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NUMBER 303

**IF OUR WINNING THE WAR
DEPENDED ON THE RESULTS OF
YOUR
WORK—
WOULD WE WIN THE WAR?**

BUREAU OF NAVIGATION RENAMED BUREAU OF NAVAL PERSONNEL

Effective May 15, the Bureau of Navigation, which for many years has been principally concerned with personnel matters in spite of its name, will be known as the Bureau of Naval Personnel.

Founded in 1862 as a purely scientific bureau to take over the hydrographic work of the old Bureau of Ordnance and Hydrography, the Bureau of Navigation gradually took on other duties. The Hydrographic Office and the U. S. Naval Observatory were recently shifted to the Office of Chief of Naval Operations.

The name of the Bureau was changed pursuant to the Act of Congress approved by the President on May 13.

Rear Admiral Randall Jacobs, who was Chief of the Bureau of Navigation, has been designated Chief of Naval Personnel. The short title of the new Bureau, for use in Navy correspondence and communications, is BuPers.

Civilian personnel of the Navy will continue to be administered by the Division of Personnel Supervision and Management, under the Secretary's Office.

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ADMIRAL THOMAS C. HART, U. S. N.

May 19, 1942

The President of the United States takes pleasure in presenting the GOLD STAR in lieu of the Second Distinguished Service Medal to

ADMIRAL THOMAS C. HART, UNITED STATES NAVY

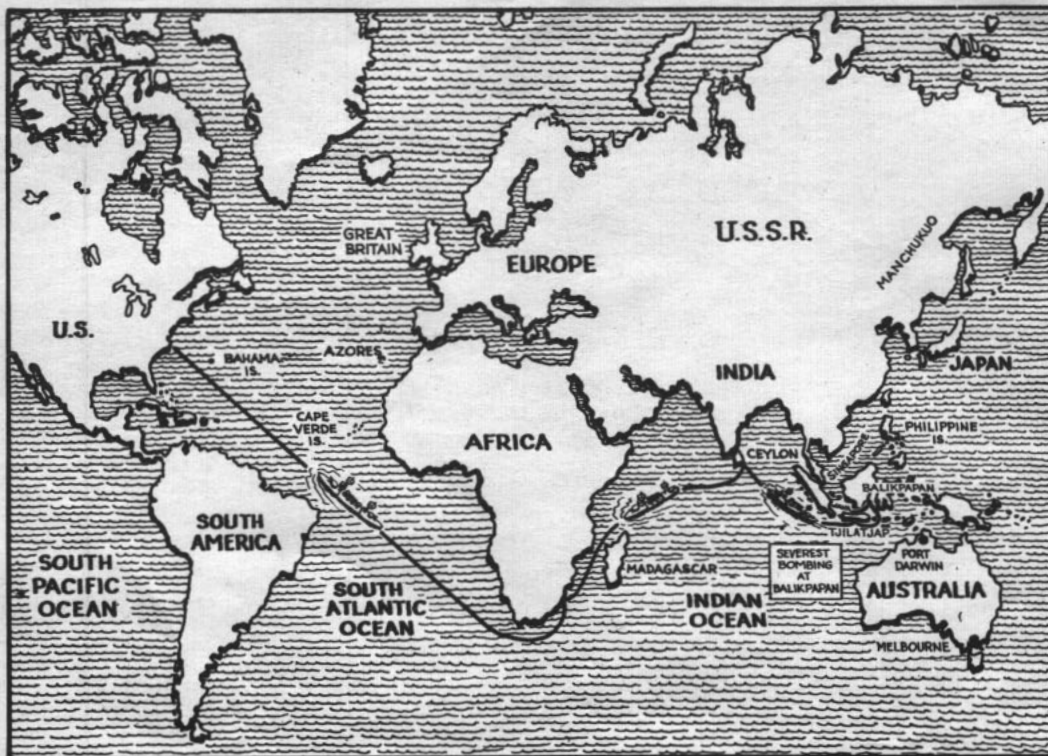
for service as set forth in the following

CITATION

"For exceptionally meritorious service as Commander in Chief, United States Asiatic Fleet. In that position of great responsibility he exercised sound judgment and marked resourcefulness in dealing with the difficult military and diplomatic situation prevailing prior to December 7, 1941, and upon our entry into war with Japan disposed and handled the Asiatic Fleet in a manner which left nothing to be desired. His conduct of the operations of the Allied Naval Forces in the Southwest Pacific Area during January and February, 1942, was characterized by unflinching judgment and sound decision coupled with marked moral courage in the face of discouraging surroundings and complex associations."

Franklin D. Roosevelt

THE NAVY IS YOUR WORK - DO IT AT THE OFFICE



SAGA OF THE MARBLEHEAD

The Navy Writes Another Epic

Reprinted from "Shipmate" June 1942

"Oh! A fighting ship is the Marblehead,
 And her crew are fighting men;
 And not in vain died her honored dead,
 For she lives to fight again!
 She was sunk three times in the Java Sea,
 Said Radio Tokio;
 And the parrot-voice of D N B
 Repeated she's gone below.
 She was wounded sore both aft and fore,
 And her hold was filling fast;
 But the pumps were manned, and they
 bailed by hand,
 And somehow they made her last.
 With her rudder gone, still she carried on,
 Though her decks were red with fire;
 Watch on watch they worked, and no
 man-jack shirked,
 And they lacked the time to tire.
 Full thirteen thousand miles she came,
 Around the world by half;
 And gave the Navy another name
 As a toast for men to quaff!
 Oh! A fighting ship is the Marblehead,
 And her crew are fighting men;
 And not in vain died her honored dead,
 For she lives to fight again!"

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

Navy men don't like glory-words. They've got a job to do, and they know it, and they know how to do it, and they're going to do it to the best of their ability and a little bit beyond, everywhere, every time. If a little glory creeps into the doing of it, that's incidental, and they don't want people blathering about it afterward. That is, for themselves they don't. They're Navy, and if there's any glory attached to their job, they figure it's the Navy's glory. Only they don't call it glory, they call it tradition. Not right away, usually. Navy men on every sea are living up to Navy tradition, and adding to it, all the time, and most of the time it's a long while before what they do is fitted into its proper place, and written down for future plebes to learn. Maybe it never gets written down, because Navy tradition is so big that it swallows up individual acts of bravery, and steadfastness, and professional skill, like a whale swallows a school of minnows. But you can't argue that a thing isn't Navy tradition because it didn't happen so-and-so many years ago. You couldn't say, for instance, that Dewey wasn't a part of Navy tradition the day after the Battle of Manila Bay. Or that Perry wasn't a part of Navy tradition until so-and-so many years after the Battle of Lake Erie. Or that John Paul Jones didn't become a part of Navy tradition until the year eighteen hundred and so-and-so. Once in a while a thing comes along that you don't have to think about to decide whether it's Navy tradition, or will be. It just is. The story of the Marblehead is one of those things.

Navy men don't like glory-words. But when you're talking about Navy tradition, you can't take away the glory by any choice of words, though sometimes you'd think the Navy, and Navy men, were trying to do just that, the way they talk, particularly if it's a Navy man talking about himself. So here's the story of the Marblehead in the Navy Department's own words, and some of the words of the Marblehead's skipper, with now and then just a paragraph or so about something the Department didn't say, in so many words, but which stands out just the same.

"When the war broke out, the Marblehead and several United States destroyers were at Tarakan, a port in northeast Borneo. The Marblehead forged into action immediately, and for the first months of the war was engaged in covering the evacuation of United Nations shipping from the Philippines to the Southward. More than fifty Merchant ships were evacuated in these operations without a loss."

Fifty ships saved. Just routine. Doing a job. You wouldn't have heard about that at all, if it hadn't been for what happened later on.

"As the Japanese bore down on the Dutch East Indies, a United States striking force consisting of cruisers and destroyers made several attempts to intercept the enemy and halt the advance. Twice the Japanese command of the air frustrated such efforts, but finally, on January 24, an enemy convoy was caught edging Southward through Macassar Straits. The convoy was heavily punished in successive attacks by United States and Dutch submarines and aircraft, and a United States naval force consisting of four destroyers, the John D. Ford, Parrott, Pope, and Paul Jones. The night of January 24, the United States Destroyers named above plowed up and down the Straits pumping torpedoes and shells into the massed Jap ships. This attack resulted in a bag by the United States Destroyers of at least four large transports damaged. The Marblehead, while not actually participating in the battle, had a share in it, that backed up and covered the Destroyers' entry into the Straits and then their getaway."

Nothing heroic. Just routine. Beating past the defenses of a superior force, and pulling off a successful attack against big odds. But that's what the Navy is expected to do, when necessary, isn't it? And the Marblehead "backed up and covered the Destroyers." Itching to get into the fight, every man on her, from the Skipper to the Mess-boys. But she followed orders, of course. Just Navy routine.

"The Japanese continued their advance and succeeded in occupying Balikpapan, in Borneo. From their base at Sourabaya, the Marblehead and four accompanying World War destroyers--the Stewart, John D. Edwards, Barker, and Bulmer--attempted a stab at the concentration of Jap ships off Balikpapan.

"At about 9:30 P.M. on February 1, this small force encountered a Japanese fleet consisting of seven cruisers and thirteen destroyers. In the face of such superior opposition, the United States ships retired southward and joined the Houston and three Dutch light cruisers--the Java, DeRuyter, and Tromp--and three Dutch destroyers.

TALK OVER BARS MAY LEAD TO TIME BEHIND BARS

"On February 4, this combined force was standing by to ambush the Japanese Armada when it was attacked by a large flight of Japanese planes. At least 54 aircraft participated in the attack.

"One of the Japanese planes was hit by anti-aircraft fire from the Houston. As this plane fell, its pilot attempted a suicide dive on the Marblehead, but the cruiser's gunners poured fire on the falling plane and completed its destruction with hits that sent it crashing into the sea about thirty feet from their ship."

Thirty feet is about ten steps. Not very far. "This Jap knew he was going to die, and wanted to die on the deck of the Marblehead. It wouldn't be enough to hit him. That plane had to be knocked out of the sky. Maybe those gunners on the Marblehead weren't the best in the world, but they must have been pretty good. How much time? Maybe thirty seconds, maybe forty. A plane covers a lot of ground at two hundred and fifty miles an hour. But they got him. Of course. That's what they were expected to do. And it's a good bet they didn't stop to wonder whether they could do it. They just did it.

"In this engagement the Houston was hit by one bomb, while the Marblehead received two direct hits and was badly damaged under water by a near miss. All three bombs caused serious damage. The Marblehead was rocked by explosions, swept by fire, and threatened with flooding. The crisis was intensified as her steering gear was completely disabled."

Try packing any more action into thirteen words. "The Marblehead was rocked by explosions, swept by fire, and threatened with flooding." You can't begin to get the picture in the time it takes to say it. And "the crisis was intensified as her steering gear was completely disabled!"

Newspapermen cornered the Marblehead's Skipper, after his ship reached home port, and pressed him for details. He was pretty matter-of-fact about it. "It was about forty-five minutes after the battle started," he said, "before the first bomb hit his ship. Those Marblehead gunners were shooting straight and keeping the planes away. Then there was a roar, said the Skipper, and he found himself sprawled on the deck. And the steering gear was gone. We were circling around and there was nothing we could do but reduce the circles. There was another hit, then a near miss that ripped the seams below the water line. We were badly flooded, two fires were going and the main deck was covered with fuel oil and water, debris and wreckage. The sick bay was demolished and we had to improvise a new one."

No wounded in the sick bay when the bomb struck, though. The ship's surgeon had had a Navy hunch a few minutes earlier and removed them. There wasn't much logic in what he did, said the Skipper, but the results were O.K."

"Fifteen men were killed and twenty more wounded during the bombing. The projected attack on the Japanese had to be abandoned, and the Marblehead and her destroyers proceeded to Tjilatjap on the south coast of Java."

That's all. They abandoned the attack and proceeded to Tjilatjap. With her rudder out of action and the seas surging through her twisted bow. Through a reef-studded strait in darkness and rain. With a crying need for speed, because the bombers probably would be back at day-break. But forced to go almost dead slow because even that much movement was pushing tons of water through the open seams. With all pumps going, and all of the crew who could be spared for the job bailing by hand. (They bailed for forty-eight solid hours. How many people ashore ever did anything for forty-eight hours at a stretch?) Steering by her engines. Tickled first with the star board propeller, then with the port. With a destroyer on either side flashing a warning signal when she veered towards shoal water.

"On February 7, the Marblehead limped into Tjilatjap. The dock was too small to accommodate the entire ship, so only the bow and a portion of the amidships section could be worked upon. Sufficient temporary repairs were accomplished to enable the Marblehead to proceed to a British base on the Island of Ceylon. The rudder still could not be used on this portion of the homeward trip."

SILENCE TODAY MEANS SAFETY TOMORROW

So she "limped into Tjilatjap." And on the way put out two fires. And kept the bucket-brigade going to keep her from swamping. And dodged Jap scouting planes as well as she could. And the Skipper spent 60 hours on the bridge without relief. (Try just staying awake that long!) And then they got her into dry-dock at Tjilatjap. As easy as that. A tiny floating drydock that would barely lift her nose enough to let welded patches be placed over her gaping holes. "Every time the tide changed, we thought she'd slip out," the skipper recalled. "Soon as she left dry-dock she filled up again, but the pumps were able to take care of her." So she went on to Ceylon. Still unable to use her rudder. But everything was soft and easy now, by comparison with what she'd been through already. Sure, soft and easy.

"Further repairs were made at Ceylon, putting the Marblehead in condition to make a 4,400-mile trip to the southern coast of Africa. There, still further repairs were made and the Marblehead was able to proceed to an East coast port of the United States."

That tells it in forty-five words. Two sentences. One short paragraph. About eleven thousand miles. Just routine. The Marblehead was built to sail the seas, all of them, and across them. What if she had been hit a few times? Patch her up a bit, and she could go back to doing her job. Her routine job.

She's in home port now, being repaired and refitted so she can go back again to that job. And the Navy Department has stretched one of its strictest rules a little, so that the names of some of her officers and men can be mentioned. Not all of them, of course. Nor even all the heroes. Just some of them. "Nothing has impressed me so much," said the Marblehead's skipper, "as the continued cheerfulness of this crew. They were called upon to work day and night. They worked, ate, and--when they could find a place to lie down, and time, they slept--in their oil-soaked clothing. There was neither time nor fresh water for bathing. There were numerous acts of individual heroism which contributed much to the rescue of the wounded and the saving of the ship. Some of the men who performed these acts are known. The identity of others has never been determined. The people of this country can well be as proud as I am of the courage and accomplishments of the Marblehead's crew."

Proud? Sure, they're proud, Skipper. But not the same way you are. Theirs is a good pride, a fine pride, and a useful pride, too, because it's helping the men in the shops and the factories to work a little harder and produce a little more to help win this war we're fighting. But it isn't the pride of a Navy man in the Navy crew of a Navy ship. That isn't their fault. You see, it takes a Navy man to understand that kind of pride. There's so much more to it than just glory. The man in the street can call the story of the Marblehead a saga. It's all of that. Or maybe an epic. It's that, too. But to a Navy man it's more than either a saga or an epic. It's Navy tradition.

The names the department released? Oh, yes. There's the skipper, of course. Arthur G. Robinson, '13, Captain, U. S. N. Born in Brooklyn, now lives in Washington, D. C., when he's ashore.

And William B. (Bill) Goggins, '20, Comdr., U. S. N., who was Executive officer. He suffered severe and painful burns, and was relieved of duty, but kept coming up to the bridge, begging for something to do, until the Skipper had to order him below.

And Nicholas B. (Nick) Van Bergen, '21, Lt. Comdr., U. S. N., who took over after Bill Goggins was wounded. "He was a tower of strength," said the skipper.

And Martin J. Drury, '25, Lt. Comdr., U. S. N., the Damage Control officer, who freed the jammed rudder and brought the fires under control.

And Hepburn A. Pearce, '31, Lieutenant, U. S. N., who took charge of a repair party and aided in checking the spread of the fires.

And Francis G. Blasdel, '37, Lt. (jg), U. S. N., who entered burning areas to find out what repairs were necessary.

And Lieutenant Commander Frank R. Wildebusch, the ship's surgeon, whose "hunch" saved the lives of the wounded in his care.

WORDS ONCE SPOKEN CAN NEVER BE RECALLED

And Harvey M. Anderson, Chief Boatswain; Elliott P. Annis, Machinist; Herman E. Hock, Chief Boatswain's Mate; Frederick H. Ritter, Chief Electrician's Mate; Hale T. McCully, Chief Shipfitter; Paul P. Martinek, Turret Captain; Dale L. Johnson, Machinist's Mate; Martin Moran, Metalsmith; Lester J. Barre, Quartermaster, 2nd class; Claude Becker, Seaman, 1st class; and Fock Liang, the Chinese cook, who without being told, stepped forward to act as nurse.

That's a pretty good bunch of names. Robinson, Goggins, Van Bergen, Drury, Pearce, Blasdel, Wildebusch, Anderson, Annis, Hock, Ritter, McCully, Martinek, Johnson, Moran, Barre, Becker, Liang. All good Americans. And all Navy. Officers and men of the Marblehead.

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CAPTAIN ARTHUR GRANVILLE ROBINSON, U. S. N.

Following is the Citation of Captain Arthur Granville Robinson, U. S. Navy, by the Secretary of the Navy Frank Knox for the President:

"For distinguished service in the line of his profession as Commanding Officer of the USS MARBLEHEAD on February 4, 1942, during an engagement with superior Japanese enemy forces. While subject to heavy bombing by enemy aircraft, during which his ship suffered severe damage from two direct hits and one near miss, the personnel under his command strenuously engaged a large attacking force of Japanese bombing planes, and by effective use of the anti-aircraft batteries, destroyed two enemy planes and inflicted damage on others. The excellent seamanship displayed by Captain Robinson combined with the prompt and effective actions of his well-trained officers and crew resulted in saving his badly damaged and crippled ship."

/s/ FRANK KNOX

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FLASH !!

A MESSAGE FROM ADMIRAL KING TO THE DEFENDERS OF MIDWAY

Admiral Ernest J. King, Commander in Chief, U. S. Fleet, on June 6 sent the following message to Admiral Chester W. Nimitz, Commander in Chief of the Pacific Fleet:

"The Navy, Marine Corps and Coast Guard join in admiration for the American Naval, Marine and Army forces, who have so gallantly and effectively repelled the enemy advance on Midway, and are confident that their comrades in arms will continue to make the enemy realize that war is hell."

S.O.S. - SAVE OUR SECRETS!

DECORATED

Commander Thomas H. Binford, USN



Secretary Knox, Admiral King and Commander Binford

Citation of Commander Binford accompanying the Navy Cross follows:

"For specially meritorious conduct in action as Commander, Destroyer Division 58, during the night of February 19-20, 1942, with greatly superior Japanese forces in the Badoeng Straits. Despite the heavy opposing fire of the enemy, Commander Binford following a well conceived plan led his division through a large strongly escorted convoy, sank numerous enemy ships with torpedoes, damaged others with gun fire and successfully retired his Division without major damage to his ship and with only one casualty to his personnel."

/s/ Frank Knox

BE QUICK TO BE QUIET

PRESIDENT COMMENDS EXECUTIVE OFFICER OF USS HERON

President Roosevelt recently commended Lieutenant Franklin D. Buckley, U.S.N., Executive Officer of the USS HERON, for the part he played in the dramatic escape made by that tiny seaplane tender when attacked by 15 Japanese bombers in Far Eastern waters on December 31.

The 26-year-old Philadelphian, the President's commendatory letter declared, "accurately directed the fire of the anti-aircraft battery of the USS HERON and succeeded in destroying one bomber, damaging at least one more, and disrupting the effectiveness of enemy efforts."

"The disparity between the USS HERON, a former minesweeper converted into a small aircraft tender, and enemy forces composed of aircraft of recent design, manned by a determined and ruthless enemy, serves only to exalt your cool and resolute conduct," the letter continued.

"Your actions are a tribute to your qualities as a leader and in keeping with the highest and best traditions of the United States Navy. For your resourcefulness and intrepidity during this engagement, you are hereby commended."

Lieutenant Buckley was promoted to Lieutenant Commander and awarded the Navy Cross for saving his ship in the face of the intensive attack made by Japanese planes.

Navy Department Communique No. 24 told how the HERON escaped with only one direct bomb hit and made port safely after shaking off the planes in a seven-hour engagement.

Ten 4-engined flying boats and five twin-engined land plane bombers sought to knock her out. Forty-six 100-pound bombs were dropped by the enemy planes and three torpedoes were launched at her sides, but by skillful handling she suffered only one hit.

* * * * *

FIVE OFFICERS COMMENDED FOR PART IN RAID ON MARSHALL AND GILBERT ISLANDS

Five airmen were commended by Secretary of the Navy Frank Knox recently for the part they played in the successful raid staged upon Japanese bases in the Marshall and Gilbert Islands, first offensive action by the Navy carried out in enemy territory.

One of those cited by Secretary Knox was Lieutenant Commander Hallsted L. Hopping, U.S.N., killed when his own plane was shot down, but who first led his squadron from a Navy carrier through poor visibility, fighter and anti-aircraft opposition to the target area.

Others commended are:

Lieutenant Commander William R. Hollingsworth, U.S.N.
Lieutenant Richard H. Best, U.S.N.
Lieutenant Wilmer E. Gallagher, U.S.N.
Ensign William P. West, U.S.N.R.

Leader of a bombing squadron, Lieutenant Commander Hollingsworth was commended for displaying "excellent judgment, initiative, and leadership, outstanding factors in the attack which resulted in the enemy suffering serious damage."

When Lieutenant Commander Hopping was shot down his place as squadron leader was assumed by Lieutenant Gallagher. The latter's commendation said that "under his outstanding leadership, the Squadron performed in a most efficient manner, resulting in considerable losses to the enemy."

Lieutenant Best, leader of a group of bombers, carried his planes in for the second attack on the targets. The first wave of Navy planes had set anti-aircraft guns into action and brought Japanese fighters into the air. Lieutenant Best's group, as a result, met with terrific opposition. His own plane was riddled with bullets.

SPIES ARE HABITUALLY INQUISITIVE

Lieutenant Best, however, bombed his targets effectively and then led his command back safely. He was commended for "excellent judgment and leadership" and for the "skillful manner" in which he carried out his role in the assault on the enemy bases.

Ensign West, piloting a scouting plane, went to the assistance of another plane which was being attacked by a Japanese fighter, and was wounded by machine gun fire. Despite this, however, he maneuvered his plane into position for his machine gunner to drive off the enemy plane, then returned to the carrier and effected a safe landing.

Secretary Knox commended him "for distinguished service in line of his profession and utter disregard of his own condition during the operations of United States forces against enemy land bases."

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DEAD HERO COMMENDED BY SECRETARY KNOX

The list of heroes who have given their lives in the struggle for supremacy in the Pacific bore a new name today, the name of Ensign John Joseph Doherty, U.S. Naval Reserve.

His story came to light when Secretary of the Navy Frank Knox issued a letter of commendation posthumously lauding the 21-year-old Charlestown, Massachusetts, aviator for "distinguished devotion to duty and utter disregard of his own safety" during the raids upon the Marshall and Gilbert islands.

Young Doherty accompanied the first flight of bombers to leave his carrier when Navy planes attacked the first of the Japanese bases, and he scored a direct hit with a 500-pound bomb on an enemy vessel, setting it on fire.

Participating in another raid later the same day, he doggedly refused to jettison his bombs and seek escape when attacked by Japanese fighters, held to his course and "delivered a well-placed bomb on his target."

Enemy planes continued their pursuit of the valiant pilot and an officer in an accompanying plane warned him of his plight by means of inter-plane radio.

"This Jap will never get me!" he shouted and disappeared into a cloud.

Ensign Doherty, however, never returned to his carrier.

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TWO RECEIVE NAVY CROSSES FOR USS HERON INCIDENT

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

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

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

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

PLAYING WITH WORDS IS LIKE PLAYING WITH FIRE

**BULKELEY REPORT CREDITS MOTOR TORPEDO BOAT
SQUADRON WITH MANY EXPLOITS IN PHILIPPINES**



CAPTAIN LELAND P. LOVETTE, U.S.N. AND LT. JOHN D. BULKELEY, U.S.N.

Stories of the death and destruction inflicted upon the Japanese by the squadron of tiny U. S. Navy "mosquito" boats operating in the Far Pacific are legend, and now the true extent of the damage it wrought is made known.

The squadron, the same combination of daring men and doughty craft that carried General Douglas MacArthur, President Manuel Quezon of the Philippine Commonwealth and their parties out of the islands, has been credited in Navy Department communiques with sinking or damaging five enemy ships.

BETTER BE SILENT THAN SORRY

A complete report which Lieutenant John D. Bulkeley, U.S.N., of Long Island City, N.Y., submitted to his seniors in Washington upon his return from the war area reveals, however, that the lethal potion of torpedoes and machine gun bullets served their foe actually cost the Japanese:

- One cruiser damaged and beached
- Two cruisers damaged by torpedo hits
- One 5,000-ton ship, believed to be an aircraft tender, sunk
- One 5,000-ton ship, type unidentified, sunk
- One tanker, set afire by torpedoes
- Two landing barges bearing troops, sunk
- Three "dive" bombers and one seaplane, destroyed by machine gun fire.

Lieutenant Bulkeley's full report, supplementing such terse messages as could be sent over the busy systems of communications linking the Capital with United States forces in the Philippines, showed that his squadron plagued the Japanese with other feats of daring, too.

It strafed an enemy encampment near Ternate, and the fire that blazed from its machine gun turrets was observed to have telling effect.

It rescued 282 passengers and crew members of the SS CORREGIDOR, a small steamer engaged in transport service between Manila and Corregidor, when the latter struck a mine and sank.

The squadron, known officially as MTBRON-THREE, also escorted merchant ships and submarines to and from Manila Bay, and it operated fast dispatch service between Manila and Corregidor when all communications with the outside world but those at Fort Mills were cut off by the Japanese.

Navy spokesmen also made known today that Motor Torpedo Boat Squadron Three's missions of death and destruction, and its errands of mercy, had won for its gallant officers and men 80 War Department decorations and four decorations of the Philippine Commonwealth.

The medals were bestowed upon them by direction of General MacArthur, under whose command the squadron operated after Cavite fell, and the Army General Orders in which they were listed were brought out by Lieutenant Bulkeley when he came to Washington.

Included in the War Department awards are three Distinguished Service Crosses, an Oak Leaf Cluster equivalent of another such medal, 58 Silver Stars, and 18 Oak Leaf Clusters equivalent of second Silver Star awards for men who previously had received similar awards. The four Philippine Commonwealth medals are Distinguished Conduct Stars.

The Japanese first felt the sting of the Navy's "mosquitoes" on December 10 when they bombed the Cavite Navy Yard. One flight of enemy planes passed overhead, but when the second section of three dive bombers appeared, two of MTBRON-THREE's boats placed themselves in the raiders' path deliberately.

Down came the dive bombers in a headlong rush at their targets in the Naval establishment. Turrets on the torpedo boats tore into action, eight guns spouting a stream of deadly lead into the planes. Riddled by bullets, all three bombers fell.

The SS CORREGIDOR was making her way to Corregidor on December 15 when she struck a mine near the fort and began to sink. Two torpedo boats went to the rescue of passengers and crew members of the sinking vessel. Between the "mosquitoes" and the CORREGIDOR lay a mine field, but the boats went in, picked up 282 people and then threaded their way back through the mine field to safety.

MTBRON-THREE and torpedo boats of the U. S. Navy, generally, had their first real test on the night of January 19. A hostile vessel was reported in Binanga Bay, Luzon, and Lieutenant Bulkeley took two of his boats to attack it. One "mosquito" became disabled en route, but the other, with the squadron commander aboard, continued on.

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

Ignoring challenges from Japanese shore observation posts and a hostile patrol craft, and dodging fierce fire from 3-inch shore batteries, the lone boat dashed into Port Binanga, located its quarry--which turned out to be a cruiser--and sent two torpedoes racing toward the vessel. One missed. The other struck home and set the enemy ship ablaze. It was learned later the cruiser was so badly damaged that it was necessary for the Japanese to beach her.

MTBRON-THREE struck again three nights later. Two enemy barges bearing troops were discovered approaching Bataan's shores. Lieutenant Bulkeley, with a boat commanded by Lieutenant Robert B. Kelly, U.S.N., New York, N.Y., sped out to intercept the landing party, circling the barges with machine guns blazing. Riddled, both barges sank.

The striking power of the "mosquitoes" aroused the Japanese to furious action. The hunters of Lieutenant Bulkeley's squadron became the hunted. Japanese bombers were dispatched by day to find the torpedo boats and destroy them. The enemy scouted from morn to night in an effort to locate the tiny craft.

Lieutenant Bulkeley and his men countered successfully, however. Virtually all of their operations consisted of night forays after the bombers began their search. By day the boats were hidden in improvised bases that were changed constantly to escape detection.

MTBRON-THREE's next success was scored on the night of January 24. Lieutenant Bulkeley took out a boat with Ensign George E. Cox, Jr., U.S.N.R., of Niagara Falls, N.Y., at the helm, and sank a 5,000-ton ship off Sampaloc Point, at the entrance to Subic Bay.

Japanese ship and shore batteries cut loose the moment the torpedo boat's motors were heard approaching the Japanese vessel, which is believed to have been an aircraft tender. Their fire was futile, however. The first torpedo struck the target amidships. The "mosquito" then closed the range to 500 yards, fired another torpedo, expended its machine guns at men on the decks of the stricken ship, and fled into the night.

A light cruiser was discovered attempting to carry out landing operations on Bataan's west coast on the night of February 1. A torpedo boat rushed to the attack, fired its torpedoes and struck the ship. Damaged, the cruiser turned and limped away, making good its escape under the cover of darkness.

Again on the night of February 18 MTBRON-THREE proved its right to the national ensign borne proudly by its flagship. While one of its boats torpedoed and set afire a tanker lying at the Olongapo dock, another boat commanded by Ensign Cox found a Japanese encampment near Ternate and sped up and down the shore line, strafing the camp.

General MacArthur, his wife and son and 20 members of his staff were taken off Corregidor on the night of March 11. The torpedo boats crept past Japanese shore batteries ringing Manila Bay, and sped to a rendezvous with the bomber which carried General MacArthur's group on the last leg of its journey to Australia.

Lieutenant Bulkeley and his squadron then returned and on the night of March 19 carried President Quezon, his wife, two daughters, cabinet members and the Presidential staff--14 in all--out of the island, and they, too, reached safety. Seven Japanese destroyers were sighted en route, but by skillful maneuvering of his boat Lieutenant Bulkeley avoided detection.

Lieutenant Bulkeley's report revealed that the safety of all on board was threatened at one juncture when heavy seas broke the retaining pins of two torpedoes, leaving the deadly missiles partly out of their tubes, their mechanism set for action. All were faced with death.

Lieutenant Bulkeley, Ensign Cox, James D. Light, Chief Torpedoman, U.S.N., and John L. Houlihan, Jr., Torpedoman 1st Class, U.S.N., calmly set about to release the torpedoes.

Despite heavy seas sweeping over the small boat, the four made their way aft, employed a hammer to motivate the firing mechanism, and the torpedoes plunged into the ocean.

STREET CARS ARE FOR RIDING, NOT TALKING

MTBRON-THREE scored its last triumph on the night of April 8. Two torpedo boats were operating in the Mindanao Sea near the Island of Cebu. One was commanded by Lieutenant Bulkeley with Ensign Cox at the helm and the other boat had Lieutenant Kelly on the bridge.

Suddenly Japanese ships were sighted, call to "battle stations" was sounded, and the "mosquitoes" went into action--two 77-foot boats pitted against a large cruiser and four destroyers traveling close by as the cruiser's protective screen.

Racing past the destroyers, the torpedo boats closed in on the cruiser. The latter's lights picked up Lieutenant Kelly's boat and placed it under heavy fire. Lieutenant Bulkeley and Ensign Cox expended the torpedoes of their boat. Hits were scored.

Hoping to draw some of the cruiser's fire from Lieutenant Kelly's craft and thereby permit the latter to attack from close range, Lieutenant Bulkeley ordered Ensign Cox to attack the cruiser with machine guns on the cruiser's disengaged side. The plan succeeded. The cruiser's fire divided, Lieutenant Kelly advanced to within 400 yards of the big ship, fired two torpedoes and both struck amidships.

Perceiving that one of the destroyers was advancing to engage Lieutenant Kelly's vessel, Lieutenant Bulkeley and Ensign Cox maneuvered their ship to divert the destroyer's attention. They circled and fired short, spasmodic bursts of their machine guns at the destroyer from various positions.

Their boat was subjected to heavy fire, but both torpedo boats finally escaped.

The following morning four Japanese planes found Lieutenant Kelly's boat and attacked. It withstood the assault for half an hour, avoiding much of the hostile fire by skillful maneuvering. Its own guns brought down one of the aircraft, a seaplane.

The torpedo boat, however, suffered a number of hits. Its guns were "knocked out" and the boat became unseaworthy. Lieutenant Kelly took his ship in so that survivors could be landed, and then directed the removal of the dead and wounded to a place of safety.

Damaging of the cruiser was the last offensive operation carried out by MTBRON-THREE before Corregidor fell to the Japanese. Lieutenant Kelly's boat was wrecked. Another was destroyed to prevent capture by the enemy during the invasion of the City of Cebu. The squadron also had lost some of its equipment in the bombing of Cavite.

Weakened by these losses and with its source of supplies cut by Corregidor passing into Japanese hands, MTBRON-THREE was forced to suspend operations. Lieutenant Bulkeley, Lieutenant Kelly and Ensign Cox are back in this country, preparing for the day when they can resume their forays against the Japanese.

Some of MTBRON-THREE's officers and men are still in the Pacific area. They, too, are waiting the moment when once again they can hoist their flag and move against the foe.

Lieutenant Bulkeley, whose home is Long Island City is at 4542 Forty-first Street, received the first of MTBRON-THREE's War Department decorations when he was awarded the Distinguished Service Cross for the successful attacks upon the cruiser in Binanga Bay on January 19, and the ship torpedoing off Sampaloc Point January 25.

He won an Oak Leaf Cluster in lieu of a second D.S.C. for the daring attack and damage to the cruiser in the Mindanao Sea on April 8. Lieutenant Kelly and Ensign Cox also received Distinguished Service Crosses for their heroic part in that encounter.

Lieutenant Bulkeley, Ensign Cox, Light and Houlihan received the Philippine Commonwealth's Distinguished Conduct Star for their heroism which saved the Quezon party from possible death by MTBRON-THREE's own torpedoes.

Fifty-eight officers and men of the Navy won the Army's Silver Star for planning and staging the daring dash MTBRON-THREE made with General MacArthur, his family and staff. Two went to Rear Admiral Francis W. Rockwell, Commandant; Sixteenth Naval District, and Captain H. J. Ray, of Rear Admiral Rockwell's staff. The remainder went to Squadron Three.

HEAR EVERYTHING, SEE EVERYTHING, SAY NOTHING

Rear Admiral Rockwell, Captain Ray and Lieutenant Bulkeley received citations asserting that they "made detailed plans involving exacting preparations for a movement of major strategic importance and of the most hazardous nature" and that "they executed the mission with marked skill and coolness in the face of greatly superior enemy forces."

The following officers and men, received the Silver Star with citations stating that they executed "with marked skill and coolness a mission of major strategic importance and of the most hazardous nature in the face of greatly superior enemy forces."

(Asterisk indicate Oak Leaf Clusters awarded those officers and men in lieu of second Silver Stars for "performing their duties gallantly in spite of great odds and under heavy enemy fire" when MTBRON-THREE damaged the Japanese cruiser in the Mindanao Sea on April 8.):

Lieutenant Kelly.
Lieutenant (junior grade) Henry J. Brantingham.
Ensign George E. Cox.
Ensign Anthony B. Akers.
*Ensign Iliff D. Richardson.
Ensign Bond Murray, U.S.N.R.
Ensign Cone H. Johnson, U.S.N.R.
Dale Guyot, Chief Machinist's Mate U.S.N.
Robert B. Burnett, Torpedoman 2d Class, U.S.N.
Watson S. Sims, Radioman 2d Class, U.S.N.
Clem L. Langston, Coxswain, U.S.N.
LeRoy G. Conn, Machinist's Mate 2d Class, U.S.N.
George F. Bartlett, Fireman 1st Class, U.S.N.
Henry G. Keath, Ship's Cook 2d Class, U.S.N.
Densil C. Stroud, Chief Commissary Steward, U.S.N.
Ned M. Cobb, Seaman 1st Class, U.S.N.
Herbert W. Grizzard, Machinist Mate 2d Class, U.S.N.
Joseph L. Boudolf, Carpenter's Mate 1st Class, U.S.N.
James A. McEvoy, Jr., Machinist's Mate 2d Class, U.S.N.
*John Martino, Chief Torpedoman, U.S.N.
*Velt F. Hunter, Chief Machinist's Mate, U.S.N.
Paul A. Owen, Chief Machinist's Mate, U.S.N.
*Willard J. Reynolds, Commissary Steward, U.S.N.
*Albert P. Ross, Quartermaster 1st Class, U.S.N.
*George W. Shepard, Jr., Machinist's Mate 1st Class, U.S.N.
Paul E. Eichelberger, Machinist's Mate 1st Class, U.S.N.
Jesse N. Clark, Boatswain's Mate 1st Class, U.S.N.
*David Goodman, Radioman 2d Class, U.S.N.
*David W. Harris, Torpedoman 2d Class, U.S.N.
Charles C. Beckner, Pharmacist's Mate 3d Class, U.S.N.
Elwood H. Offret, Chief Machinist's Mate, U.S.N.
Richard A. Regan, Chief Machinist's Mate, U.S.N.
Otis F. Noel, Quartermaster 1st Class, U.S.N.
Joseph C. Chalker, Machinist's Mate 2d Class, U.S.N.
William H. Posey, Ship's Cook 1st Class, U.S.N.
Henry C. Rooke, Ship's Cook 2d Class, U.S.N.
George W. Winget, Machinist's Mate 2d Class, U.S.N.
W.H. Johnson, Seaman 1st Class, U.S.N.
*Morris W. Hancock, Chief Machinist's Mate, U.S.N.
*James D. Light Chief Torpedoman, U.S.N.
*DeWitt L. Glover, Chief Quartermaster, U.S.N.
*Carl C. Richardson, Chief Machinist's Mate, U.S.N.
*John X. Balog, Chief Pharmacist's Mate, U.S.N.
John W. Clift, Jr., Chief Yeoman, U.S.N.
John Shambora, Boatswain's Mate 1st Class, U.S.N.
Marvin H. DeVries, Torpedoman 1st Class, U.S.N.
*John Lawless, Machinist's Mate 1st Class, U.S.N.
William F. Konko, Radioman 3d Class, U.S.N.

TALK IS CHEAP - WHEN IT'S NOT AN EXPENSIVE LIABILITY

John L. Houlihan, Jr., Torpedoman 1st Class, U.S.N.
Ernest E. Pierson, Boatswain's Mate 2d Class, U.S.N.
John H. Lewis, Machinist's Mate 1st Class, U.S.N.
Francis J. Napolillo, Jr., Ship's Cook 1st Class, U.S.N.
*John L. Tuggle, Machinist's Mate 1st Class, U.S.N.
*Stewart Willever, Jr., Radioman 2d Class, U.S.N.
*Floyd R. Giaccani, Baker 2d Class, U.S.N.
Harry P. Tripp, Radioman 3d Class, U.S.N.
*Benjamin Licodo, Officer's Steward 3d Class, U.S.N.

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ARMY CONFERS DISTINGUISHED SERVICE CROSS UPON FIVE MORE MEMBERS OF NAVAL SERVICE

The Army has conferred its Distinguished Service Cross upon five additional officers and men of the Navy for heroism during the defense of Bataan and Corregidor, three of the awards being made posthumously.

Recipients of the Cross are:

Lieutenant Commander Henry William Goodall, U. S. Navy,
Lieutenant (junior grade) Trose Emmett Donaldson, U. S. Naval Reserve,
Charles Edward Smith, Chief Electrician's Mate, U. S. Navy,
Bert Carl Fuller, Chief Radioman, U. S. Navy,
Charles Herman Kramb, Jr., Gunner's Mate 3rd Class, U. S. Navy.

No details of the action leading to the awards are available, but the messages received from Brigadier General J. H. Wainwright, U. S. Army, Commanding General on Bataan and later on Corregidor, asserted that Lieutenant (junior grade) Donaldson, Smith and Kramb lost their lives.

Lieutenant (junior grade) Donaldson, who was in command of the Army tug KESWICK when he was killed near Corregidor on April 9, previously had won the Navy Cross "for action and efficiency in time of stress during the bombing of Cavite" on March 10, 1942. He also was commended by the Commander-In-Chief, Asiatic Fleet, "for valuable services and the intelligent initiative displayed on the occasion of a Japanese air bombing of the Cavite Navy Yard" on the same date.

When the Japanese bombed Cavite he lead a party ashore from his ship, a submarine tender, and helped to extinguish fires started by enemy bombs.

* * * * *

" AVENGERS OF PEARL HARBOR " SWORN INTO THE NAVY IN MASS CEREMONIES JUNE 7

Six months to the hour and minute after the Japanese launched their sneak attack on Pearl Harbor, thousands of new recruits were sworn into the Navy on Sunday, June 7, in mass ceremonies all over the nation.

"Avengers of Pearl Harbor" will be the proud title borne by these new recruits. They will take the oath in unison at 500 recruiting stations and substations throughout the United States next Sunday precisely at 2:25 p.m., Eastern War Time (7:55 a.m. Honolulu time), the hour at which the first enemy bombs were dropped on Pearl Harbor.

Word already has gone out to recruiting officers, who are offering young men all over the country an opportunity to qualify for this historic event. Applicants are instructed to go to the nearest recruiting station at once, inasmuch as physical examinations and all other requirements must be completed by June 6.

BEWARE OF INQUISITIVE FRIENDS

PATROL PLANE CREW REWARDED FOR RESCUE OF MERCHANT VESSEL SURVIVORS

The crew of a Navy patrol bomber was rewarded today by Vice Admiral Royal E. Ingersoll, Commander In Chief, Atlantic Fleet, for the daring rescue of 17 survivors of a torpedoed United States merchant vessel who were afloat on a raft near San Juan, Puerto Rico.

Ensign Francis E. Pinter, U. S. N. R. pilot of the plane, and Lewis McKinley Thompson, Aviation Chief Machinist's Mate and Naval Aviation Pilot, U.S.N., were presented with distinguished Flying Crosses.

Ensign Isaac Glenn Shively, U.S.N.R., and five enlisted men were given letters of commendation for their part in the dramatic rescue, performed in an exceptionally rough sea on March 9, 1942.

The enlisted men commended are:

Stanley Burton Bezanson, Aviation Machinist's Mate 1st Class, U.S.N.,

Edward Paul LeCompte, Aviation Ordnance Man 1st Class, U.S.N.,

Paul Austin Baker, Aviation Radioman 1st Class, U.S.N.,

Clarence August Boeltz, Aviation Machinist's Mate 2nd Class, U.S.N.,

John Yasenchak, Aviation Machinist's Mate 3rd Class.

The rescue of the merchant vessel survivors was announced by the Navy Department on April 14. The bomber crew, en route from San Juan to Guantanamo Bay, sighted a raft bearing 16 men and one woman.

In awarding Ensign Pinter the Distinguished Flying Cross Vice Admiral Ingersoll issued the following citation with the medal:

"For extraordinary achievement in the line of his profession displayed on March 9, 1942, while participating in an aerial flight as pilot of a U. S. Navy Patrol Plane.

"Ensign Pinter at the hazard of disabling damage to his plane and at the risk of his own life and the lives of his crew landed his patrol plane in a rough sea and rescued sixteen men and one woman, survivors from a torpedoed steamship who had been adrift on a raft for sixty hours without food or water.

"After the survivors were aboard Ensign Pinter took off his overloaded and overcrowded patrol plane from the rough sea in an outstanding display of skill and airmanship without jettisoning bombs or fuel. He then flew to the nearest Navy Base, searching for submarines enroute.

"The action described above, which undoubtedly saved the lives of many of the survivors, reflects great credit upon the Naval Service."

The citation accompanying Thompson's cross described the part he played in the rescue:

"Aviation Chief Machinist Mate Thompson, U.S. Navy, handled the engine throttles skillfully and in close cooperation and coordination with the senior pilot when the patrol plane was landed in a rough sea to rescue shipwrecked survivors. After sixteen men and one woman, survivors from a torpedoed steamship had been taken aboard the plane, Thompson again manned the engine throttles; with an extraordinary demonstration of professional skill and judgment he applied the maximum power of the engines at the right instant and in perfect harmony with the senior pilot's manipulation of the controls such that the then overloaded and overcrowded patrol plane was taken off in a superb demonstration of airmanship."

MILITARY ORATORY SOUNDS BEST IN SOLITUDE

The letters of commendation awarded Ensign Shively and the five enlisted men were identical and read:

"The Commander in Chief, United States Atlantic Fleet, notes with great interest and gratification that on March 9, 1942, while participating in an aerial flight as members of a crew of a U.S. Navy Patrol Plane you rendered excellent assistance when sixteen men and one woman, survivors from a torpedoed steamship who had been adrift on a raft for sixty hours were rescued.

"The Commander in Chief, United States Atlantic Fleet, commends you jointly for your part in the rescue described above, which reflects great credit upon the Naval Service."

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COMMENDATIONS FOR NAVY MEN WHO SAVED TORPEDOED TANKER, RESTORED ITS CREW

Officers and crew of the U. S. Naval vessel which put the torpedo-damaged and abandoned Argentine tanker VICTORIA back in running condition, and then restored the original crew to the the tanker's decks so that it might proceed to New York, have received commendations from the Commander-in-Chief of the United States Fleet.

The VICTORIA was blasted by two torpedoes from an Axis submarine off the Atlantic Coast on April 17, 1942. Some hours later a U. S. Naval vessel on routine patrol sighted and identified the tanker and came along side to investigate. In the face of severe difficulties caused by high seas, a boarding party was put aboard and reported the ship capable of running under her own power. In the meantime, the VICTORIA's lifeboats were sighted and the crewmen returned to their own ship. The boarding party was withdrawn, and the vessel proceeded to New York, where official examination revealed fragments of the torpedoes still in the hull.

Highly praised for his "initiative, sound judgment, skill, and courage" was the commanding officer of the naval vessel, Lieutenant Commander Colby G. Rucker, USN, who searched for the VICTORIA in waters where enemy submarines were known to be active and who displayed superb seamanship in the face of the difficult problems that confronted him.

Also given special commendation was the boarding party, commanded by Lieutenant Frederick G. Coffin, USNR, and including:

Charles Staubach, USN, Chief Electrician's Mate (AA)
Jesse D. Humberd, USNR, Carpenter's Mate Second Class
George A. Cortesi, USN, Machinist's Mate Second Class
Albert A. Crisafulli, USN, Machinist's Mate Second Class
Vincent J. Seavers, USN, Coxswain
Willard E. Woldren, USN, Signalman Third Class
William G. Bradshaw, USN, Seaman First Class
Joseph C. Gallant, USN, Fireman First Class

A third letter of commendation was sent to the entire personnel of the U. S. vessel involved.

After sighting the Argentine vessel shortly after midnight, April 18, Commander Rucker searched the surrounding area carefully for survivors and also for lurking submarines. With the coming of daylight, in spite of the heavy seas which made all operations hazardous, Commander Rucker brought his ship alongside and, as the bow of his ship was alternately high above and far below the deck of the tanker, members of the boarding party, one at a time, leaped the distance between the two ships. Two large holes gaped in the tanker's side, and huge clouds of spray were thrown in the air by the water rushing in and out as the ship rolled heavily.

The VICTORIA's engines were started, but an auxiliary generator failed and the engines could not be restarted without additional air pressure. It was desired to put another diesel expert aboard the tanker to assist, but under the drive of a stiff northwest wind the seaway had increased greatly. The drift of the tanker was too rapid to permit approaching under her lee, and so Commander Rucker came in on her windward side, bow-on, depending on the greater drift of the tanker to keep him clear. The pitch of his boat, however, was too great to permit jumping across, although his bow approached with two feet of the VICTORIA's side and drifted down three-quarters of its length.

The next day conditions were more favorable, and Commander Rucker brought his vessel alongside the VICTORIA and, by dint of expert seamanship, kept her there without injury for three-quarters of an hour while air pressure from his own ship was used to start the engines of the wallowing tanker.

In the meantime the VICTORIA's crew had been picked up by Commander Rucker's boat and another patrol boat which had come into the area. With her original crew restored and the VICTORIA again running smoothly, Commander Rucker left the tanker in the company of the second patrol vessel and proceeded on his original mission.

The Mihanovich Company, owners of the vessel, recently donated \$20,000 to the Navy Relief Society in appreciation of the exceptionally meritorious services of the officers and men of the U. S. Navy who rescued the officers and crew of the VICTORIA.

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ENLISTED MAN COMMENDED AND ADVANCED IN RATING

A commendation from the Secretary of the Navy and a double advancement in rating are the reward of Bruno Peter Gaido, Aviation Machinist's Mate Third Class, U.S.Navy, for distinguishing himself in three important actions of the Pacific Fleet -- the raid on the Marshall and Gilbert Islands and attacks on Wake Island and the Marcus Islands.

During the raid on the Marshall and Gilbert Islands, Gaido helped to shoot down a Japanese plane which, after it was set afire, attempted to crash on the flight deck of an aircraft carrier. Gaido manned the free machine gun in a plane parked on the flight deck and fired at the enemy plane until the latter's wing struck the tail of the plane from which Gaido was firing. The enemy plane then crashed into the sea alongside the carrier.

Gaido was commended for "distinguished devotion to duty, extraordinary courage and disregard of his own safety," and his action was characterized as "according with the best traditions of the Naval Service."

In recognition of this action and his participation in the Wake and Marcus island raids, Gaido was advanced from Aviation Machinist's Mate Third Class to Aviation Machinist's Mate First Class.

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TWO ENLISTED MEN PROMOTED FOR SUCCESSFUL AERIAL ATTACK ON SUBMARINE

Two enlisted men who participated in a successful aerial attack on a submarine announced last month by the Navy Department have been advanced in rating for their part in the "prompt and well executed attack."

They are Lloyd Edwin Griffin, Aviation Radioman Second Class, U. S. Navy, and Truett Smith Hawley, Aviation Machinist's Mate Second Class, U. S. Navy. Both were advanced to first class.

They were members of the crew of a plane piloted by Ensign William Tepuni, U. S. Naval Reserve pilot who has received the Distinguished Flying Cross. Their bombs left the enemy submarine helpless on the surface, and destroyers moved in the next day to finish the job.

Vice Admiral Royal E. Ingersoll, Commander-in-Chief, Atlantic Fleet, who decorated Ensign Tepuni, commended Hawley and Griffin for their part in the attack.

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A SECRET IS A WEAPON AND A FRIEND

FOUR ENLISTED MEN PROMOTED FOR FINE WORK IN RAIDS ON MARSHALL AND GILBERT ISLANDS

Four enlisted men of the Navy have been advanced in rating for meritorious conduct during the raid made by a task force of the Fleet on the Marshall and Gilbert Islands on February 1.

Richard McNeal Cudabac, Fireman First Class, U. S. Navy, was advanced to Photographer, Second Class for obtaining excellent and valuable aerial photographs despite anti-aircraft fire.

Ira Novy Bowman, Yeoman, First Class, U. S. Navy, was advanced to Chief Yeoman for the highly efficient manner in which he manned the interior communication system on the Flag Bridge during bombing attacks.

Richard Gardner, Seaman First Class, U. S. Navy, was advanced to Chief Signalman for meritorious performance of his duty as senior signalman in charge of the signal force. He displayed exceptional courage and coolness while under bombing attacks, and his fine work was a material factor in getting timely warning of approaching enemy bombers.

Andrew Kirinich, Radioman First Class, U. S. Navy, was advanced to Chief Radioman for the coolness and good judgment he displayed during bombing attacks. He remained on his station continuously for 21 hours and provided a continuous and accurate flow of vital information to U. S. forces.

* * * * *

PROMOTED FOR GOOD WORK AT PEARL HARBOR

Ralph LaVerne Cosgrove put in a busy day when the Japs raided Pearl Harbor.

Cosgrove's record, as received at the Navy Department, revealed that --

He rendered "valuable service" in clearing a traffic jam about the Receiving Station during the enemy's first strafing attack.

Reported on board a nearby ship and voluntarily assisted in obtaining needed machine gun ammunition.

Discovered a truck load of ammunition abandoned in the Submarine Base, commandeered the truck and distributed the ammunition to ships requiring it.

Seized a rifle and opposed the second enemy bombing attack upon the fleet base at Pearl Harbor.

Then, finally, assisted in the care and transportation of those wounded in the raids.

Cosgrove was promoted from Carpenter's Mate 1st Class, U.S.N.R., to Chief Carpenter's Mate as a reward.

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TENNESSEAN COMMENDED FOR EFFICIENCY

Robert George Ferrell, Jr., was commended today and promoted from Seaman 1st Class to Coxswain for his efficiency during activities against an enemy submarine.

Ferrell was cited by the Commander, Destroyers Battle Force, for "most efficient" operation of equipment of a United States destroyer while that vessel was tralling an enemy submarine.

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MEN OF FEW WORDS ARE THE BEST MEN

COMMENDED IN RESCUE

Peter Julius Gregonis, Chief Water Tender, U.S. Navy, was commended by the Secretary of the Navy today for risking his life to rescue another sailor from the icy waters of a New England harbor February 15.

In addition Gregonis, 32 years old, of San Diego, California, was recommended by the Secretary for award of the Silver Life Saving Medal issued by the Treasury Department.

Gregonis jumped overboard and swam with a life ring to Lewis Itzin, 25, Water Tender 1st Class, U.S.N., when the latter fell from an ocean-going tug carrying crew members from shore to their ships at anchor in the harbor.

Gregonis and Itzin were then hauled to safety.

"The Department," the Secretary declared in Gregonis' letter of commendation, "commends you for your prompt action and disregard of your own safety, which undoubtedly saved the life of Itzin. Such conduct is in keeping with the best traditions of the Naval service."

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EIGHT ENLISTED MEN COMMENDED FOR ACTS OF HEROISM

To the Navy's roster of heroes today were added the names of eight enlisted men who were commended by the Secretary of the Navy for acts of bravery. Six of them, including one who lost his own life, were commended for saving or attempting to save the lives of others, and the other two risked death to secure an anchor which had been torn loose from its lashings by gigantic seas and was endangering their small ship.

Those commended were:

Peter Cornelius DeVries, Chief Machinist's Mate, U. S. Navy,

Cecil Smedsvig Malmin, Aviation Machinist's Mate, Second Class, U. S. Navy,

Thomas Smedsvig Malmin, Aviation Metalsmith, First Class, U. S. Navy,

Leon Roseman, Boatswain's Mate, First Class, U. S. Navy,

Vincent Zicarelli, Metalsmith, First Class, U. S. Navy,

George Eaton Martin, Coxswain, U. S. Navy,

Edward Michael McNamara, Seaman, First Class, U. S. Navy,

Samuel Reingold, Gunner's Mate, First Class, U. S. Naval Reserve.

Chief Machinist's Mate, DeVries, was posthumously commended for attempting to rescue the late Lieutenant James S. Clarkson, U. S. Navy, from asphyxiation and drowning aboard a naval vessel on February 7, 1942. Lieutenant Clarkson had been overcome by gas in a compartment in which he was working and had fallen into about two feet of water. DeVries' commanding officer reported that after entering the compartment he "became aware of the presence of gas, and instead of attempting to leave the unconscious officer and save his own life, warned other men not to enter the dangerous space and directed them to get a line with which to remove Clarkson." Both Lieutenant Clarkson and Chief Machinist's Mate DeVries perished in the compartment.

The Navy Department has recommended that the Secretary of the Treasury award him a Gold Life Saving Medal, posthumously, for his "heroic and self-sacrificing conduct."

Identical commendations were awarded to two brothers, Cecil Smedsvig Malmin, Aviation Machinist's Mate, Second Class, U. S. Navy, and Thomas Smedsvig Malmin, Aviation Metalsmith, First Class, U. S. Navy, who rescued two persons from drowning on May 4, 1941, at Makapuu Point, Oahu, T. H. Mrs. Glenn N. Yetter, wife of Glenn N. Yetter, Chief Shipfitter, U. S. Navy, became exhausted while swimming and was in danger of drowning. Glen C. Mecham, Chief Machinist's Mate, U. S. Navy, went to her aid, but was unable to assist her and soon became exhausted himself. The Malmin brothers brought them both to the beach in safety. They have been recommended to the Secretary of the Treasury for a Life Saving Medal.

Leon Roseman, Boatswain's Mate, First Class, U. S. Navy, was commended for rescuing from drowning a shipmate on a destroyer; Albert Keith Collier, Fireman, Third Class, U. S. Navy, who was washed overboard in heavy weather February 17, 1942. A line was fired at Collier by means of a life throwing gun and he was brought alongside the ship but could not be brought aboard by means of a cargo net due to violent motion of the ship and his own weakened condition. Five men, one at a time, went over the side and endeavored to lift Collier aboard but were unable to do so. Roseman secured a life jacket and a canvas life belt about himself, jumped into the heavy sea, secured a hold on Collier, and with him was hauled aboard. For his heroism Roseman has been recommended to the Secretary of the Treasury for a Silver Life Saving Medal.

Vincent Zicarelli, Metalsmith, First Class, U. S. Navy, was commended for rescuing a shipmate from drowning on the night of November 26-27, 1941. The shipmate walked overboard in his sleep while his ship was moored to a barge at Johnston Island, and Zicarelli, who was on watch at the gangway, went to his assistance. At great personal risk, due to the danger of striking a coral bank which extended from the shore, Zicarelli leaped over the side and towed ashore his shipmate, who was paralyzed from the shock of a drastic awakening. Both suffered scratches and abrasions from the coral.

George Eaton Martin, Coxswain, U. S. Navy, was commended for rescuing from drowning L. A. Minton, Seaman, Second Class, U. S. Navy, on November 16, 1941, in Puget Sound. Minton, who was not a qualified swimmer, slipped and fell overboard from a tug, between two lighters. Nobody observed his fall, but he was missed soon afterward and was sighted in the water about four feet below the surface, going down. Due to the heavy clothing he was wearing and the high wind and flooding tide, Minton was swept under the surface of the water several times. At great risk, Martin dived into the water and rescued Minton, and for this the Navy Department has recommended him to the Secretary of the Treasury for a Life Saving Medal.

Samuel Reingold, Gunner's Mate, First Class, U. S. Naval Reserve, and Edward Michael McNamara, Seaman, First Class, U. S. Navy, were commended for securing an anchor which had been torn loose from its lashings in mountainous seas. Their vessel, a minesweeper, was hove to, riding out a terrific gale on January 10, 1942. "Disregarding the immediate danger of being washed overboard at any instant by the gigantic seas that were breaking over the small ship and knowing that if they were washed overboard they could not have been recovered, these men climbed up on the forecastle head and secured an anchor which had been torn from its lashings by the force of the tremendous seas breaking over it," their commanding officer reported. "Had this anchor not been lashed it would have been swept over a low rail and on its chain swung into the hull and punctured it, thus causing the loss of this vessel and her entire complement."

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NAVY CROSS AWARDED TO MESS ATTENDANT DORIS MILLER

The President of the United States has awarded the Navy Cross to Doris Miller, Mess Attendant First Class, U. S. Navy, for heroism displayed during the Japanese attack on Pearl Harbor December 7, 1941.

He was cited "for his distinguished devotion to duty, extraordinary courage and disregard for his own personal safety during the attack."

Miller was commended by Secretary of the Navy Frank Knox on April 1, and he has received an advancement in rating since the attack on Pearl Harbor. His commendation from the Secretary stated that "While at the side of his Captain on the bridge, Miller, despite enemy strafing and bombing and in the face of a serious fire, assisted in moving his Captain, who had been mortally wounded, to a place of greater safety, and later manned and operated a machine gun until ordered to leave the bridge."

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HOT AIR RISES - DON'T TALK

TRIBUTE TO HOUSTON, TEXAS, RECRUITING CAMPAIGN

Secretary of Navy Frank Knox recently paid tribute to the city of Houston, and state of Texas in a statement signaling a recruiting campaign which was being conducted to provide a contingent of 1,000 new men to replace and "carry on" for the personnel of the cruiser U.S.S. HOUSTON, which has been missing since the battle of Java Sea.

Secretary Knox said:

"In replacing the brave men who manned the cruiser HOUSTON 1,000 red-blooded Texans will pay tribute to a gallant ship with a fighting name when they take their oath as a unit of the United States Navy this Memorial Day in the city of Houston.

"This ranking city and port of the nation is justly proud of her namesake, for the HOUSTON and her officers and men fought gloriously, with guns blazing defiance against overwhelming odds.

"Such a spontaneous gift in manpower is unparalleled in the Navy's history. It typifies the courage of an aroused American people in providing an ever-increasing flow of arms and men to stem the tide against democracy.

"It is a pleasure to express the gratitude and admiration of the entire Naval Service for this extraordinary demonstration of community spirit and devotion to the cause of liberty."

Rear Admiral William A. Glassford, U.S.N., who was Commander, U.S. Naval Forces, Southwest Pacific, during the battle of the Java Sea, will conduct induction ceremonies for the 1,000 recruits at Houston.

* * * * *

ARMY DECORATES 176 MARINES AND 8 NAVY MEN IN PHILIPPINES

The Fourth Marines, together with Naval medical personnel attached to that famous Leatherneck regiment, have been showered with decorations and commendations for heroism in the battle of the Philippines, according to information received from bomb-blasted Corregidor, where they are still helping the Army hold Fort Mills.

Twenty-one officers and 155 enlisted men of the Fourth Regiment, U.S. Marine Corps, have been so honored, as have been three officers and five enlisted men of the Navy medical department.

All of the medals awarded were Army decorations. No information is available as to the meritorious actions for which the awards were made.

The Distinguished Service Cross was awarded posthumously to Private First Class Robert J. Brown, USMC, of Havana, Ill.

Three enlisted men each received two decorations and a letter of commendation, while 14 enlisted men and four officers received two awards.

Those thrice honored were Ralph S. Ney, Pharmacist's Mate Second Class, U.S. Navy, and Corporal William N. McCormack, USMC, each of whom received the Silver Star, with Oak Leaf Cluster in lieu of a second Silver Star, and a letter of commendation; and Field Cook John F. Ray, USMC, who was awarded the Silver Star, the Purple Heart, and a letter of commendation.

The Fourth Marines, commanded by Colonel Samuel L. Howard of Washington, D.C., were transferred to the Philippines from Shanghai just before war broke out between the United States and Japan, and, together with Navy bluejackets, they fought at Cavite Navy Yard, at Olongapo, at Mariveles, and at various places on Bataan Peninsula. The Marines, numbering about 1,500 officers and men, finally withdrew to Corregidor under orders of Lieutenant General Jonathan M. Wainwright during the closing phases of the battle of Bataan.

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

Names

DISTINGUISHED SERVICE CROSS

Private First Class Robert J. Brown,
(Posthumous)

**SILVER STAR WITH OAK LEAF CLUSTER AND
LETTER OF COMMENDATION**

Pharmacist's Mate Second Class Ralph
S. Ney, U.S. Navy

Corporal William N. McCormack

**SILVER STAR, PURPLE HEART, AND LETTER
OF COMMENDATION**

Field Cook John F. Ray

SILVER STAR WITH ONE OAK LEAF CLUSTER

Corporal Eugene O. Haynes

SILVER STAR AND PURPLE HEART

First Lieutenant Alan S. Manning
Platoon Sergeant Harry W. Pinto

Sergeant William A. Smith
Corporal George M. Buethe

SILVER STAR AND LETTER OF COMMENDATION

Lieutenant Commander Ernest M. Wade,
(MC), U. S. Navy

First Lieutenant John Winterholler
Pharmacist's Mate First Class, Louis
Joseph Wawrzonek, U. S. Navy
Sergeant Julian Jordan

Sergeant James H. Kerns

Sergeant Albert Perri

Private First Class Fred E. Koenig, Jr.

Private First Class Kenneth V. Rice

PURPLE HEART AND LETTER OF COMMENDATION

Captain Benjamin L. McMakin
Sergeant Olaf William Hagemo

Corporal Jack Francis Bailey

SILVER STAR

Officers:

Lieutenant Colonel Herman R. Anderson
Captain Paul A. Brown
Captain Golland Lee Clark, Jr.
Captain Robert Brice Moore
Captain Austin Conner Shofner
Lieutenant John E. Nardini, (MC),
U. S. Navy

Lieutenant William L. Strangman, (DC),
U. S. Navy

First Lieutenant Leon Edmond Chabot

First Lieutenant John S. Fantone

First Lieutenant Ralph R. Penick

First Lieutenant Clarence E. Van Ray

Quartermaster Sergeants:

Richard Cooley

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

Platoon Sergeants:

Houston L. Davis
J. T. Jenkins
Bert S. Linville

John P. O'Brien, Jr.
Frank G. Rossell, Jr.

Pharmacist's Mates Second Class, U. S. Navy:

Donald Edmond Bansley

Ernest Joseph Irvin

Sergeants:

John R. Breeze
Joe B. Chastain
Carl E. Downing
Uri L. Huckabay, Jr.

Richard D. Kenney
Seymour F. Parker
Everett S. Williams
Mike Winterman

Corporal:

Melvin "D" Bailey
Benjamin G. Baum
Raymond H. Collins
Eugene M. Kohlman
Elwood K. Madden

Barney D. McClue
James G. Pavlakos
Melvin W. Petersen
Fred M. Taylor
Donald E. Wittke

Field Cook:

Edwin J. Rotter

Privates First Class:

Evan F. Bunn
Lloyd T. Durbin
Robert P. Farner
Edward G. Free
Donald J. Garrett
Charles R. Greer
(Posthumous)
James L. Hoops
Alexander Katchuck

Donald E. Lake
Marion B. Lancaster
Clifton S. Miley
George B. Nelson
Oliver F. Promnitz
Herbert R. Shelton
Thomas L. Stewart
Berkley R. Swahn
Fred S. Vinton

Field Music:

John K. Corley

Privates:

Herbert G. Klingbeil

Quentin R. Sitton
(Posthumous)

LETTER OF COMMENDATION

OFFICERS:

Major John Joseph Heil
Captain Clyde R. Huddleson
First Lieutenant Michael Emile
Peshek
First Lieutenant Hugh Aubrey
Tistadt, Jr.

Quartermaster Clerk Frank William
Ferguson
Quartermaster Clerk Joseph James
Reardon
Quartermaster Clerk Herman Lee
Snellings

QUARTERMASTER SERGEANTS:

John Elmer Haskin

FIRST SERGEANT:

Richard Duncan

PLATOON SERGEANTS:

Donald Clay Gibson

PHARMACIST'S MATE SECOND CLASS,
USN:

Wilbur Kassel Blaydes, Jr.

SERGEANTS:

Clifton E. Copeland
Jesse Clyde Heaton
Philip Henry Helms

Dale Eldon Robbins
Gerald Ade Turner
Leo White

CORPORALS:

Martin D. Eichman
Milton Poston Evans
William Herman Finken
Harry Park Fowler
Floyd Burnell Jimerson

James Oden Landrum
Claud Ernest Simpson
Wilburn Vaughn Van Buskirk
Isaac Clarence Williams, Jr.

PRIVATE FIRST CLASS:

Loren Henry Brantley
Hilary F. Burkey
Truman J. Deede
William T. Erwin
Lewis Franklin

William T. Halford
James T. Huston, Jr.
Harold E. Kinney
James J. McKenzie
Roy W. Miller

PURPLE HEART

OFFICERS:

Captain Roy Robinton

First Lieutenant Willard B. Holdredge

FIRST SERGEANT:

Stanley E. Bronk

TECHNICAL SERGEANT:

Alfred T. Rind, Jr.

PLATOON SERGEANTS:

Robert A. Clement

Charles L. Eckstein

SERGEANTS:

Mitchell Cohen
John P. Fitzgerald
William R. Johnson

Wesley C. Little
Joseph M. Romanelli
James A. Totle

MESS SERGEANTS:

James E. Bible

Emmett F. Nolan

CORPORALS:

Billy W. Allen
Arthur A. Arnoldy
Martin S. Christie
Robert A. Ferguson
John H. Frazier
Herbert A. Johnston
Cambell Loverix
John R. McMillian, Jr.

Raymond C. McQuilliam
Warren H. Mellies
Corwin R. Morey
Douglas S. Robertson
Harold R. Stahlecker
Wilfred H. Mensching
Lawrence E. Webber

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

FIELD MUSIC CORPORAL:

Frederick J. Stumpges

FIELD COOK:

George T. Jeffries

Garvin G. Steele

PRIVATE FIRST CLASS:

Walter P. Anderson
Leon Claude Adams
Donald L. Bernardy
Louis S. Bertz
Andrew R. Calvin
William Ambrose Coghlan
William D. Doran
John C. Elliston
James Furr Ferriss
Clarence P. Gustafson
Thornton E. Hamby
Ralph Lee Henderson, Jr.
Frank J. Hodach
Robert R. Hodge
Fred Johannsen
Wilfred Kernes
Stephen T. Kozuch
Joseph Kubeth

James Jacob Lehner
John Robert Martineau
Floyd "M" McKinney
Warren Anderson Montgomery
Harold Birkett Myers, Jr.
Karl Lawrence Nordine
Frank James Parks
Kenneth Ross Paulin
Claude Devoe Powers
Frank White Prince, Jr.
Edward Stefanski
Henry William Sublett
Robert Eugene Taylor
Roy "J" Townsdin
Reino William Tuomala
Richard James Watson
Tommie Joe White
Frederick Theodore Stolley

PRIVATE:

John James O'Donnell, Jr.

Warren Henry Smith

* * * * *

**RECORDS SHED NEW LIGHT ON HEROISM OF MARINES
AT BATAAN AND CORREGIDOR**

Their bravery in facing death from Japanese artillery fire to rescue Naval personnel trapped in the open and wounded at Corregidor has brought decorations from the Army to five members of the Marine Corps stationed at the Manila Bay fortress before it capitulated to overwhelming Japanese forces.

Fragments of the battle stories from Bataan and Corregidor that brought new honors to the heroic defenders were made public today by Marine Corps headquarters. Acts of heroism were revealed by a handful of letters received and from muster rolls of the Fourth Regiment of Marines.

These documents were carried from Corregidor in March, and since have been in transit from Australia.

The muster roll of the Fourth Regiment brought to light the fact that the five Marines, all privates, had been decorated with the Silver Star in an Army citation from General Order No. 13, authorizing the awards. The citations were listed alongside their names on the roll.

The citation describes the gallantry in action of the five Marines during an enemy bombardment of Fort Mills on February 15. On that day Japanese forces across Manila Bay suddenly loosed a violent artillery attack. Naval personnel at the South Dock were caught in the fire and suffered several casualties. Observing this, the Marines, "without regard for personal safety," dashed from their place of shelter and succeeded in rescuing their wounded and helpless comrades.

AN IDLE TONGUE CARRIES DEATH IN ITS WAG

The five named were Privates First Class Lloyd T. Durbin, Donald J. Garrett, James G. Pavlakos, Oliver F. Promnitz and Private Herbert R. Shelton. They were included in the recently announced list of 184 officers and men of the Fourth Marines decorated by the Army for bravery.

Still unrecorded are citations for the individual deeds performed by the remaining 179 award winners. But some hint of their valor, and that of army and navy fighters, is contained in further notes on the muster rolls.

There was the ordeal on board a ship interned at Mariveles Harbor, when Jap planes sent bomb after bomb crashing against her decks. The ship was guarded by Marines, and two of them won the Order of the Purple Heart for sticking to their guns in the face of enemy fire.

There was the battle of Longaskawayan Point, a three-day attack by Marines and blue-jackets against heavily armed Japanese troops which had gained a foothold on the shoreline of Bataan.

A Marine private who was wounded eight times at Longaskawayan Point lived to join in later actions where the Jap invaders were hurled back into the sea.

A complete rout was imposed upon the enemy at Mariveles before dawn on a morning late in January. Advancing toward the Mariveles beaches under the blanket of darkness, a large number of Japanese barges and landing boats were apprehended before they reached shore. Marine riflemen and machine gunners opened fire on the surprised invaders packed into the boats. A Marine mortar platoon went into action, smashing one after another of the enemy craft. The entire landing operation was disrupted.

The tasks assigned to the Fourth Marines kept them on the move. The regiment was transferred from Shanghai to the Olongapo naval base on Luzon only a few days before the first Japanese attack on the Philippines. Until December 24 they defended Olongapo; on Christmas Day they began a trek to Mariveles; by December 28 their headquarters had been established on Corregidor. The Marine Battalion which had guarded the Cavite Navy Yard was absorbed into the regiment on New Year's Day.

* * * * *

MARINE AIRMAN EFFECTS RESCUE OF 13 TORPEDO SURVIVORS OFF COAST

How a Marine Aviation Major recently conducted an air shuttle service to effect the rescue of thirteen survivors of a torpedoed Norwegian merchant vessel, huddled in a life boat 15 miles off the Atlantic Coast, is told in a colorful report to Brigadier General R. J. Mitchell, Director of the Bureau of Aviation at Marine Corps Headquarters in Washington, D. C.

Major John S. E. Young, USMC, Commanding Officer at a Marine Base near the scene of the sinking, received a call just before midnight from a Coast Guard officer requesting the use of a crash boat for the rescue. Bearing and distance of the lifeboat was given as fifteen miles to sea, relative to an unlighted buoy.

After making necessary arrangements Major Young, a veteran air pilot, wrote "I took off at about twelve o'clock, flew a certain bearing and distance to a buoy, which I couldn't see, from which I took departure for the survivor's life boat using directions given me by the Coast Guard."

"Upon arriving at the estimated location of the life boat, I picked up a flare on my port bow, which proved to be the object of my search. Information that the life boat was located was transmitted by radio to the crash boat, which was accompanying a tug The crash boat passed this information by word of mouth to the tug, repeating my instructions to have the tug proceed to sea, pick up if possible, the unlighted buoy from which I had taken my departure and then proceed as I directed."

"It was necessary at this point to return to the Base to check up on a little radio trouble. After gassing up and repairing the radio I returned to the location of the life boat, using this time the bearing and distances I had taken from the life boat on the CAA light beacon. Again a flare from the life boat enabled me to pick it up without too much difficulty, although the haze restricted visibility to about five miles.

"The next task was to find the tug, which had proceeded to sea. This was accomplished, due to the haze, only by finding another course from the north end of adjoining island to the unlighted buoy, a distance of about 10 miles, at which point I was able to pick up the tug by its running lights. From then on, the situation resolved itself into nothing more than shuffling back and forth between the tug and life boat, and directing the tug to the latter by means of flying a steady course and using my landing light as a marker beacon, on which the tug was able to take a bearing.

"Shortly afterward, the tug contacted the life boat and took the survivors aboard, after which I returned to my base. The thirteen survivors were returned to the Base where they were temporarily hospitalized. . .

"After returning to the Base the plane was gassed and taken out again, this time by Major Harry Larson, who stayed with the tug as a submarine protective escort until the latter was ten miles from land. Lieutenant Mathieson then took over the watch for the remainder of the trip to land."

Major Young received the Navy Cross in 1932 for distinguished service in Nicaragua. He was also awarded Nicaragua's Cross of Valor for bravery in that same campaign. In 1931 he was given The Distinguished Flying Cross, for honorable service in Nicaragua.

* * * * *

HEROISM OF A MINESWEEPER'S COMMANDING OFFICER AND CREW

A Gold Star to embellish the Navy Cross, which he already holds, has been awarded by the Navy to Lieutenant Commander Richard Ellington Hawes, who proved himself a hero 16 years ago and now, at the age of 48, has done it again.

Aboard his little 180-footer, the minesweeper USS PIGEON, Lieutenant Commander Hawes and his crew plowed through the blastings of almost five months of bomb-laden Philippine war as they and their ship performed valorously the less spectacular but indispensable tasks assigned to those who form a part of the Navy's auxiliary forces.

From the start in Manila Bay to the finish on Corregidor, they were in the very thick of it--the PIGEON and her men--hauling grounded companion craft off mud bars, repairing their damage, replenishing their supplies, feeding their crews, restocking their ammunition, conducting them to the haven of the great "rock" that stands as its own monument in Manila Bay.

And in between times they fiercely joined the fighting against the Japanese, bringing down several planes which made the mistake of flying too close to the PIGEON, failing to recognize her as a falcon at heart.

With Corregidor fallen and the PIGEON sunk, the Navy now tells the story of Lieutenant Commander Hawes' leadership and the manner in which he was followed literally to war's bitter end. On the bottom of the bay the remains of the PIGEON rest, bombed apart in the final hours before Corregidor's fall. Somewhere in the void which swallows up warriors who are outnumbered and overwhelmed are Lieutenant Commander Hawes and his men, presumably prisoners of the Japanese. The same communique that told of the PIGEON's finish said that, as far as was known, there were no casualties.

It was on August 8, 1926, that the Navy first recognized and rewarded the heroism of Richard Hawes, then a boatswain who already was performing hazardous duties as a member of a submarine salvage crew. The U. S. submarine S-51 had gone down on September 25, 1925, after a collision with SS CITY OF ROME off Block Island, with the loss of six officers and 27 men. The following year S-51 was salvaged, and the work of Boatswain Hawes on that job won him not only the Navy Cross, but also an Ensign's commission.

Now, 16 years later, Lieutenant Commander Hawes wins the Gold Star, equivalent of a second Navy Cross, with the following citation: "For his courageous, timely and strenuous action under heavy enemy attack at Cavite, while commanding officer of the USS PIGEON, which saved a U. S. submarine."

TO MEN ONLY - DON'T TELL HER

From Lieutenant Commander Hawes' reports to his superior officer is pieced together the story of the PIGEON's exploits, and it is symbolic of the devotion to duty of all the Navy's many thousands whose assignment is to labor that the front line may fight.

On December 10, 1941, the air raid alarm sounded over Manila Bay, and out of the North came a Japanese swarm. The PIGEON was moored at Cavite Navy Yard in the midst of a five-ship nest which included two submarines and two other mine sweepers. They were not caught unawares.

"Our main engines were warmed up and we had steam at throttle," Lieutenant Commander Hawes recorded. "Our machine guns fired on the Japanese planes and hit a fighter."

Both the PIGEON and the QUAIL, which also was announced as sunk at Corregidor, cleared dock and maneuvered to avoid bombs. One string fell 200 feet astern and another to port, about 200 yards.

"The Navy Yard was seen to be in flames, so the PIGEON returned to render assistance," the commanding officer wrote in laconic language. "Direction of the wind prohibited use of our fire hoses to extinguish blazes near vessels, so PIGEON proceeded to the assistance of a damaged submarine. Stern of the PIGEON was placed across an end piling and a line was run about 20 feet to the submarine."

All the while the Japanese were raining intended destruction.

"Explosions of air flasks and detonated war heads were taking place," Lieutenant Commander Hawes reported. "Fiery missiles were being hurled many yards across PIGEON. Explosions were deafening and for a few minutes it looked as though the submarine and PIGEON were both in perilous position."

Still dodging bombs, the PIGEON continued her labors with the submarine and succeeded in hauling it clear, but the sub stuck on a mud bank straight out from dock. Just then an oil tank exploded, sending a horizontal sheet of flame rolling toward the two craft.

"The intense heat blistered paint on the PIGEON's sides," Lieutenant Commander Hawes wrote. "Just as it was becoming unbearable, the flames died down. Ten minutes more and the crews of all vessels in the vicinity would have been burned to a crisp."

PIGEON put her 30-1/2 feet of shoulders and 1060 tons of weight into a stout pull and finally got the submarine out into the channel. When the sub's engines were running, PIGEON turned to other jobs at hand. Among them was a burning lighter. Just a couple crewmen from the PIGEON were needed for that job. Using a surfboat, these sailors hauled the blazing lighter clear, then took a gasoline lighter out and moored it safely to a buoy.

"It is not believed that any crew will ever face more terrifying conditions than did the crew of the PIGEON," Lieutenant Commander Hawes recorded in behalf of his men. "During the entire operation, not a single man flinched or hesitated in carrying out his own mission. Leadership and utter disregard for their own safety displayed by petty officers was an inspiration to entire ship's company."

From December 11 to 30, PIGEON had a busy time, as revealed in the following chores listed by the commanding officer as performed: moved and anchored vessels clear of Navy Yard; installed anti-aircraft gun on the minesweeper TANAGER (another sunk at Corregidor); installed A.A. gun aboard self; made new bed plate and installed anchor engine; took aboard and distributed ammunition to other vessels; installed boiler plate as armor to protect against bomb splinters; provided crane service and assistance for a submarine; fed average of 125 men daily, including outside crew members; salvaged 17 torpedoes, transported deck loads of torpedoes, equipment and supplies; kept motor torpedo boats supplied with fresh water and kept their torpedoes charged; made underwater repairs at night to a submarine; made three trips to Manila from Corregidor, bringing back a total of seven oil barges . . . all this in the very center of hurricane war!

During the first attack on Corregidor, PIGEON was out in the channel, and she cruised to avoid bombs, meanwhile lying literally in ambush for some prey of her own. Three two-motored Japanese planes came winging over the eastern end of the island, about 200 yards inshore and at a height of 4,000 feet. PIGEON let them get close, then blasted away with all 50 caliber machine guns. Lieutenant Commander Hawes described the result:

"Our tracers almost went the distance to planes and showed from one to three and one-half plane lengths ahead, and many shots were placed in these planes, which changed course 30 degrees and passed over southern end of Corregidor. The following day it was learned that one of these planes exploded between Monja Island light and Corregidor, and the other two crashed just beyond."

In that way did the falcon that was in her come out of PIGEON.

PATWING 10 - - - STORY OF A GALLANT SQUADRON AND ITS EXPLOITS FROM PHILIPPINES TO AUSTRALIA

This is the story of the death of a gallant flying squadron, and the story of brave men who would not die. It is the saga of 90 days under the burning sun of the Southwest Pacific, of nights when history was written in flame and life was as evanescent as tracer smoke. It is the Odyssey of a Navy outfit which started in the Philippines with more than 40 patrol bombers, and ended up in Australia with two. It is the story of Patwing 10 . . .

Patwing 10 has already become a legend in scores of tropical islands which felt the fleeting shadows of its wings and heard the last defiant bursts of its machine guns. It will be a legend from now on whenever and wherever men talk of heroism, and miracles.

For miracles there were, in plenty. You can read them between the lines in the simply-told accounts of the men of Patwing 10, who flew into hell and sometimes flew out again. More often they swam out, or crawled into the steaming jungle with Japanese machine gun bullets kicking up flurries in the beach sand. You can read between the lines a story of a fight against overwhelming odds. But you will find no word of complaint. And in the modesty of the telling, you will have to look between the lines again for the full story of intrepid warriors who kept their courage against conditions which would have crushed lesser men.

This can be no smooth, unruffled narrative, because the course of Patwing 10 - and of the six out of every seven men who miraculously survived - - was devious and jagged. There can be no logical or measured beginning; the story has a panoramic sweep and yet is contrived of incidents which burst upon one with the force of an exploding ammunition dump. For example, the words of Chief Aviation Machinist's Mate T. T. Bond:

"The second pilot shouted over the phones: 'Twelve Jap planes dead ahead! Man your guns!'

They manned their guns. This was on a four hour patrol out of an advance base on Java, January 16. They manned their guns . . .

"The pilot immediately put the plane in a straight dive . . . We were at 12,000 feet when this happened and he dove the plane straight down. Well, about ten seconds after he started diving, I looked out the side window and saw that all the fabric was gone off both wings . . ."

So, in the normal course of events the PBY and its crew of eight Navy flyers should have plunged headlong into the ocean. But nothing normal ever happened to Patwing 10. Four men, including Bond, went over the side in their chutes. Then the third pilot, C.J. Bannowsky, looked aft and saw that the rest of the crew was not going to be able to get out. "Maybe", said Mr. Bannowsky, "I can land her."

So he went up into the pilot's seat and took the controls. They were still diving. The Japs were close on their tail.

Now let Bannowsky tell what happened:

"I was very fortunate in making a good landing, as the fabric on the wings was missing." (They made Bannowsky a chief petty officer for this bit of "good fortune.")

"I gave the order," Bannowsky remembers, "to throw the rubber boat over and prepare to abandon plane. As I started for the confidential gear, the Japs started strafing us. I gave the order to abandon the plane and get in the rubber boat and leave the vicinity of the plane."

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

"The two side gunners had been firing at the Japs during this time. One of the Jap bullets hit me in the back. I asked the gunners for some help to get my flight jacket off. One of them helped, while the other continued to fire. Then I told them to leave the ship, following them myself.

"We swam to the rubber boat. Previously, the Japs had never attacked anyone after a plane had been abandoned. But they now started strafing the rubber boats. We scattered, then the Japs made runs on us individually. They strafed us in the water for about 20 minutes. At first we would duck under the water for protection, but afterwards we got so tired we just watched.

"They would shoot at us with two machine guns; as they saw the splashes in the water getting close to us, they would open up the cannon and, as the plane would pass on over the tail turret, would fire on us . . ."

The men who had bailed out were in the water on the far side of this particular island; Bannowsky and his men on the near side. The Jap planes circled the island, strafing first one group and then the other.

"As the attack let up," Bannowsky says, "we went to the rubber boat and rowed to the island, where we found the rest of the plane crew. The plane burned."

That was only one incident in the history of Patwing 10-- the 90 day history of wartime fox-and-geese that started December 8 and ended early in March; started at the advance bases in the Philippines and ended in Australia; started with three and one half dozen patrol bombers and ended with two both bullet-riddled.

Let Chief Machinist's Mate Mike Kelly, Naval Aviation Pilot, go back to the morning of December 8 (December 7 in Honolulu, back across the international date line). Chief Kelly and the officers and crew of the immediate detachment to which he belonged were ordered out to investigate a report that a group of Japanese warships was moving north 150 miles off the coast of Luzon.

"We finally sighted them, from a long way off," Kelly says. "There were two battleships of the CONGO class and four destroyers. We started a run on them, coming in from the sun.

"As the Japs sighted us they picked up speed and started on a zig-zag course. We dropped 15 tons of bombs on the last battleship in the row, which appeared to land on the fantail of the ship. Immediately we broke formation as their anti-aircraft were firing all around us. We all managed to escape by hiding in the clouds and whatnot, and joined formation about 15 minutes later and headed back for the base.

"We landed in Cavite after dark, and we found that it had been bombed and was burning furiously. . ."

Cavite was too hot for use as a base, so the wing was divided and Kelly's group moved to Lake Lanao.

"The Japs finally hunted our bases down, and we went to another base, and still another, moving south all the time, still patrolling, but each night coming home to roost at a new position. . ."

Late in the night of December 26, a six-plane formation of PBV-4s took off on what seemed to be a perfect setup . . . A Japanese cruiser, some destroyers, and some transports had been reported completely without fighter protection.

The PBVs came up with the group at dawn of the 27th. The ships were there all right. So were Jap fighters - hanging around high in the sky, waiting for the big, heavy, PBVs.

Kelly relates this incident as follows:

"We arrived there at daybreak and started in on a bombing run, and the machine gunner aft reported fighters above. They started to dive on us, but we kept on our course and went in to bomb the vessels below.

KEEP YOUR OWN COUNSEL

"The other section of our squadron had already made their approach and dropped their bombs and under fierce anti-aircraft fire we dropped our bombs. . . The fighters were all around firing at us, and we made a run for it. The machine gunners kept off the fighters as best they could as we dived for the water."

"One plane in our section was shot down. The two other planes in our section stuck close together in order to afford the greatest fire against the Japanese fighters."

"One fighter made a run on us from underneath. Immediately our tunnel gunner knocked him off. They saw that was a hot spot, so they made the run higher."

That's how the battle went - the PBYS running and firing at the same time; the Jap Zeros darting in, delivering, and zooming back to get ready for another run. Kelly's plane and the remaining ship in his section got back. None of the other section got back. Four of the planes were lost on that run alone.

But the luck of the Patwing 10 men was still operating, if somewhat belatedly. John Cumberland, ACMM, was in that other section - the section that didn't come back. Here's how he lived to tell about it:

" At dawn we sighted the Jap ships. We made a turn and came back from the east and made a run by a destroyer, also closing in on the cruiser so they could not concentrate their anti-aircraft fire. We made another turn to gain altitude, and then the enemy fighters came in.

"One of the fighters started his first run on the 23 boat, to my right. The 23 boat returned his fire and he pulled off and came in on me underneath the stabilizer. I stayed until he got in good range and fanned my string on him. This was apparently ineffective. The next run they fired on us, I was loading a gun. The run after that I had the gun loaded and firing.

"There were fighters all around us now. They made two more runs on the starboard and they made a run on the port. As this one pulled up, I fired into his belly - this was a Zero fighter. Another came down and tried to fire on the 25 boat, but a crossfire chased him out of that. They fired on us two more times.

"The last fighter made a final run on us, but did not fire; evidently out of ammunition. Then we landed and the crew were nearly all gas-drunk. We plugged up the shell holes in the boat and floated for 30 hours before we were picked up."

Good fortune may not have been constantly with the PBYS - their mortality rate was terrific - but it certainly was with the men who ran them. The total casualties were less than one man in seven killed or lost, though the man who came out without at least a shrapnel wound was a rarity. But they were hard to kill. For instance the incident related by Bannowsky about C. M. Richardson, AMM 1/c, NAP, whose plane was followed home one night by the Japanese and attacked after it landed on the water.

"Richardson," says Bannowsky, "was manning the bow turret. The Japs were making their runs directly at him. There were nine fighters, taking turns. He made the first run, showing the others how it should be done. As he passed, he rocked his wings - signaling the others to attack. Richardson's procedure was to wait until he could see the slant of their eyes before firing.

"Several times he could see the tracers coming straight for him by the splashes they made in the water, and he would dodge to one side of the turret as they went by. Part of his machine gun was shot away and afterwards there were counted over 700 holes in the plane. He was only wounded in the hand and in the leg." Which, to the Patwing 10 men, was approximately equivalent to being stung by a horsefly.

It was stated earlier that the story of Patwing 10 ended in Australia, and this is substantially true. However, there's a chapter of it which concerns the Bataan Peninsula - a chapter with which Lieut. (jg) H. R. Swenson, USNR and J. S. Clark, Naval Aviation pilot and AMM 1/c, are fairly familiar. Lieut. Swenson was pilot and Clark enlisted pilot of one of the half dozen planes that moved from Cavite to Los Banos on the first day of the war, and operated as an attack group from that base. By Christmas, all but two of these planes had moved on to another base, and Swenson's plane would have gone too, except that it burned up the port engine scuttling around on the water trying to avoid a Jap bomber's bullets.

So it was Christmas morning, and Swenson's plane was still there, its engine repaired and its pilot awaiting orders to move on. The other plane also was still there, and Swenson and Clark were negotiating with some natives for a turkey they had seen wandering along a country lane.

Suddenly the radio reported two Japanese planes approaching.

Warning was sent to Lieut. Swenson and he and Clark made for the beach. The Japs beat them there. The Number 5 plane - the other PBV - was set afire almost instantly . . .

"In making their runs on the Five plane," Swenson relates, "they found my plane's location, and opened fire on her. As we approached, we heard the Japs guns and also our own. We assumed all our guns were manned, because we could distinguish the firing of the bow gun and the two waist guns.

"We crept closer so we could see what was happening. Just then the bow gun stopped firing. We figured whoever had been manning it had been hurt, so we ran out to the plane with a view to relieving the injured gunner. The Jap gunners peppered away at us, but we weren't hit.

"We went into the plane through the waist hatch, and got the surprise of our lives. There was just one man in the plane - a mechanic, Roland D. Foster, AMM 1/c. He'd been firing all the guns himself. As the Jap bombers would approach, he would open up with the 50-caliber guns in the port waist, and as they passed he would follow up with the twin 30's at the starboard waist. He soon ran out of 30-caliber ammunition and ran up to the bow to get more. While he was in the bow, the Japs made another run, and he fired the bow gun at them. On the way back to the waist guns, he discovered one of the mattresses had caught fire. But by now, on account of the holes in the hull, there were five inches of water in the after compartment. So Foster rigged the bilge pump, squirted water on the mattress, and then went back to the guns.

"When we got there he was turning from gun to gun, firing at the Japs and in between time pumping water into the burning mattress.

"The Japs made one more pass, and during this pass we saw one gun apparently put out of commission, and one of the engines stopped. The remaining good Jap plane circled into position for another run, and then decided it didn't want to play any more, and went home."

As soon as they were sure the Japs weren't coming back, Lieut. Swenson and his men took stock of the damage. It was considerable. There were 250 holes in the plane. They ranged from small 27-caliber machine gun holes to huge, jagged rents in the wings, fourteen to sixteen inches across, torn by cannon. But Lieut. Swenson describes it succinctly:

"The parts of the plane around the gun stations looked like sieves, and it's a miracle no one was hit. One shell from a cannon put a 16-inch hole in the after starboard gas tank, and shrapnel from it made many small holes in the tank and side of the hull. The radio compartment had two holes in the bottom. These were plugged with cardboard."

Swenson smiles as he recalls that amazing flight back to Cavite - some 70 or 80 miles as the PBV flies, but this time seemingly the equivalent of New York to London.

They felt, he explains, that it would be necessary to get back to the repair base at Cavite if the plane were to prove of any further use; he and Clark urged the rest of the crew to return by land, but the crew said it would stick with the plane.

So with all holes plugged, loose wires spliced, they made ready to clear - - -

"We started the engines. Ensign Williamson, standing in the 18 inches of water we now had in the navigation department, began writing a message to notify Cavite of our expected arrival. By this time it was dark, and visibility was very poor. The sea was heavy.

"The plane captain, Robert Earl Butterbaugh, AMM 1/c, reported the engines warmed and ready for takeoff. Clark shoved the throttles full forward, four inches above the rated takeoff power and we started to make our run.

SOME SYLLABLES ARE SWORDS

"The plane took off all right, but we held her close to the water to see whether our plan of operation was going to work. It did, and we started to climb. Foster, at one of the waist guns, called over the interphone, 'Mr. Swenson, there's gasoline leaking back here.' I answered, 'I know it.' Cox, the second radioman, reported 'Mr. Swenson, sparks are coming out of the engines.' I nodded and answered, 'Aye, aye,' Butterbaugh, at the engine controls, reported, 'We're losing our oil from the port engine.' I answered, 'Aye, aye.'

"By this time we had about 1800 feet altitude, and started across the land toward Cavite. Butterbaugh kept announcing the amount of oil in the port engine as forty gallons, then thirty, then twenty, then ten, and then - 'We have no oil in the port engine.' When the pressure was gone, we turned off the port engine."

So they made Cavite, rattling and roaring up there above the Philippine terrain, one engine silent and the other one coughing now and then. They landed on the bay and taxied two miles with one engine to Cavite.

"On our arrival there," says Lieut. Swenson, "we found they were ready to blow up what was left of the air station, the personnel being evacuated to Bataan. . . ." He smiles a bit thinly here. "The repair facilities required to fix the plane for flight to Java were being blown up along with the rest in the face of the approaching Japanese, and we had to sink the plane. We made it down to the dock just in time to jump onto the ship as they were casting off the lines. The ship, a tug, carried us to Marivales on the Bataan Peninsula, where under Comdr. Francis J. Bridget we prepared to make Marines out of ourselves and fight with General MacArthur's forces."

Counting the ground and repair personnel which had still been based at Cavite, the Patwing 10 personnel which joined the MacArthur forces on Bataan numbered about 130. Under Comdr. Bridget as Naval battalion commander, Lieut. Swenson became commanding officer of the Patwing 10 Aviation Company, and remained so through five weeks of that bitter fighting with the enemy. They learned, among other things, how it feels to be stretched prone on the ground and have a bomb land so close you can reach out and dangle your hand in its crater. Lieut. Swenson tells about it thus:

"Our base camp sustained 32 bombings in five weeks, not counting the bombings of other objectives in Marivales, a quarter of a mile away. Our only protection against the bombings were foxholes. Our particular favorite foxhole was about 2 1/2 feet wide and five feet deep, with one layer of sand bags around the edge. It was shaped like an L, with either leg of the L able to be used as protection against strafers, depending on which direction they came from.

"If during a bombing raid someone didn't like his particular spot, he could yell 'Switch!' and we'd all change corners. This rather broke the monotony."

Clark recalls an incident:

"On January 18 there were three dive bombers circling different sectors overhead, waiting the chance to attack some part of our area. They suddenly dove on Dewey dry dock in an attempt to destroy it. Lieut. Swenson, having stationed machine gunners in the vicinity of the dry dock, was concerned with the safety of the men on watch there.

"We saw the bombs land in the vicinity of the machine gunners, and Mr. Swenson was so concerned that he started walking down the road toward the camouflaged truck, intending to drive the truck down to the dry dock. I went with him. We were part way there when I suddenly looked up and saw a formation of nine Jap bombers directly overhead.

"Being too far down the road to get back to the foxholes, we immediately lay down beside the road.

"The bombs began falling around us - we later learned that the formation dropped 72 bombs in the vicinity.

"One bomb landed on our starboard, blowing a hole seven feet deep and over ten feet wide. This hole, we found out after raising up from the dirt blown on top of us, was close enough that we could reach over and put our hand in the edge of it."

Then came the day when the Patwing 10 band was broken up, with the qualified pilots taken to Corregidor, and ultimately to Java and Australia, while the remainder stayed to fight with the other heroes of Bataan.

Thus closes this particular chapter of the Patwing 10 saga, but while all this was going on there were other incidents occurring farther south.

Always scattered, but generally in communication, the bulk of the wing kept hedgehopping to the south, operating in groups of two or three or six planes, or sometimes singly. The Dutch came through with a present of six fresh PBYS, which filled in some of the gaps. A whole new squadron was brought in from Honolulu.

Some of the men were kept busy detecting Jap convoys through Turkey Lane - Macassar straits, to the layman. Some of them stalked Jap task forces. Sometimes they'd knock over a Jap Zero, and sometimes the Zero would knock over the PBY. But there were a lot more Zeros than there were PBYS, and the thinning out was continuous.

Pilot Van Bibber, a chief aviation machinist's mate, cites this case history:

"We were off the coast of Celebes and a fighter dove on us. We were about 10,000 feet when he dove - saw him coming in time to start sliding right toward him and just about the time he hopped up we put the plane in a slipping dive. He over-shot us. Every time he would start back at us he would do the same thing.

"He made four runs on us at the time, firing on us every time he passed over. On the fourth run he either got in a hurry or was an inexperienced pilot, because he started to turn back on us too soon and pulled in right above our quarter, wide open for a Sunday shot. The other waist gunner hit his cockpit. He fell off on a wing-tip and started smoking, fell about one thousand feet and burst into flames."

Sometimes the experience of a PBY was that a Jap fighter group would contact it on patrol, and follow it home, and attack it after it landed on the water. The crew of the PBY would man the guns until the fire got too hot. Then they'd jump in the water and swim ashore. The Japs, after potting at the swimmers until their ammunition or fuel ran low, would turn about and leave.

Though the toll in planes was high, the personnel losses were relatively light for reasons which should be obvious by now - the Japs couldn't kill a Patwing 10 man.

The outfit finally wound up at Port Darwin, where a regular patrol was maintained by Patwing 10 until February 19. The wing's mother ship, a tender, was in the harbor there.

At 10 o'clock in the morning of February 19, Naval Aviation Pilot H. R. Cannon, AMM 1/c, was standing by the plane buoy on watch when he heard a roar -

"I looked up," he reports, "and saw four formations of 27 planes each, coming in from the southwest. We immediately got in the whale boat and ran it to the beach across the bay from Darwin. We ran the boat under some trees, and at 10:10 the first bombs hit the dock....."

That was the beginning of that historic Darwin raid. One hundred and eight bombers, dropping their eggs simultaneously, with one purpose - to put Port Darwin and all the ships and docks around it out of existence for all time.

The wing's mother ship and the PEARY were in the harbor and got underway at the same time. Cannon, watching them, says: "I saw a bomb hit the PEARY about amidships. There was a terrific explosion and the ship sank in about five minutes.

"And then a bomb hit the tender, just forward of the after deckhouse on the port side, and it caught fire. An ammunition ship alongside the dock began blowing up about this time....."

At that same moment that the captain of the tender, Lieut. Commander Etheridge Grant, was making his way toward his ship in a small boat from the shore, and thinking he was going to make it. The ammunition ship blast spoiled that. His boat was picked up like a cork and turned bottomside up. Lieut. Commander Grant grabbed a buoy and hung on.

But as he watched the tender, he must have felt a surge of pride. For the ship, her after deck blazing like fury, her Ack-acks throwing up a ring of steel and fire, was heading for the open sea, black smoke belching from her funnels. It was as masterly a job of seamanship as history records.

The bomb hit had smashed the rudder control; the ship had to be steered by hand. There were bombs to dodge and dive bombers to fight. There was a roaring fire engulfing the after end of the ship.

In the absence of the skipper, the executive officer, Lieut. L. O. Woods, took her out. He made it, because of excellent seamanship and calm courage on the part of his men. But there was another reason - he made it because the ghosts of three dozen Cold Turkeys - PBYS encircled him with a protective hood.

As the PBY's, one by one, had been destroyed by the swarms of Jap fighters, the Yankee crewmen had salvaged whatever of the flying boats could be salvaged. The 50 and 30-caliber machine guns were mounted, one by one, on the deck of the tender. The consequence was that the Japs, when they came in after the ship for the kill, got more than they bargained for. They found themselves in a withering barrage thrown up by all the tender's original guns, and by ten 50-caliber and seven 30-caliber machine guns in addition!

They gave up the fight and went back to their carriers, and the tender was left alone to nurse its wounds and put out its fire.

That was about the end of Patwing 10. The outfit was broken up, with some of the personnel transferred to other units, some left on Corregidor with General Wainwright, some returning to the United States. Those who reached Treasure Island in San Francisco Bay had one thought, one plea:

"I want to get back out there and fight those Nippers. If we have the equipment, we can run them out of the skies."

** ** *

OFFICER COMMENDED FOR ANTARCTIC EXPLORATIONS

Secretary of the Navy Frank Knox has written a letter of commendation to Commander Richard H. Cruzen, U. S. Navy, for his "superior seamanship, ability, courage, determination, efficiency and good judgment in dangerous emergencies" while serving as commanding officer of the USS BEAR during the 1939-1940 Government Polar Expedition.

Commander Cruzen, then a Lieutenant Commander, served under Rear Admiral Richard E. Byrd, commanding officer of the United States Antarctic Service, who warmly praised Commander Cruzen for his feat of navigating the BEAR 24,500 miles through extremely hazardous conditions that made it impossible to drop anchor at any time.

The voyage lasted 118 days between civilized ports, for the BEAR steamed directly from Panama to Little America without calling at New Zealand and did not drop anchor until she reached Puntas Arenas, Chile, on the return voyage.

In the interim, she fought her way among icebergs in the exploration of 500 miles of uncharted coastline between Little America and East Base. The location of this coastline had not previously been discovered, due to the ice and weather conditions. Commander Cruzen frequently extracted his little vessel from extremely precarious situations.

AMERICAN LEGION MEDAL OF HONOR TO BE AWARDED TO IRVINE T. LIND

Seaman Second Class Irvine Thomas Lind, of the United States Coast Guard will be awarded a medal of valor by the Second Division, Post No. 27, American Legion of Baltimore, Maryland, before high-ranking officers of the Coast Guard on May 9 for rescuing a woman from drowning off Seal Rocks near San Francisco. This award is the sixth annual presentation to a member of the Coast Guard by Post No. 27.

DEMAND IDENTIFICATION FROM STRANGERS

On Christmas Day, 1941, Lind, at the time an apprentice seaman, was a member of a boat crew from the Golden Gate Lifeboat Station sent to rescue a woman reported drowning in the treacherous currents off Seal Rocks. A dory was launched but made only slight headway in the heavy surf. Realizing that the half-drowned woman needed immediate assistance, Lind who had been left ashore to stand by, clambered over the rocks to the nearest point to her and dove into the broiling surf. Struggling in the surging waves, he managed to reach her side and keep her afloat until both were hauled aboard the dory.

In making this award all acts of heroism by Coast Guard personnel during the preceding year are considered and Lind was selected from a long list of eligibles.

* * * * *

CHIEF QUARTERMASTER INVESTS \$10,000 IN WAR BONDS TO AVENGE SHIPMATES' DEATHS

For 10 years "Spud" Murphy of the U.S. Navy and his wife saved against the day when they could buy a home and settle down to a tranquil existence.

Then the Japanese bombed Pearl Harbor and the Murphys changed their plans. They invested their \$10,000 savings in war bonds to avenge the death of "Spud's" friends aboard his last ship, the USS ARIZONA, destroyed in the "sneak" attack upon the Fleet's Pacific base.

The Murphys acted immediately after the Pearl Harbor raid, but their story did not reach the Navy Department until today.

On his official Navy record, he's known as Chief Quartermaster Pink L. Murphy, U.S.N. Retired.

But throughout the Navy and to half the population of Honolulu, where he has lived for many years, he's known as plain "Spud".

He had 30 years of commendable service behind him when he retired on August 1, 1940. Came the emergency and in February, 1941, he was called back to duty.

After the Japanese attack on the Pacific Fleet's base, by authority of the military governor, he went to the bank and drew out \$10,000.

Tucking it under his arm, he made his way to Pearl Harbor and put the whole amount into United States bonds.

"This," he said, "represents 10 years of saving by my wife and me -- a 10 here, a 20 there--you don't miss it when you put it aside like that.

"Now we want to contribute it toward the purchase of a bomber to pay off the Japs for their attack on Pearl Harbor.

"That's why I came out here to buy these bonds instead of going to the bank or to the post office in town.

"I wanted to buy them as close as possible to the old ARIZONA. She was my last ship, and when she was lost a lot of our best friends were lost with her. A lot of those boys used to come out to our house for Sunday dinner. We miss them, and every sacrifice that was made in saving this 'dough' will be repaid if it is used to avenge the death of our friends."

* * * * *

MILITARY PERSONNEL MUST ASCERTAIN ELECTION STATUS IN ORDER TO VOTE

A member of the armed forces who desires to vote in any election in his state should write directly to the Secretary of State of his state for information relative to eligibility and procedure, it was announced jointly today by the War Department and the Navy Department.

To relieve the Army and Navy of the administrative burden, and because of differing state laws governing absentee voting, this procedure was proposed by the National Association of Secretaries of State. The state authorities will inform service men by mail of the laws relative to voting rights in their home states and how they may vote by absentee ballot where the state laws permit.

Communication should be addressed by service men to the Secretary of State at the capital city of their home state and contain the person's full name, Army or Navy serial number, permanent home address and Military or Naval address.

* * * * *

LET 'EM HAVE IT!



Permission to reprint the above picture was granted by the American Rolling Mill Company of Middletown, Ohio.

A limited number of enlargements reproduced by the Aquatone Process will be available for issue to qualified submarine officers. Those qualified submarine officers interested should communicate directly with Mr. Wm. E. McFee, Manager, Copy and Plans Department, of the above company.

**"VAST AMOUNT" OF VALUABLES BELONGING TO
FILIPINOS BROUGHT FROM CORREGIDOR BY
NAVY SUBMARINE**

A United States submarine, stealing past enemy shore batteries under the cover of darkness, made her way into Manila Bay before the fall of Corregidor and brought out a vast amount of gold, silver and securities belonging to the Philippine Commonwealth, and to banks, mines and residents of the islands, the Navy Department revealed today.

Navy spokesmen did not disclose the value of the precious cargo, which had been assembled by U. S. High Commissioner Francis B. Sayre's staff for shipment to the mainland for safekeeping, but they did reveal that it represented a large part of the negotiable wealth of the islands.

The hazardous mission was carried out in early February by a submarine commanded by Lieutenant Commander Frank W. Fenno, Jr., U.S.N., 39 years old, of 67 Main Street, Westminister, Massachusetts. The vessel had gone to Corregidor with a supply of anti-aircraft ammunition, later employed by Army batteries to repulse wave after wave of bombing attacks with a great loss in Japanese planes.

Strongly-fortified enemy positions located nearby constituted an everpresent threat to the safety of the submarine's crew and the success of its task, but the job was accomplished with such secrecy and caution that at no time were the Japanese aroused. Not a bomb or a shell fell during the two nights required to load the underwater vessel.

The Navy's story of the shipment, which was completed when a cruiser met the submarine, brought the valuable metals and securities on to the United States and turned them over to the Treasury Department, is not a story of the heroism and valor of the submarine's officers and men, alone, however.

It is also a story of devotion to duty displayed by Commissioner Sayre's staff, by Army and Navy personnel, and by Filipinos who spent days gathering the gold, silver and securities and taking them to Fort Mills-- days during which they underwent incessant bombing and shelling in Manila and on Corregidor.

The task of assembling the valuables of the islands' population to prevent them falling into the enemy's hands was begun by Commissioner Sayre's men in Manila in December and they carried on without let-up until the submarine arrived at the dock at Corregidor, put ashore the anti-aircraft shells and took aboard the cargo waiting there.

In adding another brilliant saga to the feats of the Navy's underseas vessels in the Pacific war zone, the submarine brought to her officers and men War Department decorations. Lieutenant Commander Fenno received the Distinguished Service Cross, while officers and men in his command were given the Silver Star.

The successful undertaking also earned for them a commendatory letter which Secretary of the Treasury Henry Morgenthau, Jr. sent to Secretary of the Navy Knox.

"While no doubt Commander Fenno considered this function as being strictly in line of duty and expected no special commendation, I cannot let the matter pass without suggesting that he be appropriately commended for this achievement," the letter said, in part.

"The safe delivery of this consignment in the United States is of major importance to the owners and to the Treasury. It would not have been possible for the Treasury to accomplish its full purpose of preserving these valuables, some of which obviously could not have been destroyed and might ultimately have fallen into the hands of the enemy, without the aid of the Navy, Commander Fenno, and his staff.

"I wish you would convey to Commander Fenno, his officers and crew, my personal and deep appreciation for this service."

Presentation of the War Department awards was made in the name of President Roosevelt on March 20 by Lieutenant General Delos Emmons, U. S. Army, Commanding General of the Hawaiian Department. No explanation of the awards beyond that they were given "for the performance of an unusual and hazardous mission for the War Department" was offered at the time.

The true story of the submarine, her officers and her men was withheld because the Japanese were not aware that United States submarines were being employed to send supplies to our fighting forces on Bataan and Corregidor. Now that Bataan and Corregidor have fallen their story can be told.

Collection of the valuables began shortly after the start of hostilities in the Pacific. An arrangement was reached between the United States and the Philippine Commonwealth under which the former was to accept certain types of metals, currency and securities for safekeeping until the war's end.

Woodbury Willoughby, a native of Fairfax County, Virginia, but now a resident of Washington, D. C., where he recently returned to duty in the Department of Interior, was financial adviser to Commissioner Sayre and he was placed in charge of the task.

Gold of the Philippine Treasury was already on Corregidor, where the island commonwealth maintained a vault. However, the job of removing to the fort the gold, silver, securities and currency in Manila's 12 banks and the gold turned out by the islands' mines constituted a major problem.

Willoughby and his aides started to work. Bank vaults were emptied. Gold was taken off mining companies' hands. Individuals anxious to place their securities far out of the enemy's reach turned them over to Willoughby's group. All but the banks' safe deposit boxes were emptied. Time would not permit.

The collectors labored on in the face of grave danger. Japanese planes were in the air over Manila and Corregidor throughout the entire undertaking, dropping their loads of explosives day after day.

"Air raid warning after air raid warning sounded during the days and weeks we were busy in Manila and other points on the islands," Mr. Willoughby said today. "Frequently bombs fell close about us, taking their toll of lives and property. An office in the Philippine Treasury which was used by our men was demolished by a bomb hit.

"As shipments were collected we took them at night to the docks in Manila and transported them to Corregidor. We used any type boat that was available. The docks we were using were blasted by bombs. Some bombs fell in the water near the boats in which we made our way to the fort.

"It was the same story on Corregidor. Japanese planes began their attacks around Christmas Day and seldom did a day go by without an air raid. Virtually every large building on the top of the island fort was leveled to the ground the first day the Japanese planes attacked Corregidor."

Mr. Willoughby and his assistants, however, carried out their job in spite of the raids. Inventories were made of their collections and receipts were given to the rightful owners. Paper currency, which presented a transportation problem and which can be reissued in the United States, was recorded and burned.

Finally there was nothing left to do but await the arrival of the submarine and on the night of February 3 the brave craft poked her nose into Manila Bay, crept past Japanese shore batteries and tied up alongside a pier at Fort Mills.

IN THE CAFETERIA, LOOSEN YOUR BELT, NOT YOUR TONGUE

Ton upon ton of gold and silver was placed aboard that night after the anti-aircraft ammunition was unloaded. Army and Navy officers, soldiers, Commissioner Sayre's Staff, officials of the Philippine Commonwealth and even Filipino stevedores helped carry the valuable metals to the dock and stow it away in the waiting submarine.

One who helped was Vice President Sergio Osmena of the Philippine Commonwealth. Still another was General Valdes of the Philippine Army. Helping, too, were E. D. Hester, Rockford, Illinois, economic adviser to Commissioner Sayre, James J. Saxon, of Washington, D.C., Treasury Department representative, and Cabot Caville, also of Washington, a State Department official.

Loading operations were suspended shortly before 4 a.m. because of the approach of dawn. All of the metals had been put aboard. Arranging to rendezvous with an auxiliary vessel in Manila Bay the following night, the submarine left Corregidor, went out about three miles and submerged to prevent detection by the enemy. She lay there on the bottom throughout the daylight hours of February 4.

When darkness fell again a tiny Navy auxiliary put out from Corregidor with the securities that constituted the remainder of the consignment for the United States.

"The submarine did not appear at once and anxiety for the safety of the vessel was written on every face on board our boat," Mr. Willoughby said. "Minutes that seemed like hours dragged by, and still the submarine did not put in an appearance. After a while, though, she surfaced a short distance away. An exchange of prearranged signals followed and the submarine pulled alongside.

"It took only about 20 minutes to transfer the securities. Then Lieutenant Commander Fenno uttered a remark I'll never forget. His crew has gone below and he was standing in the conning tower preparatory to giving the order to submerge. 'Any passengers?' he asked, cheerfully. Any of us would have been glad to get aboard that submarine, but it was not time for us to leave. We had to tell him 'no'."

The submarine turned and headed for the Pacific base where it was to meet the cruiser chosen to carry the shipment on the final leg of its journey to the United States.

Excitement had not ended for those on the small vessel. There were still three miles of open water to be negotiated, an area covered by the menacing muzzles of Corregidor's guns and Japanese cannon.

"Nothing happened, however," Mr. Willoughby said. "We certainly were thankful when we reached the dock."

The submarine reached its destination after an uneventful voyage and transferred its cargo. The shipment was unloaded some days later at San Francisco and placed in the custody of Rear Admiral John W. Greenslade, U.S.N., Commandant of the Twelfth Naval District, who turned it over to officials of the Treasury Department.

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CHINA SERVICE MEDAL.

The Secretary of the Navy has fixed the limiting date for the China Service Medal as September 7, 1939. However, this medal may be made available for award when hostilities have ceased. This decision was necessary to preclude any person from receiving two service medals for the same service; the American Defense Service Medal initial date is September 8, 1939. Authorizations for persons to wear the ribbon of the China Service Medal for service since September 8, 1939 in the Asiatic area will be cancelled.

CARELESS TALK MAY HAVE CAREFUL LISTENERS

AMERICAN DEFENSE SERVICE MEDAL.

In reply to certain inquiries relative to the American Defense Service Medal, the following is promulgated in advance of a subsequent change to the Bureau of Navigation Manual. Such facts will be incorporated in the article governing the award of this medal.

(a) Except as set forth in subparagraph 1(b) and 1(c) below no length of active duty performed during the period September 8, 1939, and December 7, 1941 has been stipulated to qualify any person in the Naval Service for this award.

(b) Naval Reserve personnel on training duty under orders must have served at least 10 days in such duty.

(c) Persons ordered to active duty for physical examination and subsequently disqualified are not entitled to this award.

(d) Reserve officers ordered to ships of the fleet for training duty (cruise) and officers serving on board ships for temporary additional duty from shore stations are not considered "regularly attached", and does not entitle those persons to the "Fleet Clasp".

(e) Duty in Alaska is considered outside the continental limits of the United States.

AIR MEDAL.

The President by Executive Order has established an "Air Medal" for award to any person who, while serving in any capacity in the Army, Navy, Marine Corps, or Coast Guard of the United States subsequent to September 8, 1939, distinguishes, or has distinguished, himself by meritorious achievement while participating in an aerial flight. Neither medal or ribbon design have been determined. Further information will be disseminated to the service.

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REAR ADMIRAL KAUFFMAN NAMED COMMANDER OF GULF SEA FRONTIER

Rear Admiral James Laurence Kauffman, U. S. Navy, former Commandant of the Naval Operating Base, Iceland, has been named Commander of the Gulf Sea Frontier with the additional duty of Commandant, Seventh Naval District.

Rear Admiral Kauffman's designation as Commander of the Gulf Sea Frontier is in pursuance of its plan to strengthen and increase the facilities, forces and personnel of the Gulf Sea Frontier in order to provide more effective prosecution of the anti-submarine campaign in the Gulf of Mexico area.

The Gulf Sea Frontier includes the Seventh and Eighth Naval Districts and all of the sea areas from Jacksonville, Florida, to the coast of Mexico.

It was announced simultaneously that as a part of the plan for reinforcing this area, the headquarters of the Gulf Sea Frontier are being moved from Key West, Florida, to Miami, Florida. The Naval Operating Base, including the Naval Station Hospital, Air Station, and Section Base, which are now at Key West, will remain there.

* * * * *

REAR ADMIRAL WILLIAM BRENT YOUNG NEW PAYMASTER GENERAL AND CHIEF OF BUREAU OF SUPPLIES AND ACCOUNTS

On June 1, 1942, Rear Admiral William Brent Young, Supply Corps, U. S. Navy, was sworn in as Paymaster General of the Navy and Chief of the Bureau of Supplies and Accounts. Rear Admiral W. B. Woodson, U. S. Navy, Judge Advocate General of the Navy, officiated at the ceremonies, administering the oath of office.

Rear Admiral Young, advancing from the rank of Commander, relieved Rear Admiral Ray Spear, Supply Corps, U. S. Navy, incident to the latter's forthcoming retirement upon reaching the statutory age limit. Rear Admiral Spear had served as Paymaster General and Chief of the Bureau of Supplies and Accounts since April 1, 1939.

Rear Admiral Young's assumption of the rank of Rear Admiral marks the fourth time in more than 20 years that a U. S. Navy officer has been promoted from the rank of Commander directly to that of Rear Admiral.

Commander W. J. Carter, Supply Corps, U. S. Navy, assumed new duties as Assistant to the Paymaster General, relieving Captain E. H. Van Patten, Supply Corps, U. S. Navy, who will become the officer-in-charge of the Naval Supply Depot, Mechanicsburg, Pennsylvania.

As Paymaster General and Chief of the Bureau of Supplies and Accounts, Rear Admiral Young will be responsible for the procurement, purchase, receipt, custody, warehousing, issue and shipment of the supplies, fuel and other materials of the Navy. In addition to other functions, the Bureau of Supplies and Accounts has charge of the procurement and disbursement of funds for Naval and civilian payrolls and for payment for all articles and services procured for the Navy. It also is charged with the keeping of the money and property accounts of the Naval Establishment, including accounts of all manufacturing and operating expenses at Navy yards and stations, the direction of Naval cost accounting, and the audit of property returns from ships and stations.

CHANGES IN SHORE COMMANDS ANNOUNCED

Changes in command of the Sixth Naval District and of the Navy Yard, Portsmouth, New Hampshire, were announced recently.

Rear Admiral William A. Glassford, Jr., U. S. Navy, former commander of U. S. Naval Forces, Southwest Pacific, has been ordered to duty as Commandant of the Sixth Naval District, with headquarters at Charleston, South Carolina. He will relieve Rear Admiral William H. Allen, U. S. Navy, who will retire July 1, 1942, upon reaching the statutory age of retirement.

Rear Admiral Thomas Withers, U. S. Navy, will relieve Rear Admiral John D. Wainwright, U. S. Navy, as Commandant of the Navy Yard, Portsmouth, New Hampshire. Rear Admiral Wainwright, like Rear Admiral Allen, will be retired for age on July 1, 1942.

Rear Admiral Glassford held the temporary rank of Vice Admiral while serving under Vice Admiral C. E. L. Helfrich, Royal Netherlands Navy, in the battle for the Netherlands East Indies. Since detachment from his Southwest Pacific command, Rear Admiral Glassford has been on duty in the Navy Department.

ELIGIBILITY OF NAVAL RESERVE OFFICERS FOR APPOINTMENT TO THE REGULAR NAVY

1. The Bureau of Navigation is frequently in receipt of requests for information regarding the eligibility of Naval Reserve officers for appointment to the regular Navy. In order that the service may be informed in this respect, the following information is supplied.
2. Reserve officers indicated in sub-paragraphs (a) and (b) immediately following, are eligible for transfer to the regular Navy in the permanent rank in which serving under Reserve commissions. The eligibility requirements are fixed by statutory law and may not be waived.
 - (a) Naval Reserve Aviators who, on June 30 of the calendar year in which appointed, must (1) be less than 26 years of age and (2) have completed not less than eighteen months of continuous active service next following the completion of their duty as aviation cadets undergoing training.
 - (b) Graduates from the Naval Reserve Officers' Training Corps who, on June 30 of the calendar year in which appointed, must (1) be less than 26 years of age, and (2) have completed at least one year of continuous active duty on board ships of the Navy.
3. The following classes of Naval Reserve officers are eligible for appointment to the lowest commissioned rank in the indicated staff corps of the regular Navy under the conditions applicable to candidates in civil life:

(a) To the Medical or Dental Corps: officers classed as "MC" or "DC", who must be not less than 21, nor more than 32, years of age at date of appointment. Age limitations are fixed by law and may not be waived.

(b) To the Supply Corps: any officer classed as "SC" who is between the ages of 21 and 26 years at date of appointment. Age limitations are fixed by law and may not be waived.

(c) To the Chaplain Corps: officers classed as "ChC". Such candidates must be less than 34 years of age when appointed.

(d) To the Civil Engineer Corps: officers classed as "CEC" who must be between the ages of 22 and 30 years when appointed.

4. Since the examinations and selections for appointment are conducted at periodic intervals, applications should be forwarded only when solicited by the Bureau. No consideration can be given to an application submitted for special consideration. Prior to appointment candidates must qualify on such examination as the Secretary of the Navy may prescribe.

OFFICERS FOR AVIATION TRAINING (HEAVIER-THAN-AIR)

In accordance with Bureau of Navigation Circular Letter of 9-42 of January 20, 1942, the following officers have been selected and tentatively slated for aviation training (heavier-than-air) classes as indicated:

Class scheduled to convene July 30, 1942

<u>Rank</u>	<u>Name</u>	<u>Class</u>	<u>Ship</u>
Lieut.	Dougherty, Joseph E.	1935	Decatur
"	Gillette, Norman C., Jr.	1936	Texas
"	Lovelace, Paul C.	1938	Trenton
"	Shilling, S. G.	1936	Milwaukee
"	Stevens, William M.	1937	Sicard
Lt (jg)	Berg, W.	1939	Indianapolis
"	Berns, Max A., Jr.	1939	Livermore
"	Brehm, William W.	1939	Nashville
"	Dunne, William R.	1939	Lansdale
"	Fidel, John A.	1939	Somers
"	Helfrich, H. D., Jr.	1939	Dickerson
"	Hindman, Stanley E.	1939	Armed Guard Center, San Francisco, Calif.
"	Mason, C. P., Jr.	1940	Omaha
"	Perry, F. C.	1939	Hornet
"	Shumway, P.	1939	Portland

Class scheduled to convene August 13, 1942

Lt (jg)	Anderson, Ralph D., Jr.	1940	New Mexico
"	Baldwin, Cary A.	1940	Memphis
"	Bardshar, F. A.	1938	Pennsylvania
"	Bruce, Donald	1940	Savannah
"	Demetric, Joseph	1940	Colorado
"	Denton, W., Jr.	1939	Chester
"	Hertel, Frank M.	1940	Vincennes
"	Holzappel, V. G.	1939	Chicago
"	Lincoln, Nathan R., Jr.	1940	Saratoga
"	Longino, James C., Jr.	1940	Pensacola
"	Jacobs, Frederick P., Jr.	1940	Mississippi
"	Purdon, David, Jr.	1940	Richmond
"	Thompson, Paul V.	1940	Helena
"	Wagenhals, Stanley E.	1940	San Juan
"	Walline, Charles S.	1940	North Carolina

TAKE TIME TO BE CAREFUL

Class scheduled to convene August 27, 1942

Lt (jg)	Banker, Donald F.	1940	Idaho
"	Blair, Clarence F.	1940	Chicago
"	Bryan, William C.	1940	Maryland
"	Burke, Loris E.	1940	Saratoga
"	Campbell, Richard B.	1940	Forrest
"	Carlson, H. G.	1940	Nashville
"	Clements, R. E.	1940	Pennsylvania
"	Lamb, W. E.	1940	Brooklyn
"	MacMurray, J. W.	1940	San Diego
"	Newhall, Albert W., Jr.	1940	Atlanta
"	Rader, Rex E.	1940	North Carolina
"	Radford, Cyrus S., Jr.	1940	Helena
"	Spears, J. P.	1940	Vincennes
"	Stefan, Karl H.	1940	Omaha
"	White, Harry C., Jr.	1940	Pensacola

Class scheduled to convene September 10, 1942

Lt (jg)	Breault, David T.	1940	Detroit
"	Clark, Douglas A.	1940	Idaho
"	Fly, William E.	1940	Colorado
"	Game, W. H.	1940	Raleigh
"	Gorzyk, F. J.	1940	San Diego
"	Hayes, Edward F.	1940	Maryland
"	Holmes, Jack A.	1940	Enterprise
"	Kanaga, Franz N.	1940	Northampton
"	Keough, J. J.	1940	Brooklyn
"	Libbey, L. B.	1940	Ranger
"	McRoberts, James F.	1940	Pennsylvania
"	Noble, Jay A., Jr.	1940	St. Louis
"	Schrager, Victor L.	1940	Tennessee
"	Simmons, Kenneth G.	1940	North Carolina
"	Street, Abbot P.	1940	Milwaukee

Class scheduled to convene September 24, 1942

Lt (jg)	Boyum, J. H.	1940	Northampton
"	Fickenscher, E. R., Jr.	1940	Chester
"	Frana, B. T.	1940	Tennessee
"	Garrett, Ned	1940	North Carolina
"	Gillette, Edmund S.	1940	Mississippi
"	Hunker, Albert H.	1940	Hornet
"	John, Ralph K.	1940	Louisville
"	Kalre, Herman H., Jr.	1940	Colorado
"	Lacoutre, John E.	1940	Blue
"	Maltby, Arthur L.	1940	Minneapolis
"	Morton, William B.	1940	Milwaukee
"	Paul, P.M.	1940	Pensacola
"	Sawers, Charles	1940	New Orleans
"	Smith, J. C., Jr.	1940	Quincy
"	Winters, Leigh C.	1940	Enterprise

CARELESS TALK COSTS LIVES

Class scheduled to convene October 8, 1942

Lt (jg)	Beaver, Bud K.	1940	Washington
"	Claney, Albert H.	1940	Honolulu
"	Coyle, James J.	1940	Raleigh
"	Hinman, Jack Jr.	1940	Colorado
"	Jarrett, M. L., Jr.	1940	Talbot, Ralph
"	Jeffery, Robert E.	1940	Nevada
"	Lloyd, Bruce K., Jr.	1940	Tuscaloosa
"	Neddo, Donald U.	1940	Saratoga
"	Paddock, Merlin	1940	Minneapolis
"	Sampson, Willard A.	1940	Lexington
"	Schirmers, A. H.	1940	Pensacola
"	Wallace, Joseph A.	1940	Atlanta
"	Wellman, Alonzo H., Jr.	1940	Barnegat
"	Williams, John W.	1940	Louisville
"	Wood, Emmett W.	1940	Tennessee

Class scheduled to convene February 11, 1943

Lt (jg)	Barrow, John P.	1940	Louisville
"	Benjes, Anthony C., Jr.	1940	Cincinnati
"	Brown, Jack B.	1940	Colorado
"	Bush, William W., Jr.	1940	Pensacola
"	Dail, R. S.	1940	Tennessee
"	DeGarmio, Edward E.	1940	Enterprise
"	Marks, David A.	1940	Maryland
"	Michaelis, Fred H.	1940	Pennsylvania
"	Miller, John M.	1940	Idaho
"	Mueller, R. C.	1940	Honolulu
"	Parlett, Roger J., Jr.	1940	West Virginia
"	Tilton, Eugene B.	1940	Cleveland
"	Weatherup, Robert A.	1940	Duncan
"	Wier, John P.	1940	Richmond
"	Wood, Charles M., Jr.	1940	Nevada

OFFICERS FOR AVIATION TRAINING - LIGHTER THAN AIR

In accordance with the BuNav circular letter 8-42 of January 13, 1942, the following officers have been selected and ordered to the aviation training (Lighter-than-air) class indicated:

Class scheduled to convene June 1, 1942

<u>Rank</u>	<u>Name</u>	<u>Class</u>	<u>USS</u>
Lt.	Shannon, J.	' 33	Morris
Lt.	Spicer, Henry C. Jr.	' 34	BatDiv-6
Lt. (jg)	Rock, H. K.	' 38	Niblack
Lt. (jg)	Graves, Herbert S.	' 39	Morris
Lt. (jg)	Keim, William J.	' 39	Enterprise
Lt. (jg)	O'Meara, Donald J.	' 39	Wichita
Lt. (jg)	Robertson, Charles M.	' 39	San Francisco
Lt. (jg)	Teig, Vernon E.	' 39	St. Louis.
Lt. (jg)	Clark, William A.	' 40	St. Louis
Lt. (jg)	Hanley, Michael J. Jr.	' 40	Northampton
Lt. (jg)	Kronmiller, George H.	' 40	San Francisco
Lt. (jg)	Rogers, Edgar N.	' 40	New York

TO BE MODERN - BE MODEST

In accordance with A1Nav-74, of April 10, 1942, the following reserve officers have been selected and ordered to aviation training (Lighter-than-air) class indicated below:

Class scheduled to convene June 1, 1942

<u>Rank</u>	<u>Name</u>	<u>USS</u>
Lt.	Emmons, Rogers P.	Kanawka
Lt.	Gossum, R. C.	Lassen
Lt. (jg)	Adie, D. C.	Hannibal
Lt. (jg)	Austin, H. E.	Bureau of Aeronautics
Lt. (jg)	Ayres, L. M.	Haywood
Lt. (jg)	Bekeart, R. E.	Dobbin
Lt. (jg)	Blake, R. A.	Markab
Lt. (jg)	Bretland, R. B.	Tangier
Lt. (jg)	Brown, D. W.	13th N. D.
Lt. (jg)	Calhoun, C. J.	Avenge
Lt. (jg)	Carew, J. C.	Bureau of Ordnance
Lt. (jg)	Chamberlain, M. N.	Crane
Lt. (jg)	Clark, M. R.	Cennison
Lt. (jg)	Clehent, A. J. Jr.	Republic
Lt. (jg)	Cross, R.H.M.	Kilty
Lt. (jg)	Davis, J. N.	Spica
Lt. (jg)	Emmons, Roderic C.	Robin
Lt. (jg)	Flanagan, W. P.	Capella
Lt. (jg)	Harris, H. M. Jr.	Kilty
Lt. (jg)	Higgins, A. T.	Hopkins
Lt. (jg)	Hugo, O. C.	Poconoke
Lt. (jg)	Jennines, V. A.	Tanagier
Lt. (jg)	Klein, F. M. Jr.	New Mexico
Lt. (jg)	Lauteret, J. D.	Sands
Lt. (jg)	Limeberger, W. F.	Bureau of Naval Personnel
Lt. (jg)	Locke, R. F.	Section Base, San Juan
Lt. (jg)	MacDonald, D. R.	Enterprise
Lt. (jg)	McCann, J. R.	Grouse
Lt. (jg)	Mellick, O. W.	YP-64
Lt. (jg)	Nath, C. J.	Mt. Vernon
Lt. (jg)	O'Dell, B.	13th N. D.
Lt. (jg)	Pear, J. F.	MagPie
Lt. (jg)	Powers, R. A.	New York
Lt. (jg)	Rose, J. M.	Poconoke
Lt. (jg)	Scurria, N. V.	Raven
Lt. (jg)	Small, J. C.	Section Base, San Pedro
Lt. (jg)	Sweney, W. H., Jr.	New York
Lt. (jg)	Vanagaris, B. O.	South Dakota
Lt. (jg)	Van Gorder, H. B.	Key West, Florida
Lt. (jg)	Winten, G. H.	Eagle-32

USS LAFAYETTE TO BE RAISED

Secretary of the Navy Frank Knox recently approved a report of a special committee recommending that the USS LAFAYETTE, which was gutted by fire and capsized in New York harbor, be salvaged. Preliminary work has started.

The special committee, which was appointed April 15, 1942, recommended without reservation that the vessel should be raised.

Simultaneously, the committee recommended that "considering the uncertain future needs of the War effort, the committee feels that a decision as to whether the ship should be reconditioned, and for what purpose, should not be made at this time. Such a decision should await the development of future war conditions and needs as the completion of the salvage of the ship draws nearer. Since there is a possibility that the War emergency may make the reconditioning of the ship desirable, every reasonable effort should be made to expedite the salvage."

SING A SONG
of
JOHNNY GREEN

I'm the nephew of my Uncle
I'm the knuckles of his hand
I'm the muscle, bone, and sinew
That explodes at his command.
I'm the spearhead of his weapons
Over land and over sea
And my finger's on the trigger
Of a ton of T. N. T.

Have you got a hurry call
For a guy with guts and gall ?
Double-mean, double-keen ?
I'm the guy, Johnny Green !
Do you want to stage a show
In Berlin or Tokyo ?
I am with you, sight unseen,
I'm your nephew, Johnny Green.
Do you want to smash the Goon
Where he lives, and do it soon ?
Call for Green, Johnny Green !
Johnny Green ! Johnny Green !

In the rising tide of battle
For the common rights of man
I can count as friend and neighbor
Men from every decent land -
Men who hate the lash of slavery
Out of ages dark with blood -
Men who work and fight for freedom
And for human brotherhood.

(Chorus, repeat)

From the icy hills of Greenland
Down to India's coral strand
You can hear the mighty music
Of my military band.
Give me tanks and ships and planes
Give me leadership with brains !
Watch a streamlined ocean flow !
On your marks ! Get set ! Go !

(Chorus, repeat)

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J. B. Hutt, Route 2, Box 462, Alexandria, Va.

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ARE YOU EQUIPPED?

To see that Armed Guard officers are supplied with the proper ordnance material is the duty of certain members of the various Port Directors' staffs. One such officer, in writing about the material which he supplies to the Armed Guard officer, says "He is supplied with surveillance bottles and methyl violet paper if he has bag powder, maximum and minimum thermometers, and a rabbit's foot."

IDLE WORDS MAY REVEAL VITAL INFORMATION

NOTICE REGARDING POSTGRADUATE INSTRUCTION

Due to the volume of work, the Bureau of Naval Personnel will not acknowledge receipt of requests for postgraduate instruction. This applies to those requests received recently in response to ALNAV 85 and BuNav Circular Letter 71-42.

INFORMATION REGARDING ENROLLMENT IN CORRESPONDENCE COURSES

A great many newly commissioned officers call or write the Bureau of Naval Personnel regarding the fact that they have not received their correspondence course in "Navy Regulations and Customs" immediately upon coming on active duty. Due to the number of officers reporting daily, it is impossible to give immediate service, however, if the following instructions are carried out, it will speed up the receipt of this course by newly commissioned officers:

- (a) First secure a copy of "Navy Regulations - 1920" with changes through # 22. This book is available, upon request, to all officers on active duty by merely writing the Bureau of Naval Personnel.
- (b) Write the Educational Center covering the district from which you came in stating the fact that you have your "Navy Regulations".

The small number of "Navy Regulations" available at each Center in comparison with the number of officers enrolled in this course is one of the factors that slows up the receipt of this course, to newly commissioned officers. The four Educational Centers and the districts they cover are as follows:

1. 90 Church Street, New York City - 1st, 3rd, 4th, 5th, 10th.
 2. Room 304, Custom House, New Orleans - 6th, 7th, 8th, 15th.
 3. Naval Training Station, Great Lakes - 9th.
 4. 105 Market Street, San Francisco - 11th, 12th, 13th, 14th.
- (c) Give the Educational Center the address to which you want this course sent, giving said address in detail.
 - (d) Give the Educational Center the district from which you came in.

Be sure that the Educational Center understands that this is not a request for enrollment, as you are already enrolled, but rather a letter giving information regarding the fact that you have a "Navy Regulations". This letter should go to the Naval Reserve Educational Center via your Commanding Officer (Your immediate Superior).

For enrollment in other courses address a request to the nearest Naval Reserve Educational Center, with a copy to your Home District Commandant. Be sure to state course desired, your address, and Home District.

THE BOOK-OF-THE-MONTH CLUB

The Book - of - the Month Club has presented 500 subscriptions to the Navy. These books will be distributed from this Bureau. The distribution list will vary from month to month so that all hands may have opportunity to receive some share in this generous gift.

OUR SAFETY DEPENDS ON YOUR SILENCE

WHAT'S WRONG WITH THIS PICTURE?

The commanding officer of a U. S. Navy Transport, while walking down the dock at an Army Port of Embarkation, was accosted by a soldier and the following conversation ensued:

Sentry: "Hey you! Are you on that ship?"
Commander: "Yes, I am."
Sentry: "When are you going to start loading your cargo?"
Commander: "I think you should consult the Army Quartermaster Department regarding that. Why are you asking for this information?"
Sentry: "A guy up there told me to come down here and find out."
Commander: "By the way, isn't it customary to salute an officer when you address him?"
Sentry: "Are you an officer?"
Commander: "Yes, I am a Commander in the United States Navy."
Sentry: (Coming to attention and saluting smartly) "Oh! Pardon me, sir, but I thought you always wore omelets!"

* * * * *

ADDITIONAL TRAINING STATIONS ESTABLISHED

In order to satisfy the need for men in the fleet, authority has been granted to establish four new training stations. After an investigation of proposed sites three selections have been made and it is hoped to have them in operation at the earliest practicable date - the first of these possibly by July 1, 1942.

The names of the stations and location of the sites are as follows:

Farragut Training Station,
Lake Pend Oreille, Idaho

Sampson Training Station
Lake Seneca, New York

Bainbridge Training Station
Port Deposit, Maryland.

* * * * *

NAVY NAMES THREE NEW TRAINING STATIONS

Farragut, Sampson and Bainbridge -- three great and tradition-hallowed names of U. S. naval history -- were chosen today as the official names of three new Naval Training Stations where tens of thousands of recruits will be trained for war service.

Admiral David Glasgow Farragut, U. S. Navy, whose famous Civil War Order, "Damn the torpedoes -- full speed ahead!" is still a watchword of the Navy, will lend the inspiration of his name to Naval Training Station, Farragut, Idaho.

Naval Training Station, Sampson, New York, is named for Rear Admiral William T. Sampson, U. S. Navy, who commanded the Atlantic Squadron which destroyed the Spanish fleet at the Battle of Santiago in 1898.

Commodore William Bainbridge, U. S. Navy, who served with distinction in three wars but is perhaps best known for his gallantry in the action in which the USS CONSTITUTION, under his command, captured H.B.M.S. JAVA in 1812, will give his name to Naval Training Station, Bainbridge, Maryland.

Post office addresses of the new stations will be the same as their official names.

Selection of sites for these training stations has been announced previously. Naval Training Station, Farragut, is located on Lake Pend Oreille, Idaho; Naval Training Station, Sampson, is on Lake Seneca, N. Y.; and Naval Training Station, Bainbridge, is at Port Deposit, Maryland, on the banks of the Susquehanna River.

When completed, Naval Training Stations Farragut and Sampson will each have facilities for training 30,000 men at one time. Twenty thousand recruits will be the capacity of Naval Training Station, Bainbridge. These figures do not include personnel permanently attached to the stations. At each station approximately two-thirds of the men will be in recruit training, while the remainder will be in elementary service schools. The standard recruit training course is eight weeks. The service school course, which is four months in length, trains selected recruits for specialized service after they have finished the recruit training course.

The three new stations will be in addition to the four now in operation at Norfolk, Virginia, Newport, Rhode Island, Great Lakes, Illinois, and San Diego, California. Temporary construction is now being rushed so that the new stations will be in operation by late fall.

Two destroyers and a torpedo boat have been previously named for Admiral Farragut, and two destroyers each have been named for Admiral Sampson and Commodore Bainbridge.

* * * * *

SECRETARY OF THE NAVY ANNOUNCES CHANGE IN RENEWAL POLICY FOR GOVERNMENT TERM INSURANCE

The Secretary of the Navy announces to all Naval personnel that holders of United States Government Life Insurance policies on the five-year level premium term plan are privileged under Public Law 556, 77th Congress, approved May 14, 1942, to renew such policies, at the expiration of any five-year period, for a second or third or fourth five-year period at the premium rate for the attained age without medical examination. Also in case the five-year period of any such policy shall have expired between January 24, 1942, and October 14, 1942, and the policy has not been continued in another form of Government insurance, such policy may be renewed as of the date of its expiration on the same conditions upon the payment of back premiums on or before October 14, 1942.

This privilege does not apply to National Service Life Insurance policies.

* * * * *

COMMERCIAL LIFE INSURANCE POLICIES

It is with great satisfaction that the Bureau announces to the service the high degree of responsibility which certain officials of representative commercial insurance firms have accepted with regard to policy holders who are members of the armed forces. A conference was recently held in the Navy Department and attended by officers of the Army, Navy, Marine Corps and representatives of several well known insurance companies. These representatives pledge themselves to cooperation with the administrative officers of the service in the handling of insurance problems. Many companies have accepted allotments retroactively in order to avoid lapses of policies. The Bureau takes this opportunity to urge the individual to appreciate his own responsibility to his dependents and to carefully consider his privilege with regard to the application of National Service Life Insurance. Owners of commercial life insurance policies should also endeavor to protect their families to the fullest extent by continuing payments on policies now in effect.

* * * * *

LAKE SHORE CLUB

The Bureau of Naval Personnel is advised that certain limited living and recreation facilities of the Lake Shore Club of Chicago have been made available to naval personnel visiting Chicago on official business. Communications by those interested should be directed to Mr. Byford E. Troutt, Manager, Lake Shore Club of Chicago, (Telephone Whitehall 4850).

* * * * *

OBSOLETE PUBLICATIONS

Attention is once more invited to the fact that the "Boat Book" and "Ship and Gunnery Drills" are no longer available for issue. Considerable paper work would be eliminated if requests were not submitted for these publications.

NAVAL PHRASEOLOGY IN FRENCH, SPANISH, ITALIAN AND GERMAN

The United States Naval Academy recently received a letter which contained the following comments on the publication named above which was issued by the U.S. Naval Institute in 1934:

"During recent duty performed by this vessel it has just been found necessary to make frequent reference to the subject publication. The Commanding Officer wishes to take this opportunity to express his gratification on the completeness of the subject volume in the languages it covers. It has proven invaluable, particularly on first arrival in a port, prior to establishing communication with Americans or other individuals speaking English in the country visited.

"In the belief that constructive criticism may not be amiss, attention is invited to the absence of a Portuguese section in the subject volume. This vessel recently had occasion to enter a Brazilian port and was considerably handicapped in its mission of good will by the limited number of personnel on board who were qualified in the practical use of the Portuguese language, particularly in accurate use of naval phraseology. Since a large portion of the transactions, both social and business, is carried on with naval representatives, the need for knowledge of naval terms is especially felt.

"While it is recognized that the subject text has been published primarily for use of Midshipmen in their studies in the foreign language department of the Academy, the text lends itself so readily to use aboard ships making cruises in foreign waters, that its value in this respect should not, in the opinion of the Commanding Officer, be overlooked."

The new edition of "Naval Phraseology" now going to print will include a Portuguese section. The other sections have been revised and brought up-to-date to include new naval terms and service subjects.

* * * * *

VAST DISTANCES DELAY FLEET MAIL

Naval authorities in Hawaii report that many letters are being received from families and relatives of Fleet personnel indicating worry as to the safety of their friends and relatives in the Fleet.

Due to great distances involved by operations of the ships, the public should be informed that it is only natural to expect many delays in correspondence. Such delays do not, therefore, mean anything serious. The Navy Department always notifies the next of kin in the event of any serious casualties. In the absence of any such reports, it is safe to assume that "No news is good news".

* * * * *

"REPORTS ON ENLISTED PERSONNEL"

"In the interest of reducing paper work, forthcoming changes in Bureau of Naval Personnel Manual will make unnecessary the submission of certain reports on enlisted personnel heretofore required, viz:

YOURS IS A SACRED TRUST - DON'T BETRAY IT

Article D-4007(5). N. Nav. 538 (letter form), quarterly consolidated report of distribution of enlisted personnel by activities, naval districts and independent shore commands (Change to annually as of October 1st). This report as of June 30, 1942, need not be submitted to the Bureau of Naval Personnel.

Article D-4007(10) (a). Letter form to Bureau of Naval Personnel, listing total number of passengers on board ships attached to administrative commands afloat, at the end of each quarter. (Change to annually as of October 1st). This report as of June 30, 1942, need not be submitted to the Bureau of Naval Personnel.

Article D-4007 (10) (b). Letter form, or by despatch if cannot reach Bureau by 20th of following month, quarterly, listing total number of passengers, Asiatic, Naval Transportation Service, and independent duty ships not attached administrative commands afloat. (Change to annually as of October 1st). This report as of June 30, 1942, need not be submitted to the Bureau of Naval Personnel.

Article D-8013. Weekly report by commanding officer of each receiving ship and shore station where a general court-martial is established, of general and summary court-martial prisoners serving sentences of court-martial at that station. This report may be permanently discontinued.

Article D-9122 (3). Written report to Bureau of Naval Personnel, on detachment of commanding officer, listing serial numbers of honorable discharge blanks, and buttons, turned over to relief. This report may be permanently discontinued.

An additional requirement will be incorporated in the manual, Article D-4002 (3) and D-4022 (2) to provide that a third copy of page 9 of service record shall be prepared when a man is transferred in addition to the original and duplicate copies. This third copy shall be forwarded at time of transfer direct to the Bureau of Naval Personnel. Current instructions require original and duplicate of page 9 to be forwarded on transfer to the man's new command. When received on board, the new command is then required to complete entries at bottom of form, forwarding the duplicate copy to the Bureau. In the interval between date of transfer and date of reporting to new command, and the subsequent forwarding of duplicate copy to the Bureau by the new command, there is no record, at present, in the man's jacket on file in the Bureau to show exact whereabouts or movements. It is essential, especially in time of war, that the whereabouts or movements of men be known to the Bureau, in the event of ship casualty, in connection with direct assignments to duty, promotion authorizations, and for answering of correspondence. Pending promulgation of the forthcoming Manual change, a third copy of page 9 of service record will be forwarded by Commanding officers direct to the Bureau of Naval Personnel when a man is transferred to another activity."

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USE OF RECORDS IN TRAINING-A LIFE SAVER

Quoted below is an excerpt from a former sound school student:

"P.S.....(it happened this A.M.) if it wasn't for the playing of the record of 'The Sound of a Torpedo in Water' at school, I don't think that I would have been here today (nor many of my shipmates) to write this letter, nuff sed."

* * * * *

RELEASE PLANS FOR "C" SERIES OF MODEL PLANES

Plans of the "C" Series of model planes have been released to high schools throughout the nation by the Bureau of Aeronautics and the U. S. Office of Education, co-sponsors of the aircraft model construction project. At the same time this last group of ten models was being examined by America's air-minded boys and girls, the first of the model planes to be completed were already in the hands of Naval Training stations all over the U. S. The completed models are proving invaluable for use in aircraft recognition and gunnery practice.

A CHANCE REMARK MAY ENDANGER LIVES

The ten models included in the "C" Series are as follows:

U. S. Navy

C-1 Grumman F3F-2(biplane fighter)
C-2 Vought Sikorsky SB2U-3 Vindicator (Scout bomber)

U. S. Army

C-3 Stinson O-49

Germany

C-5 Heinkel He-113

U. S. Commercial

C-4 Boeing Clipper

England

C-6 Saro Lerwick
C-7 Blackburn Skua
C-8 Boulton Paul Defiant
C-9 Handley Page Hampden

Netherlands

C-10 Fokker T-8-W

In all, plans for 30 types of planes have been released through the Office of Education totaling 3,000,000 pieces and weighing approximately 45 tons. As some schools will close early this year, directors of the Navy Model Aircraft Project have been asked to keep their inspection and shipping committees on the job after the close of the school year. This will make it possible for local quotas for the last series to be filled from models made by students and others outside of schools in home and club work-shops.

Apart from the vital war need these model planes are filling in the training of pilots, the educational value to the children engaged in making the planes has already proved itself.

Adding further impetus to the enthusiasm of the building program are the awards which the students may win. Rating certificates will be awarded junior high and high school students constructing models that pass the Naval inspection standards. Requirements are cumulative and the awards progressive beginning with Cadet Aircraftsman for the completion of any one type of model and ending with Captain Aircraftsman for the completion of ten models, including planes from five nations and consisting of the following types: fighter, scout bomber, observation plane, twin-engine bomber, seaplane, biplane, twin fuselage fighter, torpedo bomber, four-engine army bomber, and four-engine patrol bomber.

Completion of the program is calculated to provide the Navy with 500,000 accurate scale models, 10,000 models each of 50 different types of allied and enemy war planes.

* * * * *

NEW AGENCY FOR AIR ESTABLISHED IN OFFICE OF CHIEF OF NAVAL OPERATIONS

The establishment of a new agency to handle all appropriate and duly assigned matters relating to naval aviation was recently announced by the Navy.

The agency shall be responsible directly to the Vice Chief of Naval Operations and will be under the direction of the Assistant Chief of Naval Operations (Air). The Assistant Chief of Naval Operations (Air) will be Rear Admiral John H. Towers, Chief of the Bureau of Aeronautics who will assume his new duties as Assistant Chief of Naval Operation (Air) in addition to his present ones as Chief of the Bureau of Aeronautics.

* * * * *

NAVAL AIR TRANSPORT SERVICE PLACED UNDER CONTROL OF ASSISTANT CHIEF OF NAVAL OPERATIONS (AIR)

Admiral Ernest J. King, U.S.N., the Commander in Chief, United States Fleet, recently announced that the Naval Air Transport Service has been placed under the direct control of the Assistant Chief of Naval Operations (Air), Rear Admiral J. H. Towers, U. S. Navy.

This action has been taken in view of the fact that the Naval Air Transport Service is more closely related to other air activities than to the ship activities of the Naval Transport Service under which it has been functioning. While both services are engaged in domestic and overseas transportation of military personnel and material, the Naval Air Transport Service requires equipment, personnel and bases peculiar to aviation operations.

The transfer of control will permit the utilization of Admiral Towers' long experience as Chief of the Bureau of Aeronautics in dealing with Government agencies charged with commercial air transportation and his personal acquaintance with executives of airline services.

* * * * *

REAR ADMIRAL A. B. COOK DESIGNATED CHIEF OF AIR OPERATIONAL TRAINING

Secretary of the Navy Frank Knox has announced the establishment of the Air Operational Training Command to coordinate all operational aviation training activities of the U. S. Navy.

Rear Admiral Arthur B. Cook, U. S. Navy, has been designated as Chief of Air Operational Training, with headquarters at Naval Air Station, Jacksonville, Florida. Rear Admiral Cook, who has been on temporary duty in the Bureau of Aeronautics, will leave tonight for Jacksonville. Until recently he commanded a task force of the Atlantic Fleet.

In his new assignment, Rear Admiral Cook will be the direct representative of the Navy Department in all matters affecting the activities of his command.

* * * * *

NAVY ESTABLISHES TWO NEW AVIATION TECHNICAL SCHOOLS

To expedite the Navy's vast aviation ground-training program, the Navy Department has authorized the construction of two new Aviation Technical Schools, to be located at Memphis, Tennessee, and Norman, Oklahoma. When completed, each of these huge centers will have facilities to train 10,000 men every six months.

The purpose of the service schools is to turn enlisted men into such trained technicians as are required for the maintenance and operation of aircraft, engines, guns, radio and other equipment included in the expanding aeronautical organization of the Navy. Enlisted personnel with technical background and abilities will be assigned to the centers immediately upon their completion, and classes will start at once for the training of such specialists as aviation mechanics, metalsmiths, ordnancemen, radiomen, photographers, aerographers, and bombsight mechanics.

Augmenting facilities at similar schools already in operation at Alameda, California, San Diego, California, Seattle, Washington, Chicago, Illinois, Dearborn, Michigan, Jacksonville, Florida, Pensacola, Florida, and Norfolk, Virginia, the two new centers are designed to provide technical personnel in sufficient numbers to keep pace with the increased production of Naval aviation equipment.

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NAVY ESTABLISHES RATINGS FOR TRANSPORT AIRMEN

Navy billets are waiting for a limited number of men who are trained in various phases of scheduled air transport work.

A new division of the "Specialist" rating, to be designated by the letter "V", has been established for transport airmen, and men who are qualified may enlist in petty officer or chief petty officer ratings -- Chief Specialist (V), or specialist first, second, or third class, depending on their experience.

Men who are accepted will be assigned to the Naval Air Transport Service, which was organized early this year for the purpose of providing scheduled air transportation for Navy personnel and cargo in connection with Naval activities. Applicants must have wide experience in operation of airports, servicing and loading of planes, etc.

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ONE LEAK CAN SINK A SHIP - DON'T TALK

GENE TUNNEY EXERCISERS

The manufacturer has caught up with the current orders for Gene Tunney Exercisers and is now able to accept additional orders for these Exercisers for immediate disposition. These exercisers are available at cost only to Naval personnel on active duty. As announced in Bureau of Navigation Circular Letter NAV-147-MHB P2-4(47) of July 3, 1941, these Exercisers may be obtained by Ship's Service Activities or by officers on active duty on order addressed to Gene Tunney Exerciser Corporation, Roosevelt Hotel, E. 45th Street and Madison Avenue, New York City. A descriptive folder is available upon request to the company. Attention is invited to the fact that after the present supply is exhausted, no future orders can be filled due to war priorities. It is therefore recommended that orders be placed now for those activities desiring these Exercisers.

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COMMANDER JOSEPH POIS TO HEAD NEW COAST GUARD ADMINISTRATIVE MANAGEMENT SECTION

Vice Admiral R. R. Waesche, Commandant of the Coast Guard, recently announced that Commander Joseph Pois, U. S. Coast Guard Reserve, had been designated Chief of the Administrative Management Section in the Office of the Commandant.

Commander Pois will be charged with organizational planning and will review all new administrative procedures before they are approved by the Commandant. Recently commissioned in the Coast Guard Reserve, Commander Pois was formerly a civilian expert in administrative management and governmental administration and held similar positions with the Social Security Board and the Bureau of the Budget. His home is in Chicago.

* * * * *

GOLD CHEVRONS AND SILVER EMBROIDERED RATING BADGES MADE OPTIONAL

Because of insufficient producing capacity to provide an adequate supply of gold and silver rating badges for the increased personnel of the U. S. Navy, petty officers and chief petty officers entitled to wear gold and silver badges may wear ordinary blue and white rating badges "for the duration." However, those who can get them may continue to wear the gold and silver badges if they wish.

A rating badge with the eagle and specialty mark embroidered in silver and with gold chevrons signifies that the wearer, either a chief petty officer or a petty officer, has been in the service at least 12 years and holds three consecutive good conduct awards, or their equivalent. It is worn only on blue uniforms.

All chief petty officers who are not entitled to wear the gold chevrons have heretofore been required to wear, with blue uniforms, a rating badge with the eagle and specialty mark embroidered in silver, but with chevrons of scarlet cloth.

* * * * *

NAVY ISSUES SILHOUETTES OF JAP PLANES

The Navy Department has prepared and released a chart showing silhouettes of the more common types of Japanese combat planes. Not all Jap models are covered by the 18 silhouettes on the chart, but those considered most likely to be encountered by seagoing forces, or far from Japan, are shown.

There are such well known models as the Zero type plane (Mitsubishi Type O fighter) and the Aichi Type 99 dive bomber. Of all the planes so far encountered by the Navy, the Zero fighter appears to be the only truly Japanese model. Other planes have been patterned after European or American types.

Dominant characteristics as well as silhouettes of the 18 planes are covered in the chart. Bombloads in the case of bombers, respective ceilings of each plane, and types of armament carried by fighters are listed.

The chart, as well as providing interesting information to the American public, will have an added value to the hundreds of civilian spotters who are helping to guard the American coastline.

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**"MESSMEN WILL NOT BE PERMITTED TO
CHANGE RATINGS**

When the Navy commences to enlist Negro personnel in General Service, there will be no change in existing orders preventing the transfer of men enlisted in the messmen ratings to other branches in the Service. No requests for such transfers should be directed to the Bureau of Naval Personnel."

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BUREAU OF CUSTOMS CIRCULAR LETTER NO. 2315

May 18, 1942

Refers to section 526, Tariff Act of 1930; section 27, Trade-Mark Act of February 20, 1905; articles 536 to 541, inclusive, Customs Regulations of 1937, and Bureau of Customs Circular Letters Nos. 1792 and 1895, dated December 30, 1937, and September 13, 1938, respectively.

TO COLLECTORS OF CUSTOMS AND OTHERS CONCERNED:

At the request of the attorneys for Etablissements Rigaud, Inc., 79 Bedford Street, New York, N. Y., owner of the registered and recorded trade-marks listed below, the instructions contained in Bureau of Customs Circular Letters Nos. 1792 and 1895, dated December 30, 1937, and September 13, 1938, respectively, with respect to the treatment to be accorded perfumery and other articles in Class 6 imported in passengers' baggage and bearing any one of the trade-marks in question are hereby rescinded. The attorneys for Etablissements Rigaud, Inc., state that it is their client's desire that no merchandise bearing any of the trade-marks set forth below be permitted importation in passengers' baggage or otherwise.

"Apioline"	No.	75,195	"Un Air Embaume"	
"Morrhoul"	"	75,196	(Picture of Female)	No. 200,969
"Santal Midy"	"	83,870	"Vers La Joie"	" 233,924
"Mary Garden" (and			"Delbiase"	" 255,532
picture of)	"	164,463	"Depurosan"	" 271,867
"Kananga Du Japon"	"	166,971	"Parade"	" 303,520
"Rigaud"	"	166,972	"Kananga Du Japon"	" 335,145

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CHRONOLOGY OF EVENTS

December 7, 1941, To April 30, 1942

1941

December 7
(December 8,
Tokyo time)

Japan attacked United States and British territory beginning at 1:20 p.m. (7:50 a.m., Honolulu time) and occupied the International Settlement at Shanghai. New York Times, December 8, 1941, pp. 1, 4; December 9, p. 14; Department of State Bulletin, December 20, 1941, Vol. V, pp. 534-535.

Japanese rejection of the United States document dated November 26 delivered at 2:20 p.m. at Washington. Department of State Bulletin, December 13, 1941, Vol. V, pp. 466-470; ibid., December 20, pp. 534-535.

The Japanese Emperor declared war on the United States and the British Empire. New York Times, December 9, 1941, p. 28; Department of State Bulletin, December 20, 1941, Vol. V, p. 557.

Canada declared a state of war with Japan. Department of State Bulletin, December 20, 1941, Vol. V, p. 558.

Peru offered its assistance to the United States in war with Japan. Ibid., December 13, 1941, Vol. V, p. 501.

Greece announced (on December 10) its severance of diplomatic relations with Japan. Ibid., p. 509; ibid., April 18, 1942, Vol. VI, p. 344.

Yugoslavia announced (on January 19, 1942) a state of war with Japan. Ibid., February 7, 1942, Vol. VI, p. 144.

1941

December 8

Japan invaded Thailand, which capitulated. New York Times, December 9, 1941, p. 10.

Great Britain declared war on Japan. New York Times, December 9, 1941, p. 1; Department of State Bulletin, December 20, 1941, Vol. V, p. 557.

The United States declared a state of war with Japan (4:10 p.m.). Department of State Bulletin, December 13, 1941, Vol. V, p. 475; ibid., December 20, p. 557.

Australia declared a state of war with Japan. Ibid., December 20, 1941, Vol. V, p. 559.

Brazil announced its solidarity with the United States in war with Japan. Ibid., December 13, 1941, Vol. V, p. 488.

Colombia severed diplomatic relations with Japan. Ibid., December 13, 1941, Vol. V, pp. 489-490; ibid., April 18, 1942, Vol. VI, p. 340.

Costa Rica declared war on Japan. Ibid., December 13, 1941, Vol. V, pp. 490-491; ibid., December 20, p. 558.

The Dominican Republic declared war on Japan. Ibid., December 13, 1941, Vol. V, p. 492.

Ecuador announced its solidarity with the United States in war with Japan. Ibid., p. 493.

El Salvador declared war on Japan. Ibid., p. 493.

French National Committee established at London and its Pacific territories declared war on Japan. New York Times, December 9, 1941, p. 18; Department of State Bulletin, December 20, 1941, Vol. V, p. 559.

Guatemala declared war on Japan. Department of State Bulletin, December 13, 1941, Vol. V, p. 494.

Haiti declared war on Japan. Ibid., p. 495.

Honduras declared war on Japan. Ibid., p. 496.

Mexico severed diplomatic relations with Japan. Ibid., pp. 497-498; ibid., April 18, 1942, Vol. VI, p. 346.

The Netherlands and the Netherlands Indies declared war on Japan. New York Times, December 8, 1941, p. 7; Department of State Bulletin, December 20, 1941, Vol. V, pp. 558-559.

New Zealand declared a state of war with Japan. Department of State Bulletin, December 20, 1941, Vol. V, p. 559.

Panama declared war on Japan. Ibid., December 13, 1941, Vol. V, p. 500.

Venezuela announced its solidarity with the United States and other American nations in war with Japan. Ibid., p. 503.

December 9

Argentina announced that it does not consider the United States "in the position of a belligerent country in this conflict" with Japan. Ibid., pp. 485-486.

China declared war on Germany, Italy, and Japan. Ibid., pp. 506-507.

Cuba declared war on Japan. Ibid., pp. 491-492.

Egypt severed diplomatic relations with Japan. Ibid., April 18, 1942, Vol. VI, p. 341.

Nicaragua announced a state of war with Japan (effective December 11). Ibid., December 13, 1941, Vol. V, p. 499.

The Union of South Africa declared a state of war with Japan. Ibid., December 20, 1941, Vol. V, p. 559.

Uruguay announced its solidarity with the United States and that it does not consider the United States as belligerent. Ibid., December 13, 1941, Vol. V, p. 502.

December 10

Bolivia announced that it does not consider the United States and other American republics at war in self-defense as belligerent. Ibid., pp. 487-488.

Chile announced that it does not consider the United States and other American nations in the "present conflict" as belligerent. Ibid., p. 489.

The Lebanese Republic offered its assistance to the United States. Ibid., p. 510.

Paraguay announced its solidarity with the United States in war with Japan. Ibid., pp. 500-501.

December 11

Germany declared a state of war with the United States. Ibid., pp. 481-482.

Italy declared a state of war with the United States. Ibid., p. 482.

The United States declared a state of war with Germany (3:05 p.m.) and with Italy (3:06 p.m.). Ibid., pp. 475-476.

Costa Rica declared war on Germany and Italy. Ibid., p. 491.

Cuba declared war on Germany and Italy. Ibid., p. 492; ibid., December 27, p. 583.

The Dominican Republic declared war on Germany and Italy. Ibid., December 20, 1941, Vol. V, p. 547.

Guatemala declared war on Germany and Italy. Ibid., December 13, 1941, Vol. V, p. 495.

Mexico severed diplomatic relations with Germany and Italy. Ibid., p. 498; ibid., April 18, 1942, Vol. VI, p. 346.

The Netherlands announced (on December 30) a state of war with Italy. Ibid., February 7, 1942, Vol. VI, p. 144.

Nicaragua declared war on Germany and Italy. Ibid., December 13, 1941, Vol. V, p. 499.

Poland declared war on Japan. Ibid., p. 507.

December 12

El Salvador declared a state of war with Germany and Italy. Ibid., February 7, 1942, Vol. VI, p. 145.

Haiti declared war on Germany and Italy. Ibid., December 13, 1941, Vol. V, p. 495; ibid., December 20, p. 548.

ARE YOU ALWAYS CAREFUL OF WHO GETS AN EARFUL?

Honduras declared war on Germany and Italy. Ibid., December 13, 1941, Vol. V, p. 496; ibid., December 20, p. 548.

Panama declared war on Germany and Italy. Ibid., December 13, 1941, Vol. V, p. 500.

Rumania declared a state of war with the United States. Ibid., p. 483.

Uruguay decreed the prohibition of German and Italian commercial activity. Ibid., p. 503.

Venezuela announced that it does not consider American states at war with non-American states as belligerent. Ibid., December 20, 1941, Vol. V, p. 549.

December 13

Argentina announced that it does not consider the United States as belligerent in war with Germany and Italy. Ibid., pp. 545-546.

Bulgaria declared a state of war with the United States and Great Britain. Ibid., December 13, 1941, Vol. V, p. 483.

Colombia announced its inter-American solidarity in the war of Germany and Italy with the United States. Ibid., December 20, 1941, Vol. V, p. 546.

Great Britain announced (on December 27) a state of war with Bulgaria. Ibid., February 7, 1942, Vol. VI, p. 144.

Hungary declared a state of war with the United States. Ibid., December 13, 1941, Vol. V, p. 482.

The Union of South Africa announced (on December 31) a state of war with Bulgaria. Ibid., February 7, 1942, Vol. VI, p. 144.

December 15

Egypt severed diplomatic relations with Hungary and Rumania. Department of State Bulletin, April 18, 1942, Vol. VI, p. 341.

December 16

Czechoslovakia through President Benes proclaimed a state of war with all countries at war with Great Britain, the Soviet Union, or the United States. Ibid., December 20, 1941, Vol. V, p. 543.

December 17

Albania's declaration of war on the United States reported. New York Times, December 18, 1941, p. 6; Department of State Bulletin, December 20, 1941, Vol. V, p. 561.

December 18

Great Britain announced the occupation of Portuguese Timor by Australian-Dutch forces. New York Times, December 19, 1941, p. 1.

December 19

Colombia severed diplomatic relations with Germany and Italy. Department of State Bulletin, December 20, 1941, Vol. V, p. 547; ibid., April 18, 1942, Vol. VI, pp. 339-340

Mexico severed diplomatic relations with Hungary. Ibid., April 18, 1942, Vol. VI, p. 346

December 20

Belgium announced a state of war with Japan. Ibid., February 7, 1942, Vol. VI, p. 143.

Mexico severed diplomatic relations with Bulgaria. Ibid., April 18, 1942, Vol. VI, pp. 345-346.

Nicaragua announced its declaration of war on Bulgaria, Hungary, and Rumania. Ibid., December 27, 1941, Vol. V, p. 584; ibid., February 7, 1942, Vol. VI, p. 143.

December 22

Prime Minister Winston Churchill of Great Britain arrived at the White House as President Roosevelt's guest. Ibid., December 27, 1941, Vol. V, pp. 573-578.

December 23

Joint United States-Canada agreement on war production policy announced. Ibid., pp. 578-579.

Mexico announced an absence of diplomatic relations with Rumania. Ibid., April 18, 1942, Vol. VI, p. 347.

December 24

Haiti declared war on Bulgaria, Hungary, and Rumania. Ibid., February 7, 1942, Vol. VI, p. 144.

December 25

Forces of French National Committee established at London seized St. Pierre and Miquelon. New York Times, December 26, 1941, p. 1; Department of State Bulletin, December 27, 1941, Vol. V, p. 580.

December 31

Venezuela severed diplomatic relations with Germany, Italy, and Japan. Department of State Bulletin, January 3, 1942, Vol. VI, p. 6; ibid., April 18, p. 349.

December --(Date not given)

Saudi Arabia asked the Italian legation there to close. Ibid., April 18, 1942, Vol. VI, p. 349.

1942

January 1

Led by President Roosevelt, Prime Minister Churchill, Ambassador Maxim Litvinoff, and Foreign Minister T. V. Soong, 26 United Nations signed a joint declaration at Washington, reaffirming the Atlantic Charter of August 14, 1941, and pledging their cooperative war effort. Ibid., January 3, 1942, Vol. VI, pp. 3-4.

January 5

Egypt severed diplomatic relations with Bulgaria and Finland. Ibid., April 18, 1942, Vol. VI, p. 341.

January 6

Egypt suspended diplomatic relations with France. The Times (London), January 7, 1942, p. 3; Department of State Bulletin, April 18, 1942, Vol. VI, p. 341.

January 13

Nine allied governments-in-exile (Poland, Norway, the Netherlands, Belgium, Free France, Yugoslavia, Greece, Czechoslovakia, and Luxemburg) signed a resolution on their war aims at London. New York Times, January 14, 1942, p. 6.

A SLIP OF THE LIP MAY GIVE A SPY A TIP

January 21

Spain closed the Polish legation there. Files of the Department of State.

January 23

The Czechoslovak and Polish governments-in-exile at London signed an agreement for confederation after the war. New York Times, January 24, 1942, p. 2.

January 24

Peru severed diplomatic relations with Germany, Italy, and Japan. Department of State Bulletin, April 18, 1942, Vol. VI, p. 348.

January 25

Thailand announced (on January 31) its declaration of war on Great Britain and the United States. Ibid., February 7, 1942, Vol. VI, p. 144.

Great Britain and the Union of South Africa announced (subsequently) a state of war with Thailand. Ibid., April 18, 1942, Vol. VI, p. 338.

Uruguay severed diplomatic relations with Germany, Italy, and Japan. Ibid., April 18, 1942, Vol. VI, p. 349.

January 26

Coordination of United States-British war effort announced. Ibid., January 31, 1942, Vol. VI, pp. 87-88.

January 27

Eire protested United States armed forces in Northern Ireland. New York Times, January 28, 1942, p. 4.

January 28

Bolivia severed diplomatic relations with Germany, Italy, and Japan. Department of State Bulletin, April 18, 1942, Vol. VI, p. 339.

Brazil severed diplomatic relations and commercial relations with Germany, Italy, and Japan. Ibid., April 18, 1942, Vol. VI, p. 339.

Paraguay severed diplomatic relations with Germany, Italy, and Japan. Ibid., April 18, 1942, Vol. VI, p. 348.

Final Act on cooperation signed at Rio de Janeiro by 21 American republics. Ibid., February 7, 1942, Vol. VI, pp. 117-141.

January 29

Alliance treaty signed at Tehran between Great Britain, the Soviet Union, and Iran. Ibid., March 21, 1942, Vol. VI, pp. 249-252.

Ecuador severed diplomatic relations with Germany, Italy, and Japan. Ibid., April 18, 1942, Vol. VI, p. 340.

Ecuador and Peru signed protocol settling their boundary dispute. Ibid., February 28, 1942, Vol. VI, pp. 195-196.

February 5

Iran severed diplomatic relations with France. New York Times, February 6, 1942, p. 4.

February 6

Uruguay declared that it considered Great Britain as non-belligerent. New York Times, February 7, 1942, p. 7.

February 15

Singapore surrendered to the Japanese. New York Times, February 16, 1942, p. 1.

February 23

Mutual-Aid Agreement between the United States and Great Britain signed. Department of State Bulletin, February 28, 1942, Vol. VI, p. 190.

February 27

Executive order signed by the President authorizing the creation of a Joint Mexican-United States Defense Commission. Department of State Bulletin, February 28, 1942, Vol. VI, p. 193.

February 28

United States recognized the administrative control of the French National Committee established in London over New Caledonia and other French island possessions in the Pacific. Department of State Bulletin, March 7, 1942, Vol. VI, p. 208.

March 5

Egypt severed diplomatic relations with Thailand. Department of State Bulletin, April 18, 1942, Vol. VI, p. 341.

March 6

Announcement made of United States Mission to India. Department of State Bulletin, March 7, 1942, Vol. VI, p. 209.

Rumania severed diplomatic relations with Brazil. Department of State Bulletin, April 18, 1942, Vol. VI, p. 348.

March 9

The United States and Great Britain jointly created the Anglo-American Caribbean Commission. Department of State Bulletin, March 14, 1942, Vol. VI, p. 229.

March 17

General Douglas MacArthur arrived in Australia to become Supreme Commander of the United Nations forces in the Southwestern Pacific, New York Times, March 18, 1942, p. 1.

March 18

Notes exchanged between the United States and Canada, in regard to the detailed arrangements for the construction of a military highway to Alaska. Department of State Bulletin, March 21, 1942, Vol. VI, p. 237.

March 20

Russia and Japan extended temporary fisheries agreement for an additional year. New York Times, March 21, 1942, p. 1.

March 21

The United States and China signed an Agreement for Financial Aid to China. Department of State Bulletin, March 28, 1942, Vol. VI, p. 263.

PUT YOUR SAFETY BELT - ON YOUR MOUTH

March 29

Great Britain offered Dominion status to India after the war in return for Indian cooperation in the war against the Axis Powers. New York Times, March 30, 1942, p. 1.

March 30

Pacific War Council established in Washington. New York Times, March 31, 1942, p. 1.

April 4

The United States recognized the administrative control of the French National Committee established in London over the French territories of Equatorial Africa and the French Cameroons and announced its decision to establish an American Consulate at Brazzaville. Department of State Bulletin, April 4, 1942, Vol. VI, p. 273.

April 9

Bataan captured by the Japanese. New York Times, April 10, 1942, p. 1.

April 11

The All-India Congress Party and the Moslem League rejected the British proposals for Indian Dominion status after the war. New York Times, April 12, 1942, p. 1.

April 12

Iran severed diplomatic relations with Japan. Department of State Bulletin, April 18, 1942, Vol. VI, p. 345.

April 14

Pierre Laval restored to power in France by Marshal Henri Pétain. New York Times, April 15, 1942, p. 1.

April 17

Admiral William D. Leahy, United States Ambassador to France, recalled to Washington for consultation. New York Times, April 18, 1942, p. 1.

April 23

The Union of South Africa severed diplomatic relations with France. Department of State Bulletin, April 18, 1942, p. 349.

April 28

President Roosevelt in his "fireside chat" declared that the United Nations will take measures, if necessary, to prevent the use of French territory in any part of the world for military purposes by the Axis powers. New York Times, April 29, p. 1

* * *

This war you'll not win
By working your chin.

A SECRET ONCE TOLD IS NO SECRET AT ALL

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. *
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 * Credit for compiling this data is due Chaplin W. H. *
 * Rafferty, U. S. Navy. *
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July 1

- 1814 U. S. Schooner Alligator sunk in gale in North Carolina Waters.
- 1898 U. S. S. Scorpion attacked Spanish batteries at Nanzanillo, Cuba.
- 1898 Spanish vessel Don Juan captured by Annapolis in Nipe Bay, Cuba.
- 1897 Collapse of crownshield of a boiler on board U. S. S. Puritan, watertender William O'Hearn wrapped wet clothes about his face and crawled over top of boilers closing auxiliary steam valves which disconnected damaged boiler, and saved vessel and crew.
- 1942 ? ? ?

July 2

- 1812 U. S. S. President captured and burned enemy Brig Traveller in North Atlantic.
- 1845 Commodore Sloat arrived in Monterey in U. S. S. Savannah.
- 1833 Captain Ingraham of U. S. Sloop St. Louis threatens to fire on Austrian Brig Hussar unless Martin Koszta, a Hungarian refugee to the United States and at that time a prisoner on the Hussar was surrendered. Koszta was released.
- 1861 U. S. S. Saratoga captured a slaver on coast of Africa.
- 1942 ? ? ?

July 3

- 1898 Battle of Santiago Bay; U. S. Fleet of 12 ships under Rear Admiral Sampson destroyed Spanish Fleet of 7 ships under Admiral Cerveru, as he attempted sortie from Harbor of Santiago. American losses, 1 killed, 3 wounded - - Spanish losses, 350 killed, 150 wounded.
- 1942 ? ? ?

July 4

- 1776 Second Continental Congress, by whose instructions the Declaration of Independence was drafted and whose members adopted it, met in Independence Hall, Philadelphia, and there it was signed.
- 1777 John Paul Jones hoisted first Flag on Ranger.
- 1812 U. S. Frigate President captured and burned enemy Brig Duchess of Portland in North Atlantic.
- 1814 U. S. Corvette Adams chased two vessels into the Shannon River, Ireland.
- 1814 U. S. Sloop Wasp captured and burned enemy Brig Regulator in English Channel.
- 1863 Garrison at Vicksburg surrendered to the Army and Navy.
- 1942 ? ? ?

July 5

- 1776 U. S. S. Sachem captured British Brig off Delaware Capes.
- 1801 David Glasgow Farragut, first Admiral of the United States Navy, born.
- 1812 U. S. S. Constitution sailed from Annapolis, passed the Capes on the 12th and between the 17th and 20th, was chased by the British Squadron, consisting of the Africa, 64 guns; Shannon, 38 guns; Guerrierre, 38 guns; Belvediera, 36 guns; and Aeolus, 32 guns, and finally escaped by good management and sailing combined.
- 1813 Boat expedition captured H. M. S. Eagle off Sandy Hook.
- 1925 U. S. S. S-51 floated and towed to Brooklyn Navy Yard. (Notes: 25 September).
- 1942 ? ? ?

BE CAREFUL OF WHAT YOU SAY AND WHERE YOU SAY IT

July 6

- 1776 American Sloop Sachem captured a large privateer.
- 1814 U. S. Sloop Wasp scuttled enemy schooner Jenny in English Channel.
- 1846 U. S. Squadron takes possession of Monterey, Calif., and U. S. Frigate Portsmouth takes possession of San Francisco.
- 1942 ? ? ?

July 7

- 1798 U. S. declared war against France.
- 1846 Lieut. Rever of U. S. S. Portsmouth hauled insurgent "Bear Flag" down at Sonoma, California, and hoisted the United States Flag.
- 1942 ? ? ?

July 8

- 1853 Commodore Perry arrived in Japan.
- 1879 U. S. Artic Exploring vessel Jeanette left San Francisco.
- 1942 ? ? ?

July 9

- 1798 Act of Congress authorizing the capture of any armed vessel of France.
- 1812 U. S. Hornet captured British Brig Dolphin.
- 1846 Captain Montgomery of U. S. S. Portsmouth, Hoisted U. S. Flag over Yerba Buena, now San Francisco.
- 1863 Surrender of Port Hudson to United States Navy.
- 1900 Beginning of assaults by force of 2,000 Americans, Japanese and British upon Tienstsin, resulting in capture of city on the 14th.
- 1905 Arrival at Olongapo, P. I., of the U. S. Navy Dry Dock Dewey after a voyage from Chesapeake via the Suez Canal.
- 1942 ? ? ?

July 10

- 1797 The Frigate United States, 44 guns, launched at Philadelphia.
(note: Oct. 21, Sept. 7, April 20.)
- 1799 U. S. Privateer Planter captures a French Privateer.
- 1815 U. S. Brig Epervier, 18 guns, dispatched by Commodore Decatur to the United States with liberated Tripolitan captives with news of the Treaties of June 30, July 31, and August 9. Sailed July 10, passed Rock of Gibraltar July 14, and last seen August 8, prior to a heavy gale.
- 1926 Devastating explosion wipes out U. S. Ammunition Depot at Lake Denmark, New Jersey.
- 1942 ? ? ?

July 11

- 1771 Captain John Rogers born.
- 1814 U. S. Rattlesnake captured H. M. S. Leander.
- 1942 ? ? ?

July 12

- 1813 U. S. S. President captured and burned British Schooners Jean and Ann.
- 1814 U. S. S. Sirene captured H. M. S. Medway after chase of eleven hours.
- 1814 U. S. S. Sirene captured British ship Landrall.
- 1840 Naval brigade force landed at Sualib Bay, Fiji Islands, to punish natives for firing upon landing party.
- 1914 John Holland, inventor and builder of first submarine for the U. S. Navy, died.
- 1921 Establishment of the Bureau of Aeronautics by Act of Congress.
- 1942 ? ? ?

July 13

- 1776 U. S. S. Reprisal captures British Ship Peter in North Atlantic. The Reprisal carried Benjamin Franklin to France, and was the first U. S. vessel of war that appeared in Europe after Declaration of Independence.
- 1812 U. S. S. Essex captured British Brig Lamprey bound for Halifax.
- 1813 U. S. S. Essex captured whaleship Charlton cruising without commission off Tumboy.
- 1942 ? ? ?

July 14

- 1813 U. S. Sloop Wasp captured by British, later recaptured.
- 1853 Perry anchored at Uraga, Japan.
- 1834 Expedition from U. S. S. Porpoise with French and Portuguese boats, captured and destroyed 25 Chinese pirate junks at San Cock Bay, China.
- 1874 Landing of detachment of 100 seamen and marines at Alexandria, Egypt, from U. S. S. Lancaster, Quinebaug, Nipescic and Galena, protecting American Consulate and extinguishing the fire started by British bombardment.
- 1923 U. S. S. Pampauga while escorting American Merchant Ships, fired upon while carrying mail and wounded Chinese refugees off city of Dozing Fire returned, apology offered.
- 1942 ? ? ?

July 15

- 1779 U. S. Ships Ranger, Providence and Queen of France captured 11 Merchant ships from a Jamaica fleet of 150 sail, 3 of which were recaptured, off Banks of New Foundland.
- 1846 U. S. Frigate Congress, Commodore Stockton, arrived at Monterey, reporting to Commodore Sloat for duty with squadron.
- 1862 U. S. Fleet engaged Confederate Ironclad Arkansas above Vicksburg, Mississippi.
- 1942 ? ? ?

July 16

- 1812 U. S. S. Nautilus captured by British Squadron. First American man-o'-war captured in this contest.
- 1863 U. S. S. Wyoming, Captain McDougal, attacks and silences Japanese ships and batteries at Shimonoseki, forcing the Strait of the same name.
- 1942 ? ? ?

July 17

- 1812 U. S. S. Constitution, Captain I. Hull, off coast of New Jersey, escapes British Squadron, under Commodore Brook.
- 1846 Purser Fauntleroy under orders of Commodore Sloat proceeded with detachment to the mission of St. Johns, to hoist flag, and finds place in hands of Lieutenant C. O. Freemont.
- 1942 ? ? ?

July 18

- 1792 John Paul Jones in Paris.
- 1813 U. S. S. President sunk enemy ship Dahene.
- 1837 U. S. S. Pennsylvania, 125 guns, launched.
- 1814 U. S. Sloop Peacock sank British Sloop Leith Packet off Shannon (Ireland).
- 1841 U. S. S. Peacock lost off Columbia River, location now known as Peacock Split.
- 1863 U. S. S. Brilliant destroyed by torpedo at Yazob City.
- 1898 U. S. Gun-boats Helena and Wilmington attacked Spanish Gunboats at Manzanillo, Cuba.
- 1942 ? ? ?

July 19

- 1812 U. S. S. Oneida engaged British Fleet on Lake Ontario.
- 1918 U. S. S. San Diego, formerly the California, is blown up and sunk off Fire Island, by German Submarine mine.
- 1942 ? ? ?

July 20

- 1814 U. S. S. Independence launched.
- 1846 Commodore Riddle with Columbus and Vincennes anchored at Yokohama.
- 1942 ? ? ?

July 21

- 1804 Preble appeared off Tripoli with his entire squadron. Fleet manned by 1,000 men, carried 124 guns.
- 1905 Severe boiler explosion on board U. S. S. Bennington, San Diego, California.
- 1905 Body of John Paul Jones arrived at Annapolis.
- 1893 Town of Ponce, Porto Rico, captured.
- 1942 ? ? ?

July 22

1802 Constellation under Captain Murray, defeated squadron of 9 Tripolitan gun boats.
 1824 Landing party under Lieutenant Farragut destroyed pirates stronghold in Cuba.
 1862 U. S. S. Essex and Queen of the West engaged Confederate Ironclad Arkansas, at Vicksburg, Mississippi.
 1942 ? ? ?

July 23

1813 Privateer Yankee engaged Spanish Privateer Nuevo Constitution.
 1942 ? ? ?

July 24

1815 U. S. S. President captured British ship Eliza Swan, 8 guns, 41 men, ransomed for \$25,000. Captured in Irish Channel.
 1863 Fort Wagner on Morris Island, S. C., attacked by fleet of U. S. Ironclads.
 1942 ? ? ?

July 25

1779 U. S. Privateer Jason, 20 guns, after one broadside captured British privateers Hazard, 16 guns, and Adventuress, 18 guns.
 1846 U. S. S. Cyrene, Captain Nurvine, sailed from Monterey with Lieutenant Colonel Freemont and small force aboard for San Diego, California. Commodore Stockton sailed in Congress for San Pedro.
 1866 Grade of Admiral created and confirmed on Farragut.
 1942 ? ? ?

July 26

1812 U. S. S. President captured British Ship John of Lancaster, and sent her to Philadelphia.
 1812 U. S. S. Essex captured British Brig Leander off New Foundland.
 1863 Cooperation of naval expedition with U. S. Troops in Chowan River, N. C.
 1942 ? ? ?

July 27

1770 U. S. Brig Reprisal engaged H. M. S. Shark off St. Pierre, Martinique.
 1923 U. S. Old Frigate Granite State afire and sank off Massachusetts.
 1942 ? ? ?

July 28

1833 Commodore William Bainbridge died.
 1803 U. S. S. Philadelphia sailed on her last cruise from Philadelphia under command of Captain William Bainbridge, for Mediterranean duty.
 1861 Confederate Privateer Petrel destroyed by U. S. S. St. Lawrence.
 1942 ? ? ?

July 29

1813 U. S. S. President burned British Brig Alert in Irish Channel.
 1846 U. S. Flag hoisted by Lieutenant Rowen at Santiago.
 1846 Commodore Sloat because of ill health, relinquishes command to Commodore Stockton.
 1942 ? ? ?

July 30

1813 Town of York, Canada, captured by U. S. Squadron.
 1942 ? ? ?

July 31

1812 U. S. Privateer Globe captured British Privateer Boyd.
 1812 U. S. S. Julia beat off two British vessels on Lake Ontario.
 1815 Treaty of Peace concluded with the Bay of Tunis, by Commodore Decatur.
 (Note:--See June 30.)
 1942 ? ? ?

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

- 59-42 Officer Personnel
- 60-42 Discharge - Transportation in connection with
- 61-42 Transfers of Naval Reserve Officers from Volunteer Reserve (Special Service) to Volunteer Reserve, (General Service).
- 62-42 New Ratings - Establishment of.
- 63-42 Directions governing submission of applications for appointment of officers of the Naval Reserve, commission therein upon graduation from the Naval Reserve Officers' Training Corps, to commissioned rank in the Line of the Regular Navy.
- 64-42 Civil Engineer Corps officers in charge of construction battalions; authority of.
- 65-42 Rating of Specialist (V), Transport Airmen - Establishment of.
- 66-42 Naval Reserve Enlisted Personnel. Re: Changes of classification of Class V-1 personnel on active duty.
- 67-42 Disclosure of geographical location of commands by postal marks and return addresses.
- 68-42 Temporary appointments to commissioned and warrant grades in the Naval Reserve of commissioned warrant officers, warrant officers, and certain enlisted men of the Naval Reserve.
- 69-42 Transfer of patients from activities outside the Continental limits.
- 70-42 Aircraft Machine Gunner - Additional Requirements for.
- 71-42 Reserve Officers - applications for Post Graduate Training.
- 72-42 Distribution of the Official Railway Guide.
- 73-42 Liberty Cards - Alterations in.
- 74-42 Conduct of Naval Personnel on Public Carriers.
- 75-52 Candidates qualified for appointment to the warrant grades of Electrician, Radio Electrician, and Machinist, U. S. Navy.
- 76-42 Special Legal Services Offered by the American Bar Association in Conjunction with the State Bar Association.

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*These few words, thoughtlessly spoken, short
waved to the enemy, could do just that:*

 **("CONVOY. SAILED TODAY")**

**SILENCE IS A SMALL PRICE
TO PAY FOR VICTORY!**

JAPS HAVE A DISLIKE FOR AMERICANS - DON'T TALK