

JULY 1, 1941.

BUREAU OF NAVIGATION

BULLETIN



NUMBER 293



INFORMATION

FOR

NAVAL PERSONNEL

* * * * *
 *
 * READY!
 *
 * "There is a rank due to the United
 * States among nations which will be
 * withheld, if not absolutely lost,
 * by the reputation of weakness. If
 * we desire to avoid insult, we must
 * be able to repel it; if we desire
 * to secure peace, one of the most
 * powerful instruments of our rising
 * prosperity, it must be known that
 * we are at all times ready for war."
 *
 * --George Washington.
 * * * * *

AWARD OF DISTINGUISHED FLYING CROSS

Secretary of the Navy Knox recently awarded Distinguished Flying Crosses to Lieutenant William W. Lowrey, U. S. Navy, and to Aviation Chief Machinist's Mate John R. McCants, U. S. Navy, in recognition of their brilliant aerial rescue of Lieutenant Walter S. Osipoff, U. S. Marine Corps.

CITATION

"These Distinguished Flying Crosses are awarded for extraordinary heroism while participating in an aerial rescue on May 15, 1941. When Lieutenant Walter S. Osipoff, U. S. Marine Corps, attempted to jump from the R2D-1 airplane No. 9994 during a parachute training exercise, the shrouds of the partly opened parachute became entangled with the static cable and the rip-cord lines of other parachutes. Head down, he dangled helplessly about one hundred feet below and astern of the plane. Observing the plight of Lieutenant Osipoff from the ground, Lieutenant Lowrey and Aviation Chief Machinist's Mate McCants, test pilots, attached to the Naval Air Station, San Diego, California, upon their own initiative took off, with Lieutenant Lowrey at the controls of a Navy plane, the SOC-1, to attempt a rescue.

"Lieutenant Lowrey skillfully maneuvered his plane until after several attempts, McCants, standing in the rear cockpit, was able to grasp Lieutenant Osipoff and insert part of his body, head first, into the rear cockpit.

"While McCants was attempting to cut the shrouds of Lieutenant Osipoff's parachute, bumpy air threw the propeller of the SOC plane into the tail fairing of the Douglass, cutting off about twelve inches of the fairing cone as well as the entangled shrouds.

OUR SAFETY DEPENDS ON YOUR SILENCE

AWARD OF DISTINGUISHED FLYING CROSS

(Cont.)

"With his plane encumbered with shroud lines and a part of the parachute fouling the empennage, and the additional weight of an extra passenger partly out of the rear cockpit, Lieutenant Lowrey skillfully maneuvered his plane to a safe landing.

"This is considered one of the most brilliant and daring rescues within the annals of our naval history.

"The skill, courage, initiative, and resourcefulness displayed by Lieutenant Lowrey and Aviation Chief Machinist's Mate McCants in effecting the rescue of Lieutenant Osipoff at the imminent risk of their lives were in keeping with the highest traditions of the Naval Service."

ELLIOTT-CRESSON MEDAL PRESENTED TO THE NAVY

Acting through its committee on Science and the Arts, the Franklin Institute of the State of Pennsylvania recently presented the United States Navy with its highest award, the Elliott-Cresson Gold Medal.

The medal was received for the Navy by the Honorable Ralph A. Bard, Assistant Secretary of the Navy, at the Franklin Institute Medal Day exercises, Philadelphia, Pennsylvania.

The Navy was presented with the medal for its work in connection with the development of the "iron lung" and the submarine rescue chamber, and in receiving the award for the Navy, Mr. Bard pointed out that the award was presented to the Navy, inasmuch as no single person in the Navy or any employee was directly responsible for the development of the life-saving apparatus.

The Franklin Institute committee made a lengthy report on the sinking of a number of submarines, particularly the ill-fated SQUALUS which went down off Portsmouth, New Hampshire, May 29, 1939. The fact that 29 officers and enlisted men were saved through the life-saving devices developed by the Navy was the ultimate reason why the medal was presented.

A number of Naval Officers and civilian employees of the Navy Department were present at the impressive exercises. Among these were Rear Admiral Adolphus E. Watson, Commandant of the Fourth Naval District and Navy Yard, Philadelphia; Commander Allan McCann, U.S.N., who was one of the officers responsible for the development of the submarine rescue chamber, and also was on duty in connection with the rescue work of the SQUALUS off Portsmouth, N. H., when the 29 persons were saved from that submarine; Lieutenant Commander Armand M. Morgan, U.S.N., who was one of the officers who assisted in the development of the rescue chamber and is now attached to the Bureau of Ships, Navy Department; Lieutenant (jg)

DON'T CIRCULATE RUMORS

ELLIOTT-CRESSON MEDAL
PRESENTED TO THE NAVY
(Cont.)

Robert N. Robertson, U.S.N., one of those rescued from the SQUALUS; Lieutenant Commander Henry Crommelin, U.S.N., Aide to the Assistant Secretary of the Navy; and Mr. Frank M. Hobson, civilian employee of the Bureau of Ships, Navy Department, who also contributed to the development of the rescue chamber.

The coveted medal will remain on display at the Naval Academy Museum, Annapolis, Maryland. It has been placed in the keeping of Captain Harry A. Baldrige, U.S.N., curator.

U.S.S. SOUTH DAKOTA

The U.S.S. SOUTH DAKOTA was launched at the plant of the New York Shipbuilding Corporation, Camden, New Jersey, last Saturday morning, Mrs. Harlan J. Bushfield, wife of the governor of South Dakota serving as sponsor.

Secretary of the Navy Knox attended the launching ceremonies, accompanied by his aide, Captain Frank E. Beatty, U. S. Navy.

The keel of the SOUTH DAKOTA was laid with ceremony on July 5, 1939, and due to the progress achieved by the builders she was being launched approximately four months ahead of schedule.

This is the third vessel of the Navy to which the name SOUTH DAKOTA has been assigned.

Immediately after the launching, a section of keel on which will rise the 10,000-ton cruiser SANTA FE was placed on the ways.

U.S.S. ATLANTA
(Cruiser)

Secretary of the Navy Frank Knox recently announced that Mrs. John R. Marsh, better known to Americans far and wide as Margaret Mitchell, the author of "Gone With The Wind", has been designated as sponsor for the cruiser U.S.S. ATLANTA, scheduled for launching on August 9, 1941.

The first ATLANTA saw service under three flags. She was originally a British blockade runner, the FINGAL, operating through the Union blockade force off Southern ports. She ran into Wassaw Sound and reached Savannah in 1861. The Confederate Navy purchased the ship and converted her into an iron-clad gunboat with a ram. In September, 1862, the conversion was completed and the ship renamed C.S.S. ATLANTA.

On June 17, 1863, she steamed forth to battle in Wassaw Sound to

DON'T HELP CIRCULATE RUMORS

U.S.S. ATLANTA

(Cont.)

meet the U.S.S. WEEHAWKEN and the U.S.S. NAHANT, both under command of Captain John Rodgers. The ATLANTA was run aground and badly damaged in the battle. One man was killed and 16 wounded. The ship was captured with 21 officers and 124 men.

The ship was sent to a prize court and purchased by the Navy for \$250,000. She was placed in commission as the U.S.S. ATLANTA December 17, 1863. The ship was sold and broken up at Philadelphia in 1869.

The second ATLANTA was one of the first vessels of the "New Navy" authorized by the Act of Congress of 1883. She was the first man-o-war to be commissioned in the group consisting of the U.S.S. CHICAGO and the U.S.S. BOSTON, both cruisers and the dispatch boat, U.S.S. DOLPHIN. She was built in the yards of John Roach & Sons, Chester, Pa.

The ship was launched October 9, 1884, and was christened by Miss Jessie Lincoln (Mrs. J. L. Beckwith), daughter of Robert Lincoln, then Secretary of War, and granddaughter of President Lincoln. The ship was commissioned at New York Navy Yard July 19, 1886.

The ship was 283 feet long, had a 42-foot beam and drew 16 feet 10 inches of water and displaced 3,000 tons. She was equipped with sail and had 10,400 square feet of canvas. The ship was one of the first to be equipped with electric lights, forced ventilation, and an ice machine.

From her commissioning until 1896, the ship operated with the North Atlantic squadron. From 1896 to 1900, she was at New York Navy Yard for overhaul. She then served in the South Atlantic squadron and the Caribbean squadron and as training vessel for midshipmen. She ended her career as a barracks for torpedomen, being stationed at Norfolk Navy Yard from 1907 to 1909 and at Charleston, S. C. Navy Yard until 1912 when she was sold to Frank Rijsdyk's Scheepolooperiij.

U.S.S. JUNEAU

(Cruiser)

The Secretary of the Navy has designated Mrs. Harry I. Lucas, wife of the Honorable Harry I. Lucas, Mayor of the City of Juneau, Territory of Alaska, as sponsor for the U.S.S. JUNEAU named in honor of that city.

The U.S.S. JUNEAU is scheduled to be launched in October, 1941.

The U.S.S. JUNEAU is the first vessel of that name.

U.S.S. SAN DIEGO

(Cruiser)

The Secretary of the Navy recently designated Mrs. Grace Legler

LIPREADERS WATCH WHISPERERS

U.S.S. SAN DIEGO
(Cruiser)
(Cont.)

Benbough, wife of the Honorable Percy J. Benbough, Mayor of the City of San Diego, California, as sponsor for the cruiser SAN DIEGO, named in honor of that city.

The SAN DIEGO is scheduled to be launched early in July. She is the second vessel to bear the name U.S.S. SAN DIEGO.

SPONSORS APPOINTED

U.S.S. FORREST

The Secretary of the Navy recently announced that Miss Eileen Fairfax Thomson, of Chappaqua, New York, will serve as sponsor for the destroyer FORREST, named in honor of her great great grand uncle, Lieutenant Dulany Forrest, U.S. Navy. Miss Thomson, who is 14 years old, is the daughter of Mr. and Mrs. James Renswick Thomson.

The FORREST, the first of that name, is scheduled for launching at the Navy Yard, Boston, on June 14, 1941. This vessel was authorized by Act of Congress, May 17, 1938.

U.S.S. LUCE

Mrs. Stephen B. Luce, Jr., Boston, Massachusetts, was designated by the Secretary of the Navy to be sponsor for the U.S.S. LUCE, which was named in honor of her husband's grandfather, the late Rear Admiral Stephen B. Luce, U. S. Navy.

The U.S.S. LUCE, second ship of that name, was authorized by Act of Congress dated July 19, 1940, and is under construction at the plant of the Bethlehem Steel Company, Staten Island, New York. No date has been set for the launching.

U.S.S. MURPHY

The Secretary of the Navy recently designated Miss M. Elsie Murphy, the Bronx, New York, as sponsor for the U.S.S. MURPHY, named in honor of her father, the late Acting Lieutenant John McLeod Murphy, U. S. Navy. Mrs. Charles T. Jensen, niece of Miss Murphy will serve with her as matron of honor at the launching.

The MURPHY, the first naval vessel of this name, is building at the plant of the Bethlehem Steel Company, Staten Island, New York. Her launching date has not been set.

U.S.S. PARKER

The Secretary of the Navy recently announced that Mrs. Edward Lloyd

REMEMBER, BUT DON'T REPEAT

SPONSORS APPOINTED
(Cont.)

Winder of Easton, Maryland, has been named sponsor for the PARKER, which is named in honor of her father, the late Rear Admiral Foxhall Alexander Parker, U. S. Navy.

The U.S.S. PARKER is under construction at the plant of the Bethlehem Steel Company, Staten Island, New York. The second ship of that name, the PARKER, was authorized by Act of Congress dated July 19, 1940. No date has been set for the launching.

NAMING OF FORTY-ONE DESTROYERS

The Secretary of the Navy recently announced that the President of the United States has selected the following names for forty-one destroyers which were authorized by Act of Congress dated July 19, 1940.

Twenty-one names are appearing for the first time on the Navy list. Twenty names have been borne by former vessels in the Navy.

<u>Name</u>	<u>Name</u>
<u>McCOOK</u> Named in honor of the late Commander Roderick S. McCook, U. S. Navy; second vessel so-called.	<u>GILLESPIE</u> Named in honor of the late Major Archibald H. Gillespie, U. S. Marine Corps. First vessel so-called.
<u>MULLANY</u> Named in honor of the late Rear Admiral J. R. Madison Mullany, U. S. Navy. Second vessel so-called.	<u>HOBBY</u> Named in honor of the late First Assistant Engineer James M. Hobby, U. S. Navy. First vessel so-called.
<u>CALDWELL</u> Named in honor of the late Lieutenant James R. Caldwell, U. S. Navy. Second vessel so-called.	<u>KALK</u> Named in honor of the late Lieutenant Stanton F. Kalk, U. S. Navy. Second vessel of that name.
<u>COGHLAN</u> Named in honor of the late Rear Admiral Joseph Bulloch Coghlan, U. S. Navy. Second vessel so-called.	<u>KENDRICK</u> Named in honor of the late Acting Master Charles Kendrick, U. S. Navy. First vessel so-called.
<u>FRAZIER</u> Named in honor of the late Seaman Daniel Frazier, U. S. Navy. First vessel so-called.	<u>LAUB</u> Named in honor of the late Midshipman Henry Laub, U. S. Navy. Second vessel of that name.
<u>GANSEVOORT</u> Named in honor of the late Commodore Guert Gansevoort, U. S. Navy. First vessel so-called.	<u>MacKENZIE</u> Named in honor of the late Lieutenant Commander Alexander Slidell MacKenzie, U. S. Navy. Third vessel so-called.

SILENCE MEANS SECURITY

NAMING OF FORTY-ONE DESTROYERS
(Cont.)

McLANAHAN

Named in honor of the late Passed Midshipman Tenant McLanahan, U. S. Navy. Second vessel of that name.

NIELDS

Named in honor of the late Lieutenant Commander Henry C. Nields, U. S. Navy. First vessel so-called.

ORDRONAUX

Named in honor of the late Captain John Ordranax, U. S. Navy. First vessel so-called.

THOMPSON

Named in honor of the late Colonel Robert Means Thompson, formerly Master, U. S. Navy. First vessel so-called.

WELLES

Named in honor of the late Honorable Gideon Welles, Secretary of the Navy, 1861-1869. Second vessel so-called.

ABBOT

Named in honor of the late Commodore Joel Abbot, U. S. Navy. Second vessel so-called.

BRAINE

Named in honor of the late Rear Admiral Daniel Lawrence Braine, U. S. Navy. First vessel so-called.

ERBEN

Named in honor of the late Commodore Henry Erben, U. S. Navy. First vessel so-called.

COWIE

Named in honor of the late Rear Admiral Thomas Jefferson Cowie, Supply Corps, U. S. Navy. First vessel so-called.

KNIGHT

Named in honor of the late Rear Admiral Austin Melvin Knight, U. S. Navy. First vessel so-called.

DORAN

Named in honor of the late Chief Master-at-Arms John James Doran, U. S. Navy; second vessel so-called.

EARLE

Named in honor of the late Rear Admiral Ralph Earle, U. S. Navy. First vessel so-called.

BUTLER

Named in honor of the late Maj. Gen. Smedley D. Butler, U. S. Marine Corps. First vessel so-called.

DAVISON

Named in honor of the late Ex-Lieutenant Commander Gregory Caldwell Davison, U. S. Navy. First vessel so-called.

EDWARDS

Named in honor of the late Lieutenant Commander Walter Atlee Edwards, U. S. Navy. Second vessel so-called.

GLENNON

Named in honor of the late Rear Admiral James Henry Glennon, U. S. Navy. First vessel so-called.

JEFFERS

Named in honor of the late Commodore William N. Jeffers, U. S. Navy. First vessel so-called.

MADDOX

Named in honor of the late Captain William A. T. Maddox, U. S. Marine Corps. Second vessel so-called.

NELSON

Named in honor of the late Rear Admiral Charles Preston Nelson, U. S. Navy. First vessel so-called.

TO MEN ONLY - DON'T TELL HER

NAMING OF FORTY-ONE DESTROYERS
(Cont.)

BALDWIN

Named in honor of the late Acting Master's Mate Charles Baldwin, U. S. Navy. First vessel so-called.

HARDING

Named in honor of the late Captain Seth Harding, U. S. Navy. Second vessel so-called.

SATTERLEE

Named in honor of the late Captain Charles Satterlee, U. S. Coast Guard. Second vessel so-called.

GHERARDI

Named in honor of the late Rear Admiral Bancroft Gherardi, U. S. Navy. First vessel so-called.

HERNDON

Named in honor of the late Commander William Lewis Herndon, U. S. Navy. Second vessel of that name.

SHUBRICK

Named in honor of the late Rear Admiral William Branford Shubrick, U. S. Navy. Third vessel so-called.

TILLMAN

Named in honor of the late Honorable Benjamin Ryan Tillman, U. S. Senator. Second vessel of that name.

HALE

Named in honor of the late Honorable Eugene Hale, U. S. Senator. Second vessel so-called.

SIGOURNEY

Named in honor of the late Midshipman James Butler Sigourney, U. S. Navy. Second vessel so-called.

STEMBEL

Named in honor of the late Rear Admiral Roger N. Stembel, U. S. Navy. First vessel so-called.

DISTRICT OILERS

Names have been approved by the Secretary of the Navy for four District Oilers which are building and a change of name of one District Oiler.

BULLWHEEL, an oil field term applied to the large wheel turning the drum on which the drilling line is wound in percussion (standard tool) drilling, is under construction at the Basalt Rock Company, Napa, California.

CASINGHEAD, an oil field term used in describing the means by which several sizes of casing are tightly connected below the derrick floor at the top of the hole, is under construction at the Basalt Rock Company, Napa, California.

CROWNBLOCK, an oil field term used to describe the system of sheaves at the top of the derrick through which lines run to support the loads sustained by the derrick, is under construction at the Lake Superior Shipbuilding Company, Superior, Wisconsin.

WHIPSTOCK, an oil field term used of a special tool used to change the direction of the drilling bit underground, is under construction at the Lake Superior Shipbuilding Company, Superior, Wisconsin.

A SECRET IS A WEAPON AND A FRIEND

DISTRICT OILERS
(Cont.)

The name of the District Oiler HAWAIIAN has been changed to ROUSTABOUT which is an oil field term applied to a Standard laborer, member of an oil well drilling crew.

VESSELS ASSIGNED NAVY RENAMED

The Navy Department recently announced assignment of new names for the following recently acquired vessels:

S.S. AMERICA to become U.S.S. WEST POINT - named for the U. S. Military Academy.

S.S. MANHATTAN to become U.S.S. WAKEFIELD - named in honor of the birthplace of President George Washington in Westmoreland County, Va.

S.S. WASHINGTON to become U.S.S. MT. VERNON - named in honor of the home of President George Washington on the Potomac River.

NAVAL AIR BASES ESTABLISHED IN BERMUDA AND NEWFOUNDLAND

Secretary of the Navy recently announced the establishment of two U. S. Naval Air Bases on two of the islands recently leased from Great Britain for defense purposes.

The U. S. Naval Air Base at Bermuda, located on Morgan and Tucker Islands, is established as of July 1, 1941, the date on which the station will be formally commissioned.

The U. S. Naval Air Base, Argentia, Newfoundland, is established as of July 15, 1941, the date on which the station will be commissioned.

NAVAL RESERVE AVIATION BASE

NEW ORLEANS

Acting Secretary of the Navy Forrestal recently announced establishment of the U. S. Naval Reserve Aviation Base at New Orleans, Louisiana, effective as of July 15, 1941.

Establishment of this base as an operating unit will complete the Navy's program for establishing 16 Naval Reserve Aviation bases throughout the country. The other bases are at Anacostia, D. C., Atlanta, Ga.,

VIGILANCE PROMOTES SAFETY

NAVAL RESERVE AVIATION BASE
(Cont.)

Boston, Brooklyn, N. Y., Chicago, Dallas, Texas, Detroit, Kansas City, Kansas, Long Beach, California, Miami, Florida, Minneapolis, Oakland, California, Philadelphia, Pa., Seattle, Wash., and St. Louis, Missouri.

The bases are used as centers for elimination training for candidates seeking enrollment as Aviation Cadets, and as preparatory to qualifying the candidates for training at either Jacksonville, Pensacola, or Corpus Christi Naval Aviation Training Schools.

The New Orleans base is uniform with the other bases, and when in full operation will have facilities for training 1200 men a year.

CORRECTION

There appeared on Page 9, Bureau of Navigation Bulletin 292, under the heading "SEVEN U. S. NAVAL VESSELS NAMED", the name OZARK and the statement that this new vessel was the second of that name. Recent research discloses that the second OZARK (ex-ARKANSAS) monitor, was at Hampton Roads, Virginia, attached to Submarine Division 6, Atlantic Fleet, April 6, 1917. She remained on submarine lookout duty, off and on, until September, 1918. Placed out of commission at the Navy Yard, Philadelphia, August 20, 1919, and sold January 26, 1922.

RED ROSE and RED FERN

The Secretary of the Navy recently announced the award of the Victory Medal with the Mine Sweeping Clasp in recognition for the service performed by the personnel of the RED ROSE and RED FERN for the period of December 21, 1918, to December 25, 1918.

With American flags flying at the gaff, two gallant little fifty-six-ton ketch-rigged sailing vessels set out from Inverness, Scotland, on the morning of December 21, 1918. Manned by volunteers from the mine force U. S. Atlantic Fleet, they were embarked on one of the most epic ventures ever undertaken by American Naval Vessels.

The great North Sea mine barrage when planted was considered unsweepable by any known sweeping method. Now, after the Armistice, it became the job of our Navy to find a way to sweep it. How much had the mines drifted from their original positions; were most of the mines active; would one mine exploding detonate another under the sweeping vessel? These were all questions that must be answered before the Spring of 1919, when sweeping would begin.

Since steel vessels were out of the question, two wooden fishing smacks, the RED ROSE and the RED FERN, both from Loewstoft, England,

THERE'S SAFETY IN SILENCE

RED ROSE and RED FERN
(Cont.)

were chartered for the job. They were sailed to Inverness by their British crews and turned over to the American mine force. There they were drydocked, all nails in their hulls were driven in, and a liberal coating of tar applied to the hulls.

After several days of sail drill in Moray firth, with home-made sweep wire and kites aboard, the two tiny vessels were towed to the Southern edge of the mine field by the tugs Patapsco and Patuxent, arriving on the morning of December 22. There they cast off, set sail, passed the sweep wire and stood into the mine field, the first vessels to face its horrible dangers and as well, the bitter mid-winter gales of the North Sea.

The fifth mine detonated close aboard and just astern of the RED ROSE, lifting her out of the water and opening her seams so badly that continuous pumping was necessary.

Keeping abreast of one another by alternately setting and dousing topsails through the roar of exploding mines which rocked and buffeted the brave little craft, they swept north across the field, then turned and made a southerly sweep. Again they crossed and re-crossed, four crossings in all. On the last southerly sweep and just in sight of the tugs a storm arose so rapidly that the tugs were unable to pass tow lines.

Through a howling thirty-hour gale, the two mine-battered little ships fought for their lives. The violence of the storm may be judged by the fact that the main topmast of the RED ROSE, a spar ten inches in diameter and carrying no sail, was broken off at the crosstrees.

One of the RED ROSE crew, Quartermaster second class, P. J. Strahan of Massachusetts, performed, when this occurred, one of those heroic deeds that keep glorious our naval traditions. With green seas roaring over the bow and burying the two helmsmen lashed to the tiller, Strahan worked his way forward and climbed the shrouds with a knife in his teeth. Far above the madly plunging ship in the pitch darkness of that midnight storm, the big spar hanging by the topsail halyards half way down the mast lashed murderously back and forth, striking the headsails and shrouds violently with grave danger of carrying both away and dismasting the ship. Strahan stood on the ratlines below the wildly shipping spar that would have battered him to death had it struck him. Watching his chance and with perfect timing as the spar swung by, he climbed past it onto the crosstrees and cut the top mast adrift.

Given up as lost, and with British Naval vessels combing the sea for them, the RED ROSE made port at three o'clock on the morning of December 24, the RED FERN on the evening of December 25. Under jury rig, half afloat, with hollow-eyed crews barely able to stand, each blown

SPEAK NO EVIL

RED ROSE and RED FERN
(Cont.)

far off its course, the RED ROSE dropped anchor in Peterhead and the RED FERN in Dundee far down the coast.

The only sailing vessels to serve overseas in the U. S. Naval Service had completed the only minesweeping job ever carried out under sail.

(Note: Strahan was awarded the Navy Cross for his extraordinary heroism and devotion to duty.)

REAR ADMIRAL WOODSON, U.S.N.
HONORED BY LAW FRATERNITY

The Navy Department was advised that Rear Admiral Walter B. Woodson, U. S. Navy, Judge Advocate General, has been honored by election to the Order of the Coif at the annual meeting of George Washington University's chapter of the legal honor society Monday evening, June 9, 1941. This is the first time a naval officer has been so honored.

Rear Admiral Woodson has been Judge Advocate General of the Navy since June 10, 1938. He has had several tours of duty in the law office of the Navy, the first having been for three years from 1911 to 1914. He graduated with distinction from a post-graduate course of law at George Washington University.

NAVAL RESERVE REAR ADMIRAL RETIRED

The Navy Department recently announced that Rear Admiral John Thackeray Nelson, D-O, U. S. Naval Reserve has been placed on the Naval Reserve Honorary Retired List, having reached the age of 64 years May 26, 1941. The retirement is effective as of June 1, 1941.

Transfer of Rear Admiral Nelson to the retired list climaxed a long and colorful career in the naval service.

H. R. 4473

On Tuesday, June 17, H. R. 4473, a bill authorizing the temporary appointment or advancement of certain personnel of the Navy and Marine Corps and for other purposes, passed the House of Representatives and will now go to the Senate for consideration.

OFFICER PROMOTIONS

Junior Officer Estimated on 1 July 1941

Rear Admiral H. M. Bemis (157)

BETTER BE SILENT THAN SORRY

OFFICER PROMOTIONS

(Cont.)

Captain I. R. Chambers (578)
Commander E. C. Ewen (1468)
Lieut. Comdr. J. W. Schmidt (3249)
Lieut. H. F. Carroll, Jr. (5172)

ACTING APPOINTMENTS

(Medical Corps)

The Navy Department announced that Dr. Thomas L. Duffy was issued an appointment as Acting Assistant Surgeon in the Navy, with the rank of Lieutenant (junior grade), to rank from the 5th day of June, 1941. His home address is Webster, Massachusetts.

The candidates listed below were issued appointments as Acting Assistant Surgeons in the Navy, with the rank of Lieutenant (junior grade), to rank from the 10th day of June, 1941.

<u>Name</u>	<u>Home Address</u>
Harold R. Scanlin	Los Angeles, Calif.
William C. Roland	Los Angeles, Calif.
Clyde G. Bassett	Ogden, Utah
Robert A. Conard	Columbia, S. C.
Earl G. Wolf	Naperville, Ill.
Donald H. Blodgett	Little Rock, Ark.
William M. Crafft	Chicago, Ill.
Luther S. Gartrell, Jr.	Little Rock, Ark.
Edward W. Kloth	Brooklyn, N. Y.
Samuel S. Lyon	Chicago, Ill.
Louis E. Tebow	Tamara, Ill.
Homer J. Moore	Galveston, Texas
Edward S. Brinton	Bellwood, Ill.
Ray G. Welsch	Mayville, Wisconsin
Philip B. Phillips	Little Rock, Ark.
Robert E. Douglas	Somerville, Mass.
Moffitt K. Holler	Salisbury, N. C.
Pierre F. LaBorde	Columbia, S. C.
Henry J. Caes	Secaucus, N. J.
Burton L. Hoffman	Cincinnati, Ohio
Norman D. Ellis, Jr.	Martin, S. C.
Hiram M. Greene	Freemont, Ohio
* Ausey H. Robnett	Ichawooa, Wyoming

* Dated from May 22, 1941.

ACTING APPOINTMENTS

The Navy Department announced that the following-named enlisted men

A CHANCE REMARK MAY ENDANGER LIVES

ACTING APPOINTMENTS
(Cont.)

were issued acting appointments as warrant officers in the Navy, to rank from the dates indicated:

<u>Name</u>	<u>Rating</u>	<u>Home Address</u>	<u>Date</u>
<u>Carpenters</u>			
Charles L. Schooler	AMlc	San Diego, Calif.	5/16/41
James T. New	CMlc	Wilmar, Arkansas	5/16/41
Boudinot L. Smith	CCM	Fort Worth, Texas	5/16/41
Trubie C. Lusk	Msmthlc	Fort Worth, Texas	5/16/41
Stermen A. Terrebonne	CCM	San Diego, Calif.	5/16/41
Ralph R. Herron	CMsmth	San Diego, Calif.	5/16/41
Albert O. Tate	CSF	San Diego, Calif.	5/16/41
<u>Gunner</u>			
Joseph J. Phillips	CTC	Edwardsville, Pa.	5/16/41
Owen L. Duffy	TMLc	Oelwein, Iowa	5/16/41
Kenneth L. Berg	CCM	Kirkland, Wash.	5/16/41
Sigmund Popko	FClc	Long Beach, Calif.	5/16/41
George D. Quirk	CTC	Honolulu, T. H.	5/16/41
<u>Machinists</u>			
James R. Byrd, Jr.	MMlc	Kissimmee, Florida	5/16/41
Jack Atnip	MMlc	Wichita Falls, Texas	6/5/41
Stephen Nemeth	CMM	National City, Calif.	6/5/41
John R. McCants	ACMM	Coronado, Calif.	6/5/41
Franklin A. Lefavor	WTlc	Long Beach, Calif.	5/16/41
William S. Fluitt	MMlc	Inglewood, Calif.	5/16/41
<u>Boatswains</u>			
Ralph C. Bass	BMlc	Bremerton, Wash.	5/16/41
Ameda J. Bergeron	CSM	Binghamton, N. Y.	5/16/41
John C. Martin	CBM	New Haven, Conn.	5/16/41
Roy A. Woodliff	CBM	Los Angeles, Calif.	5/16/41
<u>Electricians</u>			
Leland H. Collier	EMlc	Bremerton, Wash.	5/22/41
Chauncey B. King, Jr.	EMlc	Portsmouth, Va.	5/22/41
Michael F. Barry	CEM	San Diego, Calif.	5/22/41
Clarence W. Lukelow	CEM	San Pedro, Calif.	5/22/41

OFFICERS FOR AVIATION TRAINING (HEAVIER-THAN-AIR)

In accordance with Bureau of Navigation Circular Letter 9-41 of

SPIES ARE HABITUALLY INQUISITIVE

OFFICERS FOR AVIATION TRAINING (HEAVIER-THAN-AIR)
(Cont.)

January 21, 1941, the following officers have been selected and tentatively slated for aviation training (heavier-than-air) classes as indicated:

Class scheduled to convene September 4, 1941

<u>Rank</u>	<u>Name</u>	<u>Class</u>	<u>Ship</u>
Ensign	Border, Karl F.	1939	Tennessee
"	Childers, Kenan C. Jr.	1939	Salt Lake City
"	Douglas, Walter L. Jr.	1939	Pensacola
"	Duncan, George C.	1939	West Virginia
"	Fairfax, Eugene G. Jr.	1939	Mississippi
"	Gary, Tom J.	1939	Arizona
"	Gulick, Robert A. Jr.	1939	Minneapolis
"	Howland, John B.	1939	Chicago
"	Hughes, Joseph W.	1939	New Mexico
"	Miller, Walter E.	1939	San Francisco
"	Norton, Marvin D. Jr.	1939	Wichita
"	Rogers, Grant H.	1939	Enterprise
"	Seiler, Edward H. Jr.	1939	Lexington
"	Smith, Robert H.	1939	Colorado
"	Wallace, James B.	1939	Omaha

Class scheduled to convene September 18, 1941

Ensign	Ballinger, Carl J.	1939	Honolulu
"	Davis, Warren J. Jr.	1939	Lexington
"	Gardner, Andrew J.	1939	Yorktown
"	Harris, Leroy E.	1939	West Virginia
"	Kerkering, Stanley W.	1939	Ranger
"	Kilpatrick, Macgregor	1939 P	Milwaukee
"	Lowe, Marcus L. Jr.	1939	Colorado
"	McConaughay, James W.	1939	St. Louis
"	Moore, Walter C. Jr.	1939	Salt Lake City
"	Ness, Dwight O.	1939	Tennessee
"	Pope, David H.	1939 P	Helena
"	Remington, Herbert D.	1939	Cincinnati
"	Van Meter, Karl S.	1939	New Mexico
"	Wadsworth, Robert F.	1939	Arizona
"	Walker, Thomas J. III	1939	Minneapolis

P - Report of physical examination has not been confirmed by the Bureau of Medicine and Surgery.

Class scheduled to convene October 2, 1941

Ensign	Leedy, William C.	1938	ComScoFor
"	Anderson, Fernald P.	1939	Arkansas

SAVE YOUR BREATH - YOU'LL NEED IT SOMETIME

OFFICERS FOR AVIATION TRAINING (HEAVIER-THAN-AIR)
(Cont.)

Ensign	Cooke, Lemuel D.	1939	Ranger
"	David, Edmunds	1939	Omaha
"	Harkleroad, Neil E.	1939 PP	Tuscaloosa
"	Kuntz, William E.	1939	Boise
"	Mahoney, Jack A. Jr.	1939	Honolulu
"	Neal, Albert G.	1939	Milwaukee
"	Ramage, James D.	1939	Enterprise
"	Stultz, Ronald F.	1939	Chester
"	Swensson, Richard M.	1939	Savannah
"	Trauger, Robert J.	1939	Nevada
"	Wall, Lester S. Jr.	1939	Wasp
"	West, Joseph M.	1939	Louisville
"	Young, Jack C.	1939	Phoenix

PP - Bureau of Navigation has not received report of recent physical examination.

POSTGRADUATE COURSES
OFFICERS

Because of existing conditions, the next postgraduate courses for both the Naval Engineering and Aeronautical Engineering curricula have been compressed into seven ten-week terms.

The next classes will be convened about October 1, 1941, for both of these groups.

SELECTION BOARD
CIVIL ENGINEER CORPS

A Selection Board convened at the Navy Department on June 16, 1941, to recommend officers of the Civil Engineer Corps of the Navy for advancement to the ranks of Commander, Lieutenant Commander, and Lieutenant.

SUBMARINE SCHOOL, NEW LONDON, CONN.

"THEIR WANT OF PRACTICE WILL MAKE THEM
UNSKILLFUL, AND THEIR WANT OF SKILL,
TIMID. MARITIME SKILL, LIKE SKILLS OF
OTHER KINDS, IS NOT TO BE CULTIVATED
BY THE WAY OR AT CHANCE TIMES."

The above motto was taken from the writings of Thucydides about 425 B.C. and is found over the entrance to the Submarine School, New

DON'T GIVE INFORMATION TO STRANGERS

SUBMARINE SCHOOL, NEW LONDON, CONN.
(Cont.)

London, Connecticut.

In January, 1940, the school moved into an imposing brick structure on the Upper Base at New London, Connecticut, and expanded intensive training courses for officers and enlisted personnel for the submarine courses. A new, completely modern Diesel laboratory is now under construction and will be completed late this year. These modern classrooms, laboratories, and equipment and the expanded Submarine Base are a far cry from the pioneering days when the present base was but a coaling station.

The Submarine School was founded in 1916 with Commander Yates Stirling as its first Commanding Officer. Our early Submarine Service leads one to believe that, as Admiral Hart once said, "In general, the submarines, like Topsy, just grew, and the service at large knew very little about them." Prior to 1916 personnel for submarines was selected from promising volunteer material available from the naval service and these officers and men were sent directly to submarines without any preliminary training. In the early part of the first World War the importance of the submarine rapidly came to the front and the necessity for advanced training of personnel was recognized. The first organized submarine class met in July, 1916, and the courses extended over a six-months' period. All members of this class were regular line officers. Because of increased activities it was necessary by 1918 to include some reserve officers in the course. Some of these officers came from civil life and others were selected for promotion from enlisted ranks by a special board. These reserve officers were given a short course in deck duties at Pelham Bay, Massachusetts, and at the Naval Academy, Annapolis, prior to entering the submarine school. As the War emergency and demand increased, it was found necessary to reduce the length of the course and new classes were enrolled every few weeks. By early November, 1918, the school had reached its largest enrollment, having 121 officers and 712 enlisted men as students. In the early post-War days and until 1924, the submarine course was shortened to three months and the students were selected from regular line officers. Beginning in 1925 the school again resumed its six-months' schedule and classes continued of this duration until the present national emergency was declared. Once more, to meet the demand of the National Naval Expansion Program, it has been necessary to shorten the length of the courses and increase the size of the classes. The officers making up the present classes fall into five classifications:

1. Regular Line officers.
2. Naval Academy graduates who resigned but have returned to active service in the Naval Reserve.
3. Graduates of Naval R.O.T.C. units.
4. Reserve Officer graduates of the Reserve Midshipmen Schools.
5. Specialists recently commissioned from civilian life.

The present course of study does not differ radically from the early

BE QUICK TO BE QUIET

SUBMARINE SCHOOL, NEW LONDON, CONN.
(Cont.)

curriculum except that submarine instruction must keep pace with modern submarine construction. Graduates from the Submarine School should, after 12 weeks of intensive study, be thoroughly indoctrinated with the fundamental ground work necessary to a successful career in the Submarine Service and to exercise such characteristics of industry, initiative, and responsibility that they can serve with equal ability in our oldest or newest submarines until such time as they will have acquired further experience, making them fully qualified Submarine Officers and ready for an early command.

With the flames of enthusiasm for this service kindled at the school, these young graduates are soon pierced with the infectious spirit of the service, and the traditions of the Submarine Force are riding on to higher glory.

PRESENT STRENGTH OF THE NAVY

Man power of the U. S. Navy as of June 1, 1941, totaled 264,798 officers and men. The present personnel is made up of:

- 7,712 commissioned line officers, U. S. Navy.
- 2,117 commissioned staff officers, U. S. Navy.
- 1,998 warrant officers, U. S. Navy

- 975 commissioned line officers, U. S. Navy, retired,
recalled for active duty.
- 228 commissioned staff officers, U. S. Navy, retired,
recalled for active duty.
- 82 warrant officers, U. S. Navy, retired, recalled
for active duty.

- 8,820 commissioned line officers, U. S. Naval Reserve,
on active duty.
- 2,402 commissioned staff officers, U. S. Naval Reserve,
on active duty.
- 99 warrant officers, U. S. Naval Reserve, on active
duty.

- 522 regular nurses.
- 121 nurses, U. S. Naval Reserve, on active duty.

- 203,725 enlisted men, U. S. Navy.
- 766 enlisted men, U. S. Navy, retired, recalled
for active duty.
- 35,231 enlisted men, U. S. Naval Reserve, on active
duty.

ARE YOU ALWAYS CAREFUL OF WHO GETS AN EARFUL?

NO DRAFTING FOR THE NAVY

The Secretary of the Navy recently announced that consideration had been given to the necessity of drafting certain men for duty in the service. However, this plan has been rejected. The Navy, throughout these years of tradition, has never yet had to call upon other than volunteers to meet its requirements. Even though the Navy is being called upon now to expand at a most incredible rate, the spirit of the young Americans will undoubtedly cause the ranks to be filled with patriotic young men only too ready to carry on those treasured traditions.

KHAKI WORKING UNIFORM COAT

The wearing of sleeve stripes, appropriate Corps devices, and bronze buttons formerly prescribed for the khaki working uniform coat is authorized in lieu of shoulder marks and gilt buttons now prescribed, until January 1, 1942.

QUIZ

The following quotations famous in naval history have been heard and read many times by all naval personnel. Can you identify the source of each quotation? Credit yourself .5 for each question answered correctly. A mark of 2.5 will be considered passing.

1. "Don't give up the ship!"
2. "Go tell the Bashaw of Tripoli, and the people of your country, that in future they may expect only tribute of powder and ball from sailors of the United States."
3. "Our country, in her intercourse with foreign nations, may she always be in the right and always successful right or wrong."
4. "Men mean more than guns in the rating of ships."
5. "The colors must never be struck!"
6. "I believe in celerity."
7. "After you, Pilot."
8. "You may fire when you are ready, Gridley."

(Answers on Page 34)

NAVAL RESERVE POLICY DIVISION

The functions of the Office of the Naval Reserve Policy Division,

REPORT SUSPICIOUS ACTIONS

NAVAL RESERVE POLICY DIVISION

(Cont.)

including the Naval Reserve Inspection Board, have been transferred by the Secretary of the Navy from the Office of the Chief of Naval Operations to the Bureau of Navigation.

NAVAL RESERVE--NATIONAL EMERGENCY

On June 10, 1941, all naval activities concerned were instructed that all Naval Reserve enlisted personnel on active duty or thereafter ordered to active duty will be retained on active duty for the duration of the existing national emergency even though beyond their term of enlistment. This is in accordance with the law and the shipping articles under which such men are enlisted. The agreement which such men execute in signing the shipping articles is as follows:

"In the event of war or national emergency, during my term of service, I further obligate myself to serve throughout the war or national emergency, if so required."

Authority already exists for retaining Naval Reserve Officers on active duty for the duration of the national emergency.

MEMBERS OF NAVAL RESERVE TO BE RELEASED TO INACTIVE DUTY AFTER EMERGENCY

Men enlisting in the Naval Reserve will be retained on active duty during the period of the emergency, but they will be released to inactive duty as soon after the emergency as their services can be spared, regardless of the number of years remaining in their enlistment.

Enlistments in the U. S. Naval Reserve are for a period of four years if over 18 years of age. If the applicant is between 17 and 18 years of age, the enlistment is for the period of minority.

NAVAL RESERVE OFFICERS TO ACTIVE DUTY

Steps have been taken to order all Naval Reserve who have not already been called into active service. In view of the declaration of an unlimited national emergency by the President on May 27, 1941, the Secretary of the Navy on June 11, 1941, issued instructions to all naval activities concerned as follows:

"Merchant Marine Reserve officers may now be ordered to active duty without their consent and those now on active duty may be retained in that status. In exercising this authority, it is intended to conflict with the functions of the Merchant Marine to the minimum extent consistent with the urgent needs of the Navy."

WHY DID THAT PERSON ASK THAT?

DEFERMENTS OF NAVAL RESERVISTS

On June 12, Commandants were directed to put all Naval Reserve enlisted personnel on active duty. In accordance with the recently adopted policy, all non-rated men are being ordered to training stations for the same recruit training period as given to the Regular Navy enlisted personnel. Rated men are being ordered to Receiving Ships for further assignment on general detail. The Commandants were requested to have all these men on active duty by July 8. Those who have been deferred indefinitely will have the reasons for their deferment reviewed, and if they are now available will also be ordered to active duty.

There has been considerable inconvenience caused by reserve officers requesting deferment from active duty or separation from the Naval Reserve after their active duty orders have been issued and received by them. It is believed by the Bureau that all Naval Reserve officers realize that they are liable to be ordered to active duty when need for their services arises, and that they should therefore have asked for deferment prior to the receipt of their orders. In order to clear up the whole question of deferments, the Bureau requested the Commandants to advise all Naval Reserve officers on inactive duty, not in a deferred status, to submit requests by July 1 if they desired to be deferred. All Naval Reserve officers who have not submitted their requests by July 1 will be considered as immediately available, and no further requests for deferment will be entertained by the Bureau.

UNIFORM GRATUITY FOR NAVAL RESERVE OFFICERS

In Decision dated May 14, 1941, the Comptroller General of the United States advised the Secretary of the Navy that the statute does not prescribe the kind or quantity of uniforms required to be worn at the place of active duty nor the extent to which any uniform shall be worn. The Comptroller General further stated that the statute implies that the wearing of uniforms shall be required in connection with officers' official duties, but that it is left to administrative discretion the amount and kind of uniform required to be worn and the extent to which it shall be worn - whether daily or occasionally.

In view of the Comptroller General's decision, the Bureau will interpret Section 302 of the Naval Reserve Act of 1938, 52 Stat. 1180, with respect to Naval Reserve officers' right to the \$100 uniform allowance upon first reporting for active duty or training duty, with pay, at a location where uniforms are required to be worn, as being fulfilled if such officers are on active duty, with pay, at locations where they are required to possess uniforms and wear them occasionally.

Naval Reserve officers on active duty who have not received a uniform gratuity in the sum of \$150 should submit vouchers for same, regardless of whether or not their orders to active duty make reference to the Executive Order of 8 September, 1939. S and A form 445 should be submitted, accompanied by 3 certified copies of their orders to active duty.

WHY DID HE WANT TO KNOW THAT?

CASH UNIFORM GRATUITIES PAID TO NAVAL RESERVE OFFICERS
EXEMPT FROM FEDERAL INCOME TAX

The Acting Secretary of the Treasury on May 29, 1941, advised the Secretary of the Navy that the allowance for uniforms and equipment paid to the commissioned and warrant officers of the Naval Reserve in accordance with Section 302 of the Naval Reserve Act of 1938 does not come within the meaning of "gross income" as defined in Section 22 (a) of the Internal Revenue Code and is not subject to Federal Income Tax. Such amounts received by officers of the Naval Reserve, therefore, need not be included in any income tax returns which subject officers may be required to file.

NAVAL ACADEMY GRADUATES CIRCULARIZED

The Chief of the Bureau of Navigation has circularized some 1200 former graduates of the Naval Academy and former officers of the Navy with a view to determining the availability of this group for appointment in the Naval Reserve and active duty where their services may be required.

LEGISLATION PUBLIC NO. 808

By provision of Public No. 808, 76th Congress, the appointment of officers of the Naval Reserve, commissioned therein upon graduation from the Naval Reserve Officers' Training Corps Units, to commissioned rank in the Line of the Regular Navy is authorized, subject to certain qualifications.

Candidates must be less than 26 years of age on June 30, 1941; they must have completed not less than one (1) year of continuous active duty on board ships of the Navy, by June 30, 1941; and must establish their moral, physical, mental, and professional qualifications in accordance with such rules and regulations as the Secretary of the Navy may prescribe.

A board of naval officers will be convened at the Navy Department on or about August 4, 1941, for the purpose of selecting from the list of recommended applicants, those considered best qualified for appointment, in numbers not to exceed the number which the Secretary of the Navy deems necessary to meet the requirements of the naval service.

N.R.O.T.C., NAVAL ACADEMY APPOINTMENTS
AN ACT -- H. R. 1801

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the Act of February 27, 1936, (49 Stat. 1144), insofar as the provision thereof are embodied in section 1033a of title 34 of the United States Code, is hereby

S. O. S. - SAVE OUR SECRETS!

N.R.O.T.C., NAVAL ACADEMY APPOINTMENTS
AN ACT -- H. R. 1301

amended to read as follows:

"The Secretary of the Navy is authorized to appoint no more than twenty midshipmen annually to the Naval Academy from among the honor graduates of educational institutions which are designated as 'honor schools' by the War Department in accordance with the provisions of the Act of July 9, 1918, (40 Stat. 894), as amended (10 U.S.C. 1091), or by the Navy Department in accordance with the regulations established by the Secretary of the Navy, and from among the members of the Naval Reserve Officers' Training Corps: Provided, That such appointments shall be made under such rules and regulations as the Secretary of the Navy may prescribe."

Approved, June 6, 1941.

V-7 GRADUATIONS

Prairie State

On June 6 the third class of V-7 Reserve Midshipmen, numbering some 410 young men, was graduated from the Reserve Midshipmen's School on board the Prairie State, New York City, and were commissioned Ensigns, U. S. Naval Reserves. Most of these young men requested and will be ordered immediately to active duty in the Navy. The graduation address was delivered by Rear Admiral Adolphus Andrews, U.S.N., Commandant, Third Naval District, New York. This brings the total number of graduates from this school up to 1108. About 85% of these graduates are now on active duty.

Northwestern University

Some 752 Reserve Midshipmen were graduated from the Reserve Midshipmen's School, Abbott Hall, Northwestern University, Evanston, Illinois, on June 12. These young men were the third class to graduate from this school and bring the total of graduates up to 1832. The majority of these boys immediately requested and will be ordered to active duty in the Navy. The graduation address was delivered by Rear Admiral John Downes, Commandant, Ninth Naval District.

RESERVE MIDSHIPMEN'S CLASS
U. S. NAVAL ACADEMY

In view of the early graduation of the Class of 1942 at the U. S. Naval Academy, the date for commencing the U. S. Naval Reserve Midshipmen's Class at the U. S. Naval Academy has been changed from February 13, 1942, to January 9, 1942.

TAKE TIME TO BE CAREFUL

RESERVE MIDSHIPMEN'S CLASS
U. S. NAVAL ACADEMY
(Cont.)

Under the new program, this class will consist of seven hundred college graduates now being recruited and they will receive a one-month's intensive indoctrination course, to be followed by three months as Reserve Midshipmen. They will be trained for engineering duty.

REPORT ON V-7 RESERVE MIDSHIPMEN PROGRAM

First V-7 Program

In the early summer of 1940, recruiting for the first V-7 Reserve Midshipmen Program commenced. Applicants were required to be native-born, unmarried, male citizens between the ages of 19 and 26 years, inclusive, meet the physical requirements of D-V(G), U.S.N.R., and possess credits for a minimum of two years' work from an accredited university or college.

On July 16, 1940, the first group of these recruits embarked on a 30-day cruise. Six thousand six hundred forty-six (6,646) of these young men were cruised on this and subsequent cruises during the summer. Five thousand three hundred seventy-five (5,375) qualified for a further 90-day training period as Reserve Midshipmen at the Prairie State, New York City, Northwestern University, Evanston, Illinois, or at the U. S. Naval Academy. As of June 12, 1941, three classes will have graduated from the Prairie State and Northwestern University, and one class from the Naval Academy. There will have been a total of 3,517 graduates commissioned from these Reserve Midshipmen Schools, approximately 85 per cent of which will be on active duty as Ensigns, U.S.N.R. The last classes of this program will convene on June 12 on the Prairie State and June 16 at Northwestern University. There should be approximately 1,000 more Reserve Midshipmen graduated from these two classes, thus bringing the total graduates for the first program up to approximately 4,500 young men.

Second V-7 Program

The Secretary of the Navy announced on May 8, that the second V-7 Reserve Midshipmen Program had been approved and that enlistments were being accepted. The new program has increased the requirements so that the applicants must now possess a B.A., B.S., or Engineering degree from an accredited university or college, including at least two one-semester courses, or their equivalent, in mathematics of college grade. A course in Plane Trigonometry must be included in, or have been taken preparatory to, the college mathematics courses presented. The age limit has been increased to include applicants not less than 20 nor more than 23 years of age as of date of enlistment.

TO BE MODERN - BE MODEST

REPORT ON V-7 RESERVE MIDSHIPMEN PROGRAM
(Cont.)

Because of conditions, the preliminary 30-day cruise has been eliminated. Applicants for enlistment are accepted as apprentice seamen in Class V-7, U.S.N.R., and serve as such during a 30-day elimination and indoctrination period. Those apprentice seamen in Class V-7 U.S.N.R. who are found qualified at the end of the 30 days continue for the regular 90-day training period as Reserve Midshipmen.

The new program contemplates training 4,900 Naval Reserve Midshipmen in seven classes, three classes at Northwestern University, three on board the Prairie State, and one at the U. S. Naval Academy.

The first classes at both Northwestern University and on the Prairie State will convene September 18. The class at the U. S. Naval Academy, Annapolis, will open January 9, 1942.

At the present writing, over 3,000 applications have been received for the second V-7 Reserve Midshipmen Program.

INDOCTRINATION SCHOOL

Due to the rapid expansion of the Navy, it has been deemed advisable, necessary, and practical to commission in the Navy certain specialists directly from civilian life. An Indoctrination School has been set up at Georgia School of Technology, so that a number of these specialists may undergo a concentrated indoctrination course prior to their assumption of regular duties, in an attempt to better equip them for service in the Navy. The instructors for the school are being drawn from the regular instructors in the various Naval Reserve Officers' Training Corps Units. The first class, some 150 strong, will convene on July 1 and will continue until September 1. Subsequent classes of indoctrination are planned.

ADDITIONAL NAVAL RESERVE SCHOOLS

A Naval Reserve School at Chicago, Illinois, started with 250 students, which is the first increment of the class to start training as strikers for Aviation Machinist's Mates and Aviation Metalsmiths. An equal number will be assigned each month. The duration of the course is four months.

At Detroit, a similar course was started to train 225 men per month as strikers for Aviation Machinist's Mates and Aviation Metalsmiths.

At St. Louis, Missouri, a course was started to train men as strikers for Electrician's Mates at the rate of 75 students per month.

"NEVER TELL I TOLD YOU"?? - NEVER TELL!

PHYSICAL REQUIREMENTS FOR ENLISTMENT IN NAVAL RESERVE

On May 23, 1941, the Secretary of the Navy instructed the Commandants of all Naval Districts, the Commandant, Navy Yard, Washington, D. C., and the Naval Recruiting Service that during the present national emergency the standards for physical requirements for enlistment in the Naval Reserve have been modified as follows:

TEETH - Except in Classes V-5 and V-7, applicants may be accepted for enlistment providing they have eighteen sound vital teeth with at least two molars in functional occlusion and not more than four incisors missing which have been satisfactorily replaced.

HEIGHT - Men accepted for enlistment in Class V-5 must have a minimum height of 64 inches, and minimum weight of 124 lbs; for enlistment in class V-7 a minimum height of 65½ inches, and minimum weight of 132 lbs; and for other classes a minimum height of 62 inches.

WEIGHT - Except for Classes V-5 and V-7, men who do not meet the prescribed weight standards for age and height may be accepted for enlistment if they are muscular and well proportioned.

CHEST - Consider chest measurements in relation to build and chest expansion.

ENLISTED MEN WHO PASSED THE NAVAL ACADEMY ENTRANCE EXAMINATIONS, MAY, 1941

The following enlisted men have passed the Naval Academy Entrance Examinations, and on passing the physical examinations will be eligible for appointment as midshipmen by the Secretary of the Navy.

Men from the Naval Academy Preparatory School,
U. S. Naval Training Station, Norfolk, Virginia.

<u>Name</u>	<u>Ship of Origin</u>
Grey, V.	USS SATTERLEE
Donaghy, C. F.	USS GREER
Hoch, E. G.	USS MANLEY
Shuman, W. P., Jr.	USS REID
Ferguson, W. P.	USS O'BRIEN
Glotzbach, D. J.	USS WEST VIRGINIA
Hansen, J. B.	USS NEW YORK
Chester, W. R.	USS COLORADO
Farris, F. E.	USS CALIFORNIA

LET THE ORATORS DO THE PUBLIC SPEAKING

ENLISTED MEN WHO PASSED THE NAVAL ACADEMY
ENTRANCE EXAMINATIONS, MAY, 1941
 (cont.)

<u>Name</u>	<u>Ship of Origin</u>
Oder, L. D.	USS BROOKLYN
Camp, J. M.	USS RICHMOND
Smith, L. N.	USS ARIZONA
Best, G. "A".	USS WEST VIRGINIA
Bonds, J. E.	USS RIGEL
Forbes, B. B., Jr.	Receiving Ship, New York
Hamilton, G. A.	USS BUCHANAN
Keith, J. M.	USS MacLEISH
Price, J. N.	USS NEVADA
Bradshaw, F. L., Pfc, USMC	USS NEW MEXICO
Lyons, T. H.	USS NEW MEXICO
Taylor, H. A.	USS WHARTON
Wade, W.	USS TUSCALOOSA
Delgado, R.	USS MacLEISH
Ives, T. K.	USS NEW MEXICO
Norris, W. H.	USS STACK
Kridle, C. E.	USS WYOMING
Lawrence, H. T.	USS NEW YORK
McDonald, L. S., Jr.	USS TUSCALOOSA
Pressler, J. M.	USS AYLWIN
Wilcox, J. J.	USS DOBBINS
Everhart, O. C., Jr.	USS CALIFORNIA
Holzbauer, J. F., Cpl., USMC	USS ST. LOUIS
Whiteside, C. E.	USS STACK
Trueblood, H. J.	USS ARIZONA
Walls, E. D.	USS SARATOGA
Crawford, R. A.	USS WHITNEY
Hilson, R. A.	USS WYOMING
Harritt, W. L.	USS CALIFORNIA
Hamphill, J. I.	USS YORKTOWN
Mullins, R. H.	USS ARIZONA
Rich, J. E., Pvt. USMC	USS COLORADO
Ashley, T. C.	USS TRIPPE
Cobb, J. B.	USS CHESTER
Wright, R. B.	USS PENNSYLVANIA
Huckenpoehler, W. B., Jr.	USS ARIZONA
Saroch, E., Jr.	USS MELVILLE
Snyder, A. L., Pfc USMC	Quantico, M. B.
Bascom, W. R.	USS WHARTON
Bickford, R. M., Pvt USMC	Quantico, M.B.
Jackson, J. M.	USS WEST VIRGINIA
Lewis, A. C.,	USS NEW MEXICO
Rea, P. G.	USS ARIZONA
Axelson, R. R.	USS RANGER
Bowes, W. A.	USS COLE
Hildebrand, J. H.	USS RALEIGH
Landreth, D. E.	USS ARIZONA

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

ENLISTED MEN WHO PASSED THE NAVAL ACADEMY
ENTRANCE EXAMINATIONS, MAY, 1941
 (cont.)

<u>Name</u>	<u>Ship of Origin</u>
Lynch, J. E., Jr.	USS ARKANSAS
Bernreuter, J. D., Jr.	USS WHARTON
James, E. F.	USS RIGEL
Knick, V. R.	USS TRIPPE
Regets, W. M.	USS YORKTOWN
Colvin, T. H.	USS RANGER
Bonner, R. C. Pfc USMC	USS SARATOGA
McCall, R. E.	USS CROWNINSHIELD
McMenamin, J. T.	USS COLORADO
Sulick, T. E.	USS ARIZONA
Dzikowski, R. J.	USS McCALL
Paolantonio, J. F.	USS DALLAS
Brown, S. B., Jr.	USS TRIPPE
Caple, E. S., Jr.	USS CALIFORNIA
Forbes, G. R.	USS NEW YORK
Rand, W. M.	USS NEW YORK
McCaskill, J. M.	USS CROWNINSHIELD
Miller, R. B.	USS HELENA
Kiskaddon, W. "H"	USS CALIFORNIA
Petersen, C. C.	USS WICHITA
Gambrill, R. A., Jr.	USS ROWEN
Jamison, R. J.	USS YARNALL

Men who passed the Examinations at Sea

DiVito, A. J.	USS TEXAS
Lissy, F. K.	USS CALIFORNIA
Spangler, E. H.	USS WICHITA
Collier, W. W.	USS CALIFORNIA
Brown, W. I.	USS WEST VIRGINIA
Brooks, D. H., Pvt. USMC	USS NEW ORLEANS
Price, M. E. Cpl., USMC	Naval Air Station, San Diego, Calif.
Doehler, W. F., Cpl., USMC	USS WASP

CHIEF PETTY OFFICER WAITING LIST

1. The following named first class petty officers are on the Bureau's waiting list for advancement to chief petty officer ratings as indicated. Advancements will be authorized as vacancies occur.

2. Candidates on the below waiting list will not be required to compete in the October 30, 1941 CPO examinations.

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

CHIEF PETTY OFFICER WAITING LIST
(cont.)

3. ATTENTION IS INVITED TO THE FACT THAT THERE IS NO WAITING LIST IN OTHER RATINGS. ACCORDINGLY, ALL OTHER MEN EXAMINED IN OCTOBER 1940, AND WHOSE ADVANCEMENT TO CPO (AA) HAS NOT BEEN AUTHORIZED, MUST COMPETE IN THE FORTHCOMING CPO EXAMINATION SCHEDULED FOR OCTOBER 30, 1941, IN ORDER TO ESTABLISH ELIBILITY FOR ADVANCEMENT.

FOR CHIEF WATERTENDER (14)

REMMEN, Armond Alexander	3283087 Bmkrle
BARRY, Kenneth Andrew	2042687 Wtlc
RODGERS, Raymond Dean	1839422 Wtlc
HOLCOMB, Gordon Shirley	3806133 Wtlc
STURGILL, Russell	2149038 Wtlc
SIMMONS, William Arthur	2718264 Wtlc
HOLLINGSWORTH, William R.	2912319 Wtlc
ALFORD, Alton Louis	3557555 Wtlc
MATHEWS, John Robinson	3856073 Wtlc
HANNETT, James Wilton	3162293 Wtlc
CANUPP, Floyd	2616733 Wtlc
KING, Oren Brown	2502594 Wtlc
MAYO, Leo Willisma	2741237 Wtlc
HOGE, Ernest James	2580112 Bmkrle

FOR BANDMASTER (5)

LONGAKER, Henry B.	2431792 1st Mus
ROGERS, James Winslow	2122710 1st Mus
CARLIN, Thomas Gerald	2339586 1st Mus
LYDA, Guy Johnson	2615166 1st Mus
BEAVIN, Robert L.	2578692 1st Mus

FOR CHIEF BUGLEMASTER (3)

RUSSELL, Graham Howard	2282141 Bgmstrlc
TERWILLIGER, Clarence	2139150 Bgmstrlc
WINDLAND, Hugh Edward	3206758 Bgmstrlc

FOR CHIEF PHOTOGRAPHER (3)

COFIELD, Perry Cecil	2719966 Plc
WHITE, Nicholas N.	3756900 Plc
ALEXANDER, Henry D.	3751938 Plc

ANTEDATING ADVANCEMENTS

Numerous duplicate pages 9-10 of service records have been received in the Bureau apparently indicating that the effective dates of advancements were prior to the date the advancements were actually made by commanding officers. In this connection attention is invited to Article D-5112, Bureau of Navigation Manual, which states that all advancements,

LOOSE WORDS MAY LOSE SHIPS

ANTEDATING ADVANCEMENTS

(cont.)

except permanent appointments of chief petty officers, must be effective on the date the change is actually made by the commanding officer. The order to the disbursing officer should show the advancement effective on the date the change is actually made by the commanding officer to agree with entry on page 9-10 of service record.

PETTY OFFICER TRAINING PROGRAM EXPANDED

Expansion of facilities for training enlisted men for petty officer rating is proceeding on a four-method-basis in connection with the recruiting program to obtain an additional 35,000 men for the Navy by June 30, 1941, it was announced by the Navy Department.

The training program will be open to men enlisted either in the Regular Navy for the six-year term or in the Naval Reserve for the four-year term on an equal basis. The program will make it possible for a recruit with an aptitude to be rated a petty officer within a year after enlistment.

The four plans for increasing training facilities for ratings are: (a) expanding existing schools and facilities, (b) establishment of new schools and training centers, (c) use of Vocational Training schools under jurisdiction of the U. S. Office of Education, and, (d) instructional courses in the plants and companies having Navy contracts.

In developing the training program for enlisted men the Navy is providing for advancement of enlisted men in both the Regular Navy and the Naval Reserve. Men enlisting in the Regular Navy do so principally to make the service a career and join for a six-year term. Men enlisting in the Naval Reserve are those desiring to make their services available to the Navy in the emergency. They enlist for a four-year period and are subject to call to active service in emergency periods. As soon as their services can be spared at the end of the emergency they revert to an inactive status for the remainder of their enlistment.

Special provision has been made for enlisting men in the Naval Reserve who are qualified for certain ratings, but who have not had previous naval experience. Navy Recruiting offices have been instructed to make enlistments for both the regular Navy and the Naval Reserve.

TRAINING ENLISTED MEN

With the establishment of new schools and the expansion of now existing schools, the total capacity of all schools including aviation for the training of enlisted men has been increased from 3,180 to 10,037 from June 30, 1939 to the present date. The total yearly capacity will be 18,624. The present yearly capacity will be in-

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

TRAINING
ENLISTED MEN
(cont.)

creased to 27,924 in 1942.

The Navy Service School, Ford Motor Company, Detroit, Michigan, was established early this year with all equipment and buildings furnished by Mr. Henry Ford as a source of training for a number of enlisted men, including machinists' mates, electricians' mates, storekeepers, aviation machinists' mates, diesel engineers, metalsmiths, etc. The school has now been expanded to a new quota of 1,600 students.

Mr. Ford is now building two additional barracks to take care of this increase, as well as a fully equipped recreation center at no cost to the government.

SHIPFITTERS' SCHOOL

It is planned to establish a school for Shipfitters at the U. S. Naval Station, New Orleans, Louisiana.

ELECTRIC HYDRAULIC EQUIPMENT AND POWER CONTROL SCHOOL

A school for electric hydraulic equipment and power control has been established at the Navy Yard, Washington, D. C., for Gunner's Mates and specially selected Electrician's Mates and Machinist's Mates. At the present time it is planned to send only men detailed to new construction to this school.

TRAINING COURSES

Training courses are available for men preparing for the following ratings:

Seaman Branch

Apprentice Seaman.	Quartermaster 3c.
Seaman 1c.	Quartermaster 2c.
Coxswain.	Quartermaster 1c and Chief.
Boatswain's Mate 2c.	Torpedoman 3c.
Boatswain's Mate 1c and Chief.	Torpedoman 2c.
Gunner's Mate 3c.	Torpedoman 1c and Chief.
Gunner's Mate 2c.	Fire Controlman 3c.
Gunner's Mate 1c and Chief.	Fire Controlman 2c.
	Fire Controlman 1c and Chief.

Engineering Branch

Fireman 2c and 1c.	Electrician's Mate 2c.
--------------------	------------------------

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

TRAINING COURSES
(cont.)

Engineering Branch (cont.)

Machinist's Mate 2c.
Machinist's Mate 1c & Chief.

Electrician's Mate 1c & Chief.

It is expected that the courses for the ratings of Water Tender will be available about September.

Communications Branch

Radioman 3c.
Radioman 2c.
Radioman 1c and Chief.

Signalman 3c.
Signalman 2c.
Signalman 1c and Chief.

Aviation Branch

Aviation Machinist's Mate 2c.
Aviation Machinist's Mate 1c & Chief.
Aviation Metalsmiths 3c & 2c.

It is expected that the courses for Aviation Metalsmith 1c and Chief, and for the Aviation Ordnanceman Ratings will be available in July.

Special Branch

Storekeeper 3c.
Storekeeper 2c.
Storekeeper 1c and Chief.
Ship's Cook 2c and 1c.
Baker ratings.
Officers Cooks & Officers Stewards.

Chief Commissary Stewards.
Yoeman 3c.
Yoeman 2c.
Yoeman 1c and Chief.

General Courses

A to N.
G.T.C. for P.O. 3c & 2 c.
G.T.C. for P.O. 1c & Ch.
Gregg Shorthand Manual.
Gregg Progressive Exercises.
Navy Cook Book.
Typewriting Manual.

Artificer's Manual (1918 ed.)
Lessons in Printing.
Landing Force Manual, Chap. II.
Landing Force Manual, Chap. III.
Manual Metal Arc Welders.
Manual for Buglers.

(The Diesel Engine Course will be available about September 15, 1941.)

Other Publications Available

News Handling.
Thrift.
Benefit Guides.
Motion Picture Handling

Collision Cases 1-10
Grounding Cases 11-20
Administration Cases 21-30.
Collision Cases 31-40.

"HAS THE CAT GOT YOUR TONGUE?" - WELL, LET HIM KEEP IT!

TRAINING COURSES
(cont.)

Other Publications Available (cont.)

Naval Aviation Syllabus.
N-1 Training Seaplanes.
N-2 Training Landplanes.
Methods of Instruction.

Collision Cases 41-50.

Miscellaneous

A few copies of the below listed publications are available, and when the supply is exhausted, these publications will not be reprinted.

Blowers.
Boilers Oil Fired.
Painter 3c.
Painter 2c.

Inst. Pt. & Cem. Ves.
Sail. Manual of Paints.

NAVY TO INTENSIFY RECRUITING

Coincident with the end of the school year throughout the United States, the Bureau of Navigation is speeding up activities of the Navy Recruiting Service and has set a goal of from 12,000 to 15,000 recruits a month for an indefinite period.

Reports from the 36 recruiting stations in the five recruiting districts indicate a marked upswing in the past five weeks.

Plans are being completed by the Bureau of Navigation for an advertising campaign in small town papers to aid in the recruiting of desirable men. The small town newspaper campaign is only the start of a general advertising campaign which will utilize all media for reaching the public. The contract for the campaign has not been let.

The campaign will stress the reciprocal character of service in the Navy, whereby the Navy not only obtains the volunteered services of the young men of the nation, but in turn trains them in crafts and trades which enable them to obtain advancement in the naval service, and later to earn their livelihood in civilian life when the term of service is completed.

FIVE RECRUITS - FIVE DAYS

"Five days extra leave were earned by Kenneth Howe, who is home on leave from the San Diego naval training station, and who earned the extra five days by bringing in six recruits to the local recruiting office.

"Navy regulations allow an extra day of leave for each recruit produced by an enlisted man on recruit leave. Howe got busy as soon as he arrived in town and last week produced six recruits. Only five of them

KEEP YOUR OWN COUNSEL

FIVE RECRUITS - FIVE DAYS
(cont.)

did him any good, however, as five extra days leave is the maximum reward for such service.

"On his return to active duty Howe expects to be assigned to the USS Colorado, where his brother is on duty. It is the policy of the Navy to place, whenever possible, brothers together."

The above was recently published in the Durango, Colorado HERALD DEMOCRAT.

WESTERN SPIRIT

When "the men" of the wild West decide to join the Navy, they don't take "no" for an answer!

John Allan Carhart and Silas Daniel Medley, of Dove Creek, Colorado, wanted to enlist. The Navy recruiting officer at Durango, Colorado, wrote up their papers. When these were ready he started to drive to Dove Creek, but got hopelessly stuck in the mud. When he finally returned to his office he wrote the prospective recruits advising them to wait until the roads improved. But he didn't know Carhart and Medley! Instead of waiting they slogged through the nine miles of gummy mud to the nearest highway, thumbed their way to town—and they're in the Navy now!

Or consider Roger Williams Edwards, of Bayfield, Colorado. He rode horseback twenty miles through heavy snow to a main highway. Here he alighted, slapped the horse's flank, sent her home and then thumbed his way into the Navy.

Finally, Alvin Bernard Kernan, of Saratoga, Wyoming, couldn't even use a horse. So hiked twenty miles on snowshoes from the Kernan ranch to Saratoga to complete his enlistment — and now he's in training and headed for the grand career of a Bluejacket in Uncle Sam's Navy.

ANSWERS TO QUIZ ON PAGE 19

1. Dying words of Lawrence in fight between U.S.S. CHESAPEAKE and H.M.S. SHANNON off Boston Harbor 1813.
2. Captain Sterett during the war with Tripoli.
3. Stephen Decatur.
4. John Paul Jones.
5. Burrows, the commanding officer of the U.S.S. ENTERPRISE 1813, while being carried below after being wounded during the engagement with the H.M.S. BOXER.

BEWARE OF INQUISITIVE FRIENDS

ANSWERS TO QUIZ ON PAGE 19

(cont.)

6. David G. Farragut, announcing his determination to pass the Mississippi Forts.
7. Comdr. T. A. M. Craven, sinking of U.S.S. TECUMSEH at Battle of Mobile Bay, August 5, 1864.
8. Dewey at Manila Bay.

U. S. NAVAL ACADEMY

Personnel recently visiting the U. S. Naval Academy were not long in noticing certain changes and new construction taking place. The new addition to the Naval Academy Chapel is one of the first changes noticed. It is usually subject to an early visit. There are now under construction two additional wings to Bancroft Hall which will then be equipped to accommodate about 570 additional midshipmen. The new Ordnance Building is also well under way and when completed will be known as Ward Hall. Work on these buildings should be completed during September and the Naval Academy will then be equipped to accommodate the largest regiment of midshipmen in its history.

EMERGENCY BRINGS FORTH MUSIC

Throughout the course of the World War many songs and marches that have now become famous were inspired by the patriotic enthusiasm of the times.

During the present emergency, the Navy Department is in almost daily receipt of compositions on patriotic themes—words with music and words without music—from persons all over the United States. In most cases, requests are made that the composition be tried out by the Navy bands. Many times copies for gratuitous distribution to the bands in the service have been enclosed. There have been a number of such compositions submitted by members of the service, and undoubtedly during this period there will come a march or a "tune with a jingle" that will go down in history.

Best of luck is wished to all these talented aspirants to musical fame who are members of the naval service.

CONGRATULATIONS

To Russell F. Miller, AMlc., USN, NAS Anacostia, D. C. go our heartiest congratulations on the selection of his poem, "THE NAVY BLUE" which is quoted below, for publication in "The Book of Modern Poetry, 1941".

YOUR WORK IS CONFIDENTIAL

CONGRATULATIONS

(cont.)

The Ayon House, Publishers, have informed Miller that more than 12,500 poets submitted poems but his, with a very small percentage of the others, was selected.

THE NAVY BLUE

Say, girl, I saw you sneer just now.
Don't I look good to you?
I'm not one of your class, you say -
I wear the Navy Blue.

You think I'm not fine enough
For such a girl as you.
Men who would not hold your hand
Have worn the Navy Blue.

You bar us from theatres, folks,
And from your ballrooms too.
Where there's room for everyone
Except the Navy Blue.

We're only common sailor boys
'Till wars kill starts to brew.
Then, dear friends, you are the first
To cheer the Navy Blue.

How many folks in civil life
Will take the time to think
That sailors do some other things
Besides carouse and drink.

When we are dead, when we are gone,
When life's last cruise is thru,
We'll not be barred from Heaven's Gates
For wearing Navy Blue.

So when you meet a sailor boy,
I'd smile if I were you.
No better men are made by God
Than boys in Navy Blue.

MAKING ONE'S OWN TOOLS

At the Sub Base, St. Thomas, a long pile rolled off the pier and sunk in 30 feet of water. How recover the pile, with no diving gear available?

The answer: make one's own diving gear. The master of the TN-39, C.Q.M. F. W. Grove, and the engineer, C.M.M. W.P. Collins, started with

IDLE WORDS MAY REVEAL VITAL INFORMATION

MAKING ONE'S OWN TOOLS (cont.)

a wash bucket. A window was cut from its side and in it was soldered a flat piece of tin from a 5-gal. oil can. In this, another window was cut, and a piece of glass secured therein by insulating tape around the edges, inside and out. In the other side of the bucket a nipple was secured and connected by hose to the YN's air compressor. Inside the bucket was rigged a baffle of sorts to soften what would otherwise be a projectile of air against the neck of the diver.

Canvas aprons were secured to the edges of the bucket, fore and aft, reaching about to the waist of the diver, and weighted with slugs.

The diver, A. J. Malat, Sea.2c, USNR, hailing from the 1st Baltimore division, found some weights for his feet, padded his shoulders against the edges of the bucket, went down and passed a line around the pile. The crane on the pier did the rest.

HYDROGRAPHIC OFFICE

Despite the large amount of sonic sounding data obtained by vessels of the Navy during the past few years, there remain vast areas, some of which are of strategical importance, in which the hydrographic information is deficient.

With vessels of the Fleet operating in many instances over areas unexplored heretofore, an opportunity is available to add to the existing knowledge of the submarine topography of those regions by recording sonic soundings whenever opportunity permits. These determinations of sonic soundings over unsurveyed areas not only add to the completeness of a nautical chart but is also of great value to scientists conducting research work in geology, seismology, and other allied subjects.

The Hydrographic Office has been most fortunate in that the directive issued by the Commander in Chief, U.S. Fleet, to report all soundings recorded over previously unsounded areas have been carried out to the fullest practicable extent. Sounding data furnished covering a total of 290,000 nautical miles, involving over 1,000 separate reports, have been plotted and correlated and their incorporation on affected charts is progressing as rapidly as conditions permit. It is interesting to note that 54 per cent of the soundings reported are for the North Atlantic Ocean, 42 per cent for the North Pacific Ocean, and the remainder cover the other oceans. Over half of the soundings for the North Pacific were recorded by the RAMAPO.

During the past few months, units of the Pacific Fleet have discovered several noteworthy banks and shoals in Hawaiian Waters. Recommendations have been made to the United States Geographic Board to name each bank in honor of the particular ship making the discovery. There are many more banks to be discovered throughout the world. Through an endeavor to fill in the unsounded areas that exist in the majority of nautical charts, shipping may be safeguarded and also the

HYDROGRAPHIC OFFICE
(cont.)

names of vessels of the United States Navy may be retained for posterity in the record of exploration which each chart represents.

THE P. Z. T.

Alphabetical agencies in the Federal Government have become so commonplace that they are now well known, but that the Naval Observatory employs an alphabetical instrument is not generally known. The accurate determination of time there involves use of what is commonly called the P.Z.T., otherwise the Photographic Zenith Tube, and its accuracy is far superior to the manual methods used before it.

From its inception nearly one hundred years ago, the Naval Observatory used first, small telescopes to mark the passing of a star or other heavenly body over a meridian line, then the more accurate and permanent transit instruments, which in later years, recorded the meridian passage of the star on an electric chronograph when the observer pressed a contact. Most observatories still use this method.

The personal error of the observer was the weak link in this chain. Slowing of the reflexes due to advanced age or other causes, may mean nearly .3 second error in some cases. When an accuracy of thousandths of a second is desired, the personal error must be eliminated, and this was done by photography, as incorporated in the P.Z.T.

Essentially, this instrument is a vertical tube, which may be revolved about its vertical axis, and having a mirror of mercury at the bottom, and a photographic plate at the top. As a star at or very near the zenith passes overhead, it is photographed four times; twice before it has reached the meridian, and twice after it has passed, the plate being revolved 180° between exposures. Each exposure is timed automatically by a recording chronograph. A series of 18 such stars is photographed on a clear night, some of them so faint that they cannot be seen by the naked eye.

The next day the photographic plate is developed and read under a measuring microscope, to get the zenith distance of each star for the average times at which it was photographed; all stars are averaged for the sight, and from the calculated positions, the clock error computed. This is figured to three places and is probably accurate to within .003 sec.

The accuracy of this method is such that these same computations are used to compute the phenomenon known as latitude variation which is caused by a slight wobbling of the poles of the earth, somewhat similar to that observed in a spinning top which is running down.

No anxiety need be felt over this, however, as the latitude variation due to the wobble of the earth's axis is only a few feet a year, and is not cumulative.

CARELESS TALK MAY HAVE CAREFUL LISTENERS

SPANISH INSTRUCTION

Classes of instruction in Spanish are not only being enthusiastically continued in the Washington area but are also being established at a number of other shore stations. There are close to 400 officers and enlisted men studying in the Washington area.

As an additional source of interest and instruction, Spanish Motion Pictures are being shown to the Washington students. The first of these pictures, a full length musical comedy entitled, "No Dejes La Puerta Abierta", was shown to some 600 people on Tuesday night, July 17. This picture was made for South American trade and was completely in Spanish. It proved not only entertaining and instructive but increased enthusiasm of the students. Courses of instruction are now being conducted, in addition to the Washington area, at the Naval Air Stations at Pensacola and Jacksonville, Florida, and Corpus Christi, Texas.

It is anticipated that similar instruction will be inaugurated at a number of other stations.

The Bureau of Navigation is extremely anxious to have as many officers and men as possible equipped with a working knowledge of Spanish and Portuguese.

JANE'S FIGHTING SHIPS

The 1940 edition of Jane's Fighting Ships has been received. Copies are being forwarded from Naval Supply Depot, Norfolk, Va., to the Commander-in-Chief, Pacific Fleet, the Commander-in-Chief, Atlantic Fleet, and the Commander-in-Chief, Asiatic Fleet, for distribution to units under their commands.

In addition, one copy has been forwarded to all Naval Districts. It is not expected that additional copies of this publication will be received by this Bureau during the current calendar year, and therefore no requests should be made for this book.

While copies of the 1940 edition of Jane's All the World's Aircraft are on order, these have not yet been received. When they become available, distribution will be made in the same manner.

PRICE LIST OF PUBLICATIONS

The U. S. Naval Institute, Annapolis, Maryland has advised that the prices of certain books listed in the publication entitled "The Naval Reserve of the United States Navy" are incorrect. The following are the correct prices:

- "Naval Customs, Traditions, and Usage,"
by Lovette - \$3.75 per copy, postpaid.
- "We Build a Navy," by Frost -
\$2.50 per copy, postpaid.

DO NOT USE THE TELEPHONE FOR SECRETS

PHYSICAL FITNESS PROGRAM

The Physical Fitness Program, which is under the direction of Lieutenant Commander Gene Tunney is beginning to take shape. There are now at Norfolk approximately twenty specialists in physical education who have been enrolled in the Naval Reserve and who will shortly begin a course in indoctrination as to Navy procedure and methods which course is now being established by the Commanding Officer of the Training Station at Norfolk with the assistance of Lieutenant Commander Tunney, who has been assigned temporary duty at that station for this purpose.

USO DRIVE

The Navy Department is actively engaged in supporting the USO Drive currently being conducted throughout the United States. Even though this Drive is for the purpose of providing for Naval personnel, as well as others of the defense forces, the Navy is not satisfied without making its contribution to the fund to be used for this purpose. The Secretary of the Navy has authorized all ships and stations to permit solicitation for this Drive and solicitation is likewise proceeding within the Navy Department itself.

RECREATIONAL FACILITIES

In keeping with its policy of providing recreational facilities for its personnel within Naval reservations and on board ships, the Bureau of Navigation is now completing a survey of all the stations in Continental United States in connection with this feature. The same survey is considering the availability of recreational features outside the reservations in order to coordinate all phases of recreation.

CHAIRMEN OF COMMITTEES ON NATIONAL DEFENSE OF STATE BAR ASSOCIATIONS

In the list of Chairmen of Committees on National Defense of State Bar Associations, under the State of Washington, published in Bureau of Navigation Bulletin #290 of March 22, 1941, change "Gerald DeGarmo, Esq., Northern Life Tower, Seattle" to "F. Norman DePender, Esq., 909 Paulsen Building, Spokane'."

SCHOOL CONCESSION

Convent of the Sacred Heart, Valparaiso Avenue, Menlo Park, Calif., is a Roman Catholic school for girls established in 1898. It has an approximate enrollment of 85, ages 4 to 18 years. Classes - pre-school, 8 preparatory grades and 4 years of high school. Tuition - day pupils - \$400 for high school; \$350 for 8th, 7th, 6th, 5th year; \$300 for 4th, 3rd, 2nd, 1st year. Permanent boarders - \$750; weekly boarders - \$650.

YOU DON'T HAVE TO TELL EVERYTHING

SCHOOL CONCESSION
(cont.)

This school grants scholarships of \$150 to a limited number of high school students outstanding for scholarship and personal rating. Concessions of \$100 for day pupils and \$150 for boarders are granted to the daughters of personnel of the Navy and Marine Corps.

SHIP'S SERVICE ACTIVITIES - INSURANCE

Reference: BuNav. ltr. Nav-147-MHB JF/L13-2(624) of April 28, 1941.

It is requested that the following correction and addition be made to reference letter:

Change the spelling of the name of the Agent of the National Surety Corporation where it appears under "Paragraph 3 under 'Position Bonds' from 'Carmack' to 'Carmick' and add the following additional Agent:

'Wm. P. Crandall, Superintendent,
Casualty Department,
Home Insurance Co., of Hawaii, Ltd.
129 South King Street, Honolulu, Hawaii'."

SHIP'S SERVICE DEPARTMENT
ANNUAL REPORT

The attention of all shore activities is invited to the provisions of paragraph 1007, Bureau of Navigation Regulations for Ship's Service Department Ashore 1940, which requires an annual report to the Bureau.

LIST OF BUREAU OF NAVIGATION CIRCULAR LETTERS
BEGINNING MAY 27, 1941

<u>Number</u>	<u>Subject</u>
62-41	Photographs and personal data for inclusion in biographies of officers of the U.S. Naval Reserve.
63-41	Fleet Reservists on Active Duty. re: Changes from obsolete ratings.
64-41	Officers' Cooks and Stewards - uniforms for.
65-41	Citizens Committee for the Army and Navy, Incorporated.
66-41	Advancement in Rating - Enlisted Personnel.
67-41	Orders to Officers.
68-41	Advancement in Rating - Enlisted Personnel. re: General information and instructions for service-wide examinations for Chief Petty Officer (AA).. Regular Navy and Naval Reserves <u>on active duty.</u>

YOU DON'T HAVE TO TELL ANYTHING

LIST OF BUREAU OF NAVIGATION CIRCULAR LETTERS
BEGINNING MAY 27, 1941

(cont.)

<u>Number</u>	<u>Subject</u>
69-41	United Service Organizations, Incorporated, Drive.
70-41	Distribution of the Official Railway Guide.
71-41	Directions governing submission of applications for appointment of officers of the Naval Reserve, commissioned therein upon graduation from the Naval Reserve Officers' Training Corps, to commissioned rank in the Line of the Regular Navy.
72-41	Appointment of Warrant Officers in the Volunteer Reserve General Service Classification.
73-41	Khaki Working Uniform Coat.
74-41	Disclosure of geographical location of commands by postal marks and return addresses.
75-41	Fire Controlman Ratings.
76-41	Enlisted Personnel - Distribution of.
77-41	Enlisted Personnel - Modification of Service Requirements for Transfer to Asiatic Station and New Construction.
78-41	Naval Reserve candidates for competitive examination for appointment as midshipmen to the U. S. Naval Academy.

LIST OF NAVAL RESERVE CIRCULAR LETTERS

Attention is called to the following Naval Reserve Circular Letters which have been issued since publication of Bureau of Navigation Bulletin No. 292, of May 31, 1941.

<u>Number</u>	<u>Subject</u>
20-41	Physical Standards for Enlisted Men, U. S. Naval Reserve; Modification of.
21-41	Physical Standards for Officers, U.S. Naval Reserve; Modification of.

IT'S THE SPIRIT THAT COUNTS

The Bureau of Navigation recently received a request for active duty from Mr. Alexander J. MacDonald of Newport, Rhode Island. He was born April 7, 1864, so, unfortunately, was over the age limit. He served for four years in the U. S. Naval Reserve during the last World War and received honorable discharge.

Each day brings forth new evidence of the continued spirit of the American people and the certainty of continuation of the traditions of the Naval Service.

DEMAND IDENTIFICATION FROM STRANGERS

NAVAL ALMANAC

* * * * *

*
* Outstanding events in naval history *
* will be logged each month in this *
* Bulletin. Some ships and stations *
* have found it constructive to make *
* up daily slides entitled, "Today in *
* Naval History" and flash them just *
* before the featured moving picture *
* goes on. *
* *
* Credit for compiling this data is *
* due Lieutenant Commander W. H. Raf- *
* ferty, (ChC), U.S.N. *
* *
* * * * *

JULY

1 July

- 1814 U.S.Schooner Alligator sunk in gale in North Carolina waters.
1898 U.S.S. Scorpion attacked Spanish batteries at Nanzanillo, Cuba.
1898 Spanish vessel Don Juan captured by Annapolis in Nipe Bay, Cuba.
1897 Collapse of crownshield of a boiler on board U.S.S. Puritan;
watertender William O'Hearn wrapped wet clothes about his face
and crawled over top of boilers closing auxiliary steam valves
which disconnected damaged boiler, and saved vessel and crew.

2 July

- 1812 U.S.S. President captured and burned enemy Brig Traveller in
North Atlantic.
1845 Commodore Sloat arrived in Monterey in U.S.S. Savannah.
1833 Captain Ingraham of U.S. Sloop St. Louis threatened to fire on
Austrian Brig Hussar unless Martin Koszta, a Hungarian refugee
to the United States and at that time a prisoner on the Hussar,
was surrendered. Koszta was released.
1861 U.S.S. Saratoga captured a slaver on coast of Africa.

3 July

- 1898 Battle of Santiago Bay. U.S. Fleet of 12 ships under Rear Ad-
miral Sampson destroyed Spanish Fleet of 7 ships under Admiral
Cerveru, as he attempted sortie from Harbor of Santiago. American
losses, 1 killed, 3 wounded -- Spanish losses, 350 killed, 150
wounded.

4 July

- 1776 Second Continental Congress, by whose instructions the Declaration

SILENCE TODAY MEANS SAFETY TOMORROW

NAVAL ALMANAC

(Cont.)

- of Independence was drafted and whose members adopted it, met in Independence Hall, Philadelphia, and there it was signed.
- 1777 John Paul Jones hoisted first Flag on Ranger.
- 1812 U. S. Frigate President captured and burned enemy Brig Duchess of Portland in North Atlantic.
- 1814 U. S. Corvette Adams chased two vessels into the Shannon River, Ireland.
- 1814 U. S. Sloop Wasp captured and burned enemy Brig Regulator in English Channel.
- 1863 Garrison at Vicksburg surrendered to the Army and Navy.

5 July

- 1776 U.S.S. Sachem captured British Brig off Delaware Capes.
- 1801 David Glasgow Farragut, first Admiral of the United States Navy, born.
- 1812 U.S.S. Constitution sailed from Annapolis, passed the Capes on the 12th and between the 17th and 20th was chased by the British squadron, consisting of the Africa, 64 guns; Shannon, 38 guns; Guerrierre, 38 guns; Belvedicra, 36 guns; and Aeolus, 32 guns, and finally escaped by good management and sailing combined.
- 1813 Boat expedition captured H.M.S. Eagle off Sandy Hook.
- 1925 U.S.S. S-51 floated and towed to Brooklyn Navy Yard.

6 July

- 1776 American sloop Sachem captured a large privateer.
- 1814 U.S. Sloop Wasp scuttled enemy schooner Jenny in English Channel.
- 1846 U. S. Squadron takes possession of Monterey, Calif., and U. S. Frigate Portsmouth takes possession of San Francisco.

7 July

- 1798 U. S. declared war against France.
- 1846 Lieutenant Rever of U.S.S. Portsmouth hauled insurgent "Bear Flag" down at Sonoma, Calif., and hoisted the United States flag.

8 July

- 1853 Commodore Perry arrived in Japan.
- 1879 U.S. Arctic Exploring vessel Jeannette left San Francisco.

9 July

- 1798 Act of Congress authorizing the capture of any armed vessels of France.
- 1812 U. S. Hornet captured British Brig Dolphin.

WORDS ONCE SPOKEN CAN NEVER BE RECALLED

NAVAL ALMANAC
(Cont.)

- 1846 Captain Montgomery of U.S.S. Portsmouth, hoisted U. S. Flag over Yerba Buena, now San Francisco.
1863 Surrender of Port Hudson to United States Navy.
1900 Beginning of assaults by force of 2,000 Americans, Japanese, and British upon Tientsin, resulting in capture of city on the 14th.
1905 Arrival at Olongapo, P. I., of the U. S. Navy Dry Dock Dewey after a voyage from Chesapeake via the Suez Canal.

10 July

- 1797 The Frigate United States, 44 guns, launched at Philadelphia.
1799 U. S. Privateer Planter captured a French Privateer.
1815 U. S. Brig Epervier, 18 guns, dispatched by Commodore Decatur to the United States with liberated Tripolitan captives with news of Treaties of June 30, July 31, and August 9. Sailed July 10, passed Rock of Gibraltar July 14, and last seen August 8, prior to a heavy gale.
1926 Devastating explosion wipes out U. S. Ammunition Depot at Lake Denmark, N. J.

11 July

- 1771 Captain John Rogers born.
1814 U. S. Rattlesnake captured H.M.S. Leander.

12 July

- 1813 U.S.S. President captured and burned British Schooners Jean and Ann.
1814 U.S.S. Sirene captured H.M.S. Medway after chase of eleven hours.
1814 U.S.S. Sirene captured British ship Landrail.
1840 Naval brigade force landed at Sualib Bay, Fiji Islands, to punish natives for firing upon landing party.
1914 John Holland, inventor and builder of first submarine for the U. S. Navy, died.
1921 Establishment of the Bureau of Aeronautics by Act of Congress.

13 July

- 1776 U.S.S. Reprisal captured British Ship Peter in North Atlantic. The Reprisal carried Benjamin Franklin to France, and was the first U. S. vessel of war that appeared in Europe after Declaration of Independence.
1812 U.S.S. Essex captured British Brig Lamprey bound for Halifax.
1813 U.S.S. Essex captured whaleship Charlton cruising without commission off Tumboy.

GOSSIP IS FASTER THAN RADIO

NAVAL ALMANAC
(Cont.)

14 July

- 1813 U. S. Sloop Wasp captured by British, later recaptured.
1814 U. S. Gunboat No. 88 captured Tender to Frigate Tenedos.
1853 Perry anchored at Uraga, Japan.
1834 Expedition from U.S.S. Porpoise with French and Portuguese boats, captured and destroyed 25 Chinese pirate junks at San Cock Bay, China.
1874 Landing of detachment of 100 seamen and marines at Alexandria, Egypt, from U.S.S. Lancaster, Quinebaug, Nipetic, and Galena, protecting American Consulate and extinguishing the fire started by British bombardment.
1923 U.S.S. Pampauga while escorting American Merchant Ships, fired upon while carrying mail and wounded Chinese refugees off city of Dozing. Fire returned, apology offered.

15 July

- 1779 U. S. Ships Ranger, Providence and Queen of France captured 11 Merchant ships from a Jamaica fleet of 150 sail, 3 of which were recaptured, off Banks of Newfoundland.
1846 U. S. Frigate Congress, Commodore Stockton, arrived at Monterey, reporting to Commodore Sloat for duty with squadron.
1862 U. S. Fleet engaged Confederate Ironclad Arkansas above Vicksburg, Miss.

16 July

- 1812 U.S.S. Nautilus captured by British Squadron. First American man-o-war captured in this contest.
1863 U.S.S. Wyoming, Captain McDougal, attacked and silenced Japanese ships and batteries at Shimonoseki, forcing the Strait of the same name.

17 July

- 1812 U.S.S. Constitution, Captain I. Hull, off coast of New Jersey escaped British Squadron, under Commodore Brook.
1846 Purser Fauntleroy under orders of Commodore Sloat proceeded with detachment to the mission of St. Johns to hoist flag, and finds place in hands of Lieutenant C. O. Freemont.

18 July

- 1792 John Paul Jones died in Paris.
1813 U.S.S. President sunk enemy ship Dahene.
1837 U.S.S. Pennsylvania, 125 guns, launched.
1814 U.S. Sloop Peacock sank British Sloop Leith Packet off Shannon (Ireland).

YOURS IS A SACRED TRUST - DON'T BETRAY IT

NAVAL ALMANAC
(Cont.)

- 1841 U.S.S. Peacock lost off Columbia River, location now known as Peacock Split.
1863 U.S.S. Brilliant destroyed by torpedo at Yazoo City.
1898 U. S. Gun-boats Helena and Wilmington attacked Spanish Gunboats at Manzanillo, Cuba.

19 July

- 1812 U.S.S. Oneida engaged British Fleet on Lake Ontario.
1918 U.S.S. San Diego, formerly the California, is blown up and sunk off Fire Island, by German Submarine mine.

20 July

- 1814 U.S.S. Independence launched.
1846 Commodore Riddle with Columbus and Vincennes anchored at Yokohama.

21 July

- 1804 Preble appeared off Tripoli with his entire squadron. Fleet manned by 1,000 men, carried 124 guns.
1905 Severe boiler explosion on board U.S.S. Bennington, San Diego, California.
1905 Body of John Paul Jones arrived at Annapolis.
1893 Town of Ponce, Porto Rico, captured.

22 July

- 1802 Constellation under Captain Murray defeated squadron of 9 Tripolitan gun boats.
1824 Landing party under Lieutenant Farragut destroyed pirates stronghold in Cuba.
1862 U.S.S. Essex and Queen of the West engaged Confederate Ironclad Arkansas at Vicksburg, Miss.

23 July

- 1813 Privateer Yankee engaged Spanish Privateer Neuva Constitution.

24 July

- 1815 U.S.S. President captured British ship Eliza Swan, 8 guns, 41 men, ransomed for \$25,000. Captured in Irish Channel.
1863 Fort Wagner on Morris Island, S. C., attacked by fleet of U. S. Ironclads.

25 July

- 1779 U. S. Privateer Jason, 20 guns, after one broadside, captured

THAT GUY MAY BE A SPY - DON'T TALK

NAVAL ALMANAC
(Cont.)

- 1846 British Privateers Hazard, 16 guns, and Adventuress, 18 guns.
U.S.S. Cyrne, Captain Nurvine, sailed from Monterey with
Lieutenant Colonel Freemont and small force aboard for San
Diego, California. Commodore Stockton sailed in Congress for
San Pedro.
- 1866 Grade of Admiral created and confirmed on Farragut.

26 July

- 1812 U.S.S. President captured British Ship John of Lancaster, and
sent her to Philadelphia.
- 1812 U.S.S. Essex captured British Brig Leander off Newfoundland.
- 1863 Cooperation of naval expedition with U. S. Troops in Chowan
River, N. C.

27 July

- 1770 U. S. Brig Reprisal engaged H.M.S. Shark off St. Pierre, Martin-
ique.
- 1923 U. S. Old Frigate Granite State afire and sank off Massachusetts.

28 July

- 1833 Commodore William Bainbridge died.
- 1803 U.S.S. Philadelphia sailed on her last cruise from Philadelphia
under command of Captain William Bainbridge, for Mediterranean
duty.
- 1861 Confederate Privateer Petrel destroyed by U.S.S. St. Lawrence.

29 July

- 1813 U.S.S. President burned British Brig Alert in Irish Channel.
- 1846 U. S. Flag hoisted by Lieutenant Rowen at Santiago.
- 1846 Commodore Sloat because of ill health relinquished command to Com-
modore Stockton.

30 July

- 1813 Town of York, Canada, captured by U. S. Squadron.

31 July

- 1812 U. S. Privateer Globe captured British Privateer Boyd.
- 1812 U.S.S. Julia beat off two British vessels on Lake Ontario.
- 1815 Treaty of peace concluded with the Bay of Tunis, by Commodore
Decatur. (Note: See 30 June.)

* * * * *

THE NAVY IS YOUR WORK - DO IT AT THE OFFICE

NAVAL ALMANAC
(Cont.)

AUGUST

1 August

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

2 August

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

3 August

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

4 August

- 1864 U.S.S. Miami engaged Confederate batteries near Wilcox Landing. James River, Va.

5 August

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

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

NAVAL ALMANAC
(Cont.)

6 August

- 1862 Gun boat Essex attacked the Arkansas at Baton Rouge, later was run aground and fired by her crew to prevent capture.

7 August

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

8 August

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

9 August

- 1812 U. S. Frigate Essex captured and burned British ship Mary, bound for London.
1787 Merchant ships Columbia and Washington sailed from Boston, first U. S. Merchant ships to circle the globe.
1815 With the capture of the Tripolitan Frigate Marouda (June 17th) and the Esledio (June 19th) negotiations ensued resulting in a Treaty of Peace with the Bey of Algiers, June 30, 1815, and with the Bey of Tunis July 31, 1815, and with the Bashaw of Tripoli, August 9, 1815.
1846 U.S.S. Cyane captured Mexican Brig Juanita off Harbor of San Diego.
1847 Report to the Secretary of the Navy Mason regarding test experiments with liquid fire by Urish Brown for coast and harbor defenses.

10 August

- 1811 Pirate schooner Santa Maria captured off Mobile, Alabama.
1812 U.S.S. Constitution captured and burned British Brig Lady Warren in Gulf of St. Lawrence.
1813 U.S.S. Hamilton and Scourge lost on Lake Ontario.
1846 Act of Congress increasing Navy to 10,000 with a direction that on the conclusion of the existing war with Mexico, the number should be reduced to 7,500.
1863 Confederate Forts Wagner and Gregg at Charleston, S.C., bombarded by U. S. Fleet.

"THEY SAY AT THE OFFICE...." IS DYNAMITE IN A COCKTAIL

NAVAL ALMANAC
(Cont.)

12 August

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

13 August

- 1812 U.S.S. Essex captured British Man-O-War Alert cruising in search of U.S.S. Hornet.
- 1846 Admiral Stockton and Naval Landing party captured Los Angeles, California.
- 1898 City of Manila, P. I., surrendered to American Army under General Merrit, after assault by land forces and a bombardment by the American fleet, under Admiral Dewey.

14 August

- 1814 U.S.S. Argus captured after 43 minutes' action, by British Man-O-War Pelican. The Argus had previously captured 22 British ships off their own coast.
- 1814 U. S. Sloop Peacock captured and burned British Bark William off Irish Coast.
- 1870 Admiral Farragut died at Navy Yard, Portsmouth, N. H.
- 1841 U.S.S. Vincennes anchored off San Francisco, Calif.
- 1900 End of Boxer Rebellion. Allies entered and relieved legations at Peking, China.

15 August

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

16 August

- 1812 U.S.S. Constitution captured British Brig Adelina off Cape Race.
- 1814 U. S. Corvette Adams captured and destroyed enemy schooner Maria in Atlantic.

HOT AIR RISES - DON'T TALK

NAVAL ALMANAC
(Cont.)

1822 U.S.S. Grampus captured enemy privateer Palmyra.

17 August

1863 Naval attack on Charleston Harbor.

1863 U.S.S. Crocus wrecked on Body's Island.

18 August

1779 U.S.S. Cerf captured British ship (once Dutch) Verwactug in English Channel. Ship when captured was prized to an English Cruiser.

1838 Wilkes exploring expedition sailed from Hampton Roads.

1862 Town of Corpus Christi captured by 3 gunboats of U.S. Navy.

19 August

1812 Battle between Constitution (55 guns, 463 men, Captain I. Hull) and H.M.S. Guerrierre (49 guns, 280 men, Captain Dacres) in Atlantic Ocean off coast of Nova Scotia, lasted 40 minutes. Guerrierre defeated, two days later blown up. American loss: 7 killed, 14 wounded; British loss: 15 killed, 73 wounded, 170 prisoners. It was the first battle between British and American Frigates in the War of 1812. The Guerrierre had 8 Americans among her crew, and the latter were excused from taking part in the action.

20 August

1785 Oliver Hazard Perry born.

1797 U.S. Frigate Constitution, 44 guns, launched at Boston. (Note: See 10 July.) 1,576 tons, cost \$302,719.

1813 U. S. Brig Enterprise captured British Schooner Fly off Portsmouth, N. H.

1862 Revolving turret for battleships patented by Theodore R. Timby. Ericson used the model of this turret in building the Monitor, the first turreted battleship in the world.

1863 U. S. Brig Bainbridge lost with all hands except the ship's cook.

21 August

1776 John Paul Jones sailed from Delaware Capes in U.S.S. Providence and in less than one month captured 18 enemy vessels.

1814 U. S. Sloop Peacock captured and sunk Brig Bellona off Cape Ortegal.

1846 U.S.S. Mississippi captured Mexican Schooner Nonata.

1863 U.S.S. New Ironsides attacked by a Confederate torpedo boat.

22 August

1814 Gun Boat No. 59 burned to prevent falling into hands of enemy in

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

NAVAL ALMANAC

(Cont.)

Patuxent River.

1846 The Flag of the United States was flying at every commanding position, and California was in the undisputed possession of the United States.

1864 Fort Morgan, Mobile Bay, Alabama, attacked by U. S. Fleet.

23 August

1814 U. S. Sloop Peacock captured and sunk British Brig Triton off Cape Finisterre.

1863 Naval attack on Fort Sumter.

1863 U.S.S. Satellite captured by Confederates.

1863 Fort Morgan, Mobile Bay, surrendered.

1875 Oliver Hazard Perry died at Port of Spain, Trinidad, W. I. Remains brought to Newport, R. I., where they rest beneath a monument.

1890 U.S.S. Baltimore sailed from New York for Sweden carrying remains of Captain John Ericson, great naval inventor.

24 August

1804 Third naval attack on Tripoli, made during night.

1814 Burning of Navy Yard at Washington, D. C., by order of the Secretary of the Navy to prevent falling into hands of the enemy.

1862 U.S.S. Henry Andrews wrecked in gale off Cape Henry.

25 August

1807 Commodore Preble, U.S.N., died.

1812 U.S.S. President captured British Schooner Betsy.

1843 U. S. Steam Frigate Missouri almost entirely destroyed by fire at Gibraltar.

1921 Explosion and collapse of dirigible balloon ER-2, (built for U.S.N.) over Hull, England. Over 40, including U.S. Naval men, were killed.

26 August

1778 Rhode Island legislature on this date instructed representatives in Congress to propose the establishment of a Navy.

1863 Naval action against Fort Sumter.

27 August

1836 Naval Boat expedition in Charlotte Harbor, Florida.

28 August

1804 Fourth Naval attack on Tripoli.

"QUIET, PLEASE" - ALWAYS!

NAVAL ALMANAC
(Cont.)

29 August

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

30 August

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

31 August

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

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