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NAVAL PERSONNEL

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FEBRUARY 1, 1942

NUMBER 299

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** "WE HAVE JUST BEGUN TO FIGHT!" **
** ** ** **
** ---John Paul Jones. **
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JANUARY 1, 1942

The birthday of the Secretary of the Navy, Frank Knox, found him in his office at his usual work, along with those of the Naval Service throughout the United States and in far places. Secretary Knox impresses everyone with his **vigorousness** and determination to achieve the objective for which we are all striving.

This is not the first birthday to find Secretary Knox in the service of his country. Back in 1919 he was in France commanding a section of the 78th Division's ammunition train.

Just prior to his birthday in 1899, he had been mustered out of the First Regiment, United States Volunteer Cavalry, "The Rough Riders".

CONFIDENCE OF VICTORY VOICED IN SECRETARY KNOX'
GREETINGS TO NAVY

Following is the New Year's greeting which Secretary of the Navy Frank Knox sent to all personnel of the Navy afloat and ashore:

"All around the world, the men of the Navy are at their battle stations confronting enemies across both oceans. Desiring only peace, war has been forced upon us by the foulest treachery that history records. In self-defense and in self-respect, we have drawn the sword. That sword will not be returned to its scabbard until our enemies, who would destroy liberty, have been themselves destroyed.

"Under these grim conditions which call forth our resolution, our courage and our spirit of self-sacrifice, we face, unafraid, these dangers which lie ahead. The years which confront us hold danger and hardship for us all. We face them boldly and confidently.

"To you all of the Navy, as Secretary, I send my greetings and my hopes for a swift and speedy victory in the noblest cause for which free men could fight. God bless you all!"

COMMENDATIONS

The following are some of the many commendations which are being made or have been made since the declaration of war:

NAVY CROSS AWARDED TO OFFICER AND ENLISTED MAN

The Navy Department was recently informed that Admiral Chester W. Nimitz, U.S.N., Commander-in-Chief of the Pacific Fleet, has awarded the Navy Cross to Ensign Frank Moore Fisler, U.S.N.R. and Leonard H. Wagoner, Aviation Machinist's Mate, First Class, U.S.N. The awards were made with appropriate ceremony on Wednesday, December 31, 1941.

COMMENDATIONS
(Cont.)

NAVY CROSS AWARDED TO OFFICER AND ENLISTED MAN
(Cont.)

A dispatch from Admiral Nimitz commends Ensign Fisler and Leonard Wagoner "for extraordinary heroism" in rescuing nine men and an officer of an Army plane which had been forced down at sea. It was pointed out that sea conditions were particularly rough and that "unusual initiative, courage, and skill" were required in effecting the rescue.

The award was made under a recent order of the Secretary of the Navy, authorizing the Commanders-in-Chief of the U.S. Fleet, Asiatic Fleet, Atlantic Fleet, and Pacific Fleet to award and present in the name of the President, the Navy Cross to any person in the Naval Service who has or who shall distinguish himself by extraordinary heroism.

PRESIDENT AWARDS NAVY CROSS TO MARINE PRIVATE

The President of the United States has awarded the Navy Cross to Joseph L. Brandon, Private, First Class, U.S. Marine Corps, for rescuing Second Lieutenant William W. Dean, U.S. Marine Corps Reserve, from a burning airplane at Quantico, Virginia, October 20, 1941.

Lieutenant Dean, 21 years old, of Hopkins, Minnesota, was knocked unconscious when a plane he was piloting crashed into a clump of trees shortly after taking off on a routine night flight, landed on the Richmond, Fredericksburg and Potomac Railroad Company's tracks and burst into flames.

Although severely burned himself, Brandon, 20, of Jonesville, North Carolina, struggled from the rear cockpit, reentered the flaming plane when he realized Lieutenant Dean was trapped in the front cockpit and carried the officer to safety. The gasoline tanks blew up a few moments afterward.

The citation accompanying the Navy Cross awarded to Brandon reads:

"For extraordinary heroism in the line of his profession displayed on the occasion of the crashing and burning of the airplane SB2 U-3 on the night of October 20, 1941. Second Lieutenant William W. Dean, U.S. Marine Corps Reserve, with Private First Class Brandon as gunner and passenger, took off on a routine night flight and crashed shortly after. Lieutenant Dean was knocked unconscious. The plane immediately burst into flames and burned. Private Brandon, although severely burned, extricated himself from the rear cockpit and without regard of his own safety went

COMMENDATIONS

(Cont.)

PRESIDENT AWARDS NAVY CROSS TO MARINE PRIVATE

(Cont.)

back into the flames and freed Lieutenant Dean from the wreckage before the gasoline tanks blew up.

"Private Brandon's action on this occasion was above and beyond the call of duty and reflects great credit upon the Naval Service."

NAVY PROMOTES HERO

Lieutenant William Leverett Kabler, U.S. Navy, whose skillful handling saved the seaplane tender U.S.S. HERON when it was attacked by fifteen enemy planes, has been promoted to Lieutenant Commander, the Navy Department announced.

Lieutenant Commander Kabler was awarded the Navy Cross by Admiral Thomas S. Hart, Commander-in-Chief of the Asiatic Fleet, and was promoted on the basis of Admiral Hart's recommendation.

OFFICER COMMENDED FOR RESCUE

Ensign John J. McMullen, U.S. Navy, has been commended by Secretary of the Navy Frank Knox for the rescue of another officer from drowning on October 31, 1941, when a fighter plane that the latter was piloting crashed at sea.

Ensign McMullen dived overboard from a destroyer and swam underwater to rescue Ensign James P. Bates, Jr., U.S. Naval Reserve, who had been hurled into a choppy sea following the crash of the plane that he was piloting.

In a letter of commendation to Ensign McMullen, Secretary Knox stated in part, "Your timely action in reaching the submerged, unconscious body, bringing it to the surface, and holding it there until arrival of the destroyer's motor whaleboat was directly the reason for saving the life of a brother officer who responded to resuscitation efforts....."

"Your demonstrated initiative, courage, presence of mind, and unselfishness in the rescue of Ensign J.P. Bates, U.S. Naval Reserve, are in accordance with the highest traditions of the service, and the Department commends you therefor."

The Navy Department has recommended to the Secretary of the Treasury that Ensign McMullen be awarded the Silver Life Saving Medal.

COMMENDATION

The Secretary of the Navy recently addressed a letter of commendation to Ensign Robert H. McAleer, D-V(G), U.S.N.R.

Citation:

"The Navy Department is gratified to note your actions in connection with your attempts to assist in the rescue from drowning of Sergeant John V. Rude, U.S. Army, off Carmel, California, on May 21, 1941.

"Your immediate response to the cries for help of Sergeant Rude, and your attempts to reach him in the face of a strong off-shore undertow, which attempts you abandoned only when so nearly exhausted that you barely reached shore yourself, are deemed most worthy.

"For your conduct on this occasion you are hereby commended."

/s/ FRANK KNOX

COMMENDED IN AERIAL RESCUE

Luther Francis Summers, Pharmacist Mate, Third Class, U.S.N., was commended by Rear Admiral Randall Jacobs, U.S.N., Chief of the Bureau of Navigation, for his part in the aerial rescue of Second Lieutenant Walter S. Osipoff, U.S.M.C., above San Diego, California, May 15, 1941.

Lieutenant Osipoff's parachute became entangled in the tail surface of a Marine Corps transport from which parachute jumping exercises were being held. After heroic efforts by personnel aboard the transport failed to effect his rescue, he was finally saved by the crew of a scouting plane.

"The report regarding this incident", Rear Admiral Jacobs wrote Summers, "indicates that you and other members of the crew attempted to pull Second Lieutenant Osipoff back in the plane and that you were working without parachute and in constant danger of being pulled or slipping out of the open door. The Chief of the Bureau takes pleasure in commending you for your coolness and resourcefulness in this emergency. Such conduct is in keeping with the best traditions of the Naval Service".

The commendation will be made a part of the official record of Summers.

Previously, the crew of the scouting plane, Lieutenant William W. Lowrey, U.S.N., pilot, and Aviation Chief Machinist Mate John R.

COMMENDATIONS

(Cont.)

COMMENDED IN AERIAL RESCUE

(Cont.)

McCants, U.S.N., received Distinguished Flying Crosses from Secretary of the Navy Frank Knox for their daring rescue of Lieutenant Osipoff.

Head down, Lieutenant Osipoff dangled helplessly about 100 feet below and astern of the plane until the scouting plane was maneuvered by Lieutenant Lowrey into a position where McCants could grasp Lieutenant Osipoff's body, drag him into the rear cockpit of the scouting plane and cut the shrouds of his parachute.

ENLISTED MAN RECEIVES FIFTH COMMENDATION

Joseph Ivan Russell, Aviation Machinist Mate, First Class, U.S. Navy, has received his fifth commendation for exemplary actions involved in the performance of duty.

Russell has been commended by the Commanding Officer of the Naval Air Station, Corpus Christi, Texas for his prompt and quick thinking, combined with correct action, which undoubtedly saved the life of Alston Otto Payne, Seaman, Second Class, U.S. Navy.

The engine of one of the airplanes stationed at the base back-fired when starting. Payne, who was standing some distance in front of the plane, thought he saw a fire, seized a fire extinguisher and rushed towards the nose of the plane. Payne either did not see or did not realize that the propeller was revolving. Several witnesses, horrified, stood motionless, but Russell, acting with utter disregard of his own safety, made a flying tackle and threw Payne clear of the propeller. In saving Payne, Russell came dangerously close to the propeller himself, but the incident, which happened several weeks ago, resulted in no injuries to either man.

On December 7, 1938 Russell was commended by the Commanding Officer of the Naval Air Station, Pensacola, Florida, for excellent performance of duty as life guard at that station during the swimming season of 1938.

He was commended by Secretary of the Navy Claude A. Swanson April 11, 1939 for his prompt and efficient action while serving as a life guard on June 23, 1937 in rescuing the son of Lieutenant Paul B. Tuzo, U.S. Navy, from drowning off the Naval Air Station, Pensacola, Fla.

Russell was commended by the Commandant of the Naval Air Station Pensacola, Florida on November 1, 1939 for his exemplary conduct during his participation in the Navy Day exercise at Fort Meyers, Florida. On April 15, 1940 he was commended by the Commandant of the Naval Air Station, Pensacola, for his excellent performance of duty as life guard during the swimming season of 1939.

COMMENDATIONS

(Cont.)

COMMENDED FOR RESCUE

John B. Lippard, Private First Class, U.S. Marine Corps Reserve, has been commended by Major General Thomas Holcomb, Commandant of the Marine Corps, for bravery in rescuing V.E. Jacobson, Machinist Mate, Second Class, U.S. Navy, from drowning in the shark-infested waters of Manila Bay on April 28, 1941.

In addition the Board of Awards of the Navy Department has recommended that the Treasury Department consider Lippard, 20 years old, whose home is in Littlefield, Texas, for the award of a Silver Life Saving Medal.

Lippard and Jacobson, who is 24, were passengers on a Navy ferry proceeding from Manila to Cavite, P.I., when the latter lost his balance and fell overboard at a point midway between the Manila breakwater and Cavite.

Jacobson, in falling, struck his head against the hull of the ferry and was unconscious, floating with his head submerged, when Lippard, disregarding personal safety, jumped overboard and with the aid of a life preserver, brought Jacobson to a position from which he could be hauled aboard the ferry.

"Your presence of mind, good judgment and willingness to risk your life in waters infested by sharks was beyond the requirements of your duty and was the means of saving the life of another member of the Naval Service", Major General Holcomb wrote Lippard.

"Your quick action, fearlessness and swimming ability saved the life of Jacobson and were in keeping with the best traditions of the Marine Corps, and merit and receive my high recommendation."

FOUR ENLISTED MEN ADVANCED IN RATING IN RECOGNITION OF
ESPECIALLY MERITORIOUS CONDUCT IN ACTION

The following enlisted men have been advanced in rating, as indicated, in recognition of their meritorious conduct during engagement with the enemy:

Andrew Joseph Geiser, Ship Fitter, First Class, to Chief Ship Fitter, (anti-Aircraft), U.S. Navy.

Leslie Vernon Short, Seaman, First Class, to Gunner's Mate, Third Class, U.S. Navy.

Hugh Lester Campbell, Boatswain's Mate, Second Class, to Boatswain's Mate, First Class, U.S. Navy.

COMMENDATIONS

(Cont.)

FOUR ENLISTED MEN ADVANCED IN RATING IN RECOGNITION OF
ESPECIALLY MERITORIOUS CONDUCT IN ACTION

(Cont.)

Joseph Matthew Pastor, Machinist's Mate, Second Class, to
Machinist's Mate, First Class, U.S. Navy.

Geiser's official record shows that he displayed meritorious
initiative in preventing a serious fire and explosion during action:

Short, without other assistance or orders, loaded and com-
menced firing a machine gun. As the result of this quick action, one
enemy plane was hit and is believed to have been shot down, and a
second enemy plane was taken under fire.

Hugh Lester Campbell was gun captain and Joseph Matthew Pastor
was gun pointer of a gun which was manned and opened fire on an enemy
plane four minutes after the attack started and before the guns of any
other ships in the vicinity had commenced firing. This gun made a
direct hit and destroyed an enemy torpedo plane. The gun continued to
perform with consistent smartness throughout the engagement, although
Campbell received a broken finger and Pastor a ruptured ear drum.

TWO ENLISTED MEN COMMENDED

The Navy Department recently announced that two enlisted men
in the Navy have been commended for their prompt and courageous action
while on authorized leave in preventing the robbery of a Long Beach,
California jewelry store.

Homer Dale Weeden, Chief Radioman, U.S. Navy, and Albert Gregory
Steed, Seaman, Second Class, U.S. Navy, have been sent letters of com-
mendation by the Chief of the Bureau of Navigation.

The letters quote a report of the incident as follows:

"At 1745 (5:45 p.m.) 23 July 1941 Weeden...was ashore on
authorized liberty in the city of Long Beach, California, and in passing
a jewelry store heard cries for help from the proprietor who had been
shot and was being slugged by a bandit in the act of attempted robbery.
Weeden, responding to the call for help, tried to seize the assailant
but was unable to hold the man. After pursuing the suspected thief un-
successfully for several blocks, Weeden solicited the aid of Steed (who
was also on authorized liberty)....and with his help apprehended the
suspected bandit and, subsequently, turned the man over to the Long Beach
civil authorities.

BE SURE TO READ PAGE NO. 21

COMMENDATIONS

DEFENSE OF WAKE ISLAND

The defense of Wake Island by United States Marines has been cited by the President of the United States as follows:

"The White House
Washington
5 January 1942

Citation by

THE PRESIDENT OF THE UNITED STATES

of

The Wake detachment of the 1st Defense Battalion, U.S. Marine Corps, under command of Major James P.S. Devereux, U.S. Marines

and

Marine Fighting Squadron 211 of Marine Aircraft Group 21, under command of Major Paul A. Putnam, U.S. Marines

"The courageous conduct of the officers and men of these units, who defended Wake Island against an overwhelming superiority of enemy air, sea, and land attacks from December 8 to 22, 1941, has been noted with admiration by their fellow countrymen and the civilized world, and will not be forgotten so long as gallantry and heroism are respected and honored. These units are commended for their devotion to duty and splendid conduct at their battle stations under most adverse conditions. With limited defensive means against attacks in great force, they manned their shore installations and flew their aircraft so well that five enemy warships were either sunk or severely damaged, many hostile planes shot down, and an unknown number of land troops destroyed."

SECRETARY KNOX LAUDS MARINES STATIONED IN HAWAIIAN ISLANDS

Secretary of the Navy Frank Knox has wired members of the U.S. Marine Corps aviation and ground units on the outlying islands in the Hawaiian area, lauding them for their valiant defense of those positions.

The text of his message follows:

"Untried in action, a specialized organization, you manned the islands of the Pacific and when the enemy came to destroy you, you turned him back. The motto of your Corps is "Semper Fidelis." Courage and loyalty and discipline are embodied in that phrase. Men with those virtues have set your standards and you have lived up to them. You have added to the laurels of your organization and as long as soldierly virtues are respected, Americans will remember you with pride."

COMMENDATIONS

(Cont.)

ARMY AIR FORCE CHIEF LAUDS MARINES ON WAKE ISLAND

Lieutenant General H.H. Arnold, Chief of the Army Air Force, declared in a letter recently received by Major General Thomas Holcomb, Commandant of the Marine Corps, that "the bravery and ingenuity" of the Marine defenders of Wake Island set an example "for all members of the Armed Forces of the United States to strive to emulate."

Asserting that he based his letter on a report which Rear Admiral John H. Towers, U.S.N., Chief of the Bureau of Aeronautics, had sent to him for purposes of information, General Arnold said:

"Admiral Towers has sent me a most interesting and inspiring report on the activities of the small group of Marine officers and ratings (enlisted men) in the gallant defense of Wake Island.

"This report is the first official or semi-official account I have received of just what happened on Wake Island and I am most impressed with the magnificent work done.

"The bravery and ingenuity described in this report are in keeping with the splendid records of the Marine Corps and I feel warrant inscriptions on a very bright page of those records for all members of the Armed Forces of the United States to strive to emulate.

"The memory of those who fell will always occupy a prominent spot in the history of our country and add to the past records of the Marine Corps."

FILLER

A gangster rushed into a saloon, shouting right and left, yelling, "all you dirty skunks get outta here."

The customers fled in a hail of bullets---all except an Englishman who stood at the bar calmly finishing his drink. "Well", snapped the gangster, waving his smoking gun.

"Well", remarked the Englishman, "there certainly were a lot of them, weren't there!"

COMMENDATION

USS KEARNY HEROES REWARDED

The heroism, gallantry and devotion to duty displayed by officers and crew of the USS KEARNY when the Atlantic Fleet destroyer was torpedoed and damaged with the loss of 11 lives while escorting a convoy on the night of October 16-17, 1941, was rewarded officially.

After-battle reports, couched in terse, official language, but nevertheless graphically describing the conduct of the ship's company during the submarine attack, lead to the award of the Navy Cross to three, and letters of commendation to 11 others, five of whom were further rewarded with promotions.

They likewise revealed that 11 crew members originally reported killed or missing all died at their battle stations. It was felt for a time that another escort ship astern of the KEARNY might have rescued some of these, but it was later established that none were saved.

The destroyer's commanding officer, Lieutenant Commander Anthony L. Danis, U.S.N., whose report modestly omitted any mention of his own important role, was one of those awarded the Navy Cross by Vice Admiral Royal E. Ingersoll, U.S.N., Commander-In-Chief, Atlantic Fleet.

Others were Lieutenant Robert J. Esslinger, U.S.N., Engineer Officer, and Aucie McDaniel, Chief Machinist Mate, U.S. Naval Reserve. McDaniel, who was in charge of the watch in the forward engine room, was recommended by Vice Admiral Ingersoll for temporary promotion to the warrant rank of Machinist.

Secretary of the Navy Frank Knox issued official letter of commendation to the KEARNY's executive officer, Lieutenant Eugene Sylvester Sarsfield, U.S.N., and Ensign Reuben Noel Perley, Jr., U.S.N., who, as first lieutenant of the ship, had charge of the repair party.

Vice Admiral Ingersoll awarded letters of commendation and advancements in rating to Robert Henry Paddock, U.S.N., promoted from Pharmacist Mate 1st Class to Chief Pharmacist Mate; Alfred John Booth, U.S.N., raised from Quartermaster 3d Class to Quartermaster 2d Class; Muscoe Coleman Holland, Jr., U.S.N., advanced from Seaman 1st Class to Coxswain; Harold Charles Barnard, U.S.N., promoted from Shipfitter 3d Class to Shipfitter 2d Class, and Samuel Robert Kurtz, U.S.N., promoted from Torpedoman 3d Class to Torpedoman 2d Class.

In addition, the Atlantic Fleet commander issued letters of commendation to Harold Edler McDougal, Chief Quartermaster, U.S.N.; Clarence Edward Mann, Chief Torpedoman, U.S.N.; Henry John Leenknecht, Chief Yeoman, U.S.N., and Benjamin John Van Blake, Sailmaker's Mate 1st Class, U.S.N.

USS KEARNY HEROES REWARDED

(Cont.)

The citation accompanying Lieutenant Commander Danis' Navy Cross award is as follows:

"For extraordinary heroism, as Commanding Officer of the KEARNY in bringing his ship safely to port, under most difficult circumstances, after that vessel was torpedoed on October 17, 1941."

Lieutenant Esslinger's citation reads:

"For extraordinary heroism, as engineer officer of the USS KEARNY, in keeping the engineering plant in operation under most difficult circumstances and with total disregard for his personal safety, after that vessel was torpedoed on October 17, 1941."

The citation for McDaniel is as follows:

"For extraordinary heroism as chief machinist's mate in charge of the forward engine room, USS KEARNY, when that vessel was torpedoed on October 17, 1941. His knowledge, leadership, quick action, under most difficult circumstances, in making the engine room safe contributed greatly to enable the vessel to make port."

The after-battle report of the KEARNY's executive officer, Lieutenant Sarsfield, which was made a part of Lieutenant Commander Danis' official statement to his seniors, tells of the attack, the torpedo hit and the heroism and efficiency of the crew, as follows:

"At 0000 (midnight) October 17, 1941, all hands were called to General Quarters to repel enemy submarine attack. At 0010 (12:10 a.m.) this vessel was struck by enemy torpedo.

"Following the torpedo hit, all hands remained at their General Quarters stations until released about 0600 (6:00 a.m.). There was no excitement or confusion. Every man carried out his assigned job and without thought of personal injury did his best to assist in maintaining the buoyancy and fighting efficiency of the ship. Order prevailed in spite of the deafening noise of the explosion and the screeching blowing of the siren, which was pulled open by the forces of the explosion. Every man on board this vessel performed his duty in accordance with the highest traditions of the United States Navy and deserves to be commended.

"As soon as possible after the engagement, when steps had been completed to preserve the safety of the ship, both from the standpoint of buoyancy and repelling any further enemy attack, a personal muster of the crew requiring each man to sign his name was made by me. It is my sad duty to report that the following men were killed in action while on their battle stations."

USS KEARNY HEROES REWARDED

(Cont.)

He then named the men previously listed by the Navy Department as killed or missing. They were Floyd A. Camp, Ship's Cook 1st Class; Floyd D. Lafleur, Pharmacist's Mate 2d Class; Luther A. Curtis, Water Tender 1st Class; Herman A. C. Gajeway, Water Tender 1st Class; Louis Dobnikar, Water Tender 2d Class; Iral W. Stoltz, Fireman 1st Class; Sidney G. Larriviere, Fireman 1st Class; George A. Calvert, Fireman 1st Class; Russell B. Wade, Fireman 3d Class; Harry T. Young, Machinist Mate 2d Class, and Dwight F. Pyle, Seaman 2d Class.

In concluding his report, Lieutenant Sarsfield asserted that "the performance of all hands was remarkable; considering that no one on board this vessel had ever before participated in enemy action. The actions of the officers and men of this vessel were in every respect that of veterans and all lived up to the highest traditions of our Navy."

Lieutenant Commander Danis' report related how hope had been held for some of the 11 men who perished in the attack, but how it was later abandoned when it was learned that they were not aboard another ship which was in position to effect any rescue that was possible, and then told of the heroism of the men under his command.

His own part in the attack and its aftermath was commended by the Commander of the Destroyer Squadron of which the KEARNY was a part. In a statement to the Secretary of the Navy, he said:

".....It is considered that the KEARNY's performance is worthy of commendation and that the example set by her Captain and Crew will have an excellent influence upon the Service as a whole. The rapid recovery from shock of the explosion and the efficient efforts to overcome damage to communications seems indicative of firm leadership and commendable spirit within the Ship's Company. For this the Commanding Officer (Lieutenant Commander Danis) must be given full credit as the ship was placed in commission under his command. My personal observation has been that he has gained the respect and admiration of his Crew. I can therefore sincerely recommend him for a suitable award."

Excerpts from Lieutenant Commander Danis' report assert that Lieutenant Esslinger, who received the Navy Cross, "displayed heroic conduct and devotion to duty with total disregard of personal safety during and after the engagement***. His excellent leadership and ability to quickly analyze the situation and overcome obstacles was a main factor in keeping the engines running and permitted the KEARNY to proceed out of the submarine area. His performance to duty was above and beyond that which pertained to his duties alone and for him I recommend the highest award."

He said McDaniel, the other recipient of the Navy Cross, "by his knowledge, leadership, quick action and performance of duty above the call of duty enabled this vessel to make port. The force of the explosion deflected the forward engine bulkhead; thru his guidance shores were quickly installed and engine room made safe."

USS KEARNY HEROES REWARDED

(Cont.)

Lieutenant Sarsfield, commended by the Secretary of the Navy, he stated, "displayed exceptionally meritorious conduct during and after the engagement***. His leadership, personal courage under very trying conditions and ingenuity in solving the many problems presented, indicated outstanding superior qualities most desired in a naval officer."

Ensign Perley, likewise commended by the Secretary of the Navy, according to Lieutenant Commander Danis "displayed exceptionally meritorious conduct during and after the engagement***. His untiring effort, total disregard of personal safety and leadership enabled this vessel to recover from the effect of the torpedo explosion and make port. The ingenuity with which bulkheads were shored and wreckage cleared was a credit. His performance of duty was above and beyond the call of duty."

Discussing the conduct of those commended by Vice Admiral Ingersoll, he reported that Leenknecht "without regard to personal safety, went out on the starboard wing of the bridge, which had been almost completely shot away, and rescued Kurtz***, a wounded man, who had been temporarily blinded, with both legs broken by the torpedo explosion, and who was crawling overboard when rescued by Leenknecht. Leenknecht performed his deed without losing contact with the main battery control station. His performance was above and beyond the call of duty."

He said that Kurtz was "at his station on the depth charge release when the explosion occurred, and was critically wounded. In spite of the loss of blood that nearly cost his life and terrible pain from compound fractures of both legs, he remained quiet and calm and the display of courage made by him as he lay awaiting medical aid was of incalculable aid to the morale of all those on the bridge. His attention to duty and exceptional courage when wounded was a splendid display of naval discipline which had its effect on the crew."

Paddock, he declared, "by his untiring efforts, constant vigilance, cheerful giving of himself without rest and knowledge of his duties was able to keep alive the wounded and aid the mentally shocked so that all of them were kept alive and comfortable until the ship's arrival in port and transfer of the patients to the hospital. The doctors who later took charge of the patients highly praised his work. He is recommended for promotion to Chief Pharmacist's Mate, for which rating he has more than fully demonstrated his ability, in addition to any recognition the Department might award."

"When the power had been cut off ship control on the bridge," the commanding officer reported, "McDougal took immediate steps to gain control aft; his quick thinking, cool headedness, leadership, was responsible for keeping the ship under control and maintaining her fighting ability."

USS KEARNEY HEROES REWARDED

(Cont.)

"Mann," he stated, "in charge of the depth charge racks and Y-gun, was responsible for the firing of depth charges and maintained excellent order and discipline in after part of the ship, this in spite of adverse conditions, and the momentary listing and flooding of the decks of the ship as high as the after deckhouse. This flooding of the after part of the ship, first from starboard and then from port, required a strong, steadying influence in that after part of the ship that was low around the Y-guns. His leadership was excellent."

"Booth," on his station in after steering engine room when the torpedo struck, lost all communication and power on the steering engine. "With complete disregard for personal safety," Lieutenant Commander Danis said, "he remained at his station and began making the shift to hand steering. He was alone and trapped if the ship went down. It showed the highest qualities of courage, devotion to duty and initiative."

"Holland," he reported, "knowing that Booth was alone and unable to get out of steering aft, with complete disregard for personal safety, ran aft, opened the escape hatch from outside, gave Booth a life jacket and proceeded to aid him to the best of his ability. His quick thinking, loyalty to his shipmate and exceptional personal courage helped keep the ship control well in hand and had a steadying effect on the crew."

"Although temporarily stunned by the explosion," the report set forth, "Barnard quickly went forward through the compartments checking all water-tight fittings. He did this even though he did not know whether the ship would remain afloat. During the succeeding days and nights, his services were invaluable in restoring normal services."

"Van Blake," he declared, "at battle station, on bridge, and during shifting of personnel and what gear could be salvaged to secondary conn, showed exceptional initiative and intelligence. His anticipation and ingenuity in getting things done was of great assistance during the entire period."

His report also praised the heroic conduct of other officers aboard, notably Lieutenant John Noah Adair, Jr., U.S.N., Gunnery Officer; Ensign John Jared Munson, U.S.N., Communication Officer; Ensign William James Daly, U.S.N., Assistant Gunnery Officer; Ensign Roy Albert Norelius, U.S.N.R., Assistant Gunnery Officer; Ensign John Seaman Albert, III, U.S.N.R., Torpedo Officer and Assistant Communication Officer; Ensign Henry Lyman, U.S.N.R., Assistant First Lieutenant; Lieutenant (junior grade) Ambrose M. Babich, Supply Corps, U.S.M.R., Supply Officer, and Ensign Elmer Teare Browne, Supply Corps, U.S.M.R., who was not a member of the ship's company, but who was on board for passage to another fleet unit.

USS KEARNY HEROES REWARDED

(Cont.)

Lieutenant Commander Danis also lauded the following men "who demonstrated remarkable ability and who by their untiring efforts contributed greatly to the successful operation of this vessel" in bringing her back to port:

Henry Milton Mallow, Machinist Mate 1st Class; Frank Francis Bernhardt, Metalsmith 1st Class; John Mihalko, Machinist Mate 1st Class; Anthony Polce, Machinist Mate 1st Class; Paul Nelson Bland, Machinist Mate 1st Class; Murray Judson Cabe, Signalman 2d Class; John Herbert Barlow, Electricians Mate 1st Class; Frank Iatham Buxton, Electrician's Mate 1st Class; Joe Weide, Water Tender 1st Class; Fred Howard Tweedy, Machinist Mate 1st Class, and Harry Earl Dunlap, Machinist Mate 1st Class.

ADMIRAL ERNEST J. KING, U.S.N.,
DESIGNATED
COMMANDER-IN-CHIEF OF THE U.S. FLEET

Secretary of the Navy Frank Knox announced on December 20, 1941, that in accordance with the executive order signed by President Roosevelt December 18 defining the functions of Commander-in-Chief, United States Fleet, and setting forth the duties and responsibilities of the office, that Admiral Ernest J. King, U.S. Navy, in command of the Atlantic Fleet since February 1, 1941, has been designated Commander-in-Chief, United States Fleet.

Rear Admiral Royal E. Ingersoll, U.S. Navy, has been assigned command of the U.S. Atlantic Fleet.

The executive order signed by the President follows:

"By virtue of the power vested in me as President of the United States and as Commander-in-Chief of the armed forces of the United States and by the Constitution and Statutes of the United States, particularly the Act of May 22, 1917, it is hereby ordered that the Commander-in-Chief of the United States Fleet shall have supreme command of the operating forces comprising the several fleets of the United States Navy and the operating forces of the naval coastal frontier commands, and shall be directly responsible, under the general direction of the Secretary of the Navy, to the President of the United States.

"The staff of the Commander-in-Chief, United States Fleet, shall be composed of a Chief of Staff and of such other officers and agencies as appropriate and necessary to perform duties in general as follows:

ADMIRAL ERNEST J. KING, U.S.N.,
DESIGNATED
COMMANDER-IN-CHIEF OF THE U.S. FLEET
(Cont.)

- "(A) Make available for evaluation all pertinent information and naval intelligence.
- "(B) Prepare and execute plans for current war operations.
- "(C) Conduct operational duties.
- "(D) Effect all essential communications.
- "(E) Direct training essential to carrying out operations.
- "(F) Serve as personal aides.

"The Commander-in-Chief shall keep the Chief of Naval Operations informed of the logistic and other needs of the operating forces, and in turn the Chief of Naval Operations shall keep the Commander-in-Chief informed as to the extent to which the various needs can be met. Subject to the foregoing, the duties and responsibilities of the Chief of Naval Operations under the Secretary of the Navy will remain unchanged. The Chief of Naval Operations shall continue to be responsible for the preparation of war plans from the long range point of view.

"In order that close liaison may be maintained with the Navy Department the principal office of the Commander-in-Chief shall be in the Navy Department unless otherwise directed."

These orders to Admiral King do not relieve him from duty at sea. Although his principal office will be in the Navy Department, he is free to exercise personal command at sea as in his judgment circumstances make advisable.

ADMIRAL CHESTER W. NIMITZ, U.S.N.

In late December Admiral Chester W. Nimitz, U.S.N., relinquished his duties as Chief of the Bureau of Navigation, Navy Department, and proceeded and assumed the duties of Commander-in-Chief, U.S. Pacific Fleet, relieving Admiral Husband E. Kimmel.

VICE ADMIRAL ROYAL EASON INGERSOLL, U.S.N.

On January 1, Vice Admiral Royal Eason Ingersoll, U.S. Navy, assumed his new duties as Commander-in-Chief of the Atlantic Fleet when his personal flag, three white stars borne on a field of blue, hoisted at the main of the U.S.S. AUGUSTA, fleet flagship.

The ceremony, conducted at an undisclosed location, was marked by utmost simplicity and required but a few minutes to complete. Vice Admiral Ingersoll's orders were read, his flag was raised, and he took over his duties as successor to Admiral Ernest J. King, U.S.N., who has been made Commander-in-Chief of the United States Fleet.

Simultaneously, it was announced that Rear Admiral Frederick Joseph Horne, U.S.N., who has been serving on the General Board at the Navy, has been named to relieve Vice Admiral Ingersoll as Assistant to the Chief of Naval Operations.

Rear Admiral Ralston Smith Holmes, U.S.N., who also has been a member of the General Board, has relieved Rear Admiral Charles Adams Blakely, U.S.N., as Commandant of the 11th Naval District, San Diego, California, with additional duty as Commandant, Naval Operating Base.

REAR ADMIRAL RANDALL JACOBS, U.S.N.

Rear Admiral Randall Jacobs, U.S.N., proceeded from sea duty with the Atlantic Fleet to succeed Admiral Nimitz as Chief of the Bureau of Navigation.

CAPTAIN JOHN F. SHAFROTH, JR., USN, MADE REAR ADMIRAL

The Navy Department announced on December 23, that Captain John F. Shafroth, Jr., U.S.N., had been promoted to the temporary rank of Rear Admiral to rank from November 2, 1941. On January 2, Rear Admiral John F. Shafroth, U.S.N., was transferred to duty afloat and his duties as Assistant Chief of the Bureau of Navigation were assumed by Captain Louis E. Denfeld, U.S.N.

REAR ADMIRAL BEARDALL MADE NAVAL ACADEMY SUPERINTENDENT;
CAPTAIN MCCREA NAMED NAVAL AIDE TO PRESIDENT.

The Navy Department recently announced that Rear Admiral John Reginald Beardall, U.S. Navy, has been ordered to duty as Superintendent of the Naval Academy and as Commandant of the Severn River Naval Command.

Simultaneously, it was announced that Captain John Livingston McCrea, U.S. Navy, will relieve Rear Admiral Beardall as Naval Aide to the President of the United States. He is serving at the present time as Aide to Admiral H. R. Stark, U.S.N., Chief of Naval Operations.

REAR ADMIRAL BEARDALL MADE NAVAL ACADEMY SUPERINTENDENT;
CAPTAIN MCCREA NAMED NAVAL AIDE TO PRESIDENT.

(Cont.)

In his new position Rear Admiral Beardall takes over the post formerly occupied by Rear Admiral Russell Willson, U.S.N., now Chief of Staff for Admiral Ernest J. King, U.S.N., Commander-in-Chief, U.S. Fleet. Captain T. Starr King, U.S.N., is serving as Acting Superintendent of the Naval Academy and Acting Commandant, Severn River Naval Command.

ADVANCEMENT IN RATING

Bureau of Navigation Circular Letter No. 1-42 promulgated new instructions governing advancement in rating. In general, the system now in effect provides for advancement to fill vacancies in complement (allowance). Certain ratings are opened to unlimited advancements while in others advancement is restricted by special provisions as stated in Enclosures to Circular Letter No. 1-42.

It will be noted that service requirements for advancement may be waived by commanding officers in the U.S. Fleet and Naval Transportation Service, but that no provision is made for waiver of service requirements in cases of men not serving in such duty. Only in very exceptional cases will the Bureau authorize waiver of service requirements for men on shore duty. Much unnecessary correspondence could be eliminated if activities concerned would consider the fact that the present service requirements are remarkably short and, although sea service is not mandatory, men without sea service can not be so outstandingly qualified in all the duties of their rating as to merit special consideration for promotion.

SERVICE PERSONNEL TO BENEFIT FROM "OPEN-GAP-FARES"

In addition to reduced round trip fare of one and one-fourth cents per mile for personnel of the Army, Navy, Marine Corps and Coast Guard when on leave or furlough, traveling in uniform, rail and bus agencies have established the so-called "open-gap-fares" at the same rate, effective from December 5, 1941, to October 31, 1942.

Under this ruling, service personnel traveling in uniform on leave or furlough, may purchase a one-way ticket from any of the ports listed below to any destination in the United States, and at that point purchase an additional one-way ticket to any other of the ports listed:

Annapolis, Md.	Mare Island, Calif.	Portland, Me.
Baltimore, Md.	Miami, Fla.	Portland, Ore.
Bath, Me.	Mobile, Ala.	Portsmouth, N.H.
Boston, Mass.	New London, Conn.	Port Royal, S.C.
Bremerton, Wash.	New Orleans, La.	Providence, R.I.
Brooklyn, N. Y.	Newport, R.I.	San Diego, Calif.

SERVICE PERSONNEL TO BENEFIT FROM "OPEN-GAP-FARES"

(Cont.)

Charleston, S.C.	New York, N.Y.	San Francisco, Calif.
Corpus Christi, Texas	Norfolk, Va.	San Pedro, Calif.
Galveston, Texas	Noroton, Conn.	Seattle, Wash.
Jacksonville, Fla.	Pensacola, Fla.	Savannah, Ga.
Key West, Fla.	Philadelphia, Pa.	Tacoma, Wash.
Long Beach, Calif.	Port Arthur, Texas	Washington, D.C.

All persons applying to ticket agents for this transportation must present official leave, furlough or pass as evidence of travel on leave. All are required to travel in uniform except female nurses, who must present satisfactory evidence to agents indicating they belong to the military service.

TRAINING COURSES - AVAILABILITY OF

All training courses listed in the Yearbook of Enlisted Training, 1941, are now available to the Service, with the exception of the following:

- Quartermaster 2c.
- Electrician's Mate 3c.
- Signalman 1c. and Chief.
- Aviation Machinist's Mate 1c. and Chief PT&E.
- Storekeeper 3c.
- Storekeeper 2c.
- Messman Branch.
- Yeoman 2c.
- Pharmacist's Mate 2c.
- Pharmacist's Mate 1c. and Chief.

The following general courses are not yet available:

- Diesel Engines.
- Artificer's Manual.

"News Handling" is obsolete and no longer issued to the Service.

Gregg Progressive Exercises are no longer issued to the Service.

The training course for Hospital Apprentice 1c. and Pharmacist's Mate 3c. has been received from the Government Printing Office and is available to the Service. Due to an error in printing, it will be found that the course, which consists of a series of instruction tests based on assignments to be studied in the Handbook of the Hospital Corps, has been printed with a red band similar to all Progress Tests and Examination books. This band should be disregarded and this training course treated in the same manner as all others.

STORY OF A BRASS HAT.

For all intent and purposes we will use the name of Joe Gish for the young officer involved in the following story, and we will assume it is any station. However, the incident did actually occur:

Brand new Ensign Joe Gish recently reported to a naval station for his first duty. He was properly clothed in full ensign regalia, with the exception of his hat which happened to be of the commander variety.

Gish: "Ensign Gish reporting for duty, Sir."
C.O.: "What rank did you say?"
Gish: "Ensign, Sir."
C.O.: "Is that your own cap; Gish?"
Gish: (With pride.) "Yes, Sir!"
C.O.: "Where did you get it?"
Gish: "At the uniform store, Sir. They had a lot of different caps for sale. Some were \$16.00 and some were \$12.00. While this cost more, I certainly think it is worth the difference. Don't you, Sir?"

T-H-E L-O-U-D S-P-E-A-K-E-R

VETERANS OF PEARL HARBOR

To all good Americans, the memories of the heroes of 1777 at Valley Forge, of 1863 at Gettysburg, of 1898 at Manila Bay, and of 1918 at Chateau Thierry are sacred. To these immortal names have now been added the names of the heroes of 1941 at Pearl Harbor who received their baptism of fire from our treacherous enemies on Sunday 7 December 1941. With the usual Oriental lack of understanding of the American psychology, the Japanese hoped to break our morale, to frighten us. How miserably and utterly they failed is evidenced by the spirit and determination of every officer and man to get to sea as soon as possible and to get into the shooting. When a call is issued for ten men to fill the complement of a ship about to leave for the battle line, a thousand volunteers step forward and beg to go. Mr. Hiro Hito, you have very successfully welded the people of these vast United States into one compact unit. No longer are we Jew or gentile, Catholic or protestant, Laborite or Capitalist; we are Americans, a nation that has never lost a war. Yes, Mr. Hiro Hito, your honorable ghostly ancestors are anticipating the pleasure of your company very shortly. The Anvil Chorus - "HARA-KIRI" "HARA-KIRI" "HARA-KIRI".

The above is an extract from the Navy Recreation Bulletin, Christmas, 1941, Navy Yard, Pearl Harbor.

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NATIONAL SERVICE LIFE INSURANCE

The passage of Public Law 360 has already resulted in the release of ALNAV 165. The joint letter BuNav L13-2(216) - BuSandA L13-2(25), dated November 25, 1940 is being revised and will shortly be issued. The subject of these two communications--National Service Life Insurance--is of importance to each individual in the Service.

All the privileges extended under the original National Service Life Insurance Act of 1940, are still available, but great emphasis is now placed on the provisions of the recent Amendatory Act which now

(a) makes National Service Life Insurance available to all persons in active Service up to and including April 19, 1942 WITHOUT MEDICAL EXAMINATION.

(b) makes National Service Life Insurance available after April 19, 1942 to persons in active Service who make application accompanied by a Report of Medical Examination showing evidence of good health satisfactory to the Administrator of Veterans Affairs, where the applicant has been in active Service for 120 days or more.

The Bureau of Navigation will promulgate detailed instructions on this subject through routine channels, but it is hoped that all readers of the Bulletin will assure themselves that their shipmates are aware of the privileges afforded them in this connection, particularly those in the lower pay grades. This protection is offered at a very minimum cost to the individual; there are no commissions, the administrative cost of this insurance is borne by the Government.

* * * * *

FORMER LINER NORMANDIE RENAMED USS LA FAYETTE

Secretary of the Navy Knox, by direction of the President recently assigned the name USS LA FAYETTE to the former French luxury passenger liner SS NORMANDIE, now being converted to a Naval auxiliary vessel.

This is the first U. S. Naval vessel to be named in honor of the Revolutionary War hero.

The USS LA FAYETTE Has a displacement of 83,433 tons. The ship was seized by the Coast Guard December 12.

During the first World War President Wilson assigned the name LaFayette to the powerful U. S. Navy radio station constructed at Croix D'Hins, Gironde, France, 14 miles southwest of Bordeaux.

At the time of the Marquis de LaFayette's public visit to the United States in 1824, the new U. S. frigate BRANDYWINE was just being completed. This ship was named for the battle of the Revolutionary War in which the Frenchman had been wounded, and aboard this ship LaFayette returned to his native land.

SUBMARINERS.

Do you know that three of the Fleet Commanders, United States Fleet, Asiatic Fleet, and Pacific Fleet are submarine officers? Yes, indeed! - Admirals King, Nimitz, and Hart - Remember them?

RETIRED MARINE SERGEANT MAJOR OFFERS TO SERVE AS
"HUMAN TORPEDO."

Secretary of the Navy Knox has received the following letter from Sergeant Major Charles J. Buerger, U.S.M.C. (Retired) of Ventnor City, New Jersey:

"6401 Monmouth Avenue
Ventnor City, N. J.
December 12, 1941.

"Dear Secretary Knox:

"It is with pleasure that I take this opportunity, at this critical period, to offer myself as a 'Human Torpedo' to serve its cause.

RETIRED MARINE SERGEANT MAJOR OFFERS TO SERVE AS

"HUMAN TORPEDO"

(Cont.)

"I have had 31 years experience in the U. S. Marine Corps, serving in the Indian War, 1890, Spanish American War aboard the U.S. Flagship New York, under Admiral Sampson, on the staff as a signal officer and also the World War.

"I am now 69 years young, a tough leather-neck, humble but courageous, and the spirit of the U.S. Marine Corps 'Semper Fidelis' is imbedded within me.

"Let us rally now and unite as one, deal a final knockout blow quickly on the gangster nations, so we can dedicate that noble Temple of Liberty and Freedom of Justice.

"Our great President once said 'there is nothing to fear except fear itself', so let us march forward courageously under the banner of God and Justice so we may enjoy the fruits of our labor that was given us by our Forefathers at the Birth of our Nation.

"My only regret is that I have but one life to offer my country, for the happiness of our future generation and great democracy.

Obediently yours,
/s/ CHARLES J. BUERGER
Sgt. Maj. Ret."

NOTE; Sergeant Major Buerger enlisted in the U.S. Marine Corps as a private June 7, 1894. He served continuously until September 15, 1920 when he retired as a Sergeant Major.

STATEMENT BY ADMIRAL ERNEST J. KING, U.S.N.

On December 24, 1941 Admiral Ernest J. King, U.S. Navy, Commander-in-Chief, United States Fleet, when asked to make a statement for the newsreels, said:

"The way to victory is long.

"The going will be hard.

"We will do the best we can with what we've got.

"We must have more planes and ships -- at once.

"Then it will be our turn to strike.

"We will win through -- in time."

SEVENTH NAVAL DISTRICT HEADQUARTERS TO BE AT
KEY WEST, FLORIDA.

The Navy Department announced that effective February 1, 1942, the commandant and headquarters of the Seventh Naval District will be located at the U. S. Naval Operating Base, Key West, Florida. Headquarters of the Seventh District are now located at the Navy Yard, Charleston, South Carolina.

LIEUTENANT COMMANDER J. J. "GENE" TUNNEY, USNR,
SEEKS PHYSICAL INSTRUCTORS FOR U.S. NAVY

Lieutenant Commander J. J. "Gene" Tunney, U. S. Naval Reserve, the Navy's Director of Physical Education and undefeated former world's heavyweight boxing champion, recently began another tour in search for instructors needed to carry out the Navy's enlarged physical educational program.

Lieutenant Commander Tunney's tour will take him to all corners of the United States to interview applicants for positions of physical instructors.

Each applicant will be interviewed by Lieutenant Commander Tunney and his assistant, Lieutenant (junior grade) W. I. Leckie, U.S.N.R., at the main recruiting stations in each of the country's large cities.

Accepted applicants will be enlisted as Chief Specialist (Athletic), (Acting Appointment), U. S. Naval Reserve. Applicants must be graduates of an accredited college or university and hold a Bachelor's Degree in Physical Education. Unmarried men are preferred but married men will be considered in some cases.

CHANGE IN RATING OF PHYSICAL INSTRUCTORS, U.S.N.R.

The rating of physical instructors, U. S. Naval Reserve, has been changed from that of Chief Boatswain's Mate (Acting Appointment), Class V-6, U. S. Naval Reserve, to that of Chief Specialist (A) (Acting Appointment), Class V-6, U. S. Naval Reserve.

The badge for the new rating of Chief Specialist has not been established at the time of this writing. This change was effected in order to better distinguish the physical instructors enlisted to work in the Physical Fitness Program of the Navy from the regular line Chief Boatswain's Mate. Likewise, the ratings of the several boxing instructors previously enlisted have been changed from Boatswain's Mate, First Class, to Specialists, First Class, for the same reason.

DEFENSE SAVINGS BONDS.

In a whirl-wind, 24-hour campaign conducted by the Central Shop Committee under the Chairmanship of John D. Jennings, every one of the 12,000 employees of the Charleston (S. C.) Navy Yard pledged to purchase Defense Savings Bonds. In commendation of this remarkable achievement, the Secretary of the Navy sent the following dispatch to Mr. Jennings:

"The voluntary action of twelve thousand employees of the Charleston Navy Yard in pledging to purchase twelve thousand defense bonds totalling over three hundred thousand dollars offers a concrete reply to the challenge of Pearl Harbor and Wake Island. This one hundred percent financial broadside from the earnings of defense workers offers a fine example to workers in private industry as one effective method of fighting the rule of dictators. Please convey my hearty congratulations and personal thanks to each of these twelve thousand patriots for their unselfish contributions to the cause of victory.

FRANK KNOX".

The pledges were presented to Rear Admiral W. H. Allen, U.S.N., Commandant of the Navy Yard during the ceremonies attendant upon the launching of the two new destroyers, U.S.S. TILLMAN and U.S.S. BEATTY, built at the yard. Fine Work!

DEFENSE SAVINGS BONDS.

The Secretary of the Navy has announced the establishment of the Payroll Reservation Plan designed to place Defense Savings Bonds within easy reach of every civilian employee of the Navy. This plan enables employees to reserve from salary each pay period, fixed amounts which are liquidated by the issuance of Defense Savings Bonds each time accumulations equal to purchase price of bonds desired.

Rear Admiral Charles Conrad, Co-Ordinator of the Navy Defense Savings Bond Program, confidently predicts that the establishment of this plan in all Navy Yards and Stations will result in the investment of \$3,000,000 monthly by Navy Employees.

* * * *

STRAIGHT FROM THE COB

By Pure Corn.

A Sailor, after placing a wreath of flowers on a grave in a cemetery noticed an old Chinese placing a bowl of rice on a nearby grave and asked: "What time do you expect your friend to come up and eat the rice,"
The Old Chinaman smiled and answered: "Same time your friend come up and smell flowers."

L.Y. SPEAR FOUNDATION PRIZE.

Ensign Edward L. Beach, Jr., U.S. Navy, was the honor student of the officers' class at the Submarine School which was graduated on December 20, 1941. As honor student, he received the L.Y. Spear Foundation Prize.

MARRIAGE LICENSES

In the past it has been customary for some officers and most enlisted men applying for marriage license to give the name of their ship as their address. This address subsequently appears in newspapers, and indicates that the ship is at present in the port where the marriage took place, or in the close proximity thereof. One or two seaport cities have, on their own initiative, ceased to publish the names of such ships.

IN THE FUTURE, ALL MEMBERS OF NAVAL PERSONNEL APPLYING FOR MARRIAGE LICENSES SHOULD IN ALL CASES GIVE THEIR REAL HOME ADDRESS, AND THEY SHOULD IN NO WAY, SHAPE, OR FORM REFER TO THE NAME OF THE SHIP TO WHICH THEY ARE ATTACHED.

W. T. DOOR TAKES A WIFE.

The following article was submitted by the Commanding Officer of a Naval Station:

Just before war was declared, a seaman second class, whom we will call W. T. Door, dropped into the office and requested twelve days leave. His reason was that he wanted to get married. He needed twelve days leave because his girl lived in the far west some two thousand miles from his station, and he wanted to get married at her home. He stated that his finances were in a satisfactory state, and the leave was granted. About a week later the following telegram was received:

"SOMEPLACE, FAR WEST

COMMANDING OFFICER
U.S. NAVAL AIR STATION
BLANK

I WILL BE TWO DAYS LATE, SIR. I HAD SOME TROUBLE, SIR. PLEASE UNDER-
STAND, SIR.

LOVE

DOOR."

W. T. DOOR TAKES A WIFE.
(Cont.)

Two days extra leave was granted. On the final night of the extended leave, Seaman Door reported in. When asked whether he had brought his wife with him, the answer was "no", and that she "would follow".

This was his story:

"You see, sir, when I got to _____, I went to get Jane and we went into the park. We sat there and decided to get married the next day. Then I took her home. She was living with her employer. Well, Sir, the next morning when I called, she told me that her employer had convinced her that it wasn't the thing to do, and that we ought to wait. Well, I didn't want to wait. So that night I took her out in the park again. Finally she said O.K. she would marry me the next day. When I went to get her the next day, her employer called me in, and then he talked both of us out of it. I left. After I walked around a little I got to thinking. I still wanted to get married. So I took her to the park again that night. Finally she again agreed, and so I thought we ought to do it right away before we got talked out of it again, so we did."

We agreed with Door that he had trouble, but told him that was nothing to what he was going to have.

"BACK IN RING," SAYS PEARL HARBOR

Just six days after the Japanese attack, the Navy Bulletin published at the Navy Yard, Pearl Harbor, T. H. voiced defiance of the Axis in the following proclamation:

"WE TOOK A PUNCH ON THE CHIN, BUT WE ARE NOW BACK IN THE RING SWINGING AND IF THAT WORD 'MORALE' IS WHAT WE THINK IT IS, GOD HELP OUR AXIS ENEMIES--THEY ARE GOING TO NEED IT. IF WE COULD ONLY TELL YOU OF THE MANY EXAMPLES OF GUTS, INTELLIGENCE AND ACTION FROM THE HIGHEST RANK TO THE LOWEST RATING THAT WE OBSERVED LAST SUNDAY MORNING, YOU WOULD AGREE WITH US, AND IN TIME, HISTORY WILL RECORD THESE DEEDS OF VALOR.

THE UNITED STATES NAVY IS STILL SUPREME."

REMOTE CONTROL

Little Claude's mother had reluctantly allowed her precious child to attend public school. She gave the teacher a long list of instructions. "My Claude is so sensitive" she explained, "Don't ever punish him. Just slap the boy next to him. That will frighten Claude."

COLLEGE MEN ASKED TO PREPARE THEMSELVES FOR WAR EFFORT.

Declaring that the Nation has passed through "an era of soft living and rampant individualism," Rear Admiral Randall Jacobs, U.S.N., Chief of the Bureau of Navigation, recently appealed to college men to institute among themselves a regime of self-discipline and conditioning in order to "better complete the immediate job at hand and prepare for the greater tasks to come."

He pointed out that the armed forces are making a tremendous effort to "correct the result of this long period of wasteful existence" and asked college and university presidents to support and participate in the programs he suggests the students undertake.

"It is the hope of the Navy Department that the students of all the Universities and Colleges throughout the country will realize the seriousness of the present war and the sacrifice and toil each must make in order to fashion a total victory from it," he declared in a letter sent out to college and university officials.

"Today, not tomorrow, the youth of America must undertake the most colossal task and assume the most terrible responsibility of any generation in history. This, our country, must be defended with the last measure of our strength and the last ounce of our wealth. Only in democracy and freedom can mankind exist with faith in the future and confidence in the final fruition of the valiant efforts of the past. It is our way of life, our creed and our hope. Democracy has long protected the rights of individuals and the sacredness of personality. It is now the duty of each individual, in turn, to protect and perpetuate that order which has now been placed under desperate attack and siege by totalitarianism. No one can avoid his part in this task, nor retire from his responsibility of American citizenship.

"The Nation has passed through an era of soft living and rampant individualism. Today as a result, there is a tremendous effort being made in all the armed forces of the Nation to correct the result of this long period of wasteful existence. The rejection figures for physical defects released by the Selective Service Commission are staggering. The armed forces are succeeding slowly with the actual training and mental and physical conditioning of their men. While this is being done, other young men of the nation should be taking time by the forelock so that the job will be less weighty for the armed forces when they join the ranks.

"The Navy has underway a tremendous program to make the officers and men of the Fleet hardened and physically fit for the fighting job confronting them. Into every Naval training station pours a cross section of American youth. The Navy trains them with drills, military science and physical exercise. The Secretary of the Navy has directed that every provision should be taken to guarantee that American Naval Officers and Bluejackets be second to none in physical fitness.

COLLEGE MEN ASKED TO PREPARE SELVES FOR WAR EFFORT.

(Cont.)

"It appears, therefore, that the American college students, especially, should be keenly conscious of the job in national defense that lies just ahead of them. The nation will put its trust in these students as a natural reservoir of leadership, and officer material. They, therefore, should be more than anxious to maintain themselves in the best physical condition possible. Theirs is truly a rendezvous with destiny--not in a vague and shadowy future, but tomorrow. They are preparing themselves mentally for the task ahead and it would seem inconsistent if this preparedness did not include physical and spiritual development of a similar rigorousness, quality and quantity.

"The students of all Universities have within their grasp the opportunity to develop a plan and pattern of self-discipline, physical fitness, and preparedness for eventual service in the armed forces of their country, or as skilled and hardened workers in civilian defense that could serve as a model and inspiration for all Americans.

"The challenge to our University men is at hand. Will they take the initiative as natural leaders and prepare themselves to "Fight the good fight"? For it is only by the most strenuous and complete preparation on the part of all that we can expect ultimate victory for our way of life. Those young men who accept this challenge and assert their leadership, and their numbers will be legion, are urged to select the U. S. Navy as the instrument through which they will strike the final blow to preserve America and keep its symbol of honor, our Flag, flying unsoiled and nobly over its institutions in whatever part of the world they may be."

SUMMARY OF THE DECK AND ENGINEER OFFICER PROGRAM.

The Navy needs 7,000 seniors now in college, or college graduates, between the ages of 19 and 28, and unmarried, as prospective officers for deck and engineering duties. Seniors who enlist now for deck and engineering officer training will not be called to active duty before next June. Seven thousand college juniors are needed for the same duties. Juniors who enlist now for deck and engineering duties may continue in college until 1943, but may be called to active duty during the period while not attending college in the summer of 1942.

Upon completion of their college education, accepted applicants will be given a four month's course of instruction as apprentice seamen and Reserve Midshipmen, the successful completion of which will lead to their appointment as Ensigns, U. S. Naval Reserve, for general service.

Juniors and seniors enlisted for deck and engineering officers, known as Class V-7, who fail to complete their college work, and thus fail to qualify educationally for training at one of the U. S. Naval Reserve Midshipmen's School will either be transferred to another enlisted class of the Naval Reserve for which qualified, or be dis-

SUMMARY OF THE DECK AND ENGINEER OFFICER PROGRAM.

(Cont.)

charged, at the discretion of the Navy Department. They will not be discharged at their own request.

Candidates for deck and engineering commissions, in addition to the educational qualifications, must be in good health, native born, unmarried, and agree to remain unmarried to completion of Reserve Midshipmen training.

COLLEGE GRADUATES OFFERED COMMISSIONS IN
CIVIL ENGINEER CORPS RESERVE.

For the first time since the organization of the Civil Engineer Corps of the U. S. Naval Reserve, college graduates with limited practical experience are being offered an opportunity to apply for commissions as Ensign, U.S.N.R. Formerly, only those with a minimum of three years active engineering practice subsequent to graduation from college were eligible for such appointment.

Because of the need of additional Civil Engineer Corps Reserve Officers on active duty, the Bureau of Yards and Docks has revised its original requirements in order to include graduates from colleges and universities in the classes of 1942, as well as from prior years. Graduates from accredited colleges and universities who have received degrees in civil engineering, mechanical engineering, electrical engineering, and architectural engineering (but not including persons with AB or BFA degrees in architecture) and who meet the rigid physical, moral, and professional qualifications, will be considered for commissions in the Naval Reserve.

At present there are over 700 officers enrolled in the Civil Engineer Corps Reserve. Most of these officers are on active duty in naval districts, yards, and stations, as well as on various construction projects which the Navy is undertaking throughout the United States and in outlying possessions. The Bureau of Yards and Docks estimates that between 200 and 300 additional Reserve officers will be needed to complete the war expansion program.

All college graduates who believe themselves qualified to meet the outlined requirements are urged to apply to the Commandant of the Naval District in which they reside.

* * * *

HEAVEN HELP A "BOOT"

"Halt!" ordered the sentry in Detention Unit. "Who goes there?" "You wouldn't know me," the voice replied out of the darkness. "I just got here yesterday."

LATE NEWS FLASH

VICE ADMIRAL INGERSOLL AWARDS FIVE NAVY CROSSES
TO PERSONNEL OF USS SALINAS

Vice Admiral Royal E. Ingersoll, U.S. Navy, Commander-in-Chief of the United States Atlantic Fleet, today awarded five Navy Crosses with citation to personnel attached to the USS SALINAS on October 30, 1941, when that vessel was attacked by an enemy submarine. The action was taken in regard to the following personnel:

Commander Harley F. Cope, U.S. Navy
Commanding Officer of the USS SALINAS

Citation: "For extraordinary heroism as Commanding Officer of the USS SALINAS in handling your ship and crew when that vessel was torpedoed on October 30, 1941 and in bringing your ship safely to port under most difficult circumstances after it had sustained severe damage in an engagement with an enemy submarine."

Lieutenant Commander Ashton B. Smith, U.S. Navy
Executive Officer of the USS SALINAS

Citation: "For extraordinary heroism as Executive Officer of the USS SALINAS in operating the carbon dioxide fire extinguishing system after the first torpedo struck the ship and after being injured by the explosion of the second torpedo, in giving the necessary orders to the crew of that ship to keep her afloat and at the same time open fire on the attacking submarine."

Lieutenant Theodore L. Jermann, U.S. Naval Reserve
Engineer Officer of the USS SALINAS

Citation: "For extraordinary heroism as Engineer Officer of the USS SALINAS in inspecting the engineering spaces after the first torpedo struck the ship and in securing overboard valves and ruptured lines when the second torpedo struck and the ship opened fire on the attacking submarine. Your coolness and courage in taking that action under the circumstances described contributed materially in making it possible for the USS SALINAS to reach port under her own power."

Francis H. McIntyre
Chief Machinist's Mate, U.S. Navy

Citation: "For extraordinary heroism in assisting the Engineer Officer of the USS SALINAS in his inspection of the engineering spaces after the first torpedo struck and in securing overboard valves and ruptured lines when the second torpedo struck and the ship opened

VICE ADMIRAL INGERSOLL AWARDS FIVE NAVY CROSSES
TO PERSONNEL OF USS SALINAS
(Cont.)

fire on the attacking submarine. Your coolness and courage in taking that action for which you volunteered contributed materially in making it possible for the USS SALINAS to reach port under her own power."

Rual B. Wilson
Machinist's Mate, First Class, U.S. Navy

Citation: "For extraordinary heroism in assisting the Engineer Officer of the USS SALINAS in his inspection of the engineering spaces after the first torpedo struck and in securing overboard valves and ruptured lines when the second torpedo struck and the ship opened fire on the attacking submarine. Your coolness and courage in taking that action for which you volunteered contributed materially in making it possible for the SALINAS to reach port under her own power."

Vice Admiral Ingersoll presented the Navy Crosses to the above-named personnel today at Drill Hall, U.S. Naval Training Station, Naval Operating Base, Newport, Rhode Island. Among those present was Rear Admiral Edward C. Kalbfus, U.S. Navy, Commandant of the Naval Operating Base, Newport, Rhode Island.

AMERICAN LEGION COMMANDER COMMENDS NAVY'S V-1 PROGRAM

On reading of the U.S. Navy's new program giving students under 20 years of age in school or college the opportunity to enlist in Class-V-1, U.S. Naval Reserve, Lynn U. Stambaugh, National Commander of the American Legion, sent Secretary of the Navy, Frank Knox the following telegram:

"January 23, 1942
Frank Knox
Secretary of the Navy

"I have just seen the statement of the Navy's new policy in the enlistment of men between the 17th and 20th birthdays who are in school. They may now enlist in the Naval Reserve, and, at their own request, be placed on immediate inactive duty in order that they may complete the current scholastic year. The Navy is to be congratulated upon this forward looking policy which will allow many young men to establish their status in our country's war efforts but still complete this current phase of their education. The American Legion thoroughly endorses this policy in all respects and I am sure the heads of schools and colleges throughout the country will not only endorse the policy, but will be glad to give extra attention to physical education of all men in order that they will be better equipped to take up their military duties later on.

/s/ Lynn U. Stambaugh
National Commander, The American Legion."

SUMMARY OF THE AVIATION OFFICER PROGRAM.

College students enlisting now to become Naval Aviation officers will not be required to commence training until the completion of their current college year.

The quota of men to be recruited for flying officers, known as Class V-5, is not restricted, for the Navy intends to step up pilot training in the U. S. Naval Reserve to a monthly input rate of 2,500 at the earliest practicable date. Under the V-5 Program men between 20 and 27 years of age with two or more years of college training who complete the eight-months' flying and training course are commissioned as Ensigns, U.S.N.R., for flight duties in the aeronautical organization of the Navy.

Candidates for Naval Aviation commissions, in addition to educational qualifications, must be in good health, be American citizens of 10 years standing.

College seniors and juniors who enlist now as prospective Naval Aviators may be deferred from call to active duty until completion of their current college year, if they so request. Thereafter they will be assigned to active training duty in the earliest class in which they can be accommodated.

Sophmores currently enrolled in recognized colleges may be enlisted as prospective Naval Aviators provided they can present letters from the registrars of their respective colleges, stating that they are currently enrolled in the college and have every reasonable expectation of completing the two-year college requirement of Class V-5 at the end of the current school year.

Men enlisted in V-5 under this provision will not thereafter be ordered to active duty until they produce statements signed by respective school registrars that they have actually completed the prescribed minimum two-year college requirement.

If after enlistment in Class V-5 they fail to meet the prescribed educational requirements they will be transferred to another class of the Naval Reserve for which qualified, in the discretion of the Navy Department, and ordered to active duty in general service or wherever their services may be required. They will not be released from active duty or discharged from the Naval Reserve at their own request.

* * * *

BOOT: Say, look at the horrible insignia on the side of that bombing plane.
OLDTIMER: Shhh. Not so loud. That's the Squadron Commander looking out the window.

NEW REGULATION PERMITS NAVAL AND MARINE RESERVE
AVIATORS TO MARRY ON COMPLETION OF
FLIGHT TRAINING.

Under a new ruling, approved by Secretary of the Navy Knox, aviators of the Naval Reserve or Marine Corps Reserve, formerly required to remain unmarried for two years after completing flight training, will be permitted to marry any time after their commissioning as ensigns or second lieutenants.

The changed requirements provide further for the recommissioning of officers who have been discharged for violation of the marriage ban if they apply for reappointment and are in all respects qualified.

Regulations still require that aviation cadets must be unmarried at time of appointment and remain unmarried until successful completion of flight training and acceptance of appointments as commissioned officers. Nor has there been a change in the existing requirements that ensigns of the regular Navy and second lieutenants of the regular Marine Corps, serving under revocable commissions, remain unmarried during a period of two years from date of original commission.

NEW NAVY PROGRAM ENABLES STUDENTS, ENLISTING AS
PROSPECTIVE OFFICERS, TO CONTINUE IN COLLEGE

Thousands of college men - graduates, seniors, juniors and sophomores - may become officers in the U. S. Naval Reserve for deck engineering and flying duties under a progressive training program announced last night by Secretary of the Navy Frank Knox. This program will allow many undergraduates who enlist now to remain in college until graduation before entering upon active duty.

Details in regard to these opportunities for college men to become Naval officers may be obtained from any Navy Recruiting Station, Headquarters of any Naval District or Reserve Aviation Base. Details have also been forwarded to the Deans of 2,000 colleges throughout the country.

SICKLE AND SHEAF

"Sickle and Sheaf" is a quarterly publication of the national collegiate fraternity, Alpha Gamma Rho. The fraternity wishes to maintain contact with its members in the Navy by placing a copy of each issue of their publication in libraries on shore stations. Requests for this publication should be made to Business Manager, Alpha Gamma Rho Fraternity, Boalsburg, Pennsylvania.

* * * *

DON'T FORGET TO READ PAGE 21.

U.S. NAVAL ACADEMY

EARLY GRADUATION CLASS OF 1942.

The graduation of midshipmen of the Class of 1942 was advanced from June, 1942 to December 19, 1941. The following shows the disposition of the class.

Number graduated - - - - -	- - - - -	563
Assigned to Marine Corps. - - -	25	
Filipino - - - - -	1	
Discharged on account of lacking in aptitude for commission - - - - -	2	
Found physically disqualified but commissioned in Naval Reserve - - - - -	24	
Discharged on account of physical disqualifications -	1	53
Commissioned in the Line - - - - -		510

"THE FLAG.....WILL FLY AGAIN"

Brigadier General Dion Williams, USMC (Retired), who on May 3, 1898, raised the first American flag over the Philippine Islands, has now asserted, "The flag we raised at Cavite will fly again. We put it up once. We'll do it again."

Then a first lieutenant, Brigadier General Williams was in command of a detachment of Marines from the USS BALTIMORE, landed on orders of Admiral George Dewey to take charge of the Spanish arsenal and town at Cavite after the U. S. fleet had sunk that of the Spaniards in Manila Bay.

Brigadier General Williams, who was visiting in Annapolis when word reached him that Cavite was in Japanese hands, recalled that the flag he raised was the small U. S. flag of the launch which brought the Marines ashore. Later it was presented by Admiral Dewey to the U. S. Naval Academy and is displayed there with the Union Jack of 48 white stars on a blue field which was rescued from the USS MAINE.

When the Marines went ashore, Brigadier General Williams said, the Spanish garrison in the arsenal had fled and natives were looting the Spanish military supplies. There remained a number of wounded Spanish sailors, marines, and soldiers, along with the bodies of those killed by the naval bombardment.

"THE FLAG.....WILL FLY AGAIN".
(Continued)

After routing the natives who were looting, Brigadier General Williams disposed his Marines as a guard and then ordered the U.S. flag run up on the staff from which the evacuating Spaniards had hauled their flag down.

Subsequently Brigadier Williams was with American forces in the Philippine insurrection. In the years before his retirement in 1934 he served in most of the home stations of the Marine Corps, at outlying stations in the Philippines, China, Cuba, Santo Domingo, and Panama, and aboard several ships of the U. S. fleet.

He was Fleet Marine Officer of the entire U. S. fleet in the Navy's cruise around the world from 1907 to 1909. Later he commanded the Tenth Marines during the World War, governed the northern district of Santo Domingo from 1919 to 1921, and has held posts of equal and greater importance in both field and staff duty.

He holds many medals and decorations for foreign service and his record at Marine Headquarters contains several letters of commendation.

BALLAD OF THE ORPHANS OF THE ORIENT.

Oh the HERON swings around her hook, her planes around her stern,
They say she never does a thing and doesn't want to learn.
But we who live aboard the tub could tell a different tale,
If only we would find the time to sit around and wail.

Oh, shift the wires! We'll hoist a boat, and then start out to tow,
Blay that word! Hoist out the boat. ComDesRon just said "No".
Shift the wires! Go get the raft! Hold everything awhile!
We'll have to shift the buoys first, just to make it HERON style.

Stand plane watches on the HAWK. No. . . make it the PAUL JONES.
The JONES is out. . . try the FINCH. Good Lord! Where is our home?
She's gone to get the Admiral's car, and put it on the dock.
No, that's wrong. She's just been sent out to white wash Sentry Rock.

The winch is broke! The plane light's out! Save chow for half the crew.
Liberty starts at five o'clock. . . or maybe ten will do.
All hands get on the towing wire. . . We are going to heave it in.
And when it's in we'll ease it out, and pull it in again.

The Chinks and Japs and the other gents watching from below,
Wonder how the hell a HERON plane can go so --- --- slow,
But our boats are fast - they have to be - or else they'd all be mixed
'Tween the ending of a trip and the starting of the next.

To DesRon Rive we are a tug; the MinDiv THREE a sweep,
But to dear old C-in-C, we're the whaleboat of the fleet.
The Bureau back in Washington - the men with all the brains,
Are the only ones that know the HERON tends the planes.

If they want a craft to take the fuel the others couldn't use,
A plane to fly a General or a man to polish shoes,
A boat to carry stores or a team to beat Purdue,
They holler for the HERON. Her motto is

"Can do"

The above poem was written by Lieutenant Commander
Fitzhugh Lee, U. S. N., and originally appeared in a Christmas Menu
for December 1939.

STATUS OF CLAIMS

The Bureau is receiving an increased amount of correspondence
from the dependents of officers and enlisted men which properly should
come from the officer or man, if any correspondence is necessary.
Officers and men should inform their dependents not to write the Bureau
on such as the following subjects, because the Bureau cannot undertake
to answer them:

Requests for information about status of claims for reimbursement of
travel performed at own expense. All such claims are acted upon in
order of receipt and payment is made to the officer or man. It cannot
be made to the dependent, as some have requested, except when officer
or man is dead; nor, can claims of the dependents be acted upon with
the exception noted.

Requests for information as to when a ban on travel to outlying stations
will be lifted. Such information would be promulgated to the Service,
and it would then be in the province of the officer or man to request the
transportation for his dependents as provided in current regulations.
Requests from dependents cannot be acted upon.

Requests for information from relatives and friends asking when certain
dependents will be evacuated from different stations. When and if an
evacuation is ordered from any station, the commandant at the station
will have charge and send evacuees in accordance with an established
priority as soon as transportation becomes available. The Bureau will
have no immediate knowledge as to when certain persons will be evacuated,

* * * * *

DON'T FORGET TO READ PAGE 21.

HOW COME!

It has been the source of great surprise in the Bureau that several of the chief petty officers who were selected for warrant grades have declined their promotions. This action on their part is probably the result of misapprehension as to the advantages and disadvantages involved. For instance, it is possible that some of them believed they were forfeiting retirement privileges, or putting themselves at a disadvantage by facing the necessity for thirty instead of twenty years retirement. If any of them are motivated by any such thoughts they are mistaken, since under the law they forfeit no retirement privileges whatever, and may retire as chief petty officers regardless of the rank in which serving at the time of retirement.

To decline such promotion is extremely short-sighted, since with the rapidly growing naval establishment and with the prospect that such growth will continue over a considerable period of time, men selected for warrant grades may later be selected for advancement to commissioned rank. They would still preserve the right to retire as chief petty officer.

Some of them may have been motivated by a desire to continue in present assignments, but under existing conditions no assurance can be given that any particular assignment will continue for any specific period.

By adopting a long-range instead of a short-range attitude, it will be seen that there are many actual and potential advantages to accepting promotion to warrant grade.

COMMENDATION.

PROMOTIONS FOR MERITORIOUS CONDUCT IN ACTION.

Secretary of the Navy Knox has authorized Flag Offices of the United States Fleet to award advancements in rating up to and including Chief Petty Officer acting appointments in recognition of especially meritorious conduct in action.

Such advancements may now be made regardless of vacancies and service requirements.

FILLER

The following bit of conversation was picked up in a District of Columbia taxicab:

Driver: I'm taking up a collection for a worthy cause. Would you like to contribute:

Fare: That all depends on the "cause".

Driver: A group of us are collecting funds to buy Admiral Tojo a diving suit so that he can review his Navy next May.

OVER 40,000 NAVY ENLISTMENTS DURING DECEMBER

The voluntary response of the young men of America to the bombing of Pearl Harbor was the enlistment of well over 40,000 men in the United States Navy during the month of December, one month after the Japanese attack.

As an indication that the December pace of recruiting still is being maintained, it was revealed that enlistments on Tuesday, January 6, were the second highest of any day since December 8.

In a letter to the Recruiting Service, Rear Admiral Randall Jacobs, U. S. Navy, Chief of the Bureau of Navigation, said, "The Bureau wishes to congratulate Portland, Seattle, Los Angeles, San Diego, and San Francisco on their fine showing of enlistments per 100,000 population. It also wishes to congratulate Los Angeles, New York, Chicago, San Francisco and Detroit for being the leaders in the number of enlistments for the month of December."

In many cities the Red Cross and other civic organizations performed a helpful service in giving new recruits coffee and doughnuts as they stood in the cold and wet outside of Navy Recruiting Stations waiting to enlist. At all times the Navy Recruiting Offices anticipated the number of men they could enlist on any given day and asked men in line beyond that point to return the following day. Invariably, these men refused to give up their place in line.

Among the thousands who enlisted in the Naval Reserve during December was Mr. Walter David Bromley, father of three sons who were reported missing after the sinking of the USS ARIZONA. Mr. Bromley enlisted at Portland, Oregon, as a Carpenter's Mate, third class. When his application first came in, it was suggested that because of his age, he might be used for recruiting service. He replied that he was enlisting for sea duty and would only enlist if he were assured that he would be sent to sea.

Mr. William H. Nugent, father of William H. Nugent, Jr., who was also lost at Pearl Harbor on December 7, enlisted at Portland, Oregon, to take the place of his son.

In addition to the large number of first enlistments, the Navy has had gratifying response to its program of training college graduates as reserve officers. This includes the response to the newly announced policy of enlisting college under-graduates for future officer training on completion of their college education.

The Navy does not expect to assign instructors to various colleges as was done during the first World War but has initiated a new policy allowing the men to complete their education under regular college instructors and receive Naval training upon graduation. This procedure relates to under-graduates in the junior and senior classes who enlist now for future training as deck and engineering officers. Enlistments for aviation training will be made from members of the top three college classes, and all men will be allowed to complete the current college year before being called to begin their aviation training.

BOND OFFER

The following letter was received from the City Mission, Inc.,
427 East Sullivan Street, Kingsport, Tennessee:

CITY MISSION, INC.
427 East Sullivan Street
Kingsport, Tennessee

A place to uplift the fallen,
To feed the hungry, to clothe
the naked, and to preach the
bible every night at 8 o'clock.

To the Navy Dept.,
Washington, D.C.

Gentlemen:

The City Mission, Inc., of Kingsport, Tenn.,
wishing to express its interest in helping
to defeat our enemy (the Japs), will offer
to the first Tennessee boy the price of one
Liberty Bond who will destroy the first
Japanese battleship, in the month of January,
1942.

Please inform me should one of Tennessee's
boys do the job.

Yours for victory,

/s/ Thos. A. Williams

Thos. A. Williams, Supt.

We may offer another prize in the month of February, 1942.

EARLY PROMOTION OFFERED FOR NAVY RECRUITS WITH
TECHNICAL ABILITIES

Naval Training Stations have been notified that enlisted men
who have had previous technical training may be advanced to lowest
petty officer grades upon completion of training as recruits.

Heretofore, recruits have not been rated until completion of
four months' service.

EARLY PROMOTION OFFERED FOR NAVY RECRUITS WITH
TECHNICAL ABILITIES
(Cont.)

The notification reads in part:

"On completion recruit training authorized advance to lowest petty officer grade regular and reserve recruits whose previous service or civilian occupation indicate adequate technical qualification to meet requirements for rates in accordance Bureau of Navigation Manual."

STATE OF OREGON OFFERS RETURN OF HISTORIC BATTLESHIP TO NAVY

In response to a recent offer by Governor Charles A. Sprague, of Oregon, to turn over the decommissioned battleship OREGON now in the Portland, Ore., harbor, to the Navy for coastal or other defense, Secretary of the Navy Frank Knox recently sent the following reply:

"HON. CHARLES A SPRAGUE
GOVERNOR STATE OF OREGON
SALEM, OREGON

"AFTER DUE CONSIDERATION OF YOUR PATRIOTIC OFFER RELATIVE TO THE USE OF THE BATTLESHIP OREGON IT APPEARS THAT USE OF THAT HISTORICAL VESSEL AT THIS TIME IS NOT INDICATED. HOWEVER YOUR GENEROUS OFFER WILL BE BORNE IN MIND. IF AT A FUTURE DATE THE OREGON IS DESIRED FOR SERVICE YOU WILL BE INFORMED WITHOUT DELAY. FOR THE PRESENT THE MAINTENANCE OF THIS HISTORIC SHRINE REMINDFUL OF THE RESOURCEFULNESS, PERSEVERANCE AND LOYALTY OF THE OLD NAVY REMAINS AN INSPIRATION TO OUR FIGHTING FORCES.

/s/ FRANK KNOX
SECRETARY OF THE NAVY"

The old battleship has been in Portland Harbor for more than 15 years, since shortly after demilitarization. Through efforts of officials and citizens of Oregon, with official sanction and support, the battleship was monumented in a permanent location at Portland, known as the "Battleship Oregon Marine Park".

"MARINE CORPS FAMILY" STICKERS DISTRIBUTED

Thousands of automobiles throughout the United States soon will bear colorful stickers proclaiming that the owners are a "Marine Corps Family," U.S. Marine Corps Headquarters announced recently.

On the sticker is a blue Marine Corps emblem on a field of white and red, bearing the statement, "This is a Marine Corps Family."

Copies have been furnished to Marine Barracks and Recruiting Stations throughout the Country.

WORKMEN ACCEPT JAPAN'S CHALLENGE

Shortly after "Pearl Harbor", Secretary of the Navy Frank Knox received the following telegram of determination from the workmen of the J.A.J. Construction Company, Oxford Village, Philadelphia, Pennsylvania:

"WILLING READY AND ANXIOUS TO ACCEPT THE CHALLENGE OF ANY NATION THAT STABS OUR PRESIDENT IN THE BACK AND WANTS TO PLAY POKER WITH THREE JOKERS IN THE DECK. WILL WORK JANUARY THIRD 1942 AND DEVOTE ENTIRE WAGES. THE EXAMPLE SET BY THE MARINES AND NAVY WILL GUIDE THE J.A.J. CONSTRUCTION COMPANY."

The message was sent by Mr. Ijler Johansen, Superintendent, in behalf of the workmen.

This firm is constructing housing facilities for the Navy.

ADVICE TO THE LOVELORN

Admiral G.W. Williams many years ago published the following advice:

"Do right and fear no man.
Don't write and fear no woman."

The above was submitted by Captain J.F. Hellweg, U.S.N., (retired), after reading the article in Bulletin No. 298, "Napoleon Wrote a Letter".

CHAIRMEN OF COMMITTEES ON NATIONAL DEFENSE OF STATE BAR ASSOCIATIONS

"In the list of Chairmen of Committees on National Defense of State Bar Associations, published in the Bureau of Navigation Bulletin No. 290 of March 22, 1941, add new names as follows:

Delaware	-	Robert G. Houston, Esq., Georgetown.
Florida	-	Mark Wilcox, Esq., Seybold Building, Miami.
Iowa	-	V. F. Sieverding, Esq., Grundy Center.
South Dakota	-	C. L. Morgan, Esq., Mitchell.
Washington	-	Claude Henderson, Esq., Mt. Vernon."

WE ARE DE GAULISTS, TOO

Among a party celebrating the New Year at one of the large hotels near Times Square were several prominent De Gaulist French. One of the guests was a very strikingly beautiful French lady who, although she is the mother of three husky youngsters, looks like a young woman about 22 or 23. As they reached Times Square, she was startled by the enormous number of people on the street and in commenting on this to one of the other guests in the party, remarked, "You know, in France we have an old belief that if the first man you kiss after New Year's is a military man you will be lucky all the rest of the year."

This lady when looked around and saw near her two young West Point cadets, but she said they looked awfully young and she did not want to startle them.

A little further on she saw three fine looking young American blue jackets. She said they looked so neat, so clean, so healthy, that she could not resist.

Approaching the three blue jackets she threw her arms around the neck of the best looking one and kissed him. She said the expression on the youngster's face showed how startled he was to be kissed in public by such a beautiful young woman, so stylishly dressed.

After kissing him she thanked him, which further surprised the young blue jacket as, of course, he did not know the French custom. When she thanked him, the young blue jacket immediately said, "Oh, you are French! Are you a De Gaulist?" Immediately she replied, "Why, of course I am De Gaulist. We all are De Gaulists." The two other blue jackets immediately piped up with, "We are De Gaulists, too. You ought to kiss us also." She declined and went on down the street laughing with her friends.

WAKE UP FOR WAKE

Inspiration for Americans to wake up for Wake was found Christmas day in U.S. Marine Corps Headquarters on a tiny scrap of note paper surmounted by the famous Marine Corps insignia. The poem was scribbled by J.E. Moore, a 28 year old Marine Corps Headquarters clerk, while he was on duty on Christmas Eve. It was never intended to have been published, but it is dedicated to the courageous defenders on the island outpost in the Pacific.

"Those valiant Marines who made the stand,
"Now lying stretched out upon the sand,
"Ask nothing more than just to make
"Americans, Wake up for Wake!"

* * * * *

Be sure to read Page 21.

NAVY MOTION PICTURE SERVICE

The Bureau desires to stress the importance of the expeditious handling of motion picture programs. The indifferent handling of programs handicaps service to those who give full cooperation as well as to those who fail to cooperate. At the present time there are about ten programs available for each exhibiting unit and this number is increased monthly to keep pace with the addition of new units.

Adequate service to units on prolonged cruises is possible only by reduction of the number on hand in units that can exchange programs more frequently. This principle applies to exhibiting units, exchanges and sub-exchanges. Programs in excess of known requirements isolate programs that are urgently needed in other areas.

Units acting singly as well as those in task groups that transfer programs, with or without authority, to areas visited and fail to return an equal number of programs to area of supply make it difficult or impossible to maintain satisfactory service to all hands. Exchange of programs on an even basis is encouraged as there is no loss by this method. Diverting programs from intended destination also interferes with proper service as does retention of programs after reaching continental destination. Undue retention of programs on reaching port makes it impossible to satisfactorily service large ship movements. Failure to complete receipt and transfer reports makes it difficult to trace programs. Ships or stations transferring programs are responsible for programs until receipt of programs by others has been acknowledged. This is important in the case of lost or damaged programs in order to definitely place responsibility.

Exchanges, sub-exchanges, and exhibiting units are urged to keep no idle programs on hand.

NAVAL AIR TRANSPORT SERVICE ORGANIZED

The Navy Department recently announced that a Naval Air Transport Service is being established to provide a rapid means of transporting Naval personnel and cargo in connection with Naval operations.

Operating directly under the Chief of Naval Operations (Naval Transportation Service), the Air Transport Service will be organized and administered according to existing Naval Regulations. Present plans call the organization of squadrons which can be expanded as service needs dictate. They will be placed in service at Norfolk, Virginia; Kansas City, Kansas, and Alameda, California.

It is emphasized that the new service will in no sense compete with regularly established commercial airlines. Navy transport planes have always been used wherever possible to carry personnel on official business, supplies, spare parts, and other urgently-needed cargo. The Naval Air Transport Service will provide a more efficient method of operation by placing all these planes on a regular schedule.

NAVAL AIR TRANSPORT SERVICE ORGANIZED

(Cont.)

The new service provides a factor of mobility which is of particular value to the Fleet in its operations. The speed with which whole squadrons of Naval planes can be transferred from one theater of operations to another and immediately be ready for combat depends to a great extent on how quickly vital supplies are brought up to these areas. Such a transportation service, therefore, assumes the relative importance of units of the Fleet Train.

The establishment of this service, it was pointed out, probably will create certain new positions in connection with the transportation of cargo and personnel maintenance, etc. Some of these will undoubtedly be filled by experienced personnel enrolled in the Naval Reserve from similar positions in civil life.

U.S. HOTEL CHAMBERLAIN

The following letter was received from the Commandant of the Fifth Naval District:

"From: The Commandant, Fifth Naval District, and
Naval Operating Base.
To: The Commanding Officers of Ships basing at Naval
Operating Base, Norfolk, Virginia, and
All Activities, Fifth Naval District.
Subject: The U.S. Hotel Chamberlain for transient Service
Personnel.
Reference: (a) ComFive let. N4-3/ND5 TSM:whm of Dec. 8, 1941.

1. The Chamberlain Hotel, Old Point Comfort, Virginia, has been purchased by the Navy Department for the use of transient Service Personnel (Commissioned Officers of the Army, Navy, Marine Corps and Coast Guard) and their families.

2. Transients may occupy quarters at the Chamberlain Hotel for a period not exceeding two months.

3. The Commandant, Fifth Naval District, Commanding General, Fort Monroe, and Commander Train Atlantic will certify to the Manager of the Chamberlain Hotel eligible service transients.

4. The hotel will be known as the U.S. Hotel Chamberlain.

5. Mr. Sidney Banks is the resident manager of the hotel for the Hotel Operating Company.

6. Daily rates are as follows:

U.S. HOTEL CHAMBERLAIN
(Cont.)

- | | |
|---|--------|
| (a) Housekeeping apartment | \$3.00 |
| (Weekly rate will be \$20.00) | |
| (b) Double bedroom, bath and living room | 4.00 |
| (c) Double bedroom and bath, single occupancy | 1.75 |
| (d) Double bedroom and bath, two persons | 2.50 |

Meals

- | | |
|---------------|------------------|
| (a) Breakfast | \$.20 to \$.50 |
| (b) Luncheon | .50 |
| (c) Dinner | 1.00 |

7. Meals will be on a cash basis and bills for rooms will be paid weekly and upon checking out.

8. Until further arrangements can be made, guests of the U.S. Hotel Chamberlain will reach the Naval Operating Base via the Willoughby-Old Point Ferry to Willoughby Spit, street car to Taussig Boulevard, then by bus to the Naval Operating Base. The Commandant is now negotiating with the Virginia Electric and Power Company with a view toward providing direct bus service between the Naval Operating Base and Ocean View.

9. It is impracticable at this time for the Naval Operating Base to run a boat schedule to and from Old Point.

/s/ M.H. SIMONS

NAVIGATION INSTRUMENTS.

Field activities have been referred to the Bureau of Navigation letters from citizens offering to loan or give navigational instruments to the Navy. On July 1, 1940, cognizance of navigational instruments was transferred from the Bureau of Navigation to the Bureau of Ships. Therefore, letters offering to loan or to give navigational instruments to the Navy should be referred to the Bureau of Ships.

SO WHAT?

My father married my wife's daughter; my father, therefore, became my stepson. I am my father's father-in-law. My stepdaughter became my mother because she's my father's wife. My wife is my father's mother-in-law and her daughter's sister-in-law and daughter-in-law. My stepmother, my stepchild, is my wife's mother-in-law, who is her mother. My daughter's children are my grandchildren naturally; but they are also my half brothers and sisters. If my father's children are my grandchildren, my father is my son. I am the grandfather of my own step-brothers and sisters - Therefore I am my own grandfather.

WEATHER BROADCAST PROVES VALUABLE TIP TO ENEMY SUBS

How a press news radio broadcast about weather aided operation of enemy submarines on the Atlantic Coast was revealed in late December by the Navy Department.

The Commanding officer of a Naval Base in the Atlantic heard a news weather broadcast specifically mention sub-freezing weather in the Dakotas and a temperature of nine degrees below zero at Duluth, points remote from the coast and apparently not concerned with naval or military operations.

Being weather-wise the commanding officer immediately concluded that in a few days hence his patrol area would have a clear day or two with high visibility and conditions ideal for enemy submarine attack.

Special precautions were taken in patrol work on the calculated day, which turned out as predicted, and in the course of operations it became apparent that enemy submarines had also picked up the same information and made the same deduction.

It was pointed out that the information so inadvertently broadcast would also have been of benefit to an enemy air attack along any point of the "weather route" in the North American continent.

AIR ALMANAC FOR SHIP NAVIGATION

One copy of the Air Almanac for May-August has been sent to each ship in the fleet for ship navigation.

The replies to the questionnaire sent out last summer indicated that at least three out of five navigating officers consider the Air Almanac a distinct aid in ship navigation. In view of the rapid changes in ships' officers, it is impossible to keep track of the officers who do not desire the Air Almanac so it is being sent to all ships.

It will be appreciated if officers who have no use for the volume will return it to the Naval Observatory, if convenient.

PILOT CHARTS IN THE LIFEBOATS

Another of the services rendered to the Merchant Marine by the United States Navy is strikingly emphasized by the recent announcement of the Supervising Inspectors of the Bureau of Marine Inspection and Navigation making it mandatory for ocean-going vessels of the United States to carry in each lifeboat a Pilot Chart issued by the U.S. Hydrographic Office.

While the Pilot Chart, showing among other data the average winds and currents to be expected, is useful in peace times, it becomes invaluable in war on account of these particular features. Contrary to all precepts

PILOT CHARTS IN THE LIFEBOATS
(Cont.)

of International Law crowded lifeboats from torpedoed ships are being left to their fate, hundreds of miles from shore. The occupants of a lifeboat, with limited supplies of food and water must decide whether to steer for the nearest point of land, or to utilize more favorable wind and current and head to some other point or steamer track. Through a study of the Pilot Chart a decision is made that may save their lives.

CHRONOMETER OUTFITS AND REPLACEMENTS

District Commandants and Prospective Commanding Officers of ships building or being converted, should anticipate their needs for chronometer outfits or replacements from the Naval Observatory, so as to minimize the sending of last minute requests by despatch for this material. It is realized that delivery of chronometers should not be made until the ship is ready to receive them, but early and ample notification by mail of the delivery date desired, will enable the Naval Observatory to plan delivery trips with a minimum of expense.

"THE SPIRIT OF THE FOLKS BACK HOME"

The following is an actual letter which is typical of many letters received by members of the armed forces. For obvious reasons, the name of the recipient of this letter is withheld:

My dear Son:

I guess everyone is keeping their radios going, and the reaction is supreme indignation over Japan's treacherous barbarity. I have just listened to our great President's speech, and this country will be united to stand by him and give them "the works". My dear son, I want you to remember that there is no better blood than the blood that flows in your veins - that you come of a long line of patriots from the _____ of Virginia -. To the present day - every mother's son has been "Johnny on the spot" to prove "My country, may she ever be right, but right or wrong, my country". We have every confidence and pride that our own dear son will maintain that honor and prove himself entirely worthy of the full confidence reposed in you by the loved ones at home that love you most tenderly.

Please let us hear from you during these anxious days.

Devotedly,

Mother and Dad."

KEARNY YARD PLEDGES TO REMOVE ITS WRAPS TO LICK THE JAPS

A poetic pledge to "remove our wraps--to build ships faster to lick those Japs" was made by the Federal Shipbuilding and Dry Dock Company in response to the Navy's plea to put Naval production on a capacity basis.

The Kearny, N.J. firm, which has produced many of the combatant ships flying the National Ensign, telegraphed Secretary of the Navy Knox:

"We built good ships so fast and true,
"To fly our flag, the Red, White and Blue.
"We rolled our sleeves for the national defense,
"With never a thought of personal expense.
"So now--at war, we'll remove our wraps--
"To build ships faster to lick those Japs!"

The telegram was in response to one from the Navy Department asking all contractors and subcontractors to operate their plants as many hours every day of the week, including Saturdays, Sundays, and holidays, "as is essential to accomplish the objective of national defense."

NAVY RETURNS KEARNY SHIPYARD TO OWNERS

Secretary of the Navy Frank Knox announced on January 6th that the plant of the Federal Shipbuilding and Dry Dock Company, Kearny, New Jersey, is being returned immediately to its owners, in accordance with an Executive Order signed by the President on Monday, January 5, 1942. Actual transfer by the Navy to the original management took place at 12 o'clock midnight, January 6.

In announcing the restoration of the plant, Secretary Knox issued the following statement:

"This is not the time for the Navy to be operating an industrial plant unless it is absolutely necessary. I am advised that the management and the employees and everyone concerned are anxious to relieve the Navy of this burden and are confident that restoration of the plant to its owners will insure maximum production. As a result of the recent industry-labor conference, there will be no war work stoppages anywhere and all disputes will be resolved by peaceful means. Any unsettled issues between the company and the union should be settled by negotiation and agreement; if not, they can be resolved without interrupting production by recourse to the machinery established by the President.

"We confidently expect the management and the men to see to it that this plant is operated at full speed to produce ships we must have and have quickly. On behalf of the Navy and the Maritime Commission, I want to thank the executive,

NAVY RETURNS KEARNY SHIPYARD TO OWNERS

(Cont.)

supervisory and production personnel and the local C.I.O. union for their cooperation which has enabled Admiral Bowen to make a splendid record at Federal and to produce ships substantially ahead of schedule."

On August 25, 1941, in order to terminate a prolonged strike and resume the construction of naval vessels, the Navy took possession of the plant. This was done under authority of Executive Order No. 8868, signed by the President on August 23. Since that time the Kearny plant has been operated under the direction of Rear Admiral H. B. Bowen, U.S. Navy.

During the four months of Admiral Bowen's direction, keels for 12 vessels have been laid; 10 ships have been launched, including four destroyers and the cruisers ATLANTA and JUNEAU; and seven vessels have been commissioned--the ATLANTA, three destroyers, two Maritime Commission freighters, and a tanker. The plant employs about 20,000 men.

"REMEMBER PEARL HARBOR" RECORDS AVAILABLE

Copies of phonograph records and sheet music of the song hit "Remember Pearl Harbor", by Sammy Kaye and Don Reid, are now available for distribution to naval ships and stations.

The co-composers of "Remember Pearl Harbor" have advised the Bureau of Navigation that they are donating phonograph records, sheet music and orchestrations of the new marching song upon request of naval personnel and, in addition, Sammy Kaye is contributing his composer royalties to the Navy Relief Society.

While it is not policy to officially adopt any march or musical composition, the generosity of the Kaye-Reid offer has been acknowledged by the Chief of the Bureau of Navigation with the assurance that the availability of records and sheet music of "Remember Pearl Harbor" will be brought to the attention of all hands through this Bulletin. This will effect as complete a distribution of the march as may be desired and is in lieu of furnishing the composers with a list of ships and shore establishment.

Copies of "Remember Pearl Harbor" records and sheet music may be obtained upon written request to Sammy Kaye, care of David O. Alber, 30 Rockefeller Plaza, New York, N. Y.

DID YOU READ PAGE 21?

STEPHEN FOSTER MELODIES

Any Naval Station possessing a military band is offered a set of STEPHEN FOSTER'S MELODIES arranged by Luis Guzman of the U. S. Marine Band of Washington, D. C. for concert band. This arrangement is provided without charge by the University of Pittsburgh as a contribution to national defense. Requests for these sets should be sent directly to the Curator, Foster Hall Collection, University of Pittsburgh, Pittsburgh, Pennsylvania.

YEOMAN WRITES NEW NAVY SONG

Bill Watters, or William Icbel Watters, Yeoman 2nd Class, U. S. Naval Reserve, as listed by the official records, has written a song about his branch of the service entitled "Fighting Sons Of The Navy Blue".

The song, a march just published, has been copyrighted, but unrestricted use has been granted to all musical organizations of the U.S. Navy. The piano arrangement is by Harvey Brooks.

Watters, a writer by profession, enlisted in the Naval Reserve at Los Angeles on September 5, 1941. He is now on duty with the District Public Relations Office, Headquarters Eleventh Naval District, San Diego, California.

WE ALL

The following letter is one of many received, proving most conclusively that a united America, with the indomitable American spirit, cannot help but win a gratifying and lasting peace:

"War Department,
Washington, D. C.

Gentlemen:

"As a former seaman in the United States Merchant Service, I wish to make the suggestion that some of us old sailors, who are fit and able to eat three meals a day, should be used to relieve some of the younger men in supply ships so that these men may be used to perform active duty.

"I myself have been before the mast and in the quarter-deck of United States sailing vessels. I was chief mate last in the Elinor Vernon ship out of New York. We lost our rudder and mast going to Dunedin, N. Z.; there the ship was sold and I went to the gold fields of West Australia. I later studied mining engineering under Professor Waters, of the University of Otago, N. Z.; later went to sea on Australian steamships in the engine room and then applied and passed my examinations for stationary engineer. I returned to San Francisco in 1916 as second mate of the four masted barkentine Aurora (Alaskan Packers)

WE ALL
(Cont.)

and then was second engineer on the Sacramento dredger on the same river.

"I am still young as far as my physical powers are concerned. I am supposed to be seventy-five years of age, but this I think must be a falsehood for I only feel forty-seven. I maintain that a man of my physical fitness and ability should be put to some use in this emergency either by the Navy, in a shipyard, or shore duty as lookout or some other arduous duty so that I will earn my three meals a day.

Yours very truly,

/s/ _____ "

RECIPE FOR AIR RAIDS

As a recipe for courage during air raids, Malcolm MacDonald, high commissioner to Canada from Great Britain, recently quoted from the following letter which he said he received from an old Scottish lady:

"When the air-raid warning sounds, I take the Bible from the shelf and read the Twenty-third Psalm where it says,

"'Though I walk through the valley of the shadow of death, I will fear no evil, for Thou art with me.'

"Then I put up a wee bit prayer.

"Then I take a wee drap o' whiskey to steady ma nerves.

"Then I get into bed and pull up the covers, and then I tell Hitler to go to hell."

"CINDERELLA" FLEET TO BE VASTLY AUGMENTED

Faced with an offshore and deep sea enemy submarine menace against its shipping, the United States is responding in accelerated tempo with one particular weapon which was especially bitter medicine to its enemies of 1917--the "Cinderella" boats.

Better known as submarine chasers or PC boats, the total now building or in service is soon to be vastly increased, the Navy Department announced recently. While PC boats are not the only anti-submarine weapon arrayed against the enemy, they are expected to play an important role in the expanding sea war.

Bids for an undisclosed number of additional craft of this type are soon to be let. Those to be contracted for will include both 170 ft.

"CINDERELLA" FLEET TO BE VASTLY AUGMENTED
(Cont.)

and 110 ft. types.

As is the case now, the contracts will be distributed to shipyards throughout the country, both inland and on the sea coasts. Many of the builders will include the same persons and firms responsible for the World War vintage of chasers.

Once again a major personality behind the production is to be found in Captain A. Loring Swasey, USNR, Retired, in charge of the Patrol Craft Section, Bureau of Ships. Captain Swasey designed the original "Cinderellas" of World War I.

The heroic and colorful role of the Cinderellas in the last war has been impressed upon Americans by non-fiction, fiction, and drama. A total of 440 of them were built in that period, 340 of them were manned by the U.S. Navy and 100 by the French. Their length was 110 ft. and their range at that time about 500 miles.

They guarded our shores from Alaska down through the Gulf of Mexico and up to Nova Scotia. They hunted in offensive operations across a good portion of the Seven Seas. Accounts of individual exploits are legion, but exceptionally well known is that of No. 28, French manned, which became separated from its sister ships during a violent storm in the winter of 1918. En route to Europe from Bermuda, its motors were disabled. Finally, by dint of remarkable seamanship and seaworthiness, it reached port in the Azores after more than a month's voyage propelled by sails made of bed clothing and table cloths.

On October 2, 1918, 12 of them participated against the attack against the Austrian naval base of Durazzo. They screened the Allied attacking fleet, and sank in all probability two enemy submarine without sustaining losses on their own part.

As an example of the protection they afforded home waters, 33 of them joined in the hunt for the German submarine U-151 when it appeared off the Jersey coast in June, 1918.

After the war the chaser fleet slowly disbanded, to be sold or tied up. Many of the vessels were cut down, their sleek grey bodies painted over with green names such as "Mary and Elizabeth", "Antonio", and "Uncle Sam", inscribed upon their bows. For now they were fishing boats, in New England and West Coast waters. Lines and fish tubs cluttered the same decks which once held depth charges. Dipping through friendly seas they were followed by nothing more menacing than hungry gulls and themselves stalked a prey which was no longer man-made of steel.

Reborn, the new generation of chasers, both 110-ft. and 170-ft., have a range and speed which far excels that of their predecessors.

(Note: The term "Cinderella" has been explained thus --Cinderella came uninvited to the ball but when she arrived there she was its belle.)

NAVY ENDORSES VICTORY BOOK CAMPAIGN

The Bureau of Navigation, Navy Department, has endorsed the Victory Book Campaign which opened recently, sponsored jointly by the American Library Association, the American Red Cross and the United Service Organizations for National Defense, Inc.

The campaign has as its goal a total of 7,000,000 "books you like to read." The Navy can always use these and other types that are not generally read for amusement—mathematics and technical books.

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

It is planned that the campaign will limit such activities to one book drive, insofar as the Navy is concerned. It is requested that persons desiring to give books to the Navy do so during the campaign through its various local headquarters.

Books received by the Navy through this campaign will be sorted by the Bureau of Navigation and distributed according to the needs of various commands, which have been asked to inform the Bureau of the quantity of material that can be used.

FILLER

CONSIDER THE HAMMER

It keeps its head.

It doesn't fly off the handle.

It keeps pounding away.

It finds the point, then drives it home.

It looks at the other side, too; and thus
often clinches the matter.

It makes mistakes, but when it does, it
starts all over.

IT IS THE ONLY KNOCKER IN ALL THE WORLD
THAT DOES ANY GOOD!!!!

DID YOU READ PAGE 21?

NAVY FINDS SUBSTITUTE RUBBER WILL
BE SUITABLE FOR ITS MANY NEEDS

The Navy Department recently announced that synthetic and substitute rubber, on which its trained research men have been experimenting for nearly three years, will be suitable for almost all of the many uses to which rubber is put in a vast fleet.

Producing facilities even today would be adequate to meet the Navy's needs if the full output were made available to it, and more extensive use in the past of substitutes would have been made had not the prices been as much as five or more times that of natural rubber.

Already the type of synthetic rubber which is derived from a petroleum or coal base has been found superior to real rubber for certain purposes. For example, such synthetic rubber has already been put to use in hose lines connecting oil tanks. In other instances, rubber has been replaced directly by some other material such as plastics which are commonly used to sheathe power cables.

The following is a list of some of the items on the Navy list for which guayule rubber or other synthetic rubber has been found entirely practicable: gaskets of various types; gloves for surgical work; hoses of almost all types, including those connecting submarine rescue chambers; mats, overshoes, and shoe heels; electrical packing, deck covering; certain types of life preservers; and rubber rafts. Among the exceptions are gas masks and certain articles which must be of an extremely high tensile strength.

Synthetic rubber for some items is preferable to guayule or other vegetable rubber substitutes, and in certain instances it is preferable to make substitution only in part.

Because of its well equipped rubber laboratories, the Navy Department took the lead in experimentation in rubber substitutes when such action was initiated by the Federal Government on a large scale. As results became available recommendations were made for government subsidized synthetic plants which are now under construction and which will form the nucleus for a large synthetic rubber industry, insuring sufficient rubber for defense.

NAVY OFFICES TO CONSERVE RUBBER

The Bureau of Supplies and Accounts has sent detailed instructions to office personnel in the Navy Department and in the field regarding care of typewriters in order to help conserve the nation's rubber stocks, it was announced recently.

A considerable quantity of high grade rubber is required in the manufacture of typewriter platens, which in normally hard office work are frequently worn out. In an attempt to squeeze the last possible gasp of life out of the rollers the Bureau instructed that they should be cleaned often, that paper clips and other obstacles should not be run over them, and that in general nothing should be done to place undue wear upon them.

MEDITATION OF AN OFFICER ON THE BRIDGE

by Lewis M. Andrews Jr., Ensign,
U. S. Navy

The North Atlantic gets cold suddenly in early Autumn. On the wings of the bridge at 0200, the chilly puffs have a peculiar way of whistling under the lobes of your ears and down your collar so as to make you feel far more uncomfortable than you allow yourself to appear. Yes, out here you miss even that football weather you can remember so well. And thinking of football weather will lead you to think of football, naturally enough, and what chances the old Alma Mater has to sew up the conference this Fall. But that's enough of that, because the Navy is not in the least interested in Old Siwash even if you are only trying to take your mind off that last cut of icy salt spray.

The Navy is, of course, perfectly justified. Of all watches the mid-watch is the most precarious. During four hours, from midnight until 0400, your country has your undivided attention, calls for all your resources as officer, navigator, seaman — and warrior, if need be. If you don't believe it, make believe you're standing here pulling your collar tighter around your throat. You are second in command of a small minesweeper, although your crinkly new commission has but seven months of wear upon it. You are fairly young, having graduated from college but two years ago. Your background is that of a normal American boy. You offered your services three weeks after the collapse of the French Army. Now here you are, almost unbelievably officer of the deck.

The bridge is totally dark except for the soft glow from the binnacle, where the points of the compass float always level, unmindful of the direction, roll and pitch of the hull. You have just paced the very short distance from one wing to the other for the umpteenth time. Every so often, you will take a hasty glance at the glamour of stars overhead for a sign of change of weather just as you will look at your chart frequently, though you know perfectly well your ship will not make a landfall until the sun is well up in the sky.

The helmsman is an intelligent boy, but you will saunter over to the binnacle now and then with a sidelong look to determine if he is minding his business; helmsmen sometimes do strange things. It is tempting to talk with him, and you know he is waiting for an opening to strike up conversation, but you catch yourself if you are smart or surely your eyes will wander from the horizon or where the horizon should be out in the black.

"Bridge there!"

The lookout aloft is on his toes. You know who he is, but his voice sounds unreal as it booms out of the voice tube. You are almost inclined to suppose the shiny brass around the mouthpiece is of its own accord conveying a message of vast import, but you know that several feet above the bridge is the most trying watch ever imposed on an enlisted man.

MEDITATION OF AN OFFICER ON THE BRIDGE

(Cont.)

The quartermaster is a good petty officer and knows his job. He steps up to the tube.

"Bridge, aye."

"Light ho!"

"Whereaway?"

"Two points on the starb'd bow."

"Very well."

Before this salty jargon has ceased, your eyes are straining in the direction indicated. You won't see the light for a few minutes as you properly shouldn't, because of the difference in elevation between the crow's-nest and the bridge. If you do see it before or at the same time the lookout does, you will step up to the voice tube and send uncomplimentary remarks winding up the foremast.

The layman might think this is splitting hairs, but yours is the most ticklish job of all. This is, in a way, your primary *raison d'etre* up there, high above your shipmates. Looking down onto the fo'c'sle you can almost see the bodies of fifteen men sprawled in their bunks and sleeping peacefully with all their trust in God and the guy on the bridge. Become careless, forget your job, settle back, take it easy, stay inside where it's warm, and sooner or later, like some horrible nightmare, a black mass would rise up out of the water just perhaps as your helmsman would cry out. As though seized, you would command, "All engines stop! All engines astern full! Left full rudder." But these futile efforts would only be a preliminary to a sickening lurch, the grinding and crumpling of steel, the splintering of wood, the agonized cries of drowning men.

It is all too easy to drift into thinking of your graceful ship gliding through the glittering sea with barely a sound other than the ripple of the bow wave, but what's happening down below? Is the engine room telegraph enunciator watch on the alert?

Suddenly you are transported to what must be another world only a short distance away. Instead of being in your heavy bridge coat, you are stripped to the waist. Your face is smeared with oil. About you crash the cylinders of two mighty Diesel engines. There are fuel oil pressure gauges to be watched, circulating pumps to be kept going, thermometers to be checked, switches to be thrown, leaks to be detected, thermostats to be regulated. But you are on the bridge. You step over to the voice tube to ask for a report, although you know you would be immediately notified about any serious breakdown.

"Bridge!" The engine room has beaten you to it. It is time for the routine report.

"Bridge, aye."

"All secure."

"Very well."

MEDITATION OF AN OFFICER ON THE BRIDGE

(Cont.)

That never fails to bring a beam of satisfaction. That old Navy term, "All secure," is all you need to know.

The metamorphosis is complete. Your feet again feel the deck. The cold has intensified if anything. It is time to change the look-out watch aloft. Again you pace the deck, look up at the sky, glance at the chart, look askance at the binnacle. You may even smile to think of the hundreds of brother officers on hundreds of different ships doing the same thing at this very moment. You're alone, and then you're not; but it is quiet, it is efficient, there's no fuss, no rumpus, no parades, no red tape. You are proud to know that's the way the United States Navy goes on patrol — at 0200.

-----Submitted by:

Rear Admiral John Downes, U.S.N.

MARINE CORPS MAY RECOMMISSION FORMER OFFICERS

The United States Marine Corps is preparing to classify some 300 former officers in an effort to obtain additional experienced men for specialist positions and general duty. Those who satisfy headquarters requirements will be recommissioned and assigned to active duty according to Brig. General R.S. Keyser, U.S.M.C., Retired, Director of the Division of Reserves.

Former officers who were honorably discharged and have since made application for recommissioning have been sent applications for Reserve Commissions and told to appear before medical officers for physical examinations.

General Keyser emphasized that the applications would be examined at headquarters and the men found suitable would be recommissioned on the basis of merit and value to the Corps.

UNITED SPIRIT

The following letter was received by the Chief of the Bureau of Navigation on December 16, 1941 from the Commandant of the U.S. Navy Yard, Portsmouth, New Hampshire:

"As a result of our rally yesterday, the personnel of this yard desire to work Sunday for no pay, as their contribution. I have sent the following to the Secretary:

'The personnel of the Navy Yard desire to work all Sunday for no pay, as their contribution to National Defense. I request your authorization to approve.'

"I think this is grand!"

SPANISH CLASSES

The second semester of the program of Spanish instruction for officers and enlisted men of the U.S. Navy, U.S. Naval Reserve, and U.S. Marine Corps stationed in the Washington area will convene on or about February 2, 1942.

Because of existing conditions, the second semester of this program will be made flexible so that the officers and men attending classes may better adjust their time to fit in with their present duties.

There will be brand new sections inaugurated for beginners and more advanced classes arranged for the present students. The approach to this subject will continue to be the conversational method, and the purpose of this course is to equip Naval and Marine personnel with a working knowledge of Spanish. It is contemplated that additional new classes will be convened at thirty-day intervals.

The national program is progressing satisfactorily, and at most stations and districts where Spanish classes are being conducted, the programs are being revised and made more flexible.

For further information on this subject, communicate with Lieutenant Ralph A. Sentman, U.S.N., (retired), Officer-in-Charge of Spanish Language Instruction, Bureau of Navigation.

SHIP'S SERVICE ACTIVITIES - ANNUAL REPORT

The attention of all Ship's Service activities ashore is invited to Article 1007, Bureau of Navigation Regulations for Ship's Service Department Ashore, 1940.

INSURANCE - SHIP'S SERVICE ACTIVITIES

The following endorsement, dated December 23, 1941, has been received in the office of the Judge Advocate General, from the Underwriter's Agents, and attached to Master or Key Policy No. S-102, issued by the Colonial Fire Underwriters Branch of the National Fire Insurance Company of Hartford:

"Notwithstanding anything herein contained to the contrary, this insurance is warranted free from capture, seizure, arrest, restraint, detainment, confiscation, preemption, requisition or nationalization, and the consequences thereof or of any attempt thereat, whether in time of peace or war and whether lawful or otherwise; also warranted free from all consequences of hostilities or warlike operations (whether there be a declaration of war, or not), piracy, civil war, revolution, rebellion or insurrection, or civil strife arising therefrom.

This endorsement applies to all Certificates issued under the above Master Policy, whether new or renewal, effective on and after December 23, 1941."

INSURANCE - SHIP'S SERVICE ACTIVITIES
(Cont.)

The foregoing endorsement excludes from the coverage any damage caused by hostile operations.

NAVY FLYER'S LETTER TO MOTHER

Of interest to all mothers with sons in America's Armed Forces is a letter from a young Navy flyer to his mother, reassuring her of his safety and happiness in fighting for "something that is pretty real". For obvious reasons the name of the officer and his station are not included. Ensign Blank's letter is as follows:

"Dear Mom:

"Received your letter today, dear, and I want to sit down and answer it immediately, because I think it represents not only your voice but that of all mothers in this country.

"Mom, you went through a lot of hell raising Bill and myself, and I know you love us a great deal, but do not torture yourself with the things that can happen to us in this war. I realize it is easy for me to say this, but if you will think instead that your sons are not unhappy, but on the other hand more than a little proud that they can do their bit to fight for something that is pretty real; then I think it will be a lighter load for you to carry.

"I remember as a small boy that I used to look back enviously into the past, wishing that I had been born when there were dragons to conquer and unconquered lands over the horizon; it used to irritate me to think of the quiet times in which we were living, but we have all got our crusade now and no man ever had the chance to joust into a better one and what greater justification can one find in a life than fighting for an ideal--any worthwhile life is spent in a search or a fight for a truth or an ideal; the only bearable factor is the form that this fight happens to take.

"Now this war is a job for both generations--ours to prosecute from the active end and yours to be the productive and stabilizing agent and it belongs to the mothers in particular to imbue all of us with their bravery and unselfish love. Your example can be the most damaging blow the Axis will ever suffer--your love will have to be by loving and strengthening. It violates its purpose if instead it tends to enervate. I shall not mention this again.

"Everything here is quiet, but very quiet in a determined way.

"My love to all at home and thanks for all the good things you sent.

Devotedly your son,

Joe".

BLACKOUT

If you've news of our munitions -- Keep it dark.
Ships or planes or troop positions -- Keep it dark.
Lives are lost through conversation,
Here's a tip for the Duration,
When you've private information -- Keep it dark.

The above poem was written and submitted by an employee of the office of the Supervisor of Ship-Building, U.S. Navy, New York.

SHORE ESTABLISHMENTS DIVISION TAKES OVER HELIUM CONTROL

Secretary of the Navy Frank Knox recently approved a recommendation of the Bureau of Aeronautics transferring the procurement and distribution of all Navy helium from that Bureau to the Shore Establishment Division of the Office of the Secretary.

Although the Bureau of Aeronautics has been the first, and, to date, the principal user of helium, it has not maintained a staff adequate for the duties of distribution, and such work has been done by personnel primarily engaged in other assignments.

The recommendation for the transfer was made in the expectation that procurement of helium by other departments of the Navy and by the Coast Guard might be expedited if distribution were handled by a staff organized for that purpose. The Shore Establishments Division, which already has cognizance over all other gases used by the Navy, has such a staff already established.

Enjoying a world monopoly in this vital war material, the United States has many uses for helium. In addition to its use as a lifting gas for airships, it is now extensively used for the inflation of aerological sounding balloons target balloons and for breathing purposes in connection with deep sea diving and respiratory deficiencies.

"AIR YOUTH OF AMERICA" PROGRAM

The following is the speech of Rear Admiral John H. Towers, U.S. Navy, Chief of the Bureau of Aeronautics, Navy Department, broadcast on the "Air Youth of America" program Saturday, January 17, 1942:

"The youth of today will be the leaders of tomorrow. In no field of activity is that statement more true than when applied to aviation.

"Today America is embarked upon a war-plane building program so large as to stagger the imagination. In training to man this gigantic air fleet are the best American and Allied youth, pilots, gunners, radiomen, and other technicians. Large numbers of these youngsters entered the service with an aviation background acquired in

"AIR YOUTH OF AMERICA" PROGRAM

(Cont.)

schools and by building models. They are finding that background is a very great help.

"You boys of the listening audience can help our country and help yourselves by taking advantage of every opportunity to acquire knowledge of aviation. Read about it, watch flying, learn radio code, build models. Don't let anyone tell you model building is childish. It teaches you a great deal, not the least of which is recognition of types. One of the greatest problems of modern warfare is that of recognition of aircraft. Pilots and gunners, ground, ship and air, and spotters on lookout must know almost instantly whether the airplane which comes into sight is a friend or an enemy, whether to fire or not. If you reach maturity before this dreadful war is ended, and enter our aviation service, you will be glad indeed you had acquired previously all the knowledge you possibly could, and when this war does end, it is my prediction that commercial aviation will become so tremendous it will offer a field of endeavor for all who seek it."

LEST WE FORGET

The following poem was submitted by Clifford L. Elliott, Bureau of Aeronautics, Navy Department, Washington, D.C.:

There will never be a country
As free as the U.S.A.,
So let us all defend it
In the gold old American way.

We haven't time at present
To think of selfish gains,
With our Army needing guns and tanks,
And our Navy needing planes.

So let's think of Pearl Harbor,
And increase defense bond buying
That we may build more airplanes
And also "keep 'em flying."

---Clifford L. Elliott.

HEROISM IS THE MOST BRILLIANT TRIUMPH OF THE SOUL OVER FEAR....IT IS THE DAZZLING AND GLORIOUS CONCENTRATION OF COURAGE.

---Henry Frederick Amiel

DID YOU SEE PAGE NO. 21?

POSTAGE RATES

RATE OF POSTAGE ON AIR MAIL TO AND FROM PERSONNEL U. S. ARMED
FORCES OUTSIDE CONTINENTAL UNITED STATES

Office of the Postmaster General,
Washington, December 23, 1941

Order No. 16604.

Section 511, Postal Laws and Regulations of 1940, is amended by the addition of the following as paragraph 3 $\frac{1}{2}$:

3 $\frac{1}{2}$. The rate of postage on matter carried by airplane to and from the personnel of the armed forces of the United States stationed outside the continental United States, including transportation of the mail to and from the air-mail routes, shall be 6 cents for each half ounce or fraction thereof. This rate shall apply to all air mail sent to or by such forces when deposited at any place where the United States mail service is in operation addressed to any other place where the United States mail service is in operation, but this shall not affect the present air-mail rate to and from Alaska.

Frank C. Walker,
Postmaster General.

Third Assistant Postmaster General,
Washington, December 23, 1941.

Instructions

In Connection with Order No. 16604, dated December 23, 1941, amending section 511, Postal Laws and Regulations of 1940, to provide a postage rate of 6 cents for each half ounce for air mail to and from the personnel of our armed forces stationed outside the continental United States, the instructions heretofore published regarding the rates of postage on air mail to and from such forces stationed at leased bases, etc., are modified accordingly. It should be noted particularly that the new rate is 6 cents per half ounce. This amendment does not modify or in any way affect the rate of postage applicable to any point, including Alaska, to which air mail is now carried at the rate of 6 cents for each ounce.

The new rate applies only to air mail sent to and by the personnel of the armed forces. It does not apply to the mail of civilians stationed at these points outside of continental United States. In order, therefore, that mail sent to and from the personnel of the armed

POSTAGE RATES

(Cont.)

forces may be recognized as entitled to the new rate, it must show in the address or in the return card, as the case may be, the rank of the individual member of the armed forces receiving or sending such matter and the military or naval unit to which he is assigned.

Ramsey S. Black,
Third Assistant Postmaster General.

RATE OF POSTAGE ON FOURTH-CLASS MATTER ADDRESSED TO PERSONNEL
OF U. S. ARMED FORCES STATIONED OUTSIDE CONTINENTAL UNITED STATES.

Office of the Postmaster General
Washington, December 23, 1941.

Order No. 16605

Parcels of fourth-class matter addressed to the personnel of the armed forces of the United States stationed at leased bases or on naval vessels or other places outside the continental United States where the domestic mail service may be in operation shall be chargeable with postage at the fourth-class zone rate applicable between the post office where mailed and the post office at the port from which the parcels are transported by ship.

Frank C. Walker,
Postmaster General.

Third Assistant Postmaster General,
Washington, December 23, 1941.

Instructions

In connection with Order No. 16605, dated December 23, the instructions heretofore issued with respect to the rate of postage applicable to parcel post mail for American forces, addressed in care of the Postmaster at New York, New York, are modified and hereafter parcels of fourth-class matter addressed to the personnel of the armed forces of the United States stationed at leased bases or on naval vessels or other places outside the continental United States where the domestic mail service may be in operation shall be chargeable with postage at the fourth-class zone rate applicable between the post

POSTAGE RATES
(Cont.)

office where mailed and post office at the port from which the parcels are transported by ship, regardless of whether the parcels are addressed in care of the Postmaster of New York, San Francisco, or the post office at some other port.

In the absence of information to the contrary, parcels for the forces in the Atlantic area may be regarded as being served through the port of New York and those in the Pacific area as served through the port of San Francisco and postage may, therefore, be computed according to the zone applicable between the point of mailing and the post offices at New York and San Francisco, respectively. Such parcels will then be transmitted to the addresses without additional charge for postage.

The foregoing applies only to parcels sent to the personnel of the armed forces of the United States stationed at places outside the continental United States where the domestic mail service is in operation. In order that parcels sent to such forces may be recognized as entitled to the rate of postage herein referred to, the parcels must show in the address the rank of the member of the armed forces and the military or naval unit to which he is assigned.

Parcels addressed to members of the armed forces stationed outside the continental United States should not be so large as to prevent their being placed in regular mail sacks.

Ramsey S. Black,
Third Assistant Postmaster General.

LIST OF BUREAU OF NAVIGATION CIRCULAR LETTERS

BEGINNING DECEMBER 9, 1941.

<u>Number</u>	<u>Subject</u>
148-41	Personal data for inclusion in biographies of United States Navy Officers.
149-41	Public Law No. 188 - 77th Congress (Temporary Promotion Law; Regulations for Administration of.
150-41	Administrative action connected with transfer of Coast Guard Personnel to Navy.
151-41	Identification (liberty) Cards, (N. Nav. 546).
152-41	Identification Tags.
153-41	Notification of death and serious injury.
154-41	Reduced rates for personnel on leave.
155-41	Cap Ribbons.

LIST OF BUREAU OF NAVIGATION CIRCULAR LETTERS
(Cont)

<u>Number</u>	<u>Subject.</u>
156-41	Appointment to commissioned rank in the Naval Reserve of certain enlisted men of the Naval Reserve.
157-41	Applications from officers for submarine training during the calendar year 1942.
1-42	Advancement in Rating - Enlisted Personnel, USN, USN (Retired, and USNR of Classes E, O, M and V (Less V-5 and V-7) on active duty.
2-42	Aviation Branch Ratings.
3-42	Transportation of Deserters, Stragglers and Guards, and Travel of Marine Corps Personnel on Navy Transportation Requests.

HUMAN INTEREST STORIES

The Bureau of Navigation will welcome any human interest stories, which are judged good material for dissemination to Naval personnel, that are forwarded from forces afloat or from stations or Naval Districts. For obvious reasons the names of the individuals involved or of the ships or stations where the incident took place will not be divulged.

All material forwarded for inclusion in the Bureau of Navigation Bulletin should be routed via official channels.

IF YOU HAVEN'T READ IT,
PLEASE TURN TO PAGE 21.

NAVAL ALMANAC

(Cont.)

NAVAL ALMANAC

* * * * *

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

FEBRUARY

February 2

- 1800 U. S. S. Constellation captured the French Frigate La Vengeance.
1800 Midshipman James Jarvis, during fight between Constellation and La Vengeance was sent aloft in command of topmen to endeavor to secure the mast, and when warned of his danger as it was about to fall, refused to leave his post and went over the side with the falling rigging, only thirteen years of age when killed. Captain Truxton commended his devotion to duty in report to Congress, mentioning his loss as a subject of National regret. U. S. S. Jarvis, Destroyer No. 38, named in his memory.
1814 U. S. S. Ferret lost.
1864 U. S. S. Underwriter captured by Confederates near Newburn, S. C.
1894. U. S. S. Kearsarge wrecked on Roncador Reef.

February 3

- 1799 U. S. S. United States sank French Privateer L'Amour de Patri off Martinique, W. I.
1801 Treaty of Peace ratified with France, after which followed a large reduction in our small Navy.

February 4

- 1813 U. S. Sloop Hornet off Pernambuco, captured Brig Resolute.
1863 U. S. S. Silver Lake defeated attack by Confederate infantry, Mississippi River.
1917 Secretary of Navy Daniels orders reserves of U. S. Fleet ready for immediate service. 19 battleships and 6 other vessels are to be fully manned.

NAVAL ALMANAC
(Cont.)

February 5

- 1813 U. S. S. Chesapeake captured British Brig Earl Percy.
1917 Naval authorities of Manila, P. I. seized 23 German vessels in harbor, taking the crews ashore, Custom officials examined captured boats and reported that every one of them had received extensive damages apparently at the hands of the crews.

February 6

- 1778 Louis XVI acknowledged Independence of American colonies and signs treaty of alliance and commerce.
1802 Congress recognizes war with Tripoli.
1832 U. S. Frigate Potomac, Captain Downes, destroyed pirate villages at Quallo and at Baltoo, Sumatra, in retaliation for murder of American seaman.
1862 Capture of Fort Henry, Mississippi River.
1922 Limitations of Armament conference met at Washington, on November 11, 1921, and adjourned this date.

February 7

- 1781 Alexander MacDougall, a Major General who had been a seaman in his youth, was appointed Secretary of Marines, with all duties and powers previously confided by the Board of Admiralty.
1814 U. S. Brigs Enterprise and Rattlesnake captured and burned Brig Rambler.
1862 Confederate Steamer Eastport captured.

February 8

- 1862 Capture of Roanoke Island.

February 9

- 1799 Naval battle between U. S. S. Frigate Constellation and French Frigate Insurgent at Nevis, W. I. near Martinique. An American victory in one hour and fifteen minutes, when Insurgent surrendered. French loss, 70 killed and wounded; American loss, two killed and three wounded. Prize and 173 prisoners carried into port by Lt. J. Rodgers, Midshipman Porter, and crew.
1814 U. S. Corvette Adams burned British schooner Industry with \$13,000 cargo of fish oil in North Atlantic.

February 10

- 1862 Elizabeth City, N. C., captured by boat expedition commanded by Commodore Rowan.

NAVAL ALMANAC

(Cont.)

February 11

- 1865 U. S. S. Montauk and Mackinaw bombarded Fort Anderson, N. C.
 1899 Iloilo, P. I., captured by U. S. S. Boston and Petrel.
 1922 United States and Japan signed Yap Treaty at Washington, D. C.
 ratified March 1st.

February 12

- 1898 U. S. S. New York and squadron shelled San Juan, Porto Rico.

February 13

- 1843 Commodore Isaac Hull of Constitution fame, died.
 1865 U. S. S. Indianola passed Confederate batteries at Vicksburg, Miss.
 1874 Landing force of 150 officers and men from U. S. S. Tuscarora and
 Portsmouth at Honolulu during riotous demonstration at election of
 Hawaiian King.

February 14

- 1778 Flag of United States, Stars and Stripes, first seen and saluted
 in foreign waters at Quiberon, France. It was flown from the peak
 of the U. S. S. Ranger commanded by John Paul Jones.
 1813 U. S. S. Essex passed Cape Horn, the first U. S. Man-of-War to do
 so.
 1814 U. S. S. Constitution captured ship Lovely Ann, 10 guns, off coast
 of Guiana.
 1840 Wilkes Expedition to Antarctic landed on barrier ice.
 1862 Attack on Fort Donaldson, Tennessee, by U. S. Gun Boats.
 1863 U. S. S. Queen of the West captured.
 1917 Three Cuban gun boats enter U. S. Naval Station at Quantanamo, Cuba.
 Revolution at Santiago, Cuba, and gun boats left there for Camainera,
 to telegraph reports to and await orders from Havana. U. S. S.
 Petrol sent to Santiago. Revolution lasted several days. Marines
 and U. S. S. San Francisco protect sugar plantations and help pre-
 serve order.

February 15

- 1814 U. S. S. Constitution captured schooner Pictou off coast of Guiana.
 1898 U. S. Battleship Maine was sunk in Havana Harbor following an
 explosion at 9:49 P. M., sunk within fifteen minutes in 33 feet of
 water. Of 358 officers and men aboard, 250 were lost. Sinking of
 the Maine was the immediate cause of the war with Spain.

February 16

- 1804 Lieutenant Decatur of the Intrepid burns the Philadelphia in the
 harbor of Tripoli after her recapture; spoken of by Nelson as the
 most daring Naval event of the age.

NAVAL ALMANAC
(Cont.)

- 1814 U. S. S. Constitution captured Ship Savannah off Lisbon and sent her to New York.
- 1847 San Jose, Lower California, captured by U. S. S. Cyane.
- 1862 Surrender of Fort Donaldson.

February 17

- 1775 Admiral Truxton born.
- 1775 First cruise of the U. S. Naval Force, departing from Philadelphia for West Indies.
- 1776 Naval Expedition against New Province in the Bahamas, February 17 to April 17, under Commodore Hopkins.
- 1814 U. S. Sloop Frolic sailed from Boston. Captured April 20, 1814.
- 1864 Confederate Ship David torpedoes and sinks U. S. S. Housatonic off Charleston, S. C. The David held the record of having been the only submarine ever to sink a vessel in time of war until 1914.
- 1925 Work of scrapping ships by the terms of the Washington Treaty was completed and 733,540 tons of fighting ships of which 465,800 tons represented new ships under construction, had either been reduced to metal or sunk as result of target practice.

February 18

- 1783 Commodore Biddell was born.
- 1814 U. S. S. Constitution sunk schooner Phoenix off coast of Guiana.
- 1815 Peace with Great Britain ratified; war was declared June, 1812.
- 1865 Evacuation of Charleston, S. C., and occupation by Admiral Dahlgren.

February 19

- 1841 U. S. S. Constitution sunk Brig Catherine enroute to St. Thomas off coast of Guiana.
- 1862 Trial trip of the Monitor. Magnolia captured by United States off Pas 'Outre, La.
- 1862 Town of Winton, S. C., captured by U. S. Naval boat expedition.

February 20

- 1815 U. S. S. Constitution engages at the same time two British Sloops of war off Madeira and captures both, the Cyane, 34 guns, and Levant, 21 guns; vouched at Fort Praya on the 9th of March following, and sailed on the 11th; chased by a British squadron that finally captured the Levant after she had put back to Port Praya.

February 21

- 1863 U. S. S. Thomas Freeborn and Dragon attacked Confederate batteries at Fort Lowry, Va.

NAVAL ALMANAC

(Cont.)

February 22

- 1909 U. S. Battleship Fleet which left Hampton Roads, Va., for cruise around the world December 16, 1907, reached Hampton Roads, Va., on return from cruise this date.
- 1899 Forces from the U. S. S. Petrel occupy Cabu, P. I.

February 23

- 1814 U. S. S. Constitution in West Indian waters removed passengers taken from prizes aboard a Swedish Schooner.
- 1814 U.S. Brigs Enterprise and Rattlesnake captured Schooner Mar, a New Providence privateer off Cape Florida.
- 1863 U. S. S. Monticello and Dakota attacked Fort Caswell, N. C.

February 24

- 1813 U. S. S. Hornet captured the British ship Peacock off Demarara.
- 1814 Brigs Rattlesnake and Enterprise capture schooner Eliza off Cape Florida.
- 1863 U. S. S. Indianola captured.

February 25

- 1814 U. S. S. Enterprise parted company with Rattlesnake to avoid capture by enemy frigate and escape by throwing overboard guns, anchors, etc.
- 1844 - Secretary of the Navy, Thomas W. Gilmer, was killed by the bursting of a gun aboard the U. S. S. Princeton, Destroyer Gilmer, No. 233, named in his honor.
- 1861 U. S. S. Saratoga captured slaves' express off west coast of Africa.
- 1863 U. S. S. Connamough destroyed Confederate blockade runner Queen of the Wave.

February 26

- 1811 The Naval Hospital Fund dates its separate existence as such from an act of Congress approved this date. In this same law, Congress provided for the establishment of naval hospitals, and directed that \$50,000.00 be appropriated out of the unexpended balance of the marine hospital fund created July 16, 1798, for the purpose of a naval hospital fund.
- 1815 British Schooner Saint Lawrence captured by U. S. Privateer Chasseur near Havana, Cuba.
- 1826 Captain Dale died.
- 1921 U. S. Destroyer Woosley sunk by collision off Panama. 16 lost.
- 1918 U. S. Naval Tug Cherokee lost in storm off Delaware Capes, 29 lost.

NAVAL ALMANAC

(Cont.)

February 27

- 1863 U. S. S. Adolph Hugel captured Confederate ship Chatham.
1865 U. S. S. Arizona burned in Mississippi River.

February 28

- 1863 Confederate Cruiser Nashville destroyed by U. S. S. Montauk.
1893 U. S. S. Indiana launched. It was one of the squadron under command of Captain Henry Taylor, in Admiral Sampson's squadron at battle of Santiago, July 3, 1898.

MARCH

March 1

- 1862 U. S. S. Lexington and Tyler attacked Pittsburgh, Tenn.

March 2

- 1814 U. S. Corvette Adams captured and destroyed Moyntine Fairy Schooner, off coast of Africa.
1815 Peace concluded with England.
1864 Expedition to Chowan River, N. C., to rescue Army gunboat Bombshell.

March 3

- 1801 Navy reduced to 13 vessels.
1815 War was declared against Algiers this date. Commodore Stephen Decatur sent in command of 10 war craft to attack Algerian stronghold.
1843 Act of Congress requiring supplies for the Navy to be procured by contract, on advertisement, with the lowest bidders.
1847 Act of Congress authorizes building of Saranac, Powhatan, Susquehanna and San Jacinto.
1883 Act of Congress provided building of 4 steel vessels for United States Navy (First of new Navy).
1891 Office of Assistant Secretary of Navy reestablished by Act of Congress.

March 4

- 1776 Capture of New Providence, W. I., by 300 landing party from U. S. S. Wasp and Providence.
1814 U. S. S. Corvette Adams captured Brig Roebuck with cargo off coast of Africa.

NAVAL ALMANAC

(Cont)

- 1858 Commodore Mathew Perry, U. S. N., died at New York.
1862 Town of Fernandia, Fla., captured.
1918 U. S. S. Cyclops left Barbadoes, W. I., this date, and mysteriously disappeared, carrying a crew of 213 and 67 passengers.

March 5

- 1865 Boat expedition to Passapatansy Creek, Va.

March 6

- 1864 Torpedo attack on U. S. S. Memphis by Confederate torpedo boat David in North Edisto River, S. C.
1822 U. S. S. Enterprise captured 4 pirate vessels.
1918 Captain and 6 survivors of crew of 18 from torpedoed Norwegian ship Haina were rescued by American destroyer.

March 7

- 1778 Action between the 32 gun Frigate Randolph, Captain Biddell, and British 64 gun ship Yarmouth. At end of 15 minutes, magazines blew up, and only 4 of crew of Randolph saved. The Randolph is believed to be the first vessel in our Navy that carried a lightening conductor.

March 8

- 1862 Destruction of Cumberland and Congress by Confederate Ram Merrimac, Hampton Roads, Va.

March 9

- 1775 Commodore Isaac Hull, U. S. N., born.
1778 British vessels Ceres and Adriane capture American ship Alfred.
1847 U. S. Fleet landed Scott's Army at Vera Cruz, Mexico.
1862 Whitehall destroyed by fire at Newport News.
1862 Confederate States produced first ironclad ship in America out of re-built wooden frigate.

March 10

- 1776 First U. S. Squadron at sea captured Abaco, W. I.
1847 Bombardment of Vera Cruz, Mexico, by U. S. Squadron.
1864 U. S. S. Conestoga sunk by collision.
1915 Prinz Eitel Friedrich and, a month later, the Kron-Prinz Wilhelm put into Newport News, escaping allied cruisers.

March 11

- 1845 U. S. S. Saint Louis helped rescue British Soldiers in New Zealand, from native uprising.

NAVAL ALMANAC
(Cont.)

- 1794 Congress passed an Act authorizing the building of 6 warships.
1847 U. S. S. Portsmouth captured Mexican Schooner Jose Eliza near Mazatlan.
1863 Attack by U. S. Gun Boats on Fort Pemberton, Miss.

March 12

- 1864 Red River Expedition.
1898 Protocol arranged suspending hostilities between Spain and the United States.

March 13.

- 1862 Naval attack on Confederate batteries near New Burn, N. C.

March 14

- 1862 Union Forces took possession of New Burn, N. C.
1863 U. S. S. Mississippi burned in action.
1863 Attack made by Rear Admiral Farragut on Fort Hudson.
1864 Two hundred thousand men drafted for Union Navy.

March 15

- 1889 U. S. Ships Trenton, Nipsic and Vandalia wrecked at Apia. Vandalia wrecked at Apia, Samoa in a terrific storm. U. S. S. Vandalia went down with color flying and her band playing the Star Spangled Banner. Total loss, nearly 50 officers and men lost their lives in this disaster. The American Squadron was assembled under Rear Admiral Kimberly, to protect American interests against German aggression.
1899 Action between landing force and Samoans. Lieutenant Landsdale and Ensign Monahan killed.

March 16

- 1779 U. S. Privateer Hazard captured British Brig Action off St. Thomas, V. I.
1912 U. S. S. Maine towed to sea and sunk.

March 17

- 1814 U. S. Sloop Frolic captured and destroyed Brig Little Fox.
1862 Gun boat squadron attacked Confederate batteries on Island No. 10, Mississippi River.
1898 First submarine war vessel of American Navy and the first of modern submarines made its first dive in Staten Island Sound, N. Y., remaining under the water one hour, forty minutes. John J. Holland, inventor.
1908 U. S. S. Monogahela burned in Quantanamo Bay, Cuba.

NAVAL ALMANAC

(Cont.)

March 18

- 1818 The first Pension Act passed by Congress this date, providing twenty dollars per month to privates who served at least nine months in Army or Navy on proof of need.
- 1897 U.S.S. Marietta and Wheeling launched at San Francisco, Calif.
- 1901 Gun-boat Vicksburg attacked Filipinos at Palawan Bay, P.I.

March 19

- 1863 U.S.S. Wissahickon captured Confederate vessel Georgian.
- 1898 Captain C. E. Clark, U.S.S. Oregon, began trip of 14,700 miles from San Francisco to Japite Inlet, Fla., arrived in Cuban waters in time to take part in Battle of Santiago.

MARCH 20

- 1920 U.S.S. Maryland launched on this date. Displacement 32,600 tons, 8 sixteen inch guns, electrically driven.

March 21

- 1804 U.S.S. Siren captured Tripolitan Brig Transfer.
- 1847 U.S.S. Hunter lost at sea off Vera Cruz.
- 1847 American Naval Forces shelled Vera Cruz, Mexico. General Scott, with his forces, captured the city four days later.

March 22

- 1820 Duel between Commodores Decatur and Barron.
- 1847 Three U.S. ships captured British Schooner William at Monterey, N.C.
- 1863 Boat expedition from U.S.S. Amanda in Delochne River, Fla.
- 1921 U.S.S. Colorado, 32,600 tons, 8 sixteen inch guns, launched at Camden, N.J.

March 23

- 1813 U.S.S. Essex captured Peruvian Schooner Nereyda, a cruiser of fifteen guns that had a few days previously captured American whate ships Barclay and Walker, threw overboard her armament, and sent her to Callao with her own captain and crew with a letter to the Viceroy of Peru.
- 1815 U.S.S. Hornet off Tristan d'Acunha, captured and scuttled British ship Penguin, nineteen guns, cruising in search of American privateer Young Wasp.
- 1921 U.S. Navy Tug Conestoga vanished in Pacific, 43 lost.
- 1914 U.S.S. Oklahoma launched at Camden, N.J., 27,500 tons, ten 14 inch guns.

NAVAL ALMANAC
(Cont.)

March 24

- 1778 U.S. Sloop Ranger, Captain J.P. Jones, captured British Sloop off Carriskfergus, Ireland.
- 1847 Naval bombardment of Vera Cruz.
- 1852 Perry sailed from Norfolk for Japan.
- 1922 March 24 to 27, U.S. Senate ratified by vote of 67 to 27, the Four-Power Pacific Treaty between Great Britain, France, Italy and Japan.
- 1915 F-4 sinks off Honolulu, T.H.

March 25

- 1814 U.S.S. Adams captured H.M.S. Woodbridge, but obliged to abandon her upon arrival of superior enemy forces.
- 1847 Second day of bombardment Vera Cruz.
- 1863 U.S.S. Switzerland sunk by Vicksburg batteries.

March 26

- 1917 President Wilson issued an order increasing the enlisted strength of the U. S. Marine Corps 17,400 men, the limit allowed under the law.

March 27

- 1794 Construction of six frigates authorized by Congress, four forty-four guns, two thirty-six guns.
- 1847 Mexican fort San Jaun d'Ullao at Vera Cruz captured.

March 28

- 1800 U.S.S. Connecticut sunk three barges with 80 picaroons off St. Marks, Haiti, out of nine that pulled out of Gonaives to engage her.
- 1814 U.S.S. Essex captured by British ships Phoebe and Cherub after two and a half hours of desperate resistance.
- 1843 Admiral Perry died at Para.

March 29

- 1813 U.S.S. Essex off Callao recaptured American Whaling Ship Barclay and gave her to her former captain. (Note: See March 23).
- 1847 Combined attack and capture of Vera Cruz by Army and Navy.

NAVAL ALMANAC
(Cont.)

March 30

- 1847 U.S.S. Scourge captured Alvarado, Mexico.
1863 U.S.S. Keokuk sunk at Charleston, S. C.

March 31

- 1854 First treaty between United States and Japan signed. In 1852 the United States sent a squadron of warships to Japan and Chinese waters under command of Commodore Matthew C. Perry. In 1853 he entered harbor of Yokohama and delivered letters to Emperor from President Franklin K. Pierce, opening question of commercial relations between the two countries. Perry returned to Japan and negotiated treaty this date. 26 lost.

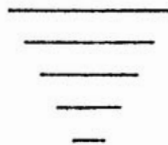
Remember the "Panay"!

Remember "Pearl Harbor"!

Remember "Wake"!

Remember "Manila"!

LET'S GO!!!!



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