific Area, under Admiral Chester W. Nimitz, USN, Commander in Chief of the Pacific Fleet. Vice Admiral Halsey is relieving Vice Admiral Robert L. Ghormley, USN, whose new duties will be announced at a later date.

Vice Admiral William S. Pye, USN, who has been Commander of a Pacific Fleet Task Force since the outbreak of war, has been ordered to duty as President of the Naval War College, Newport, Rhode Island, to relieve Admiral Edward C. Kalbfus, USN (Ret.). Admiral Pye will bring to the War College the latest experiences of war in the Pacific.

Vice Admiral Herbert F. Leary, USN, until recently Commander of Naval Forces in the Southwest Pacific Area, under General Douglas MacArthur, USA, has relieved Vice Admiral Pye as Commander of a Task Force of the Pacific Fleet.

Rear Admiral Arthur S. Carpender, USN, who has been second in Naval Command to Vice Admiral Leary in the Southwest Pacific Area, has been promoted to the rank of Vice Admiral and has relieved Vice Admiral Leary as Commander of the Naval Forces in the Southwest Pacific.

Capt. Edward L. Cochrane, USN, formerly on duty in the Design Division, Bureau of Ships, became Chief of the Bureau of Ships on November 1, relieving Rear Admiral Alexander H. Van Keuren, who assumed duty as Director, U. S. Naval Research Laboratory.

Capt. Earle W. Mills, USN, also formerly in the Design Division, became Assistant Chief of the Bureau. He succeeded Rear Admiral Claud A. Jones, USN, who is now the Assistant to the Chief of the Office of Procurement and Material.

War Bond Sale Success

Navy Department's bond campaign yields sale total 54% above its goal

Navy personnel—civilians, officers, and enlisted men—invested a total of \$61,679,544.35 in War Savings bonds during the first year of the Navy Department's bond campaign, which ended September 30. The total was 54 percent above the \$40,000,000 goal set for the 12-month period.

September bond sales at naval shore establishments totaled \$10,506,735.75, which, with naval allotments of \$579,245, made the total Navy bond sales for the month \$11,085,780.75.

The sales at shore establishments increased 5.74 percent over August, and the percentage of civilian personnel enrolled under the Navy payroll savings plan of bond purchases climbed from 69.69 to 77.69. The percentage of payroll being invested in bonds also climbed from 8.72 in August to 9.16 in September.

Three activities won the coveted Secretary of the Navy's honor flag and certificate, on the basis of September returns. The First and Ninth Naval districts and the Torpedo Station at Alexandria, Va., qualified for the awards by maintaining, for two successive months, the "90-10" standard of excellence set by the Secretary of the Navy. This standard requires at least 90 per cent of all civilian employees enrolled under the payroll savings plan, with at least 10 per cent of the activity's total payroll being invested in War bonds.

He Only Knew How to Fight

A fine looking man walked into a Navy recruiting station and said he wanted to enlist. A Recruiter began interviewing him, asking, "What are your qualifications?" "What do you mean?" asked the would-be sailor.

"Are you a machinist, plumber, radio operator, or what?"

"Well," parried the applicant, "don't you have any vacancies for fighting men?"

HE WAS ACCEPTED.

Three other activities, the Charleston and Philadelphia Navy Yards and the Naval Air Station, Quonset Point, R. I., won the first "leg" of the competition in September by reaching the "90-10" goal for that month. They also will be eligible for the flags and certificates if the tabulations show they maintained the standard for October.

On the basis of an efficiency index determined by percentages of pay roll and employee participation, Charleston in September was first among the navy yards, with Philadelphia a close second. The Eleventh was first among the naval districts, followed closely by the First, and San Diego was first among the air stations, with Quonset Point second.

Navy Photographers Please President

THE WHITE HOUSE

Washington, October 2, 1942.

DEAR CAPTAIN LOVETTE: This is the first letter I have had an opportunity to write since the President returned to the White House yesterday, completing an unprecedented inspection tour of the country, and traveling coast-to-coast and border-to-border some 8,700 miles.

As you know, the President was accompanied on this trip by four photographers assigned to him by the Navy Department, to make a record of his trip from start to finish in motion pictures and in stills.

The photographers were:

Arthur C. Black, Chief Photographer's Mate.

Alfred Fox, Photographer's Mate 2nd Class.

John William Erickson, Photographer's Mate 1st Class.

William Belknap, Jr., Photographer's Mate 2nd Class.

Their mission was most important to the success of the President's tour and the responsibility of this assignment was no less important. As you

well know, they made all the photographs that were made throughout the two weeks of travel—all the photographs used by the newspapers, newsreels, and publications yet to appear in print were produced by them.

I know that the President is well pleased with their work and is grateful to these men for the work they have done. It was an excellent performance.

Very sincerely yours,

/s/ STEPHEN EARLY,

Secretary to the President.

CAPTAIN LELAND P. LOVETTE,
Director of Public Relations,
Navy Department.

Soft Collars Must be Starched

Many complaints have been received about the appearance of officers who are wearing soft collars. The Uniform Regulations prescribe that shirts with collar attached are permitted with Service Dress, Blue, A, B, and C.

The Navy Department Permanent Uniform Board has recommended a Change in Article 2-101 (a), Uniform Regulations, 1941, requiring that if collar attached shirts are worn, the collars shall be starched.

Pending promulgation of this recommended change the service should be guided accordingly.

NAME CHANGES

Effective October 5, 1942, the name of the United States Naval Training School (V-7 Indoctrination), Notre Dame University, was changed to the United States Naval Reserve Midshipmen's School, University of Notre Dame, Notre Dame, Ind.

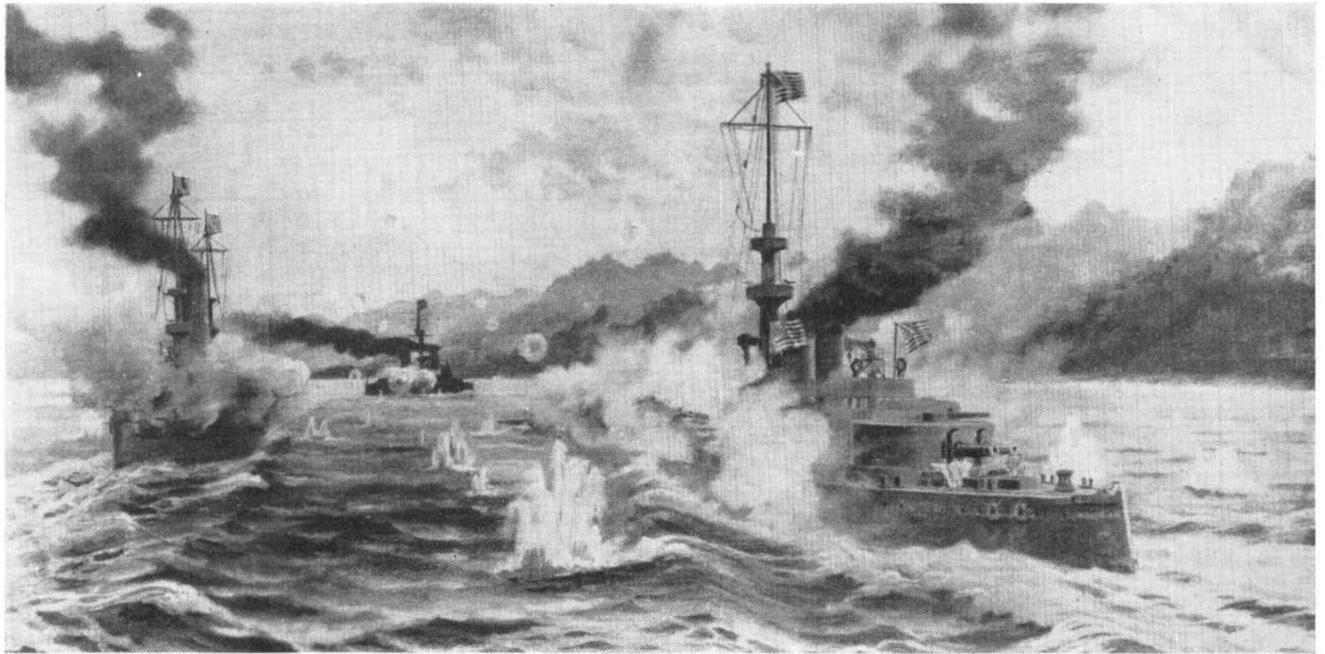
It is requested that all subsequent correspondence to the above activity be addressed in accordance with the revised designation.

"Hey you there," yelled a passing Coast Guard Patrol. "Know where you're going?"

"Why, yes," replied the confident skipper. "We're headed for shore."

"Okay, buddy," called back the Coast Guard. "But give my regards to the AEF. You're headed straight for England."

—Sand Point Static.



—Office of Naval Records and Library.

The scrap which the U. S. S. OREGON will produce will go toward making new and better ships, but she once served her country gloriously on the battle line. The painting, reproduced above, is the Battle of Santiago, 1898. The battleship in the right foreground is the U. S. S. OREGON.

‘Oregon’ to Swell Scrap Pile

But U. S. S. Olympia will be saved
as permanent relic of the period

The Navy Department has regretfully decided to scrap the famous Naval historical relic, the U. S. S. *Oregon*, in connection with the present Nation-wide drive to collect metal urgently needed for the war program. This project was suggested initially by the Special Projects Section of the Conservation Division, War Production Board, and the ultimate decision was approved by the President of the United States.

The President agreed to the necessity for scrapping the *Oregon* with the stipulation that the U. S. S. *Olympia*, Admiral Dewey's flagship at the Battle of Manila, be preserved permanently as this Nation's naval relic of the Spanish-American War.

The *Olympia* will be the Navy's only remaining vessel of that period. The U. S. S. *Rochester*, the only other existing vessel of the Spanish-American War, had been reduced to a hulk

in 1938 and was at the U. S. Navy Yard, Cavite, P. I., when that station was captured by the Japanese in December 1941. The *Rochester* was the former armored cruiser U. S. S. *New York* and was Rear Admiral William T. Sampson's flagship at the Battle of Santiago, Cuba, on July 3, 1898, when the Spanish fleet was destroyed.

The U. S. S. *Oregon* was commissioned in 1896 and participated in the blockade and ultimate destruction of the Spanish Fleet in this same battle. The vessel was loaned to the State of Oregon in 1925 and since that time has been preserved as a Naval relic at Portland, Oreg.

The 10,288-ton *Oregon*, it is estimated, will yield about 70 percent iron and steel and the balance in copper, brass, lead, and zinc, all extremely vital materials for the successful prosecution of the present war.

The U. S. S. *Olympia* has been at the U. S. Navy Yard, Philadelphia, Pa., since 1922, and minor repairs have been made on the vessel from time to time since that date. In accordance with the President's directive, preliminary steps already have been taken to insure her maintenance in an adequate state of permanent preservation.

The U. S. S. *Oregon*, originally classified as "Coast Battleship No. 3," was constructed at the Union Iron Works, San Francisco, Calif., and was commissioned July 15, 1896. Her displacement was 10,288 tons, and her main armament consisted of four 13-inch and eight 8-inch guns.

After a journey from the West Coast during which this ship survived a violent gale in the Straits of Magellan, the *Oregon* joined the North Atlantic Squadron under the command of Admiral Sampson and participated

in the blockade of the Spanish Fleet at Santiago, Cuba, which action culminated in the destruction of Admiral Cervera's fleet on July 3, 1898.

After refitting, the *Oregon* returned to the Pacific and was ordered to the Asiatic Station, where she cooperated with United States Army forces during the Philippine Insurrection.

She was placed in full commission April 7, 1917, as Flagship of the Pacific Fleet and was used during the first World War for training purposes. Later she served as one of the escorts of the Siberian Expedition under Gen. William Sidney Graves. After the Armistice she was placed out of commission, but was commissioned temporarily in August 1919, and her last duty was as reviewing ship for President Woodrow Wilson during the arrival of the Pacific Fleet at Seattle under Admiral Hugh Rodman, USN.

The U. S. S. *Olympia*, like the *Oregon*, as built at the Union Iron Works, San Francisco, Calif. The *Olympia*, a protected cruiser, was placed in commission on February 5, 1895.

The U. S. S. *Olympia* had a normal displacement of 5,865 tons, an overall length of 344 feet, 1 inch, and a complement of 34 officers and 346 men. Her main armament was ten 5-inch and two 3-inch guns.

After service as the flagship of Rear Admiral F. V. McNair, USN, from 1895 to 1898, cruising in waters of Japan, China, and the Sandwich Islands, the *Olympia* became the flagship of Admiral (then Commodore) George Dewey, commanding the Asiatic Squadron, on January 3, 1898. Capt. G. V. Gridley, USN, commanded the *Olympia*.

On May 1, 1898, at the Battle of Manila Bay, the *Olympia* led the attack on the ships of the Spanish Squadron. Admiral Dewey describes the scene in his autobiography:

"At 5:40 when we were within a distance of 5,000 yards, I turned to Captain Gridley and said, 'You may fire when you are ready, Gridley.' While I remained on the bridge with Lambertson, Brumby, and Stickney, Gridley took his station in the conning tower and gave the order to the battery. The very first gun to speak was an 8-inch from the forward turret of the *Olympia*, and this was the

signal for all the other ships to join in the action."

The action lasted from 5:41 a. m., with an interruption of 3 hours, until 12:30 p. m., and the Battle of Manila ended with the destruction of the enemy squadron.

When the United States entered the first World War, the *Olympia* was en route from St. Thomas, V. I., to the Norfolk Navy Yard. A week later she was designated flagship of the U. S. Patrol Force (Commander of the Patrol Force, Rear Admiral Henry B. Wilson, USN, Capt. Waldo Evans, USN, in command of the *Olympia*).

She was employed in patrol duty off the coast of Nova Scotia and ocean escort for British merchantmen en route to and from New York and the war zone. On April 28, 1918, she sailed from Charleston for Europe, arriving on May 20 at Scapa Flow, Scotland, and at Murmansk, Russia, on May 24. She transported Lieutenant General Poole, of the British Army, and a small detachment of troops who drove off an attack at Pechenga.

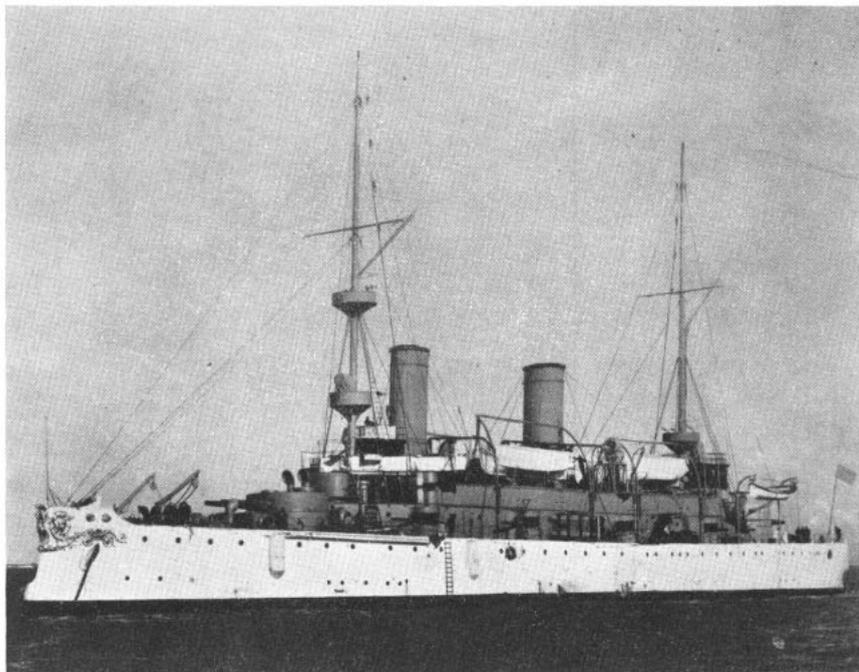
On November 7, 1920, the *Olympia* assisted in the delivery to the Italian

Government of the ex-Austrian battleship *Radetzsky* and ex-Austrian battleship *Zrinyi*. These two vessels, held in trust by the United States after the Armistice, were towed out to sea and delivered to the Italian authorities according to agreement.

At Ragusa, Dalmatia, the *Olympia* assisted in caring for refugees who had landed there and were in desperate circumstances due to hunger, lack of shelter, and the outbreak of typhus and smallpox. The ship distributed fuel, soap, clothing, and food and the medical officer cared for the sick.

In September 1921 she was assigned the duty of bringing home, for burial in Arlington Cemetery, the Unknown Soldier, representative of the heroes of the American Forces of the first World War. She left the Philadelphia Navy Yard on this mission on October 3, 1921, reaching Plymouth, October 16. She arrived at the Washington Navy Yard on November 9, 1921, with the body of the Unknown Soldier and was met by representatives of the Army, Navy, and other services.

In 1922, the *Olympia* was placed out of commission.



—Official U. S. Navy Photograph.

Admiral Dewey's flagship, the U. S. S. OLYMPIA, will be preserved as a permanent relic of the Spanish-American War period. It was on this ship that Admiral Dewey gave his famous order, "You may fire when you are ready, Gridley," that opened the Battle of Manila Bay in 1898.

Annapolis Gives Its Relics

Urgent need for materials of war sacrifices historic pieces to furnace

Naval relics and trophies of five wars fought by the United States will be melted down to provide weapons with which to win the present war, as the result of a scrap salvage campaign being conducted at the U. S. Naval Academy, Annapolis, Md.

The Navy Department has authorized sale of commemorative pieces from the grounds and buildings of the Academy which will yield an estimated 462,000 pounds of iron and steel and 41,000 pounds of brass and bronze. In addition, miscellaneous equipment, formerly used at the Academy for training, will yield an

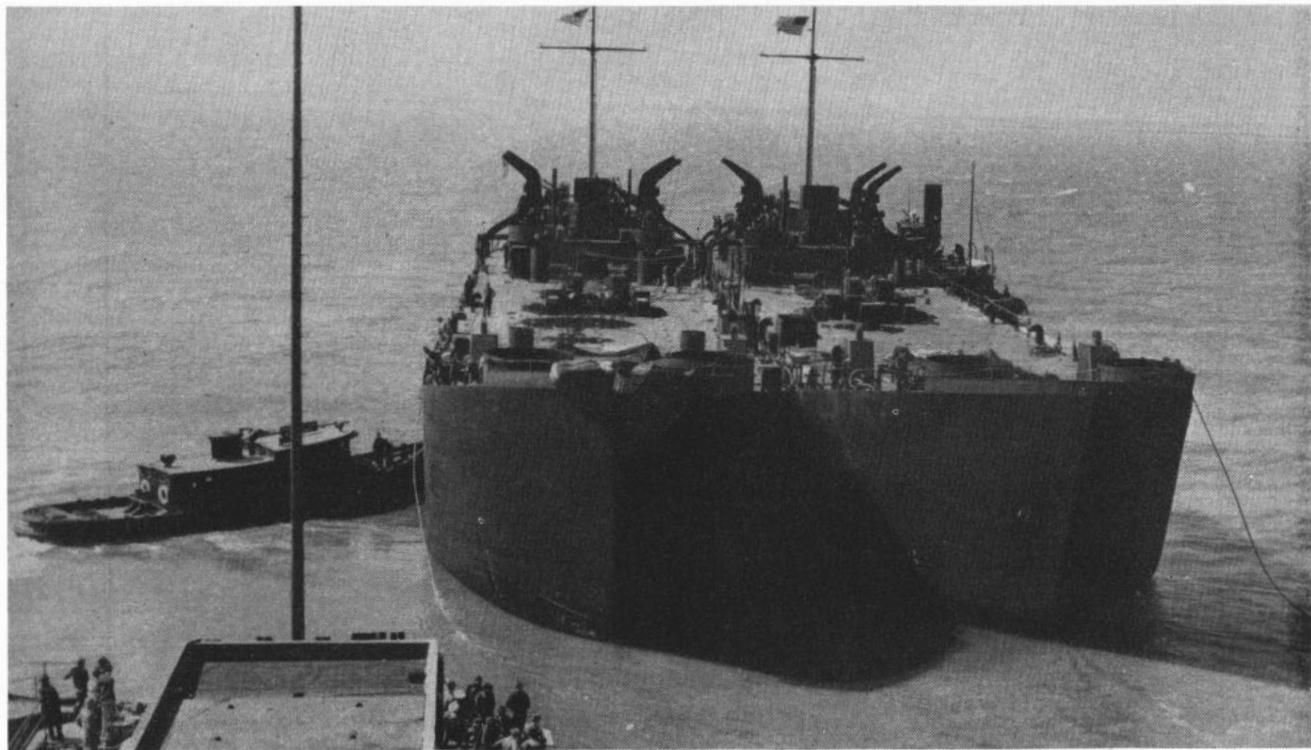
estimated 300 tons of assorted metal scrap.

In deciding which relics should be scrapped and which should be retained, the board carefully weighed the following two considerations: the urgent need for scrap metal for the war effort, and the historic value of the trophies in instilling in the midshipmen an understanding of the history and traditions of the United States Navy. For instance, one of the pieces to be contributed is a British 24-pounder gun from a ship captured by Commodore Thomas MacDonough, USN, at the Battle of Lake Champlain.

An exact duplicate of this gun from the same British ship, but having a dent in the muzzle inflicted by one of Commodore MacDonough's ships, is to be preserved.

The commemorative pieces to be contributed to the salvage drive include British, Confederate, Mexican, Spanish and German naval ordnance and fittings, as well as relics from United States naval vessels.

Other relics to be scrapped include 242 brass engraved destroyer nameplates, a searchlight taken from the Spanish Cruiser *Maria Teresa* in the Spanish American War, a 5.5-inch gun captured from the Spanish Cruiser *Vizcaya* at the Battle of Santiago in 1898, the foretop of the Battleship *Maine*, a German U-boat periscope of World War vintage, two 18-inch U. S. Navy armor piercing shells—largest of that type ever made—and a variety of guns, mines, bells, paravanes, propellers, etc.



—Official U. S. Navy Photograph.

The first two of six new tank lighters launched recently at the Newport News Shipbuilding and Dry Dock Co.'s James River plant are shown as they floated out into the stream from the shipway in which they were built. They

are of the class known as LST's, built to carry United States tanks and trucks to the battle areas, under their own power. Each is a complete ship in itself, with quarters for crews and troops to man the land vehicles.

Reserve Pin

Only inactive members get it

A spread eagle standing on an anchor, surmounted by the letters USNR, forms the design of a new, gold plated, lapel pin authorized by the Navy Department to denote members of the United States Naval Reserve not on active duty. The pins are to be worn on civilian clothing only.

A number of emblems sufficient for all members of the Reserve who are not presently on active duty and who are eligible to wear the pin have been forwarded to the commandants of the naval districts for distribution. Naval Reserve personnel accepted for United States Maritime Service training are to receive the pin from the Commandant of the Maritime Service Training Station to which they are attached. The Navy Department does not anticipate reordering the pins when the present supply has been distributed.

Members of the Naval Reserve who already possess a pin or button—such as the Aviation Cadet pin, or the Medical Student Probationary Officer's button—will not receive the new Reserve emblem, nor will it be given to undergraduate students enrolled in the Naval Reserve, nor to those recently appointed Reservists who are currently awaiting orders. The pin has not been authorized to be worn by persons other than members of the Naval Reserve.

The new Naval Reserve (inactive) identification cards are similar to the regular active identification cards except that they do not carry the picture of the individual. Cards will be furnished the Commandants of the naval districts as requested, and individuals will receive them upon application to the Commandants.

Regulations concerning the regular cards will pertain to the new cards insofar as applicable. The cards must be surrendered in case of discharge or when the individual goes into active service, in the latter instance at the time he receives his active duty identification card.



This new lapel pin is authorized by the Navy Department to denote members of the United States Naval Reserve not on active duty. It is to be worn on civilian clothing only.

Grosse Ile Housing

There is an acute housing shortage at the United States Naval Reserve Aviation Base, Detroit (Grosse Ile), Mich., and suitable quarters for persons with dependents are practically impossible to obtain. The peculiar location of this base, situated as it is, quite removed from urban areas, and the fact that very few renting units are available creates a serious situation in housing. Its unquestionable expansion will bring more officers and enlisted men to duty here and a possible transition to officer students will further complicate the already acute shortage.

In order not to place individuals in a difficult situation upon reporting, it is recommended that these facts be promulgated to officers and men ordered to this base with a further recommendation that anyone so ordered report without dependents. Accommodations for dependents might be located later after the initial reporting.

Club Facilities Available

The University Club of Los Angeles has informed the Bureau of Naval Personnel that the facilities of the club are available to officers of the armed forces for the duration without the necessity of a card of introduction for any length of time they may be in that vicinity.

Any officer may sign a special register for room with bath, and other facilities of the club, at a special rate of \$2.00 per night and an equivalent favorable rate if he wishes to stay a month or longer.

Institute Opens

Research center is commissioned

With a minimum of ceremony, the U. S. Naval Medical Research Institute, at Bethesda, Md., was placed in commission October 27. Rear Admiral Ross T. McIntire, Surgeon General of the Navy, and Rear Admiral Harold W. Smith, Chief of the Division of Research, Bureau of Medicine and Surgery, witnessed the commissioning.

The Institute will be a component command of the National Naval Medical Center, under Rear Admiral C. W. O. Bunker, at Bethesda, Md. Housed in a separate building on the Center reservation, it has been equipped with pressure chambers in which all types of atmospheric conditions can be simulated; rooms where psychometric studies will be made to determine how heat, cold, humidity and exertion contribute to fatigue; and numerous other compartments for fundamental research.

Physical and mental conditions of the aviator, of submarine personnel, and of the expeditionary Marine, as well as those who fight on the surface of the sea, will be the concern of the Naval Medical Research Institute. An epidemiology department has been established to work in the field of preventive medicine.

Scientific director of the Institute is Dr. A. C. Ivy, who is on leave from Northwestern University, where he is professor of physiology and pharmacology.

Schools Give Concessions

The Bureau of Naval Personnel maintains a list of all schools and colleges which grant concessions and reductions in tuition to children of naval personnel.

This information is available to all personnel upon application to the Commanding Officer.

Copies of this pamphlet will be furnished vessels for reference and file by this Bureau.

Personal Cable Overseas

FIXED-TEXT MESSAGES AT LOW
COST ARRANGED AND AVAILABLE

Arrangements have been made by the Navy Department for the handling of fixed-text personal cable or radio messages to and from naval personnel stationed at 23 shore establishments outside the continental United States.

Known as Expeditionary Force Messages, or EFM, the communication may consist of not more than three numbered texts selected from a list of 136 fixed-texts. Costing in most cases 60 cents, exclusive of Federal tax, Expeditionary Force Messages may be sent from the United States on special forms from any commercial telegraph, cable, or radio office.

Outgoing messages from the United States, addressed c/o U. S. Navy, or USNAV (approved abbreviation), will be delivered at any of the following shore stations:

Argentia, Newfoundland.
Auckland, New Zealand.
Balboa, C. Z.
Barbers Point, T. H.
Bermuda.
Brisbane, Australia.
Canton Island, T. H.
Coco Solo, Uphain, C. Z.
Guantanamo Bay, Cuba.
Jamaica, B. W. I.
Kaneohe Bay, Oahu, T. H.
Kodiak, Alaska.
Londonderry, North Ireland.
Noumea, New Caledonia.
Pearl Harbor, T. H.
Port-of-Spain, Trinidad.
Reykjavik, Iceland.
San Juan, Puerto Rico.
Sitka, Alaska.
St. Thomas, Virgin Islands.
Tutuila, Samoa.
Unalaska, Alaska.
Vieques, Puerto Rico.

The 136 numbered, fixed-texts are related to correspondence, greetings, health, promotion, money, and congratulations. Examples follow:

No. 7.—Letter and telegram received, many thanks.

No. 40.—Fondest greetings from all of us.

No. 73.—Are you all right? Worried about you.

No. 93.—Delighted to hear about your promotion.

No. 101.—Have sent you ----- dollars.

Because of the wartime demands of official communications, private dispatches (telegrams) addressed to personnel aboard naval vessels will be forwarded to ships at sea by Navy radio only in rare cases—such as a message of death in the immediate family. Private messages which are addressed to an individual with the name of the ship on which he is stationed, care of the continental commandant of the naval district nearest the destination of the message, will be delivered as rapidly as possible, using mail or such communication facilities other than Navy radio as are available and appropriate.

AN UP-AND-COMING NAVY

Mixed signals somewhere in the Japanese propaganda organizations have resulted in a remarkable series of promotions for our Fleet in its standing among the world's Navies.

After the battle of the Coral Sea, the Japanese short-wave radio announced: "The Pacific Fleet is annihilated. America is reduced to a fourth-rate naval power." Three months later, after the first major action in the Solomons, the Tokyo radio reported "wholesale destruction of the American Fleet," and observed that our naval force was now "reduced to that of a third-rate naval power." This week the official Japanese news agency, Domei, commenting on the latest operations in the Solomons, said that the Japanese Navy "has again proved its great superiority over the American Navy, which must now be considered a second-rate power."

—O. N. I. Weekly.



—Huebner in the Hoist.

"Don't walk so fast—they may be tired from drilling all day."

Acknowledgements Out

Some months ago the Bureau of Naval Personnel discontinued the acknowledgment of individual requests for change of duty, in the interests of reducing paper work.

In accordance with this policy, no acknowledgment is being made of individual requests for flight training. An officer who has made such a request is advised that lack of acknowledgment should not be construed as meaning that no action is being taken on his request.

In cases where favorable action is taken, orders to flight classes are issued well in advance of the convening date of those classes. Circumstances, however, render it probable that several months may elapse between the date of receipt of the request and the issuance of orders to a flight class.

Officers who have not yet received such orders may consider that they are under consideration for assignment to a flight class well into the future, or that, through failure to meet the requirements, they have been rejected.

At morning colors, the real seagoing man drops his hand smartly on the last note of the national anthem, relaxes and says, "Good morning, Uncle Sam." At evening colors, it's "Good night, Uncle Sam."—*Your Navy, by Capt. C. B. Mayo, USN (Ret).*

Three New Boot Camps

SEVEN TRAINING STATIONS NOW RECEIVING RECRUITS

The first groups of recruits have started "boot camp" at new Naval Training Schools in Bainbridge, Md., and Sampson, N. Y.

Bainbridge and Sampson are two of the Navy's three new training stations. The third station is Farragut, located on Lake Pend Oreille, Idaho. President Roosevelt visited this naval training station on his recent nationwide tour. Farragut is already under way, with Capt. I. C. Sowell, USN, as commanding officer. Admiral David Farragut, USN, whose famous Civil War order, "Damn the torpedoes, full speed ahead!" is still the watchword of the Navy, is the hero in whose honor the new station is named.

The three new training stations are in addition to the four training stations the Navy had before the war started. The original four are the Naval Training Stations at Great Lakes, Ill., Newport, R. I., Norfolk, Va., and San Diego, Calif.

The Naval Training School at Bainbridge, Md., is under the command of Capt. C. F. Russell, USN, who has been in Bainbridge for several weeks with his staff of instructors to prepare the station for recruits. The Bainbridge Naval Training Station was commissioned on October 1 by Capt. A. M. Bledsoe, USN, Director of Enlisted Personnel. It is near Port Deposit.

Built to accommodate 20,000 recruits, Bainbridge is named after Commodore William Bainbridge, USN, former captain of the historic frigate *Constitution*, known popularly as "Old Ironsides." Commodore Bainbridge went to sea as a boy of 15 years and by the time he was 22 had become the master of a vessel. Later he entered the Navy and had a distinguished career.

The Naval Training Station at Sampson, N. Y., is located in the heart of the Finger Lake region on Lake Seneca. Capt. H. A. Badt, USN, is the commanding officer. The

"boot" training period at Sampson, which will accommodate 30,000 men, is 8 weeks. Each week will see an increasing number of recruits enter Sampson, which is named after Rear Admiral William T. Sampson, USN, who commanded the Atlantic Squadron that destroyed the Spanish fleet at the Battle of Santiago in 1898.

Foster Songs Available

A new edition of the University of Pittsburgh publication "Songs of Stephen Foster," edited especially for the use of the Armed Forces, will be available for free distribution to naval personnel after October 25, 1942, the Bureau of Naval Personnel is advised.

Requests for sets of "Songs of Stephen Foster" should be directed by commanding officers or other authorized personnel to the Curator, Foster Hall Collection, University of Pittsburgh, Pittsburgh, Pa.

"The Tarheel," aboard the U. S. S. *North Carolina* says: "Supreme strategy in a naval battle is not letting the enemy know you are out of ammunition by keeping right on firing."

CUM GRANO SALIS



—Atchley in the "Kaneohe Klipper."
"Two light cruisers—look like twin-sister ships of the 'Grable' class, launched about 1924, over-all length about 5 feet 3 inches, power-driven by streamlined Dietrichs, speed about 1½ knots, coming southeast, on the alert for a convoy—full speed ahead, mate!"

LONG MAY THEY WAVE

Here's to the first guy who has a chance to holler "rig in that Irish Pennant" at the first WAVE whose slip is showing! —U. S. Navy Keel.

Wife—"Why don't you want me to join the Waves?"

Hubby—"You wouldn't be happy, Dear, it's noncombatant duty!"

—Sub Chaser Gazette.

Oh, praise Samson's muscles,
And pass the ammunition, (1600 lb.)
Oh, praise Goliath's muscles,
And pass the ammunition, (1000 lb.)
Oh, praise Hercules' muscles,
And pass the ammunition, (650 lb.)
Yes, the WAVES may have to waive
This Ordnance Division.

—The Stabilizer.

Throwing Hats Overboard Causes Supply Problem

The Bureau of Supplies and Accounts has called attention to the following excerpt from a recent inspection report:

"Some difficulty is being experienced in keeping certain items of clothing in stock, particularly white hats and socks, because of the habit of enlisted personnel of throwing them over the side, rather than washing them.

Similar reports have been received from other sources, and if continued, will tend to make more difficult the already serious task of supplying clothing to the Navy."

Issuing officers should not permit clothing and small-stores purchases to be made in excess of normal requirements.

Conservation of all types of textiles is essential to the furtherance of the war effort. Wastage of naval material not only places an unnecessary burden on the manufacturing industry, but also overloads transportation facilities, both commercial and naval.

Appropriate disciplinary action is suggested for the drone who heaves serviceable material overboard because he is too lazy to wash his personal effects.

PRECEDENCE OF RATINGS OF PETTY OFFICERS

The precedence of ratings of petty officers by classes has been established and will appear in the coming revision of the Bureau of Naval Personnel Manual as follows:

CHIEF PETTY OFFICERS

SEAMAN BRANCH

Chief boatswain's mate.
Chief turret captain.
Chief gunner's mate.
Chief torpedoman's mate.
Chief quartermaster.
Chief signalman.
Chief fire controlman.

ARTIFICER BRANCH

Chief electrician's mate.
Chief radioman.
Chief carpenter's mate.
Chief shipfitter.
Chief radio technician.
Chief printer.
Chief telegrapher.

ARTIFICER BRANCH

(Engine Room Force)

Chief machinist's mate.
Chief motor machinist's mate.
Chief water tender.
Chief boilermaker.
Chief metalsmith.

AVIATION BRANCH

Chief aviation pilot.
Aviation chief machinist's mate.
Aviation chief electrician's mate.
Aviation chief radioman.
Aviation chief metalsmith.
Aviation chief ordnanceman.
Chief parachute rigger.
Chief aerographer's mate.
Chief photographer's mate.

SPECIAL AND COMMISSARY BRANCH

Chief yeoman.
Chief storekeeper.
Chief commissary steward.
Chief pharmacist's mate.
Bandmaster.
Chief buglemaster.
Chief specialist.

PETTY OFFICERS, FIRST CLASS

SEAMAN BRANCH

Boatswain's mate, first class.
Turret captain, first class.
Gunner's mate, first class.
Torpedoman's mate, first class.

Quartermaster, first class.
Signalman, first class.
Fire controlman, first class.

ARTIFICER BRANCH

Electrician's mate, first class.
Radioman, first class.
Carpenter's mate, first class.
Shipfitter, first class.
Patternmaker, first class.
Radio technician, first class.
Printer, first class.
Painter, first class.
Fire controlman, first class.

ARTIFICER BRANCH

(Engine Room Force)

Machinist's mate, first class.
Motor machinist's mate, first class.
Water tender, first class.
Boilermaker, first class.
Metalsmith, first class.
Molder, first class.
Aviation pilot, first class.
Aviation machinist's mate, first class.
Aviation electrician's mate, first class.
Aviation radioman, first class.
Aviation metalsmith, first class.
Aviation ordnanceman, first class.
Parachute rigger, first class.
Aerographer's mate, first class.
Photographer's mate, first class.

SPECIAL AND COMMISSARY BRANCH

Yeoman, first class.
Storekeeper, first class.
Pharmacist's mate, first class.

Ship's cook, first class.
Baker, first class.
First musician.
Buglemaster, first class.
Specialist, first class.

PETTY OFFICERS, SECOND CLASS

SEAMAN BRANCH

Boatswain's mate, second class.
Gunner's mate, second class.
Torpedoman's mate, second class.
Quartermaster, second class.
Signalman, second class.
Fire controlman, second class.

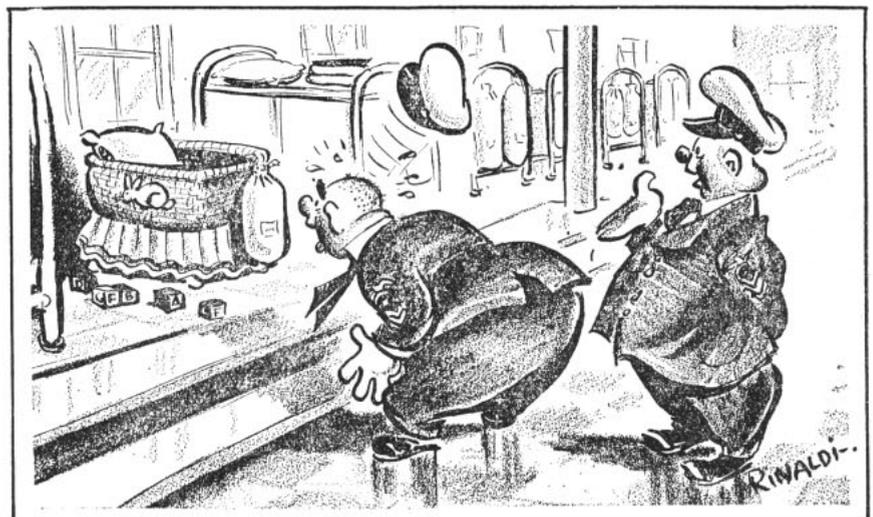
ARTIFICER BRANCH

Electrician's mate, second class.
Radioman, second class.
Carpenter's mate, second class.
Shipfitter, second class.
Patternmaker, second class.
Radio technician, second class.
Radarman, second class.
Soundman, second class.
Printer, second class.
Painter, second class.
Telegrapher, second class.

ARTIFICER BRANCH

(Engine Room Force)

Machinist's mate, second class.
Motor machinist's mate, second class.
Water tender, second class.
Boilermaker, second class.
Metalsmith, second class.
Molder, second class.



—Rinaldi in "The Hoist."

"See, they're getting younger every day."

AVIATION BRANCH

Aviation pilot, second class.
Aviation machinist's mate, second class.
Aviation electrician's mate, second class.
Aviation radioman, second class.
Aviation metalsmith, second class.
Aviation ordnanceman, second class.
Parachute rigger, second class.
Aerographer's mate, second class.
Photographer's mate, second class.

SPECIAL AND COMMISSARY BRANCH

Yeoman, second class.
Storekeeper, second class.
Pharmacist's mate, second class.
Ship's cook, second class.
Baker, second class.
Buglemaster, second class.
Specialist, second class.

PETTY OFFICERS, THIRD CLASS

SEAMAN BRANCH

Coxswain.
Gunner's mate, third class.
Torpedoman's mate, third class.
Quartermaster, third class.
Signalman, third class.
Fire controlman, third class.

ARTIFICER BRANCH

Electrician's mate, third class.
Radioman, third class.
Carpenter's mate, third class.
Shipfitter, third class.
Radio technician, third class.
Radarman, third class.
Soundman, third class.
Printer, third class.
Painter, third class.
Telegrapher, third class.

AVIATION BRANCH

Aviation machinist's mate, third class.
Aviation electrician's mate, third class.
Aviation radioman, third class.
Aviation metalsmith, third class.
Aviation ordnanceman, third class.
Parachute rigger, third class.
Aerographer's mate, third class.
Photographer's mate, third class.

SPECIAL AND COMMISSARY BRANCH

Yeoman, third class.
Storekeeper, third class.
Pharmacist's mate, third class.
Ship's cook, third class.
Baker, third class.
Specialist, third class.

How to Get a Pay Check

DEPENDENTS SHOULD BE GIVEN FOLLOWING RULES

Dependents of hundreds of Navy men are embarrassed each month by lack of funds resulting from failure to receive their checks in payment of family allotments and allowances or because the checks are lost after receipt.

Investigation of these cases has shown that many can be avoided by observation of the following list of "do's" and "don't's" which has been prepared in the hope that it will be publicized among the hundreds of thousands of persons receiving these checks:

1. The name of the payee should be plainly visible on the mail box. If the payee is living with another family, make certain that his or her name is on the mail box, even though "in care of John Doe" has been given as part of the address.

2. If the payee moves, he should write the postmaster of the city in which he previously resided; or, if he moves to another address in the same city, he should write his present postmaster showing, in either case, the old and new address and requesting that the check be forwarded. The payee should also immediately advise the Bureau of Supplies and Accounts (Allotment Division) or the Bureau of Supplies and Accounts (Family Allowance Division) of the change of address, either on the forms provided for that purpose or by letter. If the payee receives both allotment and family allowance, both divisions must be notified.

3. Payees should ask their mail carriers to notify them when the checks are delivered. The carrier can do this for persons living in large apartment houses by always ringing the bell in a certain way each time he delivers the characteristic Government envelope. For persons living in rural areas and small towns, the carrier can notify them, if possible, of the check's arrival by blowing his whistle or by knocking on the door.

4. Checks should be cashed quickly, preferably on the day they are received. They shouldn't be carried around, and they shouldn't be left lying carelessly about the house.

5. The payee should take every precaution against losing a check. It might take the Government six months or a year to establish that it was actually lost and not stolen.

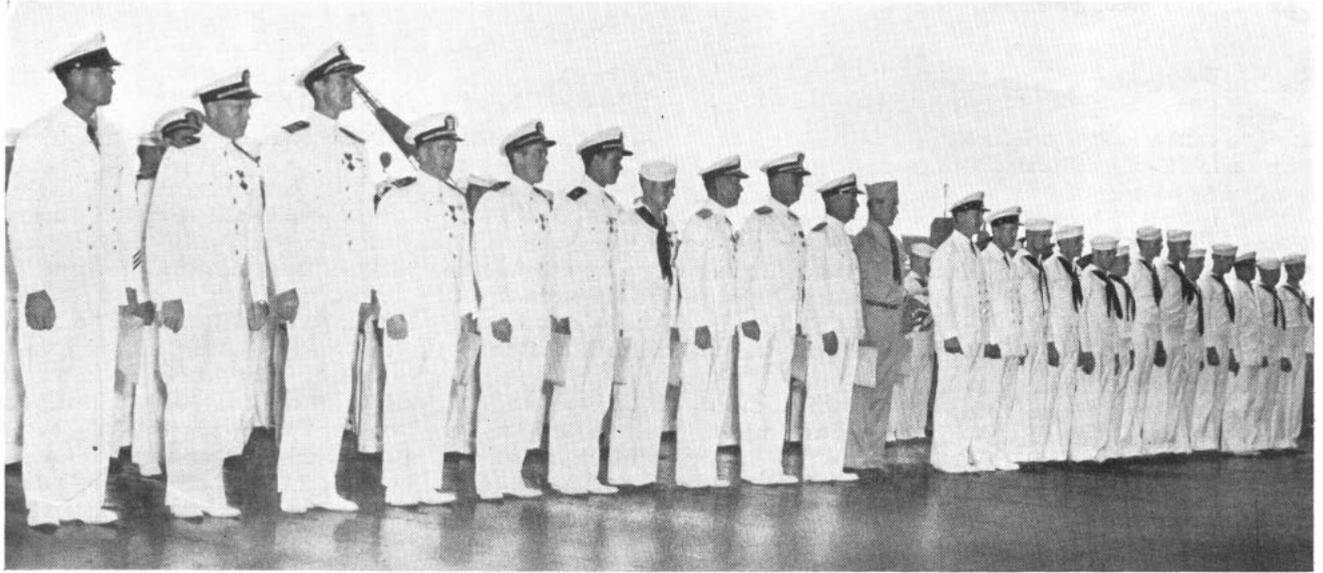
6. All checks should be cashed, if practicable, at the same place each month. This will simplify identification.

7. Checks should not be endorsed at home. If they are and later are lost, the payee may not be able to secure a duplicate check. Checks should not be endorsed until they are actually being presented for payment.

8. The payee should endorse his own check. If this is impossible because of illness or inability to write, some responsible friend should be charged with seeing to it that all checks are properly endorsed.

WOMAN

*Woman is a funny critter,
Oft so sweet and then so bitter,
Now a beauty from common
litter,
Or ugliest soul 'neath flowing
glitter.
Prone at serious times to titter,
Or to be a revolutionary knitter.
Young and old now dance the
jitter,
First so sickly, then none fitter,
Posing weak, though a heavy
hitter,
Sometimes so staunch, next time
a quitter,
Now a whirlwind, then just a
sitter—
Yes; woman is a funny critter.
—Fred Miller, P3c, U. S. N. R.,
in the Pelican.*



—Official U. S. Navy Photograph.

Twenty-seven officers and men of the Pacific Fleet—from admirals to seamen—are shown here as they received medals at Pearl Harbor on September 15 for heroism and distinguished service.

'We Will Win Only by Fighting'

Commander in Chief of Pacific Fleet
speaks of hard tasks ahead in war

Officers and men of the Pacific fleet:

This is not the first time we have assembled on this now historic deck to render honors to brave officers and men who have distinguished themselves in the service of our country. We hope and believe it will not be the last time this gallant ship with her inspiring battle record will so serve. It has been the officers and men who have given this ship her great spirit. From admiral to seaman, each has shared in her achievements which have set such a high standard for the rest of us.

Much has been accomplished since those critical opening days of the war, but much remains to be done. At this very moment our forces, in which all of the four armed services—the Navy, Marine Corps, Coast Guard and Army—are represented, are stubbornly and successfully resisting the powerful efforts of the Japanese to eject us from our hard-won positions

This is the text of the address by the Commander in Chief of the Pacific Fleet on September 15 at the presentation of awards to 27 officers and men for heroic actions in battle

in the southeastern Solomons. Slowly but surely we are tightening our grip—not without losses—but with losses disproportionately small compared with those of our enemy.

Do not for one minute assume that we have the Japanese on the run. While we may not like many of their characteristics, we cannot deny that they are brave, skillful, and resourceful fighters, who frequently prefer death to surrender. They are dangerous antagonists, but they have learned by now that we also are dangerous antagonists who are willing and know how to fight.

We have had losses and we must expect more losses before this war is won, but we must not be dismayed by

such prospects. Successful war against a powerful enemy cannot be waged without losses. Nor can we expect to be fully trained and ready before fighting. We will never reach that stage in our training where we will be ready to the last gaiter button. We must fight to the best of our ability with what we have when we meet the enemy. Time and not state of training is the determining factor. Getting there "fustest with the mostest" is still a good guide to success.

We will win this war only by fighting. All the nation's productive output will be of no avail unless we are willing to come to grips with the enemy. Suitable targets present themselves only rarely to our guns, bombs, and torpedoes. On those rare occasions our tactics must be such that our objectives will be gunned, bombed, or torpedoed to destruction. This our enemy will understand and respect.

Such resolution will be rewarded. When things look bad for our side remember that the prospect may be, and probably is, even tougher and blacker to the other fellow.

You officers and men, tried in battle, know the tough job we face. The twenty-seven who are to receive awards today have earned them in a diversity of tasks symbolic to the Pacific Fleet's tremendous responsibilities. We all know that the whole fleet would be no less ready to rise to extraordinary occasions.

The Nation's highest award for valor—the Congressional Medal of Honor—thus was won by Aviation Chief Ordnanceman John W. Finn. Finn's magnificent courage, in the face of almost certain death, helped repel the Japanese attack on the Naval Air Station at Kaneohe on December 7. His complete disregard for his own life, in staying with his machine gun, although many times wounded, is the kind of American fighting spirit necessary to victory.

This fighting spirit appears not only in the heat of battle. It arises also to meet tasks involving almost insuperable odds far from the scene of battle.

I speak of Captain Homer N. Wallin. As Fleet Salvage Officer he has earned the Distinguished Service Medal. After the attack on Pearl Harbor he was "confronted with a salvage problem of tremendous and discouraging proportions." This he successfully executed, far ahead of schedule, "with unerring judgment, dogged determination, unflagging zeal and optimism."

Two of our flag officers have been honored by the President for distinguished service in combat. One is Rear Admiral Raymond A. Spruance, who led his task force against the enemy at Midway, helping bring sweeping victory by "his seamanship, endurance and tenacity."

The other is Rear Admiral Thomas C. Kinkaid. His aggressive leadership and determined action with his task group in the Battle of the Coral Sea inflicted heavy losses on the enemy.

Destroyer sailors have always ranked high among our Navy's heroes.

None has merited honor more than Lieutenant Commander Jacob E. Cooper. Off Balikpapan, Borneo, on the night of January 24, his destroyer delivered "a successful attack on a greatly superior" enemy force of cruisers, destroyers, transports and cargo ships. A few weeks later, in another night action in Bandoeng Straits, on February 19, "under heavy gunfire from enemy cruisers and destroyers he vigorously attacked, scoring gun and torpedo hits. On each occasion his fine seamanship and excellent judgment extricated his ship from a situation of grave peril." For his gallantry the President has awarded him the Navy Cross with Gold Star.

Since the first day of the war the Fleet has demonstrated its ability to function as a formidable team. Its air arm has played a brilliant part in making this possible. Twenty-one out of the twenty-seven who are being honored today won their recognition in aerial combat.

Among these is Commander Stanhope C. Ring, who has been awarded

the Navy Cross. In the Battle of Midway he led his carrier air group against enemy cruisers and destroyers. Coolly and methodically, in the face of heavy anti-aircraft fire, without regard for his own safety, he drove home a successful attack on enemy cruisers.

I regret that time is too short to recount all the exploits for which honors are being bestowed today. It is also unfortunate, due to the pressing war problems we face, that we cannot more promptly recognize the heroic conduct of thousands of your comrades, who even now are engaging the enemy.

I am mindful that all of you are anxious to see your families and friends at home. Many of you have been here without leave as long as two years. Three months ago I expressed the hope that periods of rest and leave would be forthcoming. But since then the demands of offensive operations on battle-trained personnel have been increasingly urgent. We must drive on. I know that no officer or man in this Fleet would want to leave now when the moment for which we have long prepared has arrived.

AND THE SAME IS TRUE IN THE NAVY

Busy as he was with the planning of the American attack on North Africa, General G. C. Marshall, United States Army Chief of Staff, was not too busy to read a letter from a mother of a soldier and then dispatch another letter to an obscure lieutenant.

Wrote the mother, the boy was hard to handle and his first officers did not help much; then the soldier was transferred and his new lieutenant, taking the pains, worked with the boy and set him straight. The mother thought the Chief of Staff ought to know that real leadership is an appreciated virtue. And

General Marshall, as his note indicates, also felt it important enough to write:

"My Dear Rigney: I am sending you the enclosed letter because I think you will feel repaid for the time and effort you spent on this boy, and, undoubtedly, many others.

"It is personally gratifying to me to hear of such instances of intelligent and understanding handling of recruits. The ability to make soldiers from unpromising material is a major characteristic of that invaluable military talent—leadership.

"Faithfully yours,

*"G. C. Marshall,
"Chief of Staff."*

DECORATIONS and CITATIONS

Two Coral Sea Heroes Given Medal of Honor

Award of Congressional Medals of Honor to two officers of the naval service, one posthumously, has been authorized by the President of the United States.

The awards were made to Lt. (jg) Milton Ernest Ricketts, USN, deceased, and Lt. (jg) William Edward



MEDAL OF HONOR

Hall, USNR, both of whom participated in the Coral Sea battle, May 7-8, 1942.

Lieutenant Ricketts was officer in charge of the engineering repair party of the U. S. S. *Yorktown* in action against the Japanese forces and was cited for "extraordinary heroism and distinguished gallantry in the performance of his duty, above and beyond the call of duty."

In this action, the citation continues, an aerial bomb passed through and exploded just beneath the compartment in which Lieutenant Ricketts' battle station was located. His men all killed, wounded, or stunned; himself mortally wounded, the citation states, "he opened the valve on a nearby fire plug, partially led out the fire hose, and directed a heavy stream of water into the fire, before dropping dead beside the hose."

His prompt and heroic action undoubtedly prevented the fire's rapid progress to extremely serious proportions.

Lieutenant Hall was pilot of a scouting plane in the Coral Sea action. On May 7 he attacked an enemy aircraft carrier by dive bombing and "contributed materially" to its destruction. On May 8, as a member of the anti-torpedo plane patrol, Lieutenant Hall attacked "repeatedly with skill and

great determination" the attacking enemy planes in the face of heavy enemy fighter opposition.

As a result of his "courageous" attacks, according to his citation, he was responsible for the destruction of three enemy aircraft. Although he was badly wounded, he succeeded in landing his plane safely after the engagement.

Navy Cross Awarded Midway Battle Pilot

Lt. Robert E. Laub, USN, has been awarded the Navy Cross by Secretary of the Navy Frank Knox "for extraordinary heroism and courageous devotion to duty" while piloting an airplane in action against enemy Japanese forces in the Battle of Midway, June 4, 1942.

Lieutenant Laub piloted a torpedo plane in a squadron which attacked the Japanese fleet after it had been located on the morning of last June 4. This squadron pressed home its attack in the face of devastating fire from Japanese "Zero" fighters and anti-aircraft. Only four planes of the 14 in the squadron returned to the carrier.

The squadron of which Lieutenant Laub was a member took off for its attack on the Jap fleet in weather which provided poor visibility, but was not thick enough to protect from enemy fighters. The squadron spotted the Japanese fleet, comprising carriers, battleships, heavy and light cruisers, and destroyers. Japanese fighters were already in the air awaiting the attack. The Japanese surface ships opened up with a heavy fire from 8-inch, 5-inch, and smaller cali-

ber anti-aircraft guns. Three "Zeros" attacked Lieutenant Laub's plane. His gunner shot down one and the other two broke off their attack. Just before Lieutenant Laub dropped to attack the leading carrier (*Kaga* type) a close burst from a 5-inch shell cut out his engine and filled his cockpit with smoke. He switched to his other fuel tank, worked the wobble pump, and succeeded in starting the engine again. After making a good "drop" with his torpedo, and noting that it was running true, Lieutenant Laub was running again by two Japanese fighters singly but they were fought off.

Marine Officers Honored for Service

Distinguished Service Medals have been awarded to Capt. Spencer S. Lewis, USN, and Maj. William W. Benson, USMC, the latter posthumously.

Captain Lewis received his decoration for "exceptionally meritorious service" while serving as Chief of Staff to the Commander of a Task Force in the Battle of Midway, June 4-6, 1942.

Major Benson's award was presented to his wife. The citation noted that it was made "for especially meritorious service in the line of his profession, in a duty of great responsibility * * *." Major Benson was commanding officer, Marine Defense Forces, Eastern Island, prior to the Japanese attack on June 4, 1942.

It was due largely to Major Benson's "tireless efforts and to his skillful and detailed preparations" that defensive installations on the island functioned smoothly during and subsequent to the bombing by Japanese carrier-based aircraft on that date.

The citation states that he solved many "perplexing problems confronting him in an outstanding manner." During an attack he was killed at his battle station.



NAVY CROSS

Naval Attaché Wins Medal

For "exceptionally meritorious service in a duty of great responsibility," Commander Samuel B. Frankel, USN, former Assistant Naval Attaché at Murmansk and Archangel, has been decorated with the Distinguished Service Medal by the Secretary of the Navy.



DISTINGUISHED SERVICE MEDAL

Commander Frankel served in the Russian post from November 1941 to September 1942. "Under adverse conditions," Commander Frankel displayed "extraordinary initiative and tireless energy" in the direction of repairs to damaged United States vessels, in the salvaging of stranded and abandoned vessels, and in the supervision, rescue, hospitalization and repatriation of survivors of sunken ships.

As a result of his courage and resourcefulness, his citation states, certain vessels which would otherwise have been lost have been saved for future service in the war effort.

Ex-Gridder First Marine to Get Star

Lt. Col. Alan Shapley, USMC, former Naval Academy football star, has become the first Marine to win the Navy's newly authorized Silver Star Medal, awarded for gallantry in action.

With machine gun bullets ripping the water and bombs exploding around him as he swam at Pearl Harbor after the bombing and firing of his ship on December 7 last, Lieutenant Colonel Shapley went to the rescue of Corp. Earl Nightingale, USMC, whom he saw struggling feebly in the water.

"Although Lieutenant Colonel Shapley's own strength almost gave out, he refused to abandon Corporal Nightingale and succeeded in bring-

ing him safely ashore," his citation says. Lieutenant Colonel Shapley also received a letter of commendation for the hazardous rescue.

Lieutenant Colonel Shapley, like his father, Capt. Lloyd S. Shapley, USN (Ret.), attended the Naval Academy at Annapolis. Upon graduation he was appointed a second lieutenant in the Marine Corps in June 1927.

While at Annapolis he was star quarterback on the football squad, also in the tradition of his father, who played two years on the Naval Academy team. From 1927 to 1929 he was an outstanding quarterback and right halfback on the Marine Corps eleven at Quantico, Va.

Congressman-Marine Cited in South Pacific

Colonel Melvin J. Maas, USMCR, has been awarded the Silver Star by General Douglas MacArthur, United Nations Commander in Chief in the Southwest Pacific Area, for gallantry in action on September 3, at Milne Bay, New Guinea. Colonel Maas, Representative of the Fourth Minnesota Congressional District, returned to inactive status on October 17.

For "fearlessness and gallantry" in action during the attack on the U. S. S. *Pecos* by enemy Japanese air forces in the vicinity of Christmas Island, March 1, 1942, Ralph E. Schuler, F1c, USN, who is listed as missing, was awarded the Silver Star Medal. Schuler volunteered to man the cargo pumps and continued to man them throughout the action "in spite of the necessity of exposing himself to additional danger above his assigned duties."

Four Coast Guardsmen Cited for Solomons Fight

Four enlisted Coast Guardsmen have been awarded the Silver Star Medal by Admiral Chester W. Nimitz, Commander in Chief of the Pacific Fleet, for gallantry in the Solomon Islands. Also advanced in rating, the men are:

Glen Livingston Harris, advanced from Surfman to MM2c; Harold Christian Miller, from BM2c to BM1c;

William Allerton Sparling, from Coxswain to BM2c, and Daniel James Tarr, from Surfman to BM2c.

During the Tulagi landing, their boats constituting the first assault wave, they landed embarked troops and made repeated trips "in spite of heavy enemy fire" during the day and the following two days to land equipment and supplies.

Chaplain Honored

Lt. (jg) Aloysius Herman Schmitt, Chaplain Corps, USN, who was killed in the Japanese attack on Pearl Harbor on December 7, 1941, has been awarded the Navy and Marine Corps Medal Posthumously.

Chaplain Schmitt was aboard the U. S. S. *Oklahoma* during the attack and when that vessel capsized he was entrapped in a compartment where only a small porthole provided outlet for escape.

"With unselfish disregard for his own plight," Chaplain Schmitt assisted his shipmates through the porthole. While his shipmates were in the process of rescuing him his body became wedged in the narrow opening. Realizing that other men had come into the compartment looking for a way out, Chaplain Schmitt insisted that he be pushed back into the ship so that they might leave.

Calmly urging them on with a pronouncement of his blessing, he remained behind while they crawled out to safety.

Rescuer Given Award

Lt. (jg) Robert W. Rynd, USN, has been awarded the Navy and Marine Corps Medal for "extraordinary heroism and meritorious conduct" in rescuing the pilot of a plane which had crashed and was burning.

Lieutenant Rynd proceeded to the scene over a rough road almost blocked by fallen timber and found the plane in flames with the pilot trapped in the cockpit in a stunned condition.

After repeatedly braving the flames, and suffering severe burns from the intense heat, he finally succeeded with his bare hands in tearing an opening in the cockpit enclosure and removing the pilot.

21 Get Purple Heart

Army awards medals to Naval heroes in Philippine service; first honored

The United States Army has awarded the Purple Heart to 3 officers and 18 enlisted men of the Navy for service with the United States forces in the Philippines. These are the first Navy men so honored in this war, although a number of Marine Corps men previously had received this award.

The Purple Heart, originated in 1782 by Gen. George Washington, is awarded to persons who perform any singularly meritorious act of extraordinary fidelity or essential service. A wound, necessitating medical treatment and received in action with the enemy, may be construed as resulting from a singularly meritorious act of essential service. Thus, most awards of the Purple Heart are made to men wounded in action.

Lt. Gen. Jonathan Wainwright ordered the awards in these words: "The following named officers and enlisted men of the United States Navy, detached for service with the United States forces in the Philippines, are hereby awarded the Purple Heart for wounds received in action in Bataan Province, P. I.:"

Lt. Comdr. H. W. Goodall, USN; Lt. (jg.) G. T. Trudell; Gunner C. A. Carlson, USN; Bayard Powers Ames, EM3c, USN; Joseph Valton Calkins, S2c, USN; Floyd Ottis Conn, BM2c, USN; Charles Frank Craig, Cox, USN; Melvin Everett Felton, S1c, USN; Bert Carl Fuller, CRM, USN; Walter Lloyd Harris, S1c, USN; George Rice Howerton, Jr., S1c, USN; Edwin Henry Jahn, S2c, USN; Robert Marechal, BM1c, USN; Edward Archie McIntosh, AMM3c, USN; Ted Parker, Jr. S1c, USN; James Lyle Peterson, Y2c USN; Frederick Scott Ravin, TM1c, USN; John William Reimer, Jr., ACRM, USN; Vincente Rojas, OS1c, USN; Vernon Kenneth Stroschein, SC2c, USN; Antone George Valek, AMM1c, USN.

All the officers and men with the exception of Rojas are carried on Navy Department rolls as missing in action.

Twelve Navy pilots, including nine officers and three enlisted men, have

been awarded the Navy Cross or the Gold Star for heroic actions in the Battle of the Coral Sea. Lt. (jg.) Harold R. Mazza, USNR, received the Gold Star in lieu of a second Navy Cross. Awarded the Navy Cross were:

Lt. (jg.) Tom B. Bash, USNR; Lt. (jg.) Norman A. Sterrie, USNR; Bruce C. Shearon, Aviation Chief Machinist's Mate, USN; Lt. (jg.) Robert J. Morgan, USN; Lt. (jg.) Willard E. Eder, USNR; Ens. John B. Bain, USNR; Ens. William W. Wileman, USNR; Lt. Lawrence F. Steffenhagen, USNR; Ens. Curtis Hamilton, USN; Johnnie E. Mattis, Aviation Chief Radioman, USN; Harley E. Talkington, Aviation Chief Ordnance-man.

Lieutenants (jg.) Mazza, Bash, and Sterrie, and Aviation Chief Machinist's Mate Shearon received identical citations, as follows:

"For courageous devotion to duty and extraordinary heroism on May 8, 1942, as pilot of a torpedo plane in action against enemy Japanese forces in the Battle of the Coral Sea. In spite of heavy antiaircraft fire and concerted enemy fighter opposition, he closed to within a few hundred yards of the target to execute a fearless and determined attack. Scoring a hit on an enemy aircraft carrier, he thereby contributed to the severe damage and probable destruction of the vessel and aided materially in the success of the operation."

The citations accompanying the awards to Lieutenants (jg.) Morgan and Eder, and to Ensigns Bain and Wileman were identical, stating:

"For utter disregard of his personal safety and extraordinary heroism as pilot of a fighter plane on May 7 and May 8 in action against enemy Japanese forces in the Battle of the Coral Sea. With an accurate understanding of his objective and bold perseverance in attaining it, he destroyed one Japanese fighter plane and courageously attacked several others. His high devotion to duty in the performance of a dangerous and difficult task contributed measurably

to the defense of our forces and was in keeping with the highest traditions of the Naval Service."

Lieutenant Steffenhagen, Ensign Hamilton, Aviation Chief Radioman Mattis and Aviation Chief Ordnance-man Talkington were cited identically, as follows:

"For extraordinary heroism as pilot of a torpedo plane in action May 7, 1942, against the enemy Japanese forces in the Coral Sea. In spite of heavy antiaircraft fire and strong fighter opposition, he pressed home an attack against an enemy aircraft carrier to within the dangerously short range of a few hundred yards of the target. He was able to score a hit on the enemy ship by utter disregard for his own safety and determination in carrying out his mission. Contributing to the destruction of the enemy carrier and to the success of our forces in the Coral Sea Battle, he conducted himself on this occasion in keeping with the finest traditions of the Naval Service."

Eastern Island Airfield Named for Henderson

The aviation field on Eastern Island, Midway, has been named after Maj. Lofton R. Henderson, Marine pilot-hero who drove his flaming plane into a Jap carrier during the battle of Midway.

Brig. Gen. Ralph Mitchell, Director of the Division of Aviation, announced that the Secretary of the Navy had approved the name "Henderson Field" for the air station at Eastern Island.

Major Henderson was commanding officer of a dive bomber squadron based on Midway.

Major Henderson directed his squadron in an attack against two aircraft carriers of the invasion-bound Japanese fleet. The Marine planes were greatly outnumbered by the enemy Zero fighters. They flew into a barrage of antiaircraft fire as they turned down upon their targets in glide-bombing runs.

As the attack began, the left wing of Major Henderson's plane was set afire. He did not waver in guiding his plane toward the carrier until it crashed. Major Henderson is officially listed as "Missing in action."

PROMOTION IN RANK

Three Advanced For Sighting Plane

For discovering an enemy four-engined seaplane approaching Midway Island on March 10, 1942, in time to permit all local aircraft to clear the ground safely and prepare for combat, resulting in ultimate destruction of the enemy plane without loss of local personnel or material:

Ace Brobeck Callan, USNR, from seaman, first class, to radarman, third class.

Richard Bedford Chinn, USNR, from radarman, third class, to radarman, second class.

Claude Alfred Weber, Jr., USNR, from radarman, third class, to radarman, second class.

Initiative as Gunner Gets Reward

Walter Delmar Taylor, USN, from Gunner's Mate, Second Class, to Gunner's Mate, First Class, because "during the bombing of his ship by three Japanese four-engined patrol seaplanes, Taylor, as Gun Captain, successfully directed the pointing and training of his gun by sighting over the barrel in coaching the pointer and trainer. This became necessary when the telescopic sights became disabled. So successfully was this done that the volume of fire was not affected, nor was the pattern ever varied. This initiative enabled the gun to keep firing and undoubtedly aided in damaging two of the three planes in such a manner that the last attack was only made by one plane."

Fred Lindsey Cox, USN, from Water Tender, 1st Class, to Chief Water Tender for "serving loyally and efficiently during minesweeper operations in Manila and Subic Bays"; for working with a group of men who went to an ammunition depot at Cavite "after an aerial bombardment by the enemy to give his assistance without regard to his own safety"; and for displaying "great courage

and devotion to duty in action while in charge of the fire room during action with the enemy and removal of a ship from the U. S. Navy Yard, Cavite, P. I., and in entering the ship to assist in the salvage and rescue work going on after her removal from the pier."

Raymond Elwood Busch, USN, from Machinist's Mate, 2nd Class, to Machinist's Mate, 1st Class, for displaying "great courage and devotion to duty in action while on watch in the engine room during the action with the enemy" and during removal of a ship from Manila Bay.

Robert Joseph Bishop, USN, from Gunner's Mate, first class, to Chief Gunner's Mate because "during a war patrol of the submarine to which he was attached, Bishop performed the regular duties of diving officer throughout the patrol. The exceptional degree to which he displayed officerlike qualities of leadership, thoroughness, coolheadedness, and ability under strenuous war conditions was far beyond that normally expected of a Gunner's Mate, First Class. On two particular occasions his timely and skillful action in the control room in handling the ship merited the highest commendation."

Thomas Ambrose Davis, USN, from Electrician's Mate, Second Class, to Electrician's Mate, First Class, because, while in charge of the auxiliary electrical force, Davis "has been performing the work and filling the billet of an Electrician's Mate, first class. His untiring efforts during patrols in effecting repairs to the auxiliary electrical equipment of his vessel have enabled her to carry out operations successfully."

John Bernard Manion, USN, from Machinist's Mate, First Class, to Chief Machinist's Mate. "In charge of the after engine room, Manion supervised the making of major repairs to the main engines of the submarine under the most trying conditions. His un-

tiring efforts and diligence in effecting repairs over a long period enabled this vessel to carry out her operations successfully."

Velmer Fay Turner, USN, from Torpedoman, First Class, to Chief Torpedoman because while "in charge of the forward torpedo room of the submarine, Turner was responsible for the preparation of an unusually large number of torpedoes."

Kenneth Eugene Hageman, USN, from Water Tender, 2nd Class, to Water Tender, 1st Class, for displaying "great courage and devotion to duty in action while on watch in the fire room during action with the enemy and removal of a ship from the U. S. Navy Yard, Cavite, P. I."

Donald Bruce Lusk, USN, from Boatswain's Mate, 1st Class, to Chief Boatswain's Mate, Acting Appointment for displaying great courage and devotion to duty as Gun Captain during action with enemy planes and assisted in salvaging a ship."

Walter Benjamin Palmer, USN, from Machinist's Mate, 2nd Class, to Machinist's Mate, 1st Class for displaying "great courage and devotion to duty in action while on watch in the engine-room during the action with the enemy and removal of a ship from the U. S. Navy Yard, Cavite, P. I.," the commendation accompanying his advancement states.

Dane Howard Thomas, USN, from Machinist's Mate, First Class, to Chief Machinist's Mate because while "in charge of the forward engine room of a submarine, supervised the making of major repairs to the main engines under the most trying conditions. His untiring efforts and diligence in effecting repairs over a long period, enabled this vessel to carry out her operations successfully."

George Alfred Koschker, USN, from Signalman, 1st Class, to Chief Signalman for displaying "great courage and devotion to duty as helmsman during part of the action with the enemy Japanese aircraft, as machine gunner during part of the engagement and as signalman on watch during the salvage of a ship from the U. S. Navy Yard, Cavite, P. I."

Theodore Otto Gillmann, USN, from Motor Machinist's Mate, First Class, to Chief Motor Machinist's Mate for "performing his duties as a leading engineering petty officer in a highly commendable manner."

Bruce Leonard Black, USN, from Gunner's Mate, First Class, to Chief Gunner's Mate for "performing his recent war patrol duties as Gunner's Mate and leading petty officer in a highly commendable manner."

Charlie Elmus Guilliams, USN, from Fire Controlman, First Class, to Chief Fire Controlman for "performing his duties as fire controlman during the war patrol recently completed by his vessel in a highly commendable manner."

Stephen Anthony Rogers, USN, from Electrician's Mate, First Class, to Chief Electrician's Mate for performing his duties in the maintenance of the electrical plant in a "highly commendable manner. His attention to duty, devotion and skill contributed largely to the success of the mission."

Spencer Marion Robertson, USN, from Motor Machinist's Mate, First Class, to Chief Motor Machinist's Mate for performing his "duties as leading auxiliaryman in a highly commendable manner."

Louis Henry Kropp, USN, from radioman, first class, to chief radioman for "his leadership, initiative, industry and ability as an operator and in maintenance of radio and sound equipment."

Victor Leo Campbell, USN, from Yeoman, First Class, to Chief Yeoman with a recommendation identical with Brandenburg's.

Clyde Warne Robinson, USN, from motor machinist's mate, first class, to chief motor machinist's mate, for extraordinary conduct in inflicting damage on the enemy.

Thomas Joseph Luther, USN, from fire controlman, first class, to chief fire controlman for displaying "exceptional initiative and industry in repairing and maintaining the fire control installations in proper operating condition."

'Man of the Month'



—U. S. S. Jefferson.

Bob Vacanti, S2c on the U. S. S. Thomas Jefferson, became "man of the month" when, right at the call to colors, with the right hand up at salute he successfully landed a medium-sized tiger-shark with the other.

William Dillow, USN, from Motor Machinist's Mate, 1st Class, to Chief Motor Machinist's Mate because he "has been the leading auxiliary man in charge of upkeep of all hull and machinery equipment except the main engines."

Osby Vivian Johnson, USN, from Gunner's Mate, 1st Class, to Chief Gunner's Mate, because "during three war patrols of the ship to which he was attached, Johnson's ability as a Gunner's Mate, as a seaman, and his all round ability has contributed to the efficiency and high morale of this vessel."

Peter Piazza, USN, from Machinist's Mate, First Class, to Chief Machinist's Mate because "during war patrol of the submarine to which he was attached, Piazza performed his duties under strenuous and often trying conditions with diligence, thoroughness, and skill. In action, his coolness and officerlike bearing were of inestimable value as an example to the crew and in establishing the very high standard of morale existing on the ship throughout the patrol."

Victor Pfannenstiel, USN, from Yeoman, First Class, to Chief Yeoman for performing his duties as a lookout in a "highly commendable manner."

Edward Chesnut Ritchie, USN, from Signalman, First Class, to Chief Signalman. "Ritchie was in charge of the signal bridge of the ship to which he was attached during the action of December 7, 1941, sending vital signals and rendering invaluable service to Commander Battle Force. In order to reduce the number of exposed personnel, Ritchie ordered other signalmen, then on the bridge, under cover of armor during periods of actual attack."

Robert John Springer, USN, from torpedoman first class, to chief torpedoman for meritorious action in inflicting damage on the enemy.

William James Burke, USN, from Motor Machinist's Mate 1st Class to Chief Motor Machinist's Mate because he "has been the leading motor machinist's mate in charge of the main engines during the three war patrols of the ship to which he was attached."

Harold Arvid Stromsoe, USN, from Torpedoman, 1st Class, to Chief Torpedoman because "Stromsoe has been the leading torpedoman on the vessel to which he was attached during the three war patrols of this vessel."

T. H. Latimer, USN, from Electrician's Mate, First Class, to Chief Electrician's Mate, for "through his professional skill and initiative" he was able to devise technical equipment contributing to the safety of landing operations on a carrier to which he was assigned.

Burleigh William Biltgen, USN, from Boatswain's Mate, 1st Class, to Chief Boatswain's Mate for displaying "great courage and devotion to duty as gun captain during action with enemy planes and assisted in salvaging a ship."

Charles William Brandenburg, USN, from Quartermaster, First Class, to Chief Quartermaster because "during Japanese bombings of Manila, P. I., and Soerabaja, Java, Brandenburg was serving with the operational commands. He conducted himself throughout in a manner which contributed to the effectiveness of operations and which was in the best traditions of the naval service."

COMMENDATIONS

For Meritorious Service

Capt. William D. Davis, Medical Corps, USN, has been commended for gallantry aboard the U. S. S. *Yorktown* during the Coral Sea battle, by Admiral Chester W. Nimitz, Commander in Chief, U. S. Pacific Fleet.

Captain Davis, according to his commendation, "by the calm and untiring application of his professional skill as a physician and surgeon and by his vigorous and intelligent directions to his medical personnel, was responsible for the saving of many lives and the alleviation of the suffering of numerous men who were seriously burned or otherwise wounded."

Two enlisted men, Floyd David Parks, F1c, USN, and Harvey Emerson Oswald, MM2c, USN, who sacrificed their lives to bring an unmanned machine gun to bear upon attacking enemy planes, have been commended posthumously by the Secretary of the Navy.

While proceeding to their stations at general quarters as members of the ship's ammunition party, according to their commendation, they noted that one machine gun was not yet manned. Realizing that an attack was imminent, they "manned the gun of their own initiative and opened fire on the enemy." Shortly afterwards they were killed by a bomb striking the ship.



—Bill Eddy.

"If they don't list any destroyers with two numbers, we're in too close."

A naval aviator, an enlisted pilot, and an aviation radioman have been commended for their part in the daring rescue of the crew of an Army B-17 bomber which had been forced down in Greenland. Another naval aviator, who previously was awarded the Distinguished Flying Cross, has been cited for his exploits in the same rescue.

The men, who flew to the aid of the 13-man crew of a Flying Fortress marooned on the Greenland Ice Cap, are Lt. George C. Atteberry, USNR; Ens. John C. Snyder, USNR; Aviation Machinist's Mate, first class, Oliver L. Leininger, USN, and Aviation Radioman, first class, Frank R. McEnroe, USN. Ensign Snyder was awarded the Distinguished Flying Cross on August 18 for his part in the rescue.

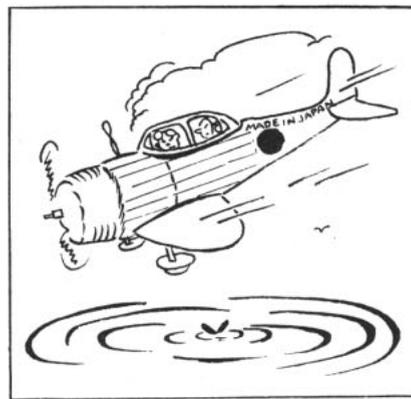
Lieutenant Atteberry's commendation "notes with great interest and gratification" his location of the Army B-17 plane on the Greenland Ice Cap. "This action on your part made possible the subsequent rescue of the crew of this plane," the commendation continues.

Leininger and McEnroe were commended jointly for rendering excellent assistance when the crew of the stranded bomber was rescued. The commendation stated that the conduct of Leininger and McEnroe "reflects great credit upon the naval service."

Ensign Snyder's citation states that he handled the engine throttles skillfully when the rescue plane landed and took off twice in a small lake formed by melted ice on the Ice Cap. His demonstration of professional skill and judgment in applying the maximum power at the right instant and in perfect coordination with the senior pilot's manipulation of the controls enabled the heavily loaded plane to take off successfully.

Eugene Blair, CMM, USN, and LeRay Wilson, M2c, USN, whose devotion to duty helped save their ship from destruction by enemy bombers, but cost them their lives, have been commended posthumously by the Secretary of the Navy.

They were members of a repair party whose duty it was to close all watertight doors in the after part of the ship. The attack on their ship was launched without warning and they had just completed closing all



—"Sand Point Static."

"Hmm, that funny—Hon. Aircraft Carrier say they pick us up right at this spot."

doors and hatches and were coming forward on the main deck when a bomb hit the ship and caused their deaths.

"Had it not been for the efficient manner in which they carried out their duty, the danger to the ship would have been more serious," the commendation declares.

Nine naval officers have received commendations for outstanding conduct in action. Four were commended for meritorious service aboard submarines; four were praised for service aboard merchant ships as commanding officers of Armed Guard crews, and one was commended for his skill and courage as pilot of a patrol plane.

The submarine officers received commendations for their devotion to duty, their courage, and their resourcefulness. They are Commanders Joseph A. Connolly, USN; Stuart S. Murray, USN; and Willis M. Percifield, USN; and Lt. Walter V. Combs, Jr., USN.

Although his plane was damaged by anti-aircraft fire and he was wounded, Ens. Bradford M. Dyer, USNR, brought it to its base. He remained at his post after it landed and assisted in taking two severely wounded men ashore despite turbulent seas.

In each case the officer in charge of the gun crews directed fire against enemy attacks from the air and by submarine. Distinguishing themselves by their courage, endurance, and devotion to duty were Enss. Jules H. Bloch, USNR; Walter J. Gudat, USNR; James E. King, USNR; and David A. Pickler, USNR.



—Office of Naval Records and Library.

That historic moment another December 7—in 1917—is captured by the painter from the quarterdeck of H. M. S. Queen Elizabeth, Admiral Beatty's flagship, when the four American battleships—the New York, Wyoming, Florida,

and Delaware—steamed in to join the Grand Fleet as the Sixth Battle Squadron. Flanking the U. S. S. New York at either side are British battleships at anchor. Admiral Beatty faces the crew with hand upraised.

December in Naval History

Two sevenths mark the month—Pearl Harbor and World War I, when fleet joined British

1 DECEMBER

1917 Permanent Allied Supreme War Council inaugurated.

2 DECEMBER

1891 The armored Cruiser *New York* (Queen of the Navy) launched at Cramps Ship Yards, Philadelphia, Pa.

3 DECEMBER

1775 First flag ever unfurled aboard an American warship was

hoisted by Lt. John Paul Jones, on board the flagship *Alfred*, at Philadelphia, Pa. It was the "grand union" flag, having 13 American stripes, with the English union jack in the field.

1917 Allied Conference in Paris decided to establish an Allied Maritime Transport Council.

4 DECEMBER

1918 President Wilson and his party left New York Harbor on the

George Washington, escorted by U. S. S. *Pennsylvania*, on his way to the peace conference; arrived at Brest, France, December 13.

6 DECEMBER

1899 Landing party from U. S. S. *Concord* and *Paragua*, under Ensign Davidson, captured Banate, P. I.

1922 New fleet organization placed in effect combining the Atlan-

tic and Pacific Fleet with the title of United States Fleet, Rear Admiral Hilary P. Jones, commander in chief.

7 DECEMBER

- 1917 U. S. Battleship Division 9, under Rear Admiral Hugh Rodman, arrived at Scapa Flow. Designated 6th Battle Squadron of British Grand Fleet.
- 1917 United States declared war on Austria-Hungary.
- 1941 Pearl Harbor, Philippine Islands attacked by Japan.

8 DECEMBER

- 1775 Private armed schooner *Lee*, Capt. John Manly, captured ships *Jenny* and *Concord* and brig *Hannah* with cargo of rum which sold for \$25,000.
- 1941 United States declares war on Japan.

9 DECEMBER

- 1864 U. S. S. *Otsego*, Lt. Henry N. T. Arnold, USN, sunk by a torpedo in the Roanoke River off Jamesville, N. C.

10 DECEMBER

- 1846 Comdr. J. Tattnell, assisted by marines under Capt. Edson and detachments from the *Cumberland*, took possession of Tampico, Mexico.
- 1898 Treaty of Peace signed at Paris by which Spain ceded the Philippine Islands and Porto Rico to the United States, and relinquished all claims to Cuba.
- 1899 U. S. S. *Olympia* and *Baltimore* took possession of Navy Yard at Olongapo, Subic Bay, P. I.
- 1941 Last message received from Guam Island.

11 DECEMBER

- 1846 Battle of San Pascual, near San Diego, in which General Kearny's army soon after arriving in California from Fort Leavenworth, Kans., was defeated. Lieut. A. H. Gillespie and his Marines, together with a naval force, arrived in time to organize a relief column and retain control of the battlefield.
- 1899 The U. S. S. *Newark*, Capt. B. H. McCalla, captured Province

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 motion picture. The prewar chronology is prepared by the Office of Naval Records and Library, and the events since December 7, 1941, are gathered from newspaper files.

Cagayan and Isabella, P. I.

- 1899 The ports of the Philippines opened to commerce.
- 1941 Germany and Italy declare war on United States.

12 DECEMBER

- 1812 The U. S. S. *Essex*, Capt. David Porter, captured the British packet *Nocton*, with \$55,000 and the mails, near the equator.
- 1862 Ascent of Yazoo River, Miss., by the U. S. ships *Cairo*, *Pittsburg*, *Marmora*, *Signal*, and *Queen of the West*. Destruction of the *Cairo* by a torpedo.
- 1941 Wake and Midway Islands reported still holding out against enemy attacks.

13 DECEMBER

- 1775 Thirteen frigates provided for, by Act of Congress, 5 of 32 guns, 5 of 28, and 3 of 24.
- 1918 Fourth Brigade of Marines as part of the Army of Occupation in Germany crossed the Rhine. The Marines, among the first to cross that famous river, occupied an important sub-sector.
- 1926 With unsettled conditions in China endangering American lives and property, an American force of 2 officers and 125 Marines arrived in China from Guam on board U. S. S. *Gold Star*. The force disembarked at Chinwangtao.
- 1941 United States seizes 14 French warships.

14 DECEMBER

- 1800 U. S. Schooner *Enterprise*, Lt. J. Shaw, defeated French

sloop *La Flambeau*, in brilliant action.

- 1814 American gunboats under Lt. Thomas ap Catesby Jones, becalmed on Lake Borgne, La., were overwhelmed by British attack of nearly 1,000 men in 47 small boats. Some of the most desperate hand-to-hand fighting of the war took place here. Although the Americans lost, the 9-day delay imposed by naval resistance upon the British Army, together with effective assistance rendered General Jackson at New Orleans by naval forces under Commodore D. T. Patterson, definitely affected the outcome of the battle of New Orleans on January 8, 1815.

15 DECEMBER

- 1861 U. S. S. *Jamestown* captured sloop *Havelock* off Cape Fear, N. C.

16 DECEMBER

- 1907 Great White Squadron of United States Battleships sailed from Hampton Roads, Va., on a cruise around the world, under the successive commands of Rear Admirals R. D. Evans, C. M. Thomas, and C. S. Sperry. The squadron returned to Hampton Roads February 22, 1909.
- 1923 Officers and crew of the U. S. S. *Bainbridge* rescued 482 of the officers, crew, and passengers from the burning French military transport *Vinh-Long* in the Sea of Marmora.

- 1941 Johnston Island attacked by enemy ships.

17 DECEMBER

- 1862 United States naval force under Commander J. Alden, in cooperation with troops under Gen. N. P. Banks, occupied Baton Rouge, La.
- 1929 Marine patrol, 8 miles up the Yacalwas River, in Nicaragua, captured Ruperto Hernandez and his entire band. The Marines and the Nicaraguan Guardia Nacional did a great amount of patrol work in Nicaragua during

the occupation of that country, 1927 to 1933.

- 1941 Admiral Chester W. Nimitz, USN, assigned to duty as commander in chief, U.S. Pacific Fleet.

18 DECEMBER

- 1807 Congress authorized building of 188 gunboats, bringing total in the Navy to 257.
- 1864 North Atlantic Fleet sailed from Beaufort, N. C., to attack Fort Fisher, N. C.
- 1941 United States subs sink enemy transport in Far East.

19 DECEMBER

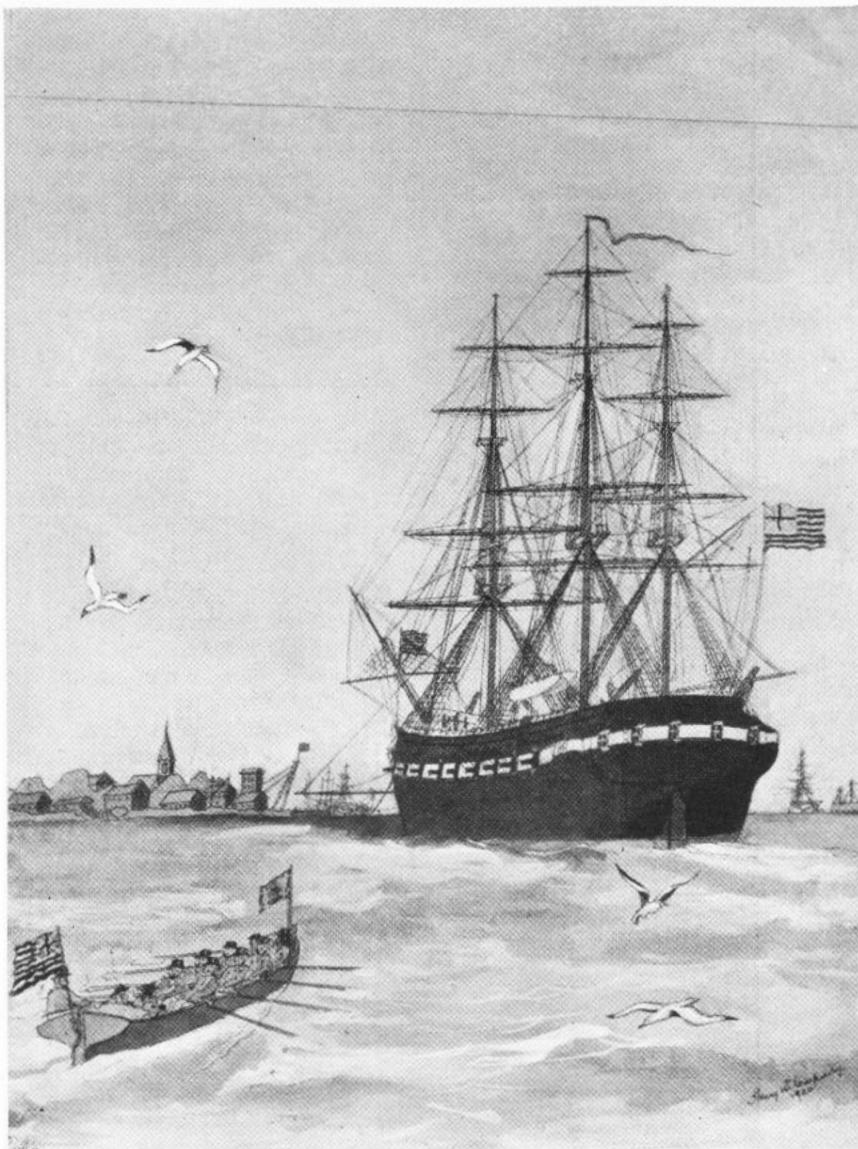
- 1862 C. S. Steamer *Sumter* sold at Gibraltar.
- 1913 Law enacted limiting the tenure of office of Commandant of the Marine Corps to a term of four years, providing that at the expiration of same the incumbent might be permitted to serve an additional four years. Thus, for instance, the record of Brigadier General Archibald Henderson, who served as Commandant for nearly forty years, can never be equalled.
- 1941 Navy Department announces two additional attacks on Wake Island.

20 DECEMBER

- 1776 Continental brig *Lexington*, Captain Hallock, captured by the British while returning from the West Indies. Recaptured by her own crew that same evening and brought into Baltimore.
- 1822 Congress authorized United States Squadron fitted out to suppress piracy in the Caribbean.
- 1838 Quallah Battoo bombarded by U. S. S. *John Adams*, Capt. George C. Reid; for outrages.
- 1941 Cavite, P. I., sustains heavy bombing by Japanese.

21 DECEMBER

- 1795 Treaty of Peace concluded with the Emperor of Morocco.
- 1821 U. S. S. *Enterprise*, Lt. Lawrence Kearny, USN, captured piratical schooner off Cape Antonia, W. I.
- 1846 U. S. Squadron under Commodore M. C. Perry captured



—Office of Naval Records and Library.

THE U. S. S. ALFRED, the first battleship ever owned by the United States of America, commissioned at Philadelphia, Pa., December 23, 1775, Lt. John Paul Jones commanding. He received her into the Navy on December 3, by hoisting the "Grand Union Flag," the first "Flag of America," as Jones called it, at her masthead. The occasion is the time Admiral Esek Hopkins, the first and only Commander in Chief the Navy ever had, took command of the fleet of six war vessels.

Laguna de los Terminos, Mexico; Commander J. R. Sands installed as military governor.

- 1859 U. S. S. *Constellation*, Capt. J. I. Nicholas, captured slave brig *Delicia* off the coast of Africa.
- 1941 Secretary Knox reports at least

14 enemy subs probably sunk or damaged in Atlantic.

22 DECEMBER

- 1807 Embargo laid on all vessels, which continued in force until 1809.
- 1814 U. S. Schooner *Carolina*, Capt. John D. Henley, opened fire on British troops and dis-

persed them, thus assisting General Jackson in his attack on New Orleans.

- 1917 U. S. Naval Aviation Station Pauillac (Gironde) was established by Commander U. S. Naval Forces Operating in European Waters.

23 DECEMBER

- 1803 U. S. S. *Constitution*, Capt. Edward Preble, and U. S. S. *Enterprise*, Lt. Stephen Decatur, captured Turkish ketch *Mastico* with 70 Tripolines on board. This vessel was renamed *Intrepid* and used by Lieutenant Decatur in burning the *Philadelphia* (which had been taken by the Tripolines), on February 16, 1804, in the Harbor of Tripoli.
- 1817 Marine detachments of six naval vessels participated in joint army and navy operations which forced the surrender of Amelia Island, off northeast coast of Florida, and put an end to its use as a pirate stronghold.
- 1898 Island of Guam placed under control of Navy Department by executive order of the President.
- 1941 Enemy force landed on Wake Island.

24 DECEMBER

- 1814 Treaty of Peace concluded at Ghent between United States and Great Britain. Ratified by Prince Regent, December 28th and by United States Senate and President on February 17, 1815.
- 1941 Wake Island captured by Japanese.

25 DECEMBER

- 1863 U. S. S. *Marblehead*, Pawnee and C. P. Williams, engaged Confederate batteries along Stono River, S. C., compelled the enemy to retreat, abandoning two guns.
- 1863 U. S. S. *Santiago de Cuba* captured British Brig *Comet* at Abaco, Bahama Islands.
- 1941 Free French take St. Pierre and Miquelon Islands in Western Hemisphere.

26 DECEMBER

- 1917 The Planning Section was formed in London at the Headquarters of the Force Commander as part of his staff.
- 1941 Manila declared open city; U. S. subs sink one transport and one minesweeper in Far East.

27 DECEMBER

- 1846 United States squadron under Commodore Perry captured Mexican Schooner *Amelia* off Alvarado. Vessel sold for \$2,556.
- 1860 U. S. Revenue Cutter *William Aiken*, Capt. N. L. Coste, USRM, surrendered to the state authorities at Charleston, S. C.
- 1941 Manila, although declared an open city was bombed for 3 hours by Japanese.

28 DECEMBER

- 1862 Feint of gunboats on Yazoo forts to cover the advance of Maj. Gen. William Tecumseh Sherman.
- 1905 U. S. Floating Dry Dock *Dewey*, in tow of the U. S. S. *Glacier*, *Brutus*, and *Caesar*, with the *Potomac* as tender, under command of Commander H. H. Hosley, left Solomon's Island, Md., on a voyage to Olangapo, P. I., via the Suez Canal; arrived at Olangapo, P. I., on July 10, 1906.

29 DECEMBER

- 1812 Capt. William Bainbridge in

the Frigate *Constitution*, 44 guns, captured British Frigate *Java*, 38, Captain Lambert, after a 2-hour battle off the coast of Brazil. The *Java* was burned because of her disabled condition. Casualties: American: 9 killed, 25 wounded; British: 48 killed, 102 wounded.

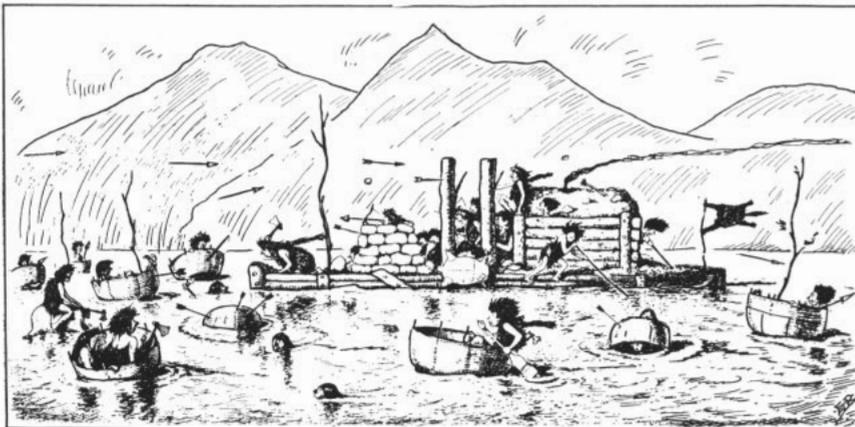
- 1845 An expedition made up of two volunteer companies and the Marine detachment of the U. S. S. *Dale* marched on Santa Clara, Calif. After a brief skirmish the Californians were driven away.
- 1941 United States subs sink enemy transport and supply ship.

30 DECEMBER

- 1927 Large force of Nicaraguan bandits attacked a Marine patrol in the vicinity of Quilali. A furious fight ensued in which the bandits were defeated.
- 1941 Admiral Ernest J. King formally takes post as commander in chief, U. S. Fleet.

31 DECEMBER

- 1776 The *Andrew Doria*, Capt. J. I. Robinson, captured the British Ship *Race Horse*, Lieut. Jones, off Porto Rico.
- 1861 United States naval force, under Capt. Melancthon Smith, occupied Biloxi, Miss.
- 1890 The Washington Navy Yard began the manufacture of heavy ordnance.



—Office of Naval Records and Library.

An Unrecorded Naval Engagement

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THIS MONTH'S COVER

The shining 14-inch 50-caliber guns, "sentinels of security," form the forward main battery of the U. S. S. "California." The picture is an official U. S. Navy photograph, as are those on the inside front and back covers.



