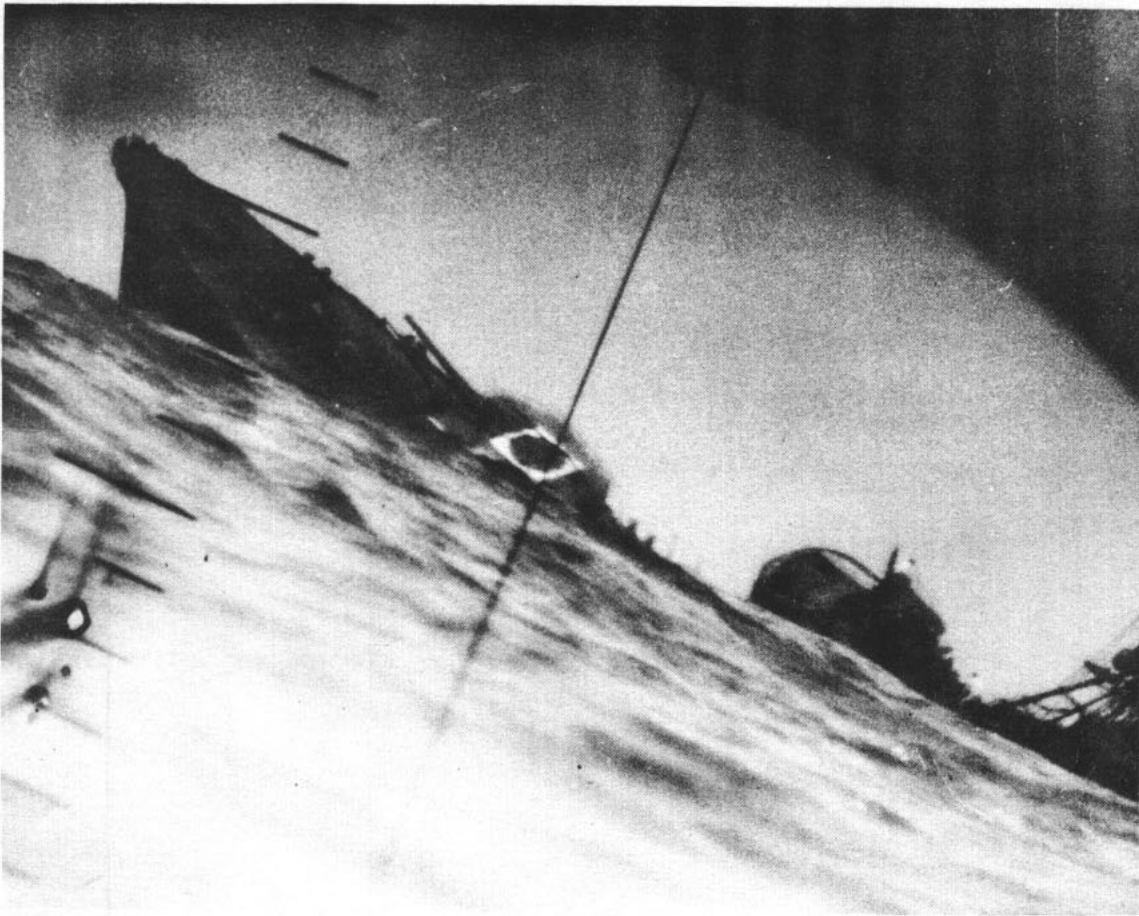



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**      We never do anything well
**      till we cease to think about the
**      manner of doing it.
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KEEP 'EM SINKING!



An American Sub's Eye View of the Sinking of a Japanese Destroyer.

This remarkable photograph, the first combat action photograph taken through the periscope of an American submarine, shows an enemy destroyer of one of the latest and largest types after it had been struck by two torpedoes launched by the submarine from which the picture was taken. The destroyer sank in nine minutes.

Note the Rising Sun insignia on top of the turret to the left, which serves as an identification mark for aircraft.

Also note the two men in white scrambling over the conning-tower to the right. The marks on the left and the center line are etchings on the periscope.

WORDS ONCE SPOKEN CAN NEVER BE RECALLED

LET'S GET REALLY MAD AND STAY MAD

"We quote from Jan Henrik Marsman's article, "I escaped from Hong Kong", published in the Saturday Evening Post dated June 6, 1942:

"I saw the Japanese wantonly torture and finally murder British Officers and soldiers in Hong Kong. I saw them jab helpless civilian prisoners with bayonets. I witnessed the rape of English women by the soldiery. I saw the Japanese slowly starve English and American babies and I still wake up in the middle of the night hearing the feeble wails of these infant victims. I saw Hiro Hito's savages outdo one another in practicing assorted cruelties on captured English, Canadian, Indian and Chinese soldiers".

This is the peculiar psychology indicative of a race with an acute inferiority complex. Thus, the Nipponese officers as well as enlisted men, realizing that the Japanese nation is fighting out of it's class, prove to themselves that they are brave and fully equal in every way to their opponents by being cruel. They must bayonet helpless prisoners; starve babies and ravage our women; this is the conduct of the fighting men of vaunted honorable Nippon. Here is an example of the warriors of the proud Samurai. May the remembrance of this give us iron in our souls, a burning hate in our hearts, and strength in our fingers as we close the firing keys of our turrets, as we release the bombs, as we drop the depth charges and as we cause the deadly torpedoes to leap from their tubes on their paths of destruction. Yes, remember all this and don't forget that black Sunday on December 7th, 1941, and as you fight, say a little prayer of thanks to the gods of your forefathers that you have been granted the privilege and honor of participating in this extermination program of our honorable Nipponese opponents."

From The Fleet Recreation Bulletin,
Pearl Harbor.

* * * * *

CASUALTIES TO JULY 25, 1942

A recapitulation of casualties reported to next of kin since December 7, 1941, follows:

	Dead	Wounded	Missing
Navy	3251	818	6091
Marine Corps	260	99	1786
Coast Guard	<u>30</u>	<u>7</u>	
Total	3541	924	7877
		Grand Total	12,342

* * * * *

SILENCE TODAY MEANS SAFETY TOMORROW

THE BATTLE OF MIDWAY

Early in June, near the island of Midway about 1100 miles to the westward of Pearl Harbor, units of our Army, Navy, and Marine Corps joined action with a strong Japanese invasion fleet which was approaching our Midway outpost. The voluminous reports of the details of the battle of Midway have been studied and evaluated so that this resume now becomes possible.

After the defeat of the Japanese in the Battle of the Coral Sea between May 4 and May 8, our shore-based reconnaissance aircraft and submarines reported a general withdrawal of enemy naval ships from the southwest Pacific toward Japan. Concentrations of enemy naval units made it apparent that large scale offensive operations were planned by the enemy, but the exact nature of the plan of attack could only be guessed. The enemy had learned in the Battle of the Coral Sea that the sea approaches to Australia were strongly defended. It appeared logical, therefore, to assume that the enemy's next thrust would come in some other area--possibly Hawaii, Alaska, the Panama Canal Zone, or even the Pacific Coast of the United States. In accordance with this estimate, United States naval surface forces were deployed in the area between Midway and the Aleutian Islands. Bases in the outlying islands and in Alaska were reinforced by long-range, shore-based aircraft. Similar precautionary measures also were taken on the Pacific Coast and in the vicinity of the Panama Canal.

At about 9:00 A.M., June 3, U. S. Navy patrol planes reported a strong force of enemy ships about 700 miles off Midway, proceeding eastward. Nine U. S. Army "Flying Fortresses" based on Midway immediately were ordered to intercept and attack the approaching enemy. The Japanese force was observed to be approaching in five columns and was composed of many cruisers, transports, cargo vessels and other escort ships. The Army bombers scored hits on one cruiser and one transport. Both ships were severely damaged and left burning. Some lesser damage was done to other vessels in the formation. Later, during the night, four Navy "Catalina" flying boats located and attacked the same enemy group by moonlight. These four planes scored two torpedo hits on large enemy ships, one of which is believed to have sunk.

About dawn on June 4, several groups of Army medium and heavy bombers, and U. S. Marine Corps dive bombers and torpedo planes took to the air from Midway to attack the approaching enemy. The results of this attack were as follows:

Four Army torpedo bombers attacked two enemy aircraft carriers through a heavy screen of enemy fighter protection and a curtain of anti-aircraft fire. One torpedo hit on a carrier is believed to have been made. Two of the four bombers failed to return.

Six Marine Corps torpedo planes attacked the enemy force in the face of heavy odds. It is believed this group secured one hit on an enemy ship. Only one of these six planes returned to its base.

Sixteen Marine Corps dive bombers attacked and scored three hits on a carrier, which is believed to have been the SORYU. Only half of the attacking planes returned.

Another group of 11 Marine Corps dive bombers made a later attack on enemy ships and reported two bomb hits on an enemy battleship, which was left smoking and listing.

A group of 16 U. S. Army "Flying Fortresses" carried out high-level bombing attacks, scoring three hits on enemy carriers. One carrier was left smoking heavily.

Meanwhile, at 6:35 a.m. (Midway time, June 4th), shortly after the Marine Corps planes had left Midway to carry out an attack mission, the island, itself, was attacked by a large group of carrier-based enemy planes. They were engaged by a badly out-numbered Marine Corps fighter force, which met the enemy in the air as he arrived. These defending fighters, aided by anti-aircraft batteries, shot down at least 40 of the enemy planes. Several more were damaged. As the result of this fighter defense, the material damage to shore installations, though serious, was not disabling. No plane was caught grounded at Midway.

The Midway-based air forces had struck the approaching Japanese fleet with their full strength, but the enemy did not appear to have been checked. It was estimated that only 10 enemy ships had been damaged out of a total enemy force of approximately 80 ships then converging upon Midway.

It was learned later that our aerial attacks had caused the enemy carrier force to change its course. They began a retirement to the northwestward some time between 8:30 and 9:30 a.m., on the morning of June 4. Their complete change of course was not observed by our shore-based planes because the change came after the planes had delivered their attacks and while they were returning to Midway to rearm.

Meanwhile, U. S. Naval forces afloat were being brought into position. Our carrier-based aircraft were launched and were proceeding to the spot where the enemy's previous course and speed would have placed him had he chosen to continue the assault, as expected. Unaware of the enemy's change of course, one group of carrier-based fighters and dive bombers searched along the reported track to the southeast until shortage of gas forced them to abandon the search and go in to Midway. Some were forced down at sea when they ran out of gas. Most of those forced down were later rescued. The commanding officer of a different flight composed of fighters, dive bombers, and torpedo planes made an accurate estimate of the situation and concluded that the enemy was retreating. Fifteen torpedo planes from this group, therefore, located the enemy to the westward and proceeded to attack at once without protection or assistance of any kind. Although some hits were reported by radio from these airplanes and although some enemy fighters were shot down, the total damage inflicted by this squadron in this attack may never be known. None of these 15 planes returned. The sole survivor of the 30 officers and men of this squadron was Ensign G. H. Gay, Jr., USNR, who scored one torpedo hit on an enemy carrier before he was shot down.

Other carrier-based groups of torpedo planes proceeded to press the attack after the enemy had been located. In spite of heavy losses during these attacks, the torpedo planes engaged the attention of the enemy fighters and anti-aircraft batteries to such a degree that our dive bombers were able to drop bomb after bomb on the enemy ships without serious interference. As the result, the Navy dive bombers scored many hits and during this phase of the action inflicted upon the enemy the following damage:

The KAGA, AKAGI, and SORYU, aircraft carriers, were severely damaged. Gasoline in planes caught on their flight decks ignited, starting fires which burned until each carrier had sunk.

Two battleships were hit. One was left burning fiercely.

One destroyer was hit and is believed to have sunk.

Shortly after this battle, a force of about 36 enemy planes from the undamaged carrier HIRYU attacked the U. S. aircraft carrier YORKTOWN and her escorts. Eleven of 18 Japanese bombers in the group were shot down by our fighters before their bombs were dropped. Seven got through our fighter protection. Of these 7, one was disintegrated by a surface ship's anti-aircraft fire; a second dropped its bombload into the sea and plunged after it; while a third was torn to shreds by machinegun fire from U. S. fighter planes. Four enemy bombers escaped after scoring three direct hits.

Shortly afterward, 12 to 15 enemy torpedo planes escorted by fighters attacked the YORKTOWN. Between 4 and 7 of this group were destroyed by our fighters and 3 were shot down by anti-aircraft fire before they could launch their torpedoes. Five succeeded in launching torpedoes but all 5 were destroyed as they attempted to escape. The YORKTOWN was hit during this assault and put out of action. The damage caused a list which rendered her flight deck useless for landings and take-offs. Her aircraft, however, continued the battle operating from other United States carriers.

TALK OVER BARS MAY LEAD TO TIME BEHIND BARS

While this attack on the YORKTOWN was in progress, some of her own planes located the Japanese carrier HIRYU in company with battleships, cruisers and destroyers. Our carrier planes immediately launched an attack against this newly located force. The HIRYU was hit repeatedly and left blazing from stem to stern. She sank the following morning. Two of the enemy battleships were pounded severely by bombs and the heavy cruiser was damaged severely.

During the same afternoon (June 4), a United States submarine scored three torpedo hits on the smoking carrier SORYU as the enemy was attempting to take it in tow. These hits caused an outbreak of fresh flames which engulfed the carrier and forced the crew to abandon ship. At about sunset heavy explosions and huge billows of smoke were observed. The SORYU sank during the night.

Just before sunset (June 4) United States Army bombers delivered a heavy bomb attack on the severely crippled and burning ships. Three hits were scored on a damaged carrier (probably the AKAGI); one hit was scored on a large ship; one hit on a cruiser which was left burning; and one destroyer was damaged and believed to have sunk.

The situation at sundown on June 4, was as follows:

United States forces had gained mastery of the air in the region of Midway.

Two carriers, KAGA and AKAGI, had been hit by many bombs and torpedoes from Army planes and carrier-based Naval aircraft in the morning, and the AKAGI had been further damaged by Army aircraft in the late afternoon. One of these two carriers was reported by Ensign Gay to have been shelled and finished off by a Japanese cruiser. Both enemy carriers sank or were sunk by the Japanese before morning.

The SORYU had been hit heavily by Marine Corps dive bombers, Army bombers, carrier-based planes, and a submarine. She sank during the night.

The HIRYU had been put out of action by carrier aircraft after her own planes had damaged the YORKTOWN. The HIRYU sank early the following morning.

Two enemy battleships had been damaged, one severely.

One enemy destroyer had been sunk.

One enemy transport and several other ships had been damaged.

The USS YORKTOWN had been put out of action.

Early in the morning of June 5, an enemy submarine shelled Midway briefly but caused no damage. Our shore batteries returned the fire. At dawn our forces were marshalling their strength for further assaults against the enemy fleets which by now had separated into several groups, all in full retreat. Unfavorable flying weather made search to the northwest of Midway difficult and hazardous but a flight of U. S. Army "Flying Fortresses" managed to contact an enemy contingent of battleships and cruisers to the westward of Midway. They attacked, and scored a direct hit on the damaged cruiser. Another bomb damaged the same cruiser's steering gear. She was last observed listing badly and turning in tight circles. This attack was followed quickly by a second Army air force attack which scored a hit on the stern of a heavy cruiser. Meanwhile, at about noon (June 5) U. S. Marine Corps aircraft located the damaged enemy cruiser and delivered one direct hit.

In the afternoon of June 5, Army "Flying Fortresses" attacked enemy cruisers again and scored three direct hits upon one heavy cruiser. On the return trip, one of these planes was lost; a second was forced down at sea 15 miles from Midway. All except one of the crew of the

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

second plane were rescued. A local bad weather condition to the northwest of Midway hampered the search operations of our carrier planes which were seeking the enemy in that area. Throughout the night of June 5-6, our aircraft carriers steamed to the westward in pursuit of the enemy.

Early in the morning of June 6 a search by carrier aircraft discovered two groups of enemy ships, each containing cruisers and destroyers. Between 9:30 and 10:00 a.m., our carrier planes attacked one group which contained the heavy cruisers MIKUMA and MOGAMI and three destroyers. At least two bomb hits were scored on each cruiser. One of the destroyers was sunk. The attacks were carried on until 5:30 p.m. The MIKUMA was sunk shortly after noon. The MOGAMI was gutted and subsequently sunk. Another enemy cruiser and a destroyer also were hit during these series of attacks.

It was during this afternoon (June 6) that the U. S. destroyer HAMMANN was torpedoed and sunk by an enemy submarine. Most of her crew were rescued. The HAMMANN was the destroyer announced as lost in Admiral Nimitz' Communique #4 (June 7, 1942).

After June 6 repeated attempts were made to contact the remainder of the Japanese invasion fleet but without success. It was on June 9, while one of these searches was being carried out by a group of long-range Army medium bombers under the command of Major General Clarence L. Tinker, USA, that the plane carrying General Tinker was forced down at sea and lost.

The following is a recapitulation of the damage inflicted upon the enemy during the battle of Midway:

Four Japanese aircraft carriers, the KAGA, AKAGI, SORYU and HIRYU were sunk.

Three battleships were damaged by bomb and torpedo hits, one severely.

Two heavy cruisers, the MOGAMI and the MIKUMA were sunk. Three others were damaged, one or two severely.

One light cruiser was damaged.

Three destroyers were sunk and several others were damaged by bombs.

At least three transports or auxiliary ships were damaged, and one or more sunk.

An estimated 275 Japanese aircraft were destroyed or lost at sea through a lack of flight decks on which to land.

Approximately 4,800 Japanese were killed or drowned.

Our total personnel losses were 92 officers and 215 enlisted men.

Our forces fought under the command of Admiral Chester W. Nimitz, USN, Commander in Chief of the Pacific Fleet. Other officers who held important commands during the battle were Lieutenant General Delos C. Emmons, USA, Commanding General, Hawaiian Department; Major General W. W. Hale, USA, Head of the Bombing Command of the Army Air Force in Hawaii and Brigadier General Henry K. Pickett, USMC, Commander of U. S. Marine Corps forces in the Hawaiian area.

Among the officers who held important commands at the scene of the action were Major General C. L. Tinker, USA, Commander of the Army Air Force in Hawaii. General Tinker was lost in action. Vice Admiral, then Rear Admiral F. J. Fletcher, USN, Rear Admiral R. A. Spruance, USN, Rear Admiral T. C. Kincaid, USN, and Rear Admiral W. W. Smith, USN, had

THE NAVY IS YOUR WORK - DO IT AT THE OFFICE

commands at sea throughout the action. Captain C. T. Simard, USN, had command of the Naval Air Station at Midway. Colonel Harold D. Shannon, USMC, was the Commanding Officer of Ground Troops at Midway. Lieutenant Colonel Ira L. Kimes, USMC, was the Commanding Officer of the Marine Corps Aircraft at Midway. Lieutenant Colonel W. C. Sweeney, Jr., USA commanded a formation of heavy Army bombers.

The battle of Midway was a complex and wide-spread action involving a number of engagements lasting more than three days and nights. Even our active participants in the numerous attacks and counter-attacks are unable to give confidently an accurate account of the damage inflicted by any one group in the many individual and unified attacks of our Army, Navy, and Marine Corps personnel.

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**ENEMY "LOST", NAVY AIR GROUP COMMANDERS LOCATE HIM;
SQUADRON OF 30 MEN GOES OUT, ONE COMES BACK**

Two Navy Flyers' keen analysis of a perplexing situation and their prompt decision on a course of action is credited with "making the attack possible which led to the destruction of a major part of the enemy forces" in the historic Battle of Midway.

Lieutenant Commander John Charles Waldron, USN, and Lieutenant Commander Clarence Wade McClusky, Jr., USN, are the flyers. They were Air Group Commanders in separate flights of U. S. Navy carrier planes dispatched to intercept and attack the Japanese Armada at an estimated position as the Battle of Midway was crystalizing on the morning of June 4.

The full fury of the U. S. Naval task force lying in ambush off Midway was poised to strike--once the quarry was overtaken. Extensive reconnaissance failed to disclose the enemy, however. The hunting planes searched wide ocean expanses in the previously estimated area, but for awhile there was no sign of a Jap ship.

And then a lone squadron of 30 men and 15 planes---Torpedo Squadron No. 8, led by Lieutenant Commander Waldron---found the enemy. Without protection or support of any kind, this squadron launched an effective attack so desperately opposed that only one member of the squadron, and no planes, came back.

The only member of Torpedo Squadron No. 8 to return was himself rescued from the sea. He was Ensign G. H. Gay, USNR, whose story of being shot down after scoring a torpedo hit, covering his head with a cushion while in the sea to avoid being strafed, and then being rescued, already has been told.

Details of the attack on heavy units of the Japanese fleet by Torpedo Squadron No. 8 were supplied by Ensign Gay, and the Commanding Officer of their carrier wrote them into the official battle report.

Lieutenant Commander Waldron, in reporting to his commanding officer for final instructions before the take-off, had said: "I have a well trained squadron that asks only to share in the mission. We will strike, regardless of the consequences."

Torpedo Squadron No. 8 went off on its Jap hunt, flying low beneath broken clouds. They became separated from other Navy squadrons, which were flying higher. Continuing the search alone, Torpedo Squadron No. 8 found the Japanese fleet and attacked with no fighter support present and no dive bombers to divert some of the defensive fire of the Japs, which then was concentrated on the torpedo planes.

The sky swarmed with Jap Zeros, and a seemingly impenetrable screen of cruisers and destroyers protected the carriers. Nevertheless, Torpedo Squadron No. 8 deliberately pressed home its attack at short range. Plane after plane of the group was shot down in flames.

"Anti-aircraft bursts were searing faces and tearing off chunks of fuselage," the Commanding Officer's reconstruction of Ensign Gay's report states. "But still the squadron bored in. Those who were left dropped their torpedoes at point blank range, and saw them run true to the carriers. Torpedo Squadron No. 8, thus, made certain for the task force, and for the Navy, that the Japs' air power was crippled at the start. One survivor from 30 men and 15 planes came back to tell the story."

Following are the 30 officers and men who started out in 15 Navy planes as "Torpedo Squadron No. 8" in the Battle of Midway; only one came back, Ensign George H. Gay, the other 29 being listed as "missing in action":

Lt. Comdr. John Charles Waldron, USN.	Bened P. Phelps, ARM 2c.
Lt. James Charles Owens, USNR.	William F. Sawhill, ARM 3c.
Lt. Raymond Austin Moore, USNR.	Amelio Maffei, ARM 1c.
Lt. (j.g.) George Marvin Campbell, USN.	Tom H. Pettry, ARM 1c.
Lt. (j.g.) Jeff Davis Woodson, USN.	Horace F. Dobbs, CRM (P.A.)
Ens. William W. Abercrombie, USNR.	Otway D. Creasy, Jr., ARM 2c.
Ens. Ulbert M. Moore, USNR.	Francis Samuel Polston, Seaman 2c.
Ens. William W. Creamer, USNR.	Max A. Calkins, ARM 3c.
Ens. John Porter Gray, USNR.	Darwin L. Clark, ARM 2c.
Ens. Harold J. Ellison, USNR.	Ross H. Bibb, Jr., ARM 2c.
Ens. Henry R. Kenyon, Jr., USNR.	Hollis Martin, ARM 2c.
Ens. William Robinson Evans, USNR.	Robert Kingsley Huntington, ARM 3c.
Ens. Grant W. Teats, USNR.	Ronald J. Fisher, ARM 2c.
Ens. George H. Gay, USNR.	Aswell Lovelace Picou, Seaman 2c.
Robert B. Miles, AP 1c.	George A. Field, ARM 3c.

Meanwhile, Lieutenant Commander McClusky, leading a squadron in a different flight, quickly analyzed the situation when his group's search failed to locate the Jap fleet. He banked sharply and led his squadron on an exactly "reverse" course --- that is, one which would be employed to intercept the enemy if he were steaming in the opposite direction from that originally charted.

Lieutenant Commander McClusky had assumed that the enemy, since he was not proceeding toward Midway, might be retiring---and the analysis proved 100 per cent correct. Subsequent developments revealed that, shortly after the U. S. carrier planes were launched, the Jap fleet had reversed its course and begun a retreat.

Lieutenant Commander McClusky and his group flew farther and farther off the originally prescribed course, scanning the sea with anxious eye. And finally their bold gamble paid off. A long Jap destroyer was sighted. A few minutes later a cluster of dark hulls crawled over the horizon, and in another few minutes Lieutenant Commander McClusky's squadron was unloading bombs on the main enemy concentration of four carriers, two battleships, four to six cruisers and six destroyers.

With the new course and location flashed, the entire Naval attacking force descended on the Nipponese fleet and lashed it with torpedoes and bombs.

Lieutenant Commander McClusky's squadron found the "lost" Japs approximately 40 minutes after Lieutenant Commander Waldron's Torpedo Squadron No. 8 had located the enemy and shattered itself in its heroic attack. Torpedo Squadron No. 8 began its attack at approximately 9:20 a. m. on June 4, and Lieutenant Commander Waldron's group arrived on the scene shortly after 10 a. m.

Lieutenant Commander McClusky previously had been awarded the Distinguished Flying Cross for heroic action in the raid on the Marshall Islands, with the following citation: "With utter disregard of heavy anti-aircraft fire, he repeatedly bombed and strafed objectives, causing severe damage to the enemy."

For several hours after his group contacted the Jap fleet off Midway, such an aerial circus as never before had been witnessed so far at sea took place. Carriers in the U. S. Task Force maintained top speed in a continuous launching, recovery, re-arming and re-launching of their planes. Navy bombers and torpedo planes streaked back and forth in a shuttle relay of destruction. Planes from one carrier would land on another as their last few gallons of gas just made the nearest friendly flight deck.

Thirteen planes from one carrier landed at Midway, due to shortage of gas. Eleven of them got a new supply and returned to the fight. The other two coughed out their last cupfuls a few hundred yards short and landed in the Midway lagoon.

Lieutenant W. J. Widhelm, USN, almost missed the big show, but finally made it in great style. The engine wouldn't start when the order came for his carrier plane at a land base to rejoin its mother ship at sea; so Lieutenant Widhelm was flown to the carrier in the rear seat of another plane.

On June 6, last day of the three-day Battle of Midway, he was credited with two direct 1,000-pound bomb hits on a battleship or heavy cruiser.

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FIGHTING TALK OF FIGHTING NAVY PILOTS

The following extracts from the log of radio conversations between members of a Navy dive bomber squadron engaged in the Battle of Midway provide some details of a "bad five minutes" experienced by a Japanese battleship:

"The BB (Navy designation for battleship) is supposed to be about 40 miles ahead."

"There is the BB over there."

"Let's go! The BB is in the rear of the formation."

"This is Wally. Watch it on this attack."

"Where is the remainder of our attack group?"

"We are right behind you. Get going."

"Wally to Smith: What the hell are you doing over there?"

"Pushing over to the rear ship now."

"Enter dive. Our objective is the rear ship. Step on it! Are we going to attack or not?"

"Look at that ---- ---- burn!"

"Hit the --- --- --- again!"

"That scared hell out of me. I thought we weren't going to pull out."

"Let's hit them again. Let's hit them all."

"You are going to hit him right on the fantail!"

"Let's get a couple of those destroyers."

A SECRET ONCE TOLD IS NO SECRET AT ALL

"These Japs are as easy as shooting ducks in a rain barrel!"

"Gee, I wish I had one more bomb!"

"Those Japs couldn't hit you with a slingshot."

"Tojo, you --- --- ---, send out the rest and we'll get those, too!"

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ARMY, NAVY AND MARINE FLIERS UNITED TO SMASH JAP FORCES AT MIDWAY

Alert Navy, Army and Marine Corps pilots, patrolling a far-flung "beat" over the Pacific, detected approach of the Japanese fleet, kept it under surveillance while coming in range, and then united to deal the enemy nearly annihilating blows in the Battle of Midway.

Almost a full day before the actual beginning of the battle, advance units of the Jap force had been located and had been extended hearty, but in no way cordial greetings in preliminary skirmishes.

And then, in three days of bombing and torpedoing, the Navy-Army-Marine "team" blasted what had been a powerful Jap armada until there remained only portions to flee toward home, virtually every ship for itself.

The following victory message was sent by Admiral Chester W. Nimitz, Commander in Chief of the Pacific Fleet, to Lieutenant General Delos C. Emmons, Commanding General of the Army's Hawaiian Department:

"To you and all your officers and men concerned, congratulations on the fine performance of your bombers in the Battle of Midway! The skill and effectiveness with which they bore the heavy load on their endurance which was demanded by the situation is indicative of splendid morale. Under extremely hazardous and difficult conditions they contributed an important share to our great victory.

"The intensified spirit of unity and teamwork that their complete cooperation has brought about is a source of great pride to me. That their success in reaching objectives was high and bomber losses were few can be due only to splendid training."

Preliminary maneuvering of the Jap Fleet before the Battle of Midway tipped off United States forces in the area that major events loomed and tensed all to the great opportunity at hand.

At 11:22 o'clock (Midway time) on the morning of June 3, a patrol pilot radioed the island base: "I fired on a strange cargo vessel."

Two minutes later, a second patrol pilot flashed a terse, two-word message: "Main body" ... a message that snapped all Midway to attention and brought an immediate response from headquarters: "Amplify report of main body."

"Six ships in a column," came back the amplified report, and then came other messages unfolding the full panorama of the powerful Jap fleet that was bearing straight toward Midway. Finally, out of the Pacific dusk, came a report from a comrade that sent every Midway pilot to bed that night knowing that the morrow would bring a day of battle for all, a day of finality for some.

DO YOU KNOW WHO IS LISTENING?

This message was from a lone pilot and typified the determination with which all the pilots, Navy, Army and Marine alike, a few hours later pounced on the foe. It said:

"I attacked alone with bombs. One transport afire."

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ADMIRAL NIMITZ RECEIVES DISTINGUISHED SERVICE MEDAL ESCAPES SERIOUS INJURY IN PLANE CRASH

Admiral Chester W. Nimitz, Commander in Chief of the Pacific Fleet, escaped serious injury when an airplane in which he was traveling recently crashed on landing at an airfield at a West Coast port of the United States.

Lieutenant Thomas Morton Roscoe, USNR, co-pilot of the plane, lost his life in the crash, while several passengers were slightly injured. Admiral Nimitz received minor injuries which did not occasion interruption of his journey.

While at the West Coast port, Admiral Nimitz met with Admiral Ernest J. King, Commander in Chief, U. S. Fleet, and received from him the Distinguished Service Medal for exceptionally meritorious service as Commander in Chief of the Pacific Fleet.

The following citation accompanied award of the Distinguished Service Medal to Admiral Nimitz:

"For exceptionally meritorious service as Commander in Chief, U. S. Pacific Fleet. In that position of great responsibility he exercised sound judgment and decision in his employment and disposition of units of the Pacific Fleet during the period immediately following our entry into war with Japan. His conduct of the operations of the Pacific Fleet, resulting in successful actions against the enemy in the Coral Sea in May, 1942, and off Midway Island in June, 1942, was characterized by unflinching judgment and sound decision, coupled with skill and vigor. His exercise of command on all occasions left nothing to be desired."

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VICE ADMIRAL FLETCHER DECORATED

Vice Admiral Frank Jack Fletcher, USN, has been awarded the Distinguished Service Medal for the successes scored by the Task Force under his command in the Coral Sea and Midway engagements.

The citation accompanying his medal follows:

"For exceptionally meritorious service as Task Force Commander, United States Pacific Fleet. In that position of great responsibility he exercised command of his Task Force with marked skill and resourcefulness, as a result of which heavy losses were inflicted on the enemy in the Coral Sea in May, 1942, and again, off Midway Island in June, 1942."

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DISTINGUISHED SERVICE MEDAL AWARDED POSTHUMOUSLY TO VICE ADMIRAL BRISTOL

The late Vice Admiral Arthur LeRoy Bristol, Jr., USN, whose task force escorted 2,400 merchant vessels across the North Atlantic with the loss of only eight, has been awarded the Distinguished Service Medal posthumously.

JAPS HAVE A DISLIKE FOR AMERICANS - DON'T TALK

Vice Admiral Bristol, who died at sea of natural causes on April 20 at the age of 55, compiled his brilliant record during the winter of 1941 - 42. Approximately 60 convoys were entrusted to the protection of his command during that period.

In addition to escort operations, Admiral Bristol conducted an antisubmarine training program and completed advance base projects that were under his cognizance.

The citation stated that the Distinguished Service Medal was awarded Vice Admiral Bristol, for "exceptionally meritorious service" while in "a position of great responsibility."

"His conduct of all of these operations," it declared, "Was characterized by good judgment and sound decision, which contributed in a large measure to their successful accomplishment."

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SECRETARY KNOX DECORATES THREE WAR HEROES

Three heroes of the war in the Pacific were decorated recently by Secretary of the Navy Frank Knox for distinguished service and valor in action against the Japanese.

Rear Admiral Frederick Carl Sherman, USN, Commanding Officer of the USS LEXINGTON, who won the Navy Cross as a submarine commander in World War I, was given the Gold Star-- equivalent of a second Navy Cross.

Lieutenant Commander Thurlow Weed Davison, USN, who had a command in the Phillipine Island area received the Navy Cross.

Lieutenant Noel A. M. Gayler, USN, a Naval Aviator who was stationed on the LEXINGTON and who is son of Captain E. R. Gayler, Civil Engineer Corps, USN, was awarded the Navy Cross and Gold Star the latter being equivalent to a second Navy Cross.

The citation awarded with Rear Admiral Sherman's Gold Star reads as follows:

"For distinguished service in the line of his profession, as Commanding Officer, USS LEXINGTON, on February 20, 1942, when that ship was attacked by eighteen Japanese bombers. As a result of the brilliant performance of the fighting squadrons under his command, the outstanding manner in which he coordinated and timed the employment and relief of his combat patrols and his own expert handling of his ship, sixteen of the enemy bombers were destroyed, without damage to the USS LEXINGTON."

The citation with Lieutenant Commander Davison's Navy Cross reads:

"For heroism in combat with the enemy during the period December 7, 1941 to April 2, 1942. While exposed to frequent horizontal and dive bombing attacks by enemy Japanese air forces, Lieutenant Commander Davison directed the anti-aircraft batteries of his ship and conducted operations of strategic importance involving hazardous missions such as to bring great credit to his command and the United States Naval Service."

The citation issued with Lieutenant Gayler's Navy Cross and Gold Star is as follows:

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

WALLS HAVE EARS

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

* * * * *

**HERO OF ENGAGEMENT OFF BALIKPAPEN
GIVEN NAVY CROSS
BY SECRETARY KNOX**

Commander Paul H. Talbot, USN, who took his destroyer division into the very heart of a numerically superior Japanese force off Balikpapan, sank five or six ships and inflicted severe damage upon others, then withdrew his division without loss, received the Navy Cross recently from Secretary of the Navy Frank Knox.

The presentation of the decoration to the officer took place in the Secretary's office. It had been announced by the Navy Department on June 15 that Commander Talbot had won the Navy Cross by his daring attack, which occurred on the night of January 24-25, 1942.

The citation accompanying the award reads:

"For distinguished service in the line of his profession as Commander of a Destroyer Division when that division of destroyers on January 24 and 25, 1942, engaged in an attack mission on Japanese forces operating off Balikpapan, Borneo, Netherlands East Indies. When directed to engage a reportedly superior enemy force off that place under cover of darkness Commander Talbot, by a well planned and skillfully executed approach, succeeded in leading his force to a favorable position within a large group of enemy vessels. Under his direction, the vessels of his division delivered a daring and persistent attack upon the superior enemy force which resulted in the sinking of five or six enemy ships and severe damage to others. After it was no longer advisable to continue the attack, Commander Talbot successfully withdrew his division without loss."

SECRETARY KNOX DECORATES TWO HEROES

Two Naval officers who distinguished themselves in the Pacific war theater have been decorated by Secretary of the Navy Frank Knox.

Commander Nicholas Bauer Van Bergen, USN, received the Navy Cross while the Distinguished Service Medal was presented to Commander James Dudley Wilson, Civil Engineer Corps, USN.

Commander Van Bergen was Gunnery Officer in the USS MARBLEHEAD when that ship was bombed by Japanese planes during the Java Sea battle. In addition to carrying out his own duties, he took over the assignment of another officer when the latter was wounded.

His heroism under fire and efficient service not only contributed toward saving his ship, which recently limped into an East Coast port and safety, but also helped save the lives of many in the MARBLEHEAD'S company.

Commander Wilson was Public Works Officer for the Cavite Navy Yard and the Sixteenth Naval District when the Japanese stormed the Philippines. The role he played in the defense of Corregidor is told in the following citation:

"For exceptionally meritorious service to the Government of the United States during the prolonged siege and defense of Corregidor, Philippine Islands. Supplementing and incidental to the splendid work performed by him in the Navy

CARELESS TALK MAY HAVE CAREFUL LISTENERS

installations, Commander Wilson provided Diesel engine facilities and power for the Army necessary to adequate working and living conditions; he estimated the amount required from time to time and the most discreet use of the limited fresh water supply, and his skill and resourcefulness enabled him to meet all of the many problems incident to berthing, housing and messing an over-crowded underground fortress. His high morale and influence in handling the various problems arising after the bombing of Cavite are considered to be one of the outstanding individual contributions outside of actual combat, for the continuance of the occupation of the stronghold of Corregidor."

* * * * *

TWO MARBLEHEAD HEROES CITED

Secretary of the Navy Frank Knox has commended two men as courageous as the stout ship in which they served, the USS MARBLEHEAD, light cruiser that is still afloat after being "heavily bombed" by the Japs in the Java Sea.

One commendation was awarded posthumously to Clarence J. Aschenbrenner, who first risked his life to help save his ship from a watery grave and later sacrificed it in an attempt to rescue an unconscious bluejacket from a gas-filled compartment.

Fook Liang, 38-year-old Chinese cook, received the other commendation. Liang, now recovering from bomb shock in a Navy hospital, was badly shaken by a bomb hit which killed or wounded a number of men in his section of the ship. Despite this, he rescued his wounded companions from the blazing area.

The citations were contained in commendatory letters. The letters specified that both Aschenbrenner and Liang were to be awarded the Silver Star, newest decoration offered for heroism in action, when legislation authorizing this medal becomes law.

They are the first to be designated as recipients of the Silver Star, which will be the Navy's third-highest combat award, ranked only by the Congressional Medal of Honor and the Navy Cross.

On May 6 the Navy Department announced that the MARBLEHEAD had been bombed by the Japs in a running fight from Borneo to Java, but had been brought out of it again by a crew that "didn't know the meaning of the word 'abandon'" and had arrived at an East Coast port for repairs after steaming half-way round the world.

Aschenbrenner was a Shipfitter 2nd Class and a member of the cruiser's Forward Repair Party. When she suffered bomb hits his group swung into action.

"He proceeded directly to the centers of damage in rapid succession, and through the completeness of knowledge of his rating and of damage control, was able to direct and perform work of inestimable value," his commendation reads.

"Immediately upon his arrival he became the key man at the scene. His splendid physique enabled him to perform tremendous feats of lifting and moving heavy wreckage and to continue at work ceaselessly for a period of about 48 hours.

"By his ability, leadership, correctness of action, his tireless strength and keen intelligence, coupled with utter disregard of his own safety, he contributed greatly toward the saving of the ship and the saving of many lives."

The MARBLEHEAD was off the coast of Africa on a night in March when Aschenbrenner started below to relieve Bernard J. Wardzinski, Carpenter's Mate 3rd Class, who was on watch to take soundings in several compartments that were shipping water.

He espied Wardzinski, lying on the deck of a compartment that somehow had become filled with gas. Aschenbrenner sounded an alarm and then, disregarding his own safety, went into the compartment in an attempt to rescue the unconscious man. He, too, lost consciousness. A rescue party brought them out, but both Wardzinski and Aschenbrenner died shortly after.

Liang, an Officer's Cook 3rd Class, enlisted November 7, 1923, at Hongkong, and has been in the Navy continuously since that time. He was stationed in the Chief Petty Officers' quarters as a member of the After Ammunition Party when the first bombs hit the cruiser.

"A bomb killed or wounded most of the party," his citation says. "Liang was badly shocked or shaken, but in spite of this, without orders, he proceeded at great risk to rescue the wounded from the blazing area. This accomplished, without orders, he assisted in fighting fires and cleaning debris and wreckage amidship.

"Immediately thereafter, without orders, he appeared at the improvised sick bay and went into the vital work of keeping this area clean. He continued this work voluntarily in addition to his regular duties without rest until the wounded were landed in port.

"By his courage, initiative and tireless energy, coupled with utter disregard of personal safety, Liang undoubtedly contributed much toward the saving of the ship and saving of many lives."

* * * * *

21 NAVAL AVIATORS DECORATED FOR EXPLOITS IN RAIDS ON MARSHALL ISLANDS; 19 AWARDED NEW AIR MEDAL

Twenty-one Naval aviators have been decorated and cited for their exploits in raids on the Marshall Islands early in February. The Distinguished Flying Cross was awarded to two of the officers and the newly authorized Air Medal was won by 19 officers. All the awards were made by Secretary of the Navy Frank Knox in the name of the President.

Enemy shore installations; cargo, tanker, and auxiliary transport vessels; aircraft; fields; hangars; gun emplacements; storage tanks, and anti-aircraft nests were blasted and other damage was inflicted on the enemy in bombing attacks on several of the principal islands in the Marshall Group. Three of the airmen gave up their lives to drive home the attack. Two others were wounded in action and two were first reported missing and then rescued.

The new Air Medal with accompanying ribbons is authorized by President Roosevelt for any person serving in the Army, Navy, Marine Corps or Coast Guard who distinguishes himself "by meritorious achievement while participating in aerial flight." The cast of the Air Medal and the ribbon to go with it have not yet been made. The provisions for the award of the Air Medal stipulate that "no more than one Air Medal shall be awarded to any one person, but for each succeeding meritorious achievement justifying such an award a suitable bar or other device may be awarded to be worn with the medal."

Secretary of the Navy Knox has issued a general order pursuant to the President's executive order authorizing the award of the Air Medal to personnel of the Navy and Marine Corps.

The 21 Naval officers who received awards of the Distinguished Flying Cross or the Air Medal for their coordinated activities in the same area of the Pacific follow:

DISTINGUISHED FLYING CROSS

LIEUTENANT JOHN D. BLITCH, USN, - For successful dive bombing and strafing attacks against enemy ships and shore installations. He scored direct hits on a cargo vessel, an oil storage tank and an enemy bombing plane on the ground, and silenced an anti-aircraft gun.

BE CAREFUL OF WHAT YOU SAY AND WHERE YOU SAY IT

LIEUTENANT JAMES W. McCAULEY, USN, - For action in which several large seaplanes, a hangar and other buildings were destroyed and a flying field was damaged.

AIR MEDAL

LIEUTENANT (junior grade) EDWARD L. ANDERSON, USN, -- For action in which he attacked enemy ships and shore installations in the face of heavy anti-aircraft fire and obtained a direct hit on an enemy tanker.

LIEUTENANT (junior grade) LEONARD J. CHECK, USN, -- For attacking a seaplane ramp in the face of heavy anti-aircraft fire and rendering it useless as well as destroying one enemy seaplane. Lieutenant Check was wounded in action.

LIEUTENANT (junior grade) EDWARD T. DEACON, USN, -- For his part in action resulting in damage to enemy planes, hangars and ground installations.

LIEUTENANT CLARENCE E. DICKINSON, JR., USN, -- For meritorious conduct as flight officer of a scouting squadron which scored direct hits on enemy ground installations.

ENSIGN EARL R. DONNELL, JR., USNR, - posthumously - For meritorious conduct in the face of enemy fighter opposition and heavy anti-aircraft fire in action resulting in damage to enemy installations.

LIEUTENANT (junior grade) CARLETON T. FOGG, USN, - posthumously - For meritorious conduct in action in the face of enemy fighter opposition and heavy anti-aircraft fire which resulted in damage to enemy installations.

ENSIGN KEITH H. HOLCOMB, USNR, - For attacking an enemy airfield and starting a large fire adjacent to it and for managing to bring his plane home despite damage to it from machine gun fire.

LIEUTENANT HARVEY P. LANHAM, USN, - For conduct resulting in hits on an enemy transport and storage buildings, a hangar and a building.

LIEUTENANT FRANK A. PATRIARCA, USN, - For leading a section in operations resulting in damage to enemy planes, hangars and other ground installations.

LIEUTENANT JOE R. PENLAND, USN, - For his part in damaging a large cargo vessel, the destruction of a hangar and damage to runways of the enemy.

LIEUTENANT (junior grade) WILBUR E. ROBERTS, USNR, - For piloting a plane through heavy fighter opposition and anti-aircraft fire to bring about the destruction of an enemy two-engined bomber. Lieutenant Roberts was first reported missing by the Navy Department. Later, however, he was found to be a survivor.

LIEUTENANT REGINALD RUTHERFORD, USN, - For his part as the commanding officer of a division of a scouting squadron which inflicted heavy damage on the enemy including direct hits on two large auxiliary vessels.

ENSIGN TONY F. SCHNEIDER, USNR, - For his part in destroying a large storehouse and damaging two bombers on the ground with near misses. Originally reported missing, Ensign Schneider is now a survivor.

ENSIGN DANIEL SEID, USNR, - posthumously - For meritorious conduct and the determined manner in which he pressed home his attack on enemy installations.

PUT YOUR SAFETY BELT - ON YOUR MOUTH

LIEUTENANT LLOYD A. SMITH, USN, - For his participation in the successful bombing of a large enemy transport and in action where near misses were scored on a large oil tanker and a hangar, causing damage to the hangar and the destruction of three fighter planes on the ground.

ENSIGN RIED W. STONE, USNR, - For an attack resulting in damage to enemy planes and buildings.

LIEUTENANT (junior grade) PERRY L. TEAFF, USN, - For meritorious conduct in action with the enemy in the face of heavy anti-aircraft fire. Wounded in action.

LIEUTENANT (junior grade) BENJAMIN H. TROEMEL, USN, - For meritorious conduct in action with the enemy in the face of heavy anti-aircraft fire.

LIEUTENANT (junior grade) JOHN N. WEST, USN, - For meritorious conduct in action with the enemy in the face of heavy anti-aircraft fire.

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TWO ENLISTED MEN ADVANCED TO CHIEF PETTY OFFICER

Walter Lee Brown, and James Claude Ogden have been commended before all hands aboard ship and advanced to chief petty officer ratings as a result of meritorious action under fire.

Brown's advancement from Machinist's Mate, first class, to Chief Machinist's Mate was authorized for the able and efficient manner in which he handled his duties and additional special work assumed by him. His quiet, expeditious conduct in action set a fine example for his ship's entire crew.

For extreme diligence in carrying out the duties of his rating plus many additional duties while in enemy waters, Ogden was commended before all hands and advanced from Gunner's Mate, first class to Chief Gunner's Mate.

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COLONEL WILLIAM T. CLEMENT, USMC, AWARDED NAVY CROSS FOR SERVICES IN PHILIPPINES

Colonel William T. Clement, USMC, has been awarded the Navy Cross by the President for distinguished services in the Philippines during the period of December 7, 1941, to April 28, 1942.

"For distinguished service in the line of his profession as Marine Officer on the staff of the Commander in Chief, United States Asiatic Fleet, between 7 December, 1941, and 28 April, 1942. Colonel Clement was invaluable in liaison work between the Commandant, Sixteenth Naval District, the Commanding General, U.S. Armed Forces in the Far East, and particularly with forces engaged on Bataan Peninsula.

"Although quartered at Corregidor, he spent much of his time on the Bataan Peninsula and frequently facilitated operations by his suggestions and by his handling of some of the diversified units engaged. Colonel Clement contributed very materially to this campaign."

At 2:50 a.m. on the morning of December 8, 1941, first message telling of the Japs' bombing of Pearl Harbor crackled into Asiatic Fleet Headquarters in Manila.

A SLIP OF THE LIP MAY GIVE A SPY A TIP

Colonel Clement had the "staff duty" at the time. He read the message and immediately notified Admiral Thomas Hart, Commander in Chief of the Asiatic Fleet. The Army was called. And then Colonel Clement ran to the Manila hotel, where Admiral Hart was waiting for him in his quarters.

Admiral Hart read the message. "Well, it's here," he said. On a scrap of paper the Admiral scribbled a message to the fleet, informing it that hostilities had begun and it was to govern itself accordingly.

Word came that at 9 a.m. the Japs had dropped two bombs on Bagio, northwest of Manila. Here was the Army staff college and the "West Point" of the Philippines. They were the objective.

At noon Clark Field was hit. The next day -- December 9 -- the Jap aviators attacked Nichols Field on the edge of Manila. On the tenth the planes came again, and bombed the Cavite Navy Yard. Bombs fell in the industrial area.

At Cavite fires blazed everywhere and there was no water pressure. Sailors and Marines fought desperately to keep the fires from spreading. Any minute the torpedo storage might explode. Inside were quantities of warheads--loaded with T.N.T. to blow the place to bits.

A Navy lieutenant, Thomas Suddath, remembered a truckload of warheads had been left standing beside the torpedo shack. The fire was at its height. He rushed into the burning area, started the truck and drove it out of the danger area and around to Manila. Grimy and dirty, Lieutenant Suddath broke into a conference being held by Admiral Hart and informed him of the danger to the ammunition depot.

Colonel Clement was detailed to put the fire out.

At the water front the Colonel found two barges capable of pumping water out of the bay and these were pressed into service. Sailors manned the engines and men from the docks were recruited on the spot to go over the flaming Navy yard.

This done, the Colonel headed for the Coast Guard headquarters. One of their boats was just entering the outer bay. A rush message was sent and it headed toward Cavite.

With extra equipment obtained from Manila the smoke-blackened Marines and Bluejackets managed to get the fire under control, although it burned stubbornly for several days. They saved the ammunition depot.

On the nineteenth, Jap bombers hit Canacao and Sangley Point. This raid was particularly severe. On Sangley Point hundreds of drums of aviation gasoline were stored. This was struck and the area for hundreds of yards around was turned into an inferno.

A bomb hit a 250-foot radio tower on Sangley Point. The missile struck the top of the structure and slid to the base where it exploded causing the tower to crash.

Earlier in the month, on December 3, the Fourth Marine Regiment had moved from Shanghai to Olongapo. On the 23rd Colonel Samuel Howard, commanding the Fourth, was ordered to bring his Marines to Mariveles and over to Corregidor to defend the beaches.

On Christmas Day Colonel Clement made a final inspection of Cavite. The men were ordered to pull out that night. About midnight Navy personnel and the Marines climbed into trucks and started the six-hour drive to Bataan.

Two days later Colonel Clement rounded up the headquarters Marine guard -- about 12 men -- and started off to join the Fourth. The cars were abandoned three times on the way because of low-flying bombers.

About February 10, after the Marines had gone over to Corregidor, nearly 750 members of the Philippine Air Corps, grounded for lack of planes, were sent to join the Fourth. Some artillery units of the Philippine Scouts also were on duty with the Marines. The Filipinos and Leathernecks soon came to share a mutual admiration and bore all hardships shoulder-to-shoulder.

During the battle of Bataan Colonel Clement acted as Liaison Officer between the Army and Navy forces. He divided his time between Bataan and Corregidor making frequent trips to the battle areas.

On the night of April 8 instructions were issued to demolish all of the Mariveles installations. Through the night there were fires and terrific explosions. Docks were blown up, boats scuttled and everything smashed.

One of the last things to be demolished was a Naval storage tunnel, containing drums of gasoline. The mouth was sealed and a charge set off. The blast blew the whole face of the mountain off. Boulders splashed into the bay where men were jammed on boats, lighters and rafts.

On April 9 Colonel Clement while rounding up approximately 700 Bluejackets, who had gotten across to the island fortress on the previous night, to form another infantry battalion, received orders to leave that night on a sub.

The channel through the mine field required the boat to go within 1000 yards of the Jap artillery. Further out, patrolling the entrance to the bay were two Jap destroyers and a cruiser. As the small boat in which Colonel Clement was traveling sped through the mine field, the Japs turned on their searchlights and swept the water, forcing the boat back. An hour later a second attempt was made. After getting half-way through they were again chased back by the sweeping fingers of light. Hiding in the lee of the island they waited until 11 p.m. before trying again.

Once out in the channel they could see one searchlight to the north. Another was to the south. When almost clear of the mine field the third light came on -- dead ahead! They stopped the boat and debated whether to turn back. It was the last chance -- the moon would rise at 2 a.m. All decided to make a run for it. Fortunately, the third light made only one quick sweep and then went out.

SECRETARY KNOX COMMENDS COMMANDING OFFICER AND CREW OF BRITISH SHIP IN DARING RESCUE

The commanding officer and members of the crew of a British destroyer have been commended by Secretary of the Navy Frank Knox for the daring rescue of the crew of an American merchant vessel which had run aground.

After several attempts to rescue the crew of the American ship had failed, Lieutenant Commander C. H. Holmes, R. N., the commanding officer of the British warship, brought his vessel to a point where a whale boat could be launched. Manned by a volunteer crew, the whale boat succeeded in reaching the stranded ship. Four trips by the whale boat were required to remove the 37 officers and men aboard the ship to safety.

Secretary Knox expressed the appreciation of the United States Navy for the courage and resourcefulness of Lieutenant Commander Holmes and his crew.

GOLD LIFE-SAVING MEDAL AWARDED

The Secretary of the Treasury awarded a Gold Life-saving Medal to Ensign James C. Houghton, U.S. Navy, for his courageous attempt to rescue the late Lt. (jg) Charles D. Sooy, U.S. Navy, swept overboard by heavy seas on Oct. 27, 1941.

A storm was raging in the North Atlantic, the ship rolling so heavily that lowering a life boat was impossible. From his position on the forecastle, Ensign Houghton saw that Lt. Sooy, apparently stunned, was making no effort to reach life ring buoys thrown close to him, saw his head drop forward under water, and he immediately dove overboard, swimming to Lt. Sooy's side. In the waves that broke continuously over them, Ensign Houghton struggled to hold the unconscious man's head out of the water as they were both pulled toward the ship where men on the rescue net grasped them. A violent roll of the ship to starboard engulfed the whole party and the reverse up-roll tore Lt. Sooy from their grasp. Ensign Houghton risked the same fate as that of his brother officer by his courageous act and was hauled aboard in an almost unconscious condition.

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FOUR MARINES AWARDED LIFE SAVING MEDALS

Four Marines have been awarded Silver Life Saving medals for bravery in rescuing individuals from drowning. The men receiving the awards are Sergeant John R. Breeze, USMC, Corporal Oscar M. Morrow, USMC, Corporal Alphonse A. Glatki, USMC, and Private First Class John B. Lippard, USMC.

Sergeant Breeze was awarded the life saving medal for the rescue of two 14-year old boys on September 8, 1940. The boys were swimming in the mouth of the channel near Apra Harbor, Sumay, Guam, when they were swept out into the channel by the tide and were unable to return. Sergeant Breeze swam to their assistance. Finding that he was unable to tow them back to the nearby sea wall, he helped them reach an iron marker.

Sergeant Breeze then rode the surf onto a coral reef, cutting and scratching himself severely. He obtained help immediately, returning in a launch with others. Again going overboard, he carried a life preserver to the exhausted boys and assisted them along the life line to the boat.

Sergeant Breeze enlisted in the Marine Corps in 1938. He was attached to the communications division as a radio operator. Sergeant Breeze was awarded the Army Silver Star for gallantry in action in the Philippines. He is listed on the Marine rolls as "missing in action"

Private First Class John B. Lippard jumped overboard into the shark infested waters between the Manila breakwater and Cavite, P.I., the evening of April 28, 1941, to rescue a comrade who had fallen overboard and was floating unconscious in the water.

Private First Class Lippard enlisted in the Marine Corps in 1939. He is now presumed to be a prisoner of war.

Corporals Morrow and Glatki were the sentries on duty at the Government Landing, Newport, Rhode Island, on the night of October 7, 1941, when the captain of an approaching ferry boat directed their attention to a drowning woman. Immediately Corporal Morrow plunged into the water and swam to the woman. When he appeared to be having difficulty in bringing her in to the landing, Corporal Glatki dove into the water and assisted him.

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ONE LEAK CAN SINK A SHIP - DON'T TALK

NAVAL DECORATIONS

The following is a list of officers and enlisted men of the Navy, Marine Corps' and Coast Guard who have been awarded Naval Decorations in the present war to July 15, 1942.

Congressional Medal of Honor

Mervyn S. Bennion, Captain, USN, (Deceased)
George H. Cannon, First Lieutenant, USMC, (Deceased)
John W. Finn, Aviation Chief Ordnanceman, USN, (Wounded)
Francis C. Flaherty, Ensign, USNR, (Deceased)
Samuel G. Fuqua, Lieutenant Commander, USN
Edwin J. Hill, Chief Boatswain, USN (Deceased)
Herbert Charpiot Jones, Ensign, USNR, (Deceased)
Isaac Campbell Kidd, Rear Admiral, USN, (Deceased)
Edward H. O'Hare, Lieutenant Commander, USN, (Special promotion for meritorious conduct.)
Thomas J. Reeves, Chief Radioman, USN, (Deceased)
Albert H. Rooks, Captain, USN, (Missing following action.)
Donald K. Ross, Machinist, USN
Robert R. Scott, Machinist's Mate 1/c, USN, (Deceased)
Peter Tomich, Chief Water Tender, USN, (Deceased)
Franklin Van Valkenburgh, Captain, USN, (Deceased)
James R. Ward, Seaman, 1/c, USN, (Deceased)
Cassin Young, Captain, USN, (Special promotion for meritorious conduct.)

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Distinguished Service Medal

Wilson Brown, Jr., Vice Admiral, USN
William F. Halsey, Jr., Vice Admiral, USN
Thomas C. Hart, Admiral, USN, (ret.), (Gold Star in lieu of second Distinguished Service Medal.)
Chester W. Nimitz, Admiral, USN
William R. Purnell, Rear Admiral, USN
Francis Warren Rockwell, Rear Admiral, USN
William H. Standley, Admiral, USN, (ret.)
Harold R. Stark, Admiral, USN, (Gold Star in lieu of second Distinguished Service Medal.)
Frank D. Wagner, Captain, USN
John Wilkes, Captain, USN

Navy Cross

Laurence A. Abercrombie, Lieutenant Commander, USN
John P. Adams, Lieutenant Colonel, USMC, (Missing.)
Edward H. Allen, Lieutenant, USN, (Missing.)
William L. Anderson, Commander, USN
Evan P. Aurand, Lieutenant (jg), USN
Lionel H. Baker, Pharmacist's Mate, 2/c, USN
Joseph Bangust, Aviation Machinist's Mate, 2/c, USN, (Deceased)
Theodore C. Aylward, Lieutenant Commander, USN
Harry B. Bass, Lieutenant (jg), USN
Claude Becker, Seaman, 1/c, USN
Thomas H. Binford, Commander, USN

ARE YOU ALWAYS CAREFUL OF WHO GETS AN EARFUL?

Gordon E. Bolser, Lieutenant (jg), USN
 Adolph M. Bothne, Boatswain, USN
 Thomas K. Bowers, Lieutenant, USN
 James H. Brett, Jr., Lieutenant Commander, USN
 Francis J. Bridget, Commander, USN, (Missing.)
 Robert L. Brock, Machinist's Mate, 2/c, USN
 Othello C. Brunn, Chief Pay Clerk, (SC), USN, (Missing.)
 Robert B. Buchan, Lieutenant (jg), USNR
 John D. Bulkeley, Lieutenant, USN
 William P. Burford, Lieutenant Commander, USN
 Hiram Cassedy, Lieutenant, USN
 Malcolm M. Champlin, Lieutenant (jg), USNR
 Lucius H. Chappell, Lieutenant Commander, USN
 Wreford Goss Chapple, Lieutenant, USN
 Elwyn L. Christman, Lieutenant (jg), USNR
 Harald J. Christopher, Ensign, USNR, (Deceased)
 George C. Cook, Ensign, USNR
 Harley F. Cope, Commander, USN
 Ned B. Curtis, Pharmacist's Mate, 2/c, USN, (Wounded.)
 Edward C. Daly, Coxswain, USN, (Deceased.)
 Anthony L. Danis, Lieutenant Commander, USN
 Willard D. Darling, Corporal, USMC
 Frederick C. Davis, Ensign, USNR, (Deceased.)
 Thurlow Weed Davison, Lieutenant Commander, USN
 Jack B. Dawley, Lieutenant, USN
 James C. Dempsey, Lieutenant, USN, (Awarded Navy Cross
 and Gold Star in lieu of second Navy Cross.)
 John L. DeTar, Lieutenant Commander, USN
 Clarence E. Dickinson, Jr., Lieutenant, USN, (Awarded
 Navy Cross and Gold Star in lieu of second Navy Cross.)
 Harold F. Dixon, Aviation Chief Machinist's Mate, USN
 Robert E. Dixon, Lieutenant Commander, USN
 Trose E. Donaldson, Lieutenant (jg), USNR, (Deceased)
 Charles E. Douglas, Gunnery Sergeant, USMC
 Joe R. Driskell, Corporal, USMC, (Wounded.)
 Ernest H. Dunlap, Jr., Ensign, USN, (Wounded.)
 Henry E. Eccles, Commander, USN
 John Perry Edwards, Ensign, USNR
 Joseph Anton Ekar, Ensign, USNR
 Robert J. Esslinger, Lieutenant, USN
 George D. Etccl, Chief Shipfitter, USN
 Carl F. Faires, Jr., Lieutenant, (SC), USN, (Missing.)
 Robert F. Farrington, Lieutenant, USN
 Frank W. Fenno, Lieutenant Commander, USN
 Charles A. Ferriter, Lieutenant Commander, USN
 Frank Moore Fisler, Ensign, USNR
 William S. Fleming, Boatswain's Mate, 1/c, USN, (Wounded.)
 Noel A.M. Gayler, Lieutenant, USN, (Gold Star in lieu of
 second Navy Cross.)
 Louis G. Gombasy, Seaman, 2/c, USN, (Wounded.)
 Donald A. Graham, Aviation Machinist's Mate, 1/c, USN
 Robert W. Granston, Ensign, (SC), USN, (Missing.)
 James Dorr Grant, Lieutenant, USN
 Elton W. Grenfell, Lieutenant Commander, USN
 Thomas E. Hailey, Sergeant, USMC
 Weldon L. Hamilton, Lieutenant Commander, USN

A CHANCE REMARK MAY ENDANGER LIVES

Alfred L. Hansen, Chief Machinist's Mate, USN
Clifford, A. Hanson, Pay Clerk, (SC), USN, (Missing.)
Marvin M. Haschke, Ensign, USNR
Burden R. Hastings, Lieutenant, USN, (Missing.)

Navy Cross
(Cont.)

Richard E. Hawes, Lieutenant Commander, USN, (Gold Star in lieu of second Navy Cross.)
Leon W. Haynes, Ensign, USNR
Harold R. Hazelwood, Corporal, USMC, (Wounded.)
Walter F. Henry, Lieutenant, USN
John J. Hourihan, Lieutenant Commander, USN
Hamilton W. Howe, Lieutenant Commander, USN
Kenneth C. Hurd, Lieutenant Commander, USN
Allen J. Huttenberg, Ensign, USNR, (Wounded.)
Solomon S. Isquith, Lieutenant Commander, USN
Theodore L. Jermann, Lieutenant, USNR
Maurice D. Jester, Lieutenant, USCGR
Jesse D. Jewell, Commander, (MC), USN, (Wounded.)
William H. Johnson, Chief Boatswain, USN
William L. Kabler, Lieutenant, USN
Draper L. Kauffman, Lieutenant, USNR
Nils R. Larson, Ensign, USN
Rolla S. Lemmon, Lieutenant (jg), USN
Willis A. Lent, Lieutenant Commander, USN
John A. Leppla, Ensign, USNR
F.C. Ley, Jr., Fireman, 2/c, USN
Don Dexter Lurvey, Aviation Chief Machinist's Mate, USN
Joseph T. Marquis, Aviation Chief Machinist's Mate, NAP, USN
Harold R. Mazza, Ensign, USNR
Aucie McDaniel, Chief Machinist's Mate, USNR
Francis H. McIntyre, Chief Machinist's Mate, USN
Eugene B. McKinney, Lieutenant Commander, USN
Everen C. McLawhorn, Aviation Machinist's Mate, 1/c, USN
Paul J. McMurty, Boatswain's Mate, 1/c, USN
Harry R. Mead, Radioman, 2/c, USN
Doris Miller, Mess Attendant, 1/c, USN
Jim D. Miller, Lieutenant (jg), USN
Fred K. Moore, Seaman, 1/c, USN, (Deceased.)
John H. Morrill, Lieutenant Commander, USN
Stanley P. Moseley, Lieutenant Commander, USN
Morton C. Mumma, Jr., Lieutenant Commander, USN
George D. Murray, Rear Admiral, USN
James L. Neefus, Captain, USMC
Richard F. Neely, Ensign, USNR
Stanley Cook Norton, Commander, USN
James C. Oster, Chief Boatswain, USN, (Missing.)
William W. Outerbridge, Lieutenant Commander, USN
William W. Parker, Seaman, 1/c, USN, (Missing.)
Lewis S. Parks, Lieutenant Commander, USN
Dale L. Peters, Corporal, USMC
Dale W. Peterson, Ensign, USNR, (Missing.)
Robert J. Peterson, Radioman, 2/c, USN
Robert Lee Pettit, Radioman, 1/c, USN, (Deceased.)

YOURS IS A SACRED TRUST - DON'T BETRAY IT •

Jackson C. Pharris, Gunner, USN
 John S. Phillips, Commander, USN
 Anthony J. Quigley, Ensign, USNR
 Cecil D. Riggs, Lieutenant (MC), USN
 James W. Robb, Jr., Lieutenant (jg), USN
 William R. Roberts, Radioman, 2/c, USN
 Arthur Granville Robinson, Rear Admiral, USN
 Wesley H. Ruth, Ensign, USN
 Edward R. Sellstrom, Ensign, USNR, (Deceased.)
 Frederick G. Sherman, Rear Admiral, USN, (Awarded Gold
 Star in lieu of second Navy Cross.)
 D. Arnold Singleton, Ensign, USNR
 Ashton B. Smith, Lieutenant Commander, USN
 Chester Carl Smith, Lieutenant Commander, USN, (Awarded
 Gold Star in lieu of second Navy Cross.)
 Harold Francis Smith, Boatswain's Mate, 2/c, USN
 J.L. Snyder, Yeoman, 1/c, USN
 Norman A. Sterrie, Ensign, USNR
 Jerry A. Steward, Lieutenant Commander, (CEC), USNR, (Missing.)
 Paul H. Talbot, Commander, USN
 Joseph K. Taussig, Jr., Ensign, USN, (Wounded.)
 Thomas H. Taylor, Ensign, USN, (Wounded.)
 Perry L. Teaff, Ensign, USN, (Wounded.)
 John S. Thach, Lieutenant Commander, USN
 Albert C. Thatcher, Aviation Machinist's Mate, 2/c, USN
 William Rudolph Thayer, Commander, USN
 Francis J. Thomas, Lieutenant Commander, USNR
 Robert E. Thomas, Jr., Ensign, USN, (Wounded.)
 John B. Vaessen, Fireman, 2/c, USNR
 William S. Veeder, Lieutenant Commander, USN
 Richard G. Voge, Lieutenant Commander, USN
 Leonard H. Wagoner, Aviation Machinist's Mate, 1/c, USN
 John H. Walker, Pay Clerk, (SC), USN, (Missing.)
 Frederick B. Warder, Lieutenant Commander, USN
 Corydon M. Wassell, Lieutenant Commander, (MC), USNR
 Andrew K. Waterman, Aviation Machinist's Mate, 1/c, USN
 (Deceased.)
 David C. White, Lieutenant Commander, USN
 Rintoul T. Whitney, Lieutenant Commander, USN, (Missing.)
 Mark T. Whittier, Lieutenant (jg), USNR
 Charles W. Wilkins, Lieutenant Commander, USN
 Raul S. Wilson, Machinist's Mate, 1/c, USN
 William L. Wright, Lieutenant Commander, USN, (Awarded
 Gold Star in lieu of second Navy Cross.)

Distinguished Flying Cross

John P. Adams, Ensign, USNR
 Tom B. Bash, Ensign, USNR
 Ira William Brown, Lieutenant (jg), USNR
 Richard Bull, Lieutenant (jg), USNR, (Deceased.)
 William O. Burch, Jr., Lieutenant Commander, USN
 Duncan A. Campbell, Lieutenant, (jg), USN
 Howard F. Clark, Lieutenant (jg), USN, (Missing.)
 John F. Davis, Ensign, USNR
 Leroy C. Deede, Lieutenant (jg), USNR, (Deceased.)
 Robert L. Dickey, Marine Gunner, USMC, (Wounded.)

Cleo John Dobson, Ensign, USNR
 Willard E. Eder, Ensign, USNR
 Richard B. Forward, Lieutenant (jg), USN
 Melvin H. Georgious, Aviation Chief Ordnanceman, USN
 James S. Gray, Jr., Lieutenant, USN
 Curtis Hamilton, Ensign, USN
 Charles C. Hoffman, Lieutenant (jg), USN
 Edwin W. Hurst, Lieutenant, USN, (Deceased.)
 Joseph A. Jaap, Lieutenant, USN
 Clarence A. Keller, Lieutenant, USN
 Norman Jack Kleiss, Lieutenant, USN
 Edwin J. Kroeger, Lieutenant (jg), USNR
 John H. Lackey, Ensign, USN
 Donald A. Lovelace, Lieutenant Commander, USN, (Deceased.)
 Donald Francis Mason, Ensign, USN, (Gold Star in lieu of
 second Distinguished Flying Cross.)
 Francis P. McCarthy, 2nd Lieutenant, USMC, (Missing.)
 Clarence W. McCluskey, Jr., Lieutenant Commander, USN
 Elbert Scott McCusky, Lieutenant (jg), USNR
 Roger W. Mehle, Lieutenant, USN
 Robert J. Morgan, Lieutenant, USN
 John V. Peterson, Commander, USN
 Francis E. Pinter, Ensign, USNR
 Wilmer E. Rawie, Lieutenant (jg), USN
 Paul J. Riley, Lieutenant, USN, (Missing.)
 John M. Robertson, Lieutenant (jg), USNR, (Missing.)
 William S. Robinson, Lieutenant (jg), USN, (Missing.)
 Richard M. Rowell, Ensign, USNR, (Missing.)
 Charles W. Somers, First Lieutenant, USMC
 Onia B. Stanley, Lieutenant (jg), USNR
 Lawrence F. Steffenhagen, Ensign, USNR
 Harley E. Talkington, Gunner, USN
 William Tepuni, Ensign, USN
 Lewis McKinley Thompson, Aviation Chief Machinist's Mate,
 (NAP), USN
 Harman T. Utter, Lieutenant, USN
 John J. Van Buren, Lieutenant (jg), USN
 French Wampler, Jr., Lieutenant, USN
 Howard L. Young, Commander, USN
 Albert O. Vorse, Lieutenant, USN

**TWO OFFICERS AND 16 MEN OF QUAIL ESCAPE FROM PHILIPPINES;
 TRAVEL 2,000 MILES IN 36-FOOT LAUNCH**

On the night of May 6 two Naval officers and 16 men raced along the beach of Caballo Island in Manila Bay, piled into a 36-foot motor launch, and set out to seek, in a little cove five miles away, refuge from a storm of Japanese bombs and machine gun bullets.

On the morning of June 6, exactly one month later, the same two officers and 16 men stood proudly erect in the same little launch and docked at Darwin, Australia.....2,000 miles of death, destruction, hazard and hardship behind them.

How this company of determined men--commanding officer and part of the crew of the minesweeper USS QUAIL -- escaped from the Japanese in the final hours before Corregidor's fall and made their way to safety and reunion with their country's armed forces is told in official reports just received from that-commanding officer, Lieutenant Commander John H. Morrill of Waverly, Virginia, who previously had won the Navy Cross for heroic and distinguished service during the bombing of Cavite (P.I.) Navy Yard.

In simple language Lieutenant Commander Morrill relates dramatic details of an amazing voyage -- from a desperate beginning in battle-swept Manila Bay, where the paramount problem was to get out alive, to triumphant arrival in Australia and reporting to Naval superiors for new assignment.

It is a story of month-long flight so imperiled that no less than 55 Japanese warcraft passed within gun range, yet so skillfully executed that not once did an enemy eye perceive them.

In between the start and finish of the journey were innumerable details which in any ordinary adventure would be outstanding, but in this extraordinary one rate merely as daily incidents. Such as --

The 2,000-mile, zig-zag course being steered with the most elementary navigational equipment, namely, a compass, a common watch, an improvised sextant, and one "large-scale small area" map.

The entire company pooling its funds to form a \$600 pot, from which supplies were purchased from natives en route to augment eight boxes of emergency rations with which they started.

Eight 5-gallon water breakers being carried and replenished along the way, with Chief Pharmacist Mate George William Head purifying it so expertly there was no serious sickness on the entire trip.....In fact, on the diet of sardines, corned beef, sausages, rice, tinned tomatoes, coconuts, papayas, bananas, coffee, sugar and canned milk, all members of the party gained weight and strength!

The launch being kept running despite lack of mechanical facilities, on one occasion a new propellor shaft being whittled out of driftwood.

And, on one nerve-straining occasion, a strong current keeping their launch between two lines of Japanese patrol boats for three and one-half hours; then, on their finally passing the line, the engine breaking down and the launch drifting back through the gunboat gauntlet!

Lieutenant Commander Morrill's report begins with the tottering of Corregidor on last May 5 and describes incidents leading up to his band's escape just before the fall. By then eight of the nine Naval auxiliary vessels remaining in the area had been sunk by gunfire and bombs, or had been scuttled. Only the QUAIL remained afloat and still on duty, despite damage sustained from three six-inch shell hits.

Two-thirds of the QUAIL's crew has been ordered ashore to join beach defense forces, a skeletonized force remaining aboard to do what they could with one ship in the face of the closing-in Japanese Horde.

On the night of May 5-6 the encircling enemy opened up a full barrage.

"As seen from the QUAIL," Lieutenant Commander Morrill wrote, "this barrage completely covered Corregidor proper and the entire island appeared as one sheet of flame. Landslides were caused on the slopes of the hills. Dust clouds arose which reached the proportions of heavy fog. Island defense searchlights appeared only as yellow spots."

At 4:30 a.m. on May 6, a message from headquarters ordered personnel aboard the Quail to report ashore. Lieutenant Commander Morrill and his men accordingly proceeded to Fort Hughes on Caballo Island and manned the final defense line of that fort.

At 11 a.m. the order was given to scuttle the QUAIL, and Lieutenant Commander Morrill set out to execute the order, accompanied by five of his men -- Gunner Donald C. Taylor, Chief Machinist's Mate James H. Steele, Chief Machinist's Mate Charles E. Weinmann, Chief Water-tender Nicholas G. Cucinello, and Watertender First Class Jack F. Meeker, Jr.

Their own ships' boat had been sunk in the meanwhile, and the party was forced to swim to another boat anchored 200 yards off shore. Proceeding to the QUAIL, they were strafed by dive bombers and machine gunned from the shore, but succeeded in reaching and scuttling their ship. On their return, they discovered that Fort Hughes had surrendered, and so took refuge in a small deserted tug boat near the Caballo shore.

Throughout the afternoon of May 6, the party remained concealed on the tug, planning escape and gathering such supplies as 450 gallons of diesel oil, food, clothing, firearms and ammunition. All this was stowed in a small diesel launch that had been found deserted. And at nightfall Lieutenant Commander Morrill steered the little craft toward Caballo Island, to rescue as many as he could of his QUAIL crew.

In all, 12 others were rounded up, and the 18 of them set out from Caballo, at 10:15 p.m. to face come what may. Fifteen minutes later, the Japanese laid down a full barrage on Caballo, and, as green star shells illuminated the bay with ghastly lights, the refugees drove their launch into hiding in Hamilio Cove, five miles from the starting point.

Throughout that night, all of May 7 and most of May 8, they crouched in hiding and watched for a chance to slip through Japanese patrols. Destroyers and patrol boats had them blocked in all directions. They camouflaged their boat with tree branches, camouflaged it so well that when a seaplane flew directly over them at 500-foot altitude on the morning of May 7, they were not sighted. Throughout that day Jap destroyers and a minesweeper worked back and forth, blocking all exit. On one trip, the minesweeper led a column of 16 patrol boats of about 150 tons each. Heavily laden with passengers, Lieutenant Commander Morrill reported, these patrol craft apparently were transporting prisoners from Corregidor to Fortune Island.

At 7 o'clock the night of May 7, the party was preparing to venture forth when a Japanese destroyer slid into the very cove where they were concealed! This destroyer dropped anchor only a few hundred yards from the camouflaged launch, and that night forever will remain in 18 memories as the "living nightmare."

"We had ascertained for ourselves that the outline of our boat was clearly visible from similar short distances," Lieutenant Commander Morrill recorded. "Throughout the night we stood ready with rifles and automatic rifles, but the destroyer did not sight us. It left the cove shortly after dawn."

Another full day of tense watching saw many Jap warships pass close by. At 8 o'clock on the evening of May 8, Lieutenant Commander Morrill and his crew came to the decision, as resolute men will, that they had had enough. For whatever the rashness might cost them, they cast off the branches, turned their boat's prow seaward, and headed straight toward open water.

Creeping along with throttled motor, they first evaded three Jap destroyers abeam to the seaward of them. Then they slipped past a fourth destroyer. They picked their way around and between numerous patrol boats... "possibly nine in all." A cautious course was set toward Fortune Island and Nasugbu. Reappearance of the three destroyers sent them swerving westward. Then came three patrol boats, widely spaced, and once again the little launch performed a half-back's sidestep, this time to break into the clear. Slipping between Fortune Island and the inner patrol boat just as it turned away from the island, the launch for the first time had a clear course ahead and thrummed exultantly to its first wide open throttle.

Without further interference, the party sped southeastward from Fortune and arrived off the southwest coast of Luzon at daybreak.

The morning and afternoon of May 9 were spent off this coast, the launch being repainted black and its taffrail being removed. At dusk the party proceeded southward, then eastward, through the Verde Island passage. And then, while passing southward about midway between

IDLE WORDS MAY REVEAL VITAL INFORMATION

Malacaban and Mindoro, Lieutenant Commander Morrill and his men experienced another "nightmare" ordeal. They discovered themselves between two lines of Jap patrol boats. The night was dark and they made progress for awhile, but then found themselves bucking a strong current which kept them almost stationary for three and one-half hours.

Literally edging forward, they finally cleared the two lines, only to have the boat's engine break down and the current sweep them right back into the groove of enemy guns. As they worked under a canvas hood with a flashlight to repair the engine, an enemy tanker, one large auxiliary, two destroyers and two large submarines were sighted. The engine finally repaired, they bucked the current again, got through, and passed between Verde Island and the Luzon mainland. By daylight on May 10, they reached the small settlement of Digas.

From there on theirs was a voyage of cautious days, free running at night, replenishing supplies with purchases from friendly natives, reassuring the frightened ones who ran up white flags at their approach in the belief the Japs were coming, anchoring in the lee of islands to avoid swamping by squalls, stopovers here and there, meeting every test except one.

Ruefully, the doughty skipper who had conquered all other problems of those 2,000 miles recorded in one of his final notes:

"No fishermen were present in the party. Many attempts were made, but no fish were caught."

From Digas, Lieutenant Commander Morrill and his crew proceeded on a general southward course and logged the following stops: May 11-12-13, Bondoc; May 15, Tabango; May 17, cove in the vicinity of Tandag; May 18, Port Lamon; May 22, Island of Morotai; May 23, island of Sajafi; May 24, small island in Jeff Family Group; May 25, small island just north of Tioor; May 27, Tioor; May 28, island of Kur (Keor on some charts); May 29, island of Taam; May 31, island of Molu, remaining there until the morning of June 2; June 4, Melville Island, Australia; June 6, Darwin, Australia.

The 2,000 mile trip was made on 495 gallons of diesel oil at an estimated average speed of five knots.

* * * * *

OVER THE OCEAN TRAILS ARMED GUARD CREWS BATTLE TO KEEP THE SUPPLY LANES OPEN

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

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

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

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

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

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

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

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

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

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

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

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

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

One of the raiding planes, the commander of this particular ship reported, after being driven off time after time, finally was sighted diving directly at the port side of the ship. Then, as fire was directed at him, he was hit and crashed smoking and flaming into the sea. The Axis raider's running mate, the captain reported, made no further attempt to attack the convoy. He wheeled in the air and vanished over the horizon.

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

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

TO BE MODERN - BE MODEST

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

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

"In fact, she was so close aboard that neither a heavy gun mounted on the stern nor machine guns were able to be brought to bear on it. Evidently realizing that we had sighted her, the submarine changed course and came across to the port quarter. When she was about 25 yards away from the ship, fire was opened. The second shot from the stern gun struck her squarely in the conning tower. As the shell exploded, the top of the conning tower was blown off. As she appeared to sink, the water boiled up in a great froth of air and bubbles. After observing the spot where she submerged we saw an oil slick forming with occasional bubbles rising to the surface.

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

But just note the thought of the Armed Guard leader. No claim of a submarine sunk just "she appeared to sink." Nothing is sunk in the Navy unless proof is positive and in the heat of battle -- well, the convoy goes on sub or no sub.

This Armed Guard commander chronicled one other attack by Axis air raider that same day and wound up his report apologetically as follows:

"Unfortunately both planes escaped without being damaged."

The trip of the Armed Guard that previously had been listed as bringing down three planes read like a nightmare of continuous action against the enemy, but still they carried through to victory on the ocean road overseas and home again. Extracts from a resume of the voyage as submitted by the commander of the Armed Guard crew follow:

"Upon our departure from _____, March _____, we ran into foul weather that ended in a full gale lasting several days, with the result that seven ships lost their convoy escorts in the excessive weather. On March _____, we were attacked by a high altitude bomber and again on the same afternoon by a dive bomber. Enemy destroyers which attempted to intercept the convoy during the air attack were defeated. Of the attacking surface raiders one destroyer was sunk and another set afire. On four occasions our escort vessels dropped depth charges. Just prior to entering the safety of the submarine net at _____, we were attacked by a pack of submarines which were repulsed by our escort vessels with damage to three of the attackers.

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

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

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

CARELESS TALK COSTS LIVES

So goes the Armed Guards' routine report of a trip in the life of a convoy, but for the purpose of record the crew that made this voyage were:

Ensign Rufus T. Brinn, USNR
Eaton P. DeCottes, Boatswain's Mate, 1st Class, USN
Edwin B. Newman, Coxswain, USN
Gustav B. Schill, Jr., Gunner's Mate 3rd Class, USN
Edward C. Hoban, Gunner's Mate 3rd Class, USN
Thomas J. Dixon, Gunner's Mate, 3rd Class, USN
Julian D. Pylant, Seaman 1st Class, USN
Peter L. Price, Seaman 1st Class, USN
Gabriel G. Franzeo, Seaman 2nd Class, USN
Edgar Smith, Seaman 2nd Class, USN
Clarence L. Smith, Jr., Seaman 2nd Class, USN

Of this group only one was injured during the voyage and this man, Coxswain Edwin B. Newman, only slightly. He was injured slightly about the head when a 50 caliber shell ricocheted. He was carried unconscious to below decks during the attack but quickly recovered and later resumed his post during subsequent attacks.

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

Ordered into a lifeboat when the command to abandon ship was given, he discovered his lifeboat had been crushed in the explosion that followed the torpedoing. Gallegos jumped over the side of the sinking freighter, swam around in the darkness until he located a life raft and then spent the remainder of the night and part of the next day picking up survivors. Then, according to his commanding officer, he took charge of the crew of the merchantman until they were picked up and brought safely to port.

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

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

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

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

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

TAKE TIME TO BE CAREFUL

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

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

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

The master of the ship had a sobering and then a patriotic thought in reporting the battle to the owners of the ship.

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

* * * * *

80-YEAR OLD VETERAN, BACK IN SERVICE, VISITS HIS OLD WOODEN WARSHIP

The few living veterans of wooden Navy days had occasion to rejoice recently when one of the members of their ranks once again walked the gun deck of the ancient USS HARTFORD, now anchored at the Washington Navy Yard.

For Chief Boatswain's Mate George Sanderson, USN, (RETIRED), who served on the famous frigate during the years from 1884 to 1887 was back on his old fighting ship during a visit to Washington. Sanderson, 80 years old, back on active duty in the Navy but restricted to shore recruiting service because of his age, was in the Capital after delivering a group of more than 200 "SEABEES", fighting construction workers, to the training station at Norfolk from the Pacific coast.

Almost a year ago when the war clouds started to stretch across the Pacific, Sanderson, retired since 1922, volunteered his services but was rejected because of his age. With the attack on Pearl Harbor the doughty veteran again offered his services to the Navy, this time to Secretary of the Navy Frank Knox. Again he was turned down because of age.

Undiscouraged Sanderson turned to his former skippers, men who had made Navy history, for aid. They rallied to his cause. One wrote:

"Please tell the Bureau of Medicine and Surgery there is many a 50-year old on the active list who is actually a poorer risk physically, and ask them to recall Sanderson to active duty."

The united plea of his former skippers did the trick for Sanderson. On June 18, he was recalled to duty in connection with recruiting at San Francisco and a week later was again retired. This time Secretary Knox was again appealed to and the veteran was restored again to duty. Now, proud as the youngest recruit, Sanderson is taking a peek at the Capital before entraining back across the country to San Francisco to begin anew his recruiting drive.

WHEN YOU BARK - HE MAY BITE

Sanderson on a visit to the Navy Department visited Rear Admiral J. M. Reeves, with whom he had served. Happy in his new uniform that carried ten bright gold service stripes, Sanderson also wore across his chest seven campaign badges, marking his service in Panama, Nicaragua, Mexico, Philippines, Boxer Uprising, World War and Haiti.

The veteran recalled vividly serving on the battleship OREGON when the war with Spain broke out. He was a Gunner's Mate on the big white battleship when it swung away from its dock at the Bremerton Navy Yard on the now historic dash down the Pacific, around Cape Horn and then north to Cuba, where it took part in the destruction of the Spanish fleet.

With the Cuban campaign ended Sanderson was still aboard the OREGON when it headed back around the Horn and on to Manila.

With his retirement from the Navy in 1922 in New York, Sanderson headed for the Pacific coast where he obtained a position as a bailiff in the federal court. He resigned his position when he was recalled to active duty.

Asked if he didn't think the recruiting program might prove stiff for his years Sanderson growled:

"If I wasn't physically fit I'd go home and stay home. I haven't had a sick day in 25 years and haven't taken a drop of medicine in that time. I hate medicine."

Incidentally and just for the record Chief Sanderson first enlisted in the Navy on the USS IROQUOIS on July 7, 1882, when he was 20 years of age.

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COAST GUARD PILOT RESCUES 21 SEAMEN IN SINGLE FLIGHT

Twenty-one Norwegian seamen, one with a broken back and several others badly burned, adrift in the Gulf of Mexico after their motorship had been torpedoed and sunk by a German submarine, owe their lives today to the daring skill of a Coast Guard pilot.

The pilot, Lieutenant D.O. Reed, USCG, flying a seaplane that ordinarily permitted, (in a pinch), the carrying of eight or nine other persons brought all 21 of the seamen, averaging in weight 200 pounds each, safely to shore at New Orleans in a single trip.

While on a routine flight in a twin-engined patrol seaplane over the Gulf of Mexico at a point about 10 miles off the coast, Lieutenant Reed spotted the wreckage of a ship. The sinking of this ship was announced by the Navy on July 13.

Dropping close to the water he searched the wreckage without finding any survivors. Later the observer on the plane, J. H. Rogers, Gunner's Mate second class, USCG, spotted two lifeboats drifting on the sunswept sea.

Lieutenant Reed brought the flying boat to a landing and immediately started the task of transferring the survivors of the ship to the plane. Members of the plane crew and the survivors first moved the broken-backed seaman into the plane and then the several seamen who had been burned in the blast that followed the torpedoing. Then came the remainder of the Norwegian crew.

With his plane loaded far beyond passenger capacity and carrying in addition 600 gallons of gasoline, Lieutenant Reed then attempted to take to the air.

IN THE CAFETERIA, LOOSEN YOUR BELT, NOT YOUR TONGUE

With all persons placed as far forward in the plane as space permitted, Lieutenant Reed said in his operations report, full throttle was applied to the engines.

"Plane was extremely tail heavy," the pilot said, "and pilot and copilot, Ensign V.C. Tully, USCG, both applied full weight to push yoke forward. In spite of their combined efforts the plane took to the air at 40 knots indicated air speed, in an extremely nose-high attitude. Before clearing finally into the air the plane came back on the water once.

"Once in the air," the pilot reported, "no difficulty was experienced in picking up speed and in getting the plane in a level attitude. In level flight and stabilizer set full nose down it was still necessary to apply forward yoke pressure."

Lieutenant Reed in concluding his operation report said that "after getting into the air the flight to Lake Ponchartrain, New Orleans, was made without incident and the passengers landed. All of the seamen rescued have recovered from their injuries.

Members of the Coast Guard air crew in addition to Lieutenant Reed and Ensign Tully who made the rescue flight were as follows:

Observer, Gunners Mate 2nd class, J. H. Rodgers, USCG.

Mechanics, Aviation Machinist Mate first class, J. E. Horwath, and Aviation Machinists Mate first class, D. C. Danford.

Radioman, first class, B. A. Lynn, USCG.

* * * * *

OUR SAFETY--OUR NAVY

Guarding our homes where our mothers
Pray for their sons on the seas.
Guarding our Land where our fathers
Cherish their Liberty.
Guarding our shores of the "Menace",
Who rob our children of breath!
Guarding our freedom, our "Life Line",
Gladly guarding our homes "unto death"
A prayer and a cheer for our Navy,
A prayer for our boys on the sea!
They will guard us, and keep us in safety
Till the world from all "Menace" is free.

—A Navy Mother.

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COAST GUARD FLYERS RESCUE 3 INJURED SURVIVORS OF TORPEDOED VESSEL

Three badly injured survivors of the crew of a merchant vessel torpedoed in the Gulf of Mexico were rescued by the crew of a Coast Guard plane. The three men were flown to New Orleans for hospitalization.

DEMAND IDENTIFICATION FROM STRANGERS

The plane piloted by Lieutenant V. O. Johnson, USCG, was sent to the scene after a radio message from a merchantman that picked up the survivors had told of the critical condition of some of the survivors. Despite the fact that the ground swell was running more than eight feet high Lieutenant Johnson decided to attempt the landing.

With Lieutenant Johnson at the throttle and co-pilot H. J. Blish at the controls, the difficult landing was accomplished with the plane bouncing five times against the top of the swells. Because of the dangerous condition of the sea it was decided to remove only the three most seriously injured. The captain of the merchantman designated the three most in need of hospitalization. They were transferred to the plane which took off with more bouncing but no damage to the plane.

* * * * *

JAPS TRY 'SHAM BATTLE' TRICK IN FIGHTING OVER MIDWAY

Another Jap trick that didn't work has been reported by a Marine fighter pilot who took part in aerial battles over Midway on June 4.

It was after the large-scale bombing attempt on Midway had been broken up with heavy Jap losses by Marine fighter planes and anti-aircraft. Jap Zero fighters remained over the islands "strafing and raising 'Merry Hell' in general," to quote the Marine Air Commander.

Second Lieutenant William V. Brooks, one of the few surviving Marine pilots, was still in the air. The heels of his ship were jammed one-third way down, cutting his speed, and the tabs, cockpit and instruments were shot up, but he had stayed in the fight.

Lieutenant Brooks was coming in to land when, over against the sun, he spotted two planes dog-fighting. He changed course at once and headed out to help his friend. As he neared the fight, maneuvering for position, both planes turned and came at him full throttle.

"I realized I had been tricked into a sham battle," the Marine pilot reported. "I had failed to recognize that both planes were Japs because of the sun in my eyes. After I had shaken one of these planes, I managed to get a good burst into the other as we passed head-on when I turned into him. I don't believe this ship could have gotten back to its carrier, because he immediately turned away and started north and down.

"I decided to land, but as I circled the island I saw two Japs on one of our fighters. Three of my guns were jammed, but I cut across the island, firing as I went with the remaining gun. I could not get there in time... My plane was damaged somewhat, having 72 bullet and cannon holes in it, and I had a slight flesh wound on my left leg."

Lieutenant Brooks' statement was included in the official "Report of Enemy Action, Midway Island, June 4, 5," as received at Marine Corps Headquarters from Lieutenant Colonel Ira L. Kimes, Commander of the Marine Aircraft Group stationed at Midway. Among the other hitherto unreported combat statements, filled with details of close-range battle, were these:

Captain Kirk Armistead commanding fighters: "Enemy bombers contacted 20 to 40 miles from Midway. I saw two waves of approximately 40 dive bombers each. All fighters attacked these bombers. Pilots returning did not claim any victories they were not absolutely certain of. I credit at least 50 enemy dive bombers for the fighters, plus an unknown number of Zero fighters, which greatly outnumbered our forces... I made a head-on approach at very high speed on fourth enemy division of five planes. I saw my incendiaries travel up through the leader's plane and back through planes of the left wing of the Vee. Two or three of these planes fell in flames... I looked back and saw three fighters climbing toward me. When the nearest plane was about 500 feet beneath me I kicked over in a violent split S and received three 20 mm shells,

SOME SYLLABLES ARE SWORDS

one in the right wing gun, one in the left wing root tank, and one in the top left side of the engine cowling. Also received about 20 rounds of 7.7 in the left aileron, which was mangled and half sawed off. Continued in a vertical dive at full throttle, corkscrewing to the left because of the aileron. I managed to pull out level at 500 feet... The Japanese airplanes appeared to be very vulnerable to our fire. They burst into flame on nearly all occasions upon receiving any bullets."

Captain P. R. White fighter pilot: "I made a long fast above-side pass on this plane. I saw him waver and make an easy left turn into the water. I believe I shot the pilot."

Second Lieutenant H. Phillips fighter Pilot: "I was on the ground. During the action I saw a Marine fighter out across Eastern Island to help another. He was shot down by a Zero fighter. The pilot bailed out and two Zeros strafed him about three times each... Island defenses were well and cleverly manned. There was no confusion and not a person visible in our section of the island, although the AA guns fired at every opportunity."

Second Lieutenant Elmer P. Thompson dive bomber pilot: "At 8 a.m. our bombers sighted the enemy fleet. Five minutes later we were attacked by Zero fighters. At 8:22 Major Benjamin W. Norris radioed to attack the battleship directly below us. More fighters were coming at us and AA fire was terrific. I dived so that I was going from bow to stern and released bomb at about 500 feet. My gunner told me I got a hit on the stern. After releasing I went down to 50 feet and made two complete circles between four enemy ships to evade AA. While circling, I saw the battleship practically ringed with near misses, also one direct hit on the bow... the ship was turning to the right and smoke was pouring out near the center... On June 5, Captain Richard E. Fleming was leading the attack and was hit by AA fire, going down in flames. He stayed in his dive and dropped his bomb at 500 feet... When I headed for home the battleship was listing badly and was winding up in a tight right turn, smoking near the bow."

Second Lieutenant Daniel L. Cummings dive bomber pilot: "Five fighters were concentrating on me and my plane was almost shot out from under me. I finally escaped through the clouds. My elevator controls were frozen and my instruments shot away. Five miles from Midway my gasoline gave out and I made a crash landing in the water."

First Lieutenant Daniel Iverson, Jr. dive bomber pilot: "At 1,500 feet I selected a carrier target and peeled off through a cloud. Two enemy fighters followed me down in the dive. The carrier I hit was one of three that I saw.. It had two rising suns on the flight deck, fore and aft... My plane was hit several times by fighters and AA. My throat mike cord was severed by a bullet and my hydraulic system was shot away. I had to land with one wheel up and my left wing was damaged.. The engineering section should be highly commended for excellent work and efficiency in repairing and servicing planes. Cooks and messmen should be praised for their admirable ingenuity and effort in keeping the mess functioning properly 24 hours on end. The ordnance section operating under extreme handicaps performed a heroic job in servicing all planes."

Second Lieutenant Thomas F. Moore, Jr., dive bomber pilot: "I dropped my bomb at 400 feet, and shortly thereafter a severe concussion threw my plane out of control. I recovered about 25 feet above the water. I feel certain that the bomb hit the carrier. While we were circling the target, fighters attacked. My gunner, Private Charles W. Huber told me his gun had jammed. I instructed him to continue aiming at fighters even though he could not fire. He did and it seemed to succeed in its purpose. Later, Private Huber told me he was hit and no longer able to aim the gun. The Jap fighters became aware of this immediately and closed in. I received a scratch on the head and another on the finger from their bullets. I decided to make for the clouds. My engine quit. I reached for the wobble pump, but Private Huber beat me to it and had it going... I wish to recommend Private Huber for bravery in action."

KEEP YOUR OWN COUNSEL

**EXTRACT FROM LETTER FROM A NAVAL OFFICER
TO HIS FATHER, ALSO A NAVAL OFFICER**

".....The other day we had a leak in the side which looked as though it might get worse. Upon inspection it was found to be seven feet below the water line. It was impossible to fix without getting it out of the water and there was no drydock handy. So I ran in close to the beach, dropped the anchor and ran out a stern anchor so that the ship would be parallel to shore line. I hoisted all our boats in the shore side which was away from the leak. Shifted a lot of stores, shifted what little fuel and water we could transfer, flooded one compartment, placed as many men in the boats as the boom would stand and swung them out as far over the side as possible. I then secured an ice anchor to a rock on the beach and ran two parts of 5" manila through a block attached to the anchor. I took the manila to blocks on the top of the foremast and ran them down to the deck winches and heaved around until we got the leak out of water. I left everything until the leak was fixed. It took four hours. To keep the men in the boats happy while they were swung out I had them play music on the public address system.

"Today we needed some water so I dropped the anchor a few hundred yards off the beach where a stream came down. Ran a couple of lines ashore to ice anchors secured to rocks and got the stern into 15 feet from the beach. The Chief Engineer got a 50 gallon drum up to the stream and tilted it so that the water from the stream flowed into it. Then he attached the suction side of a little gas pump to the bottom bung and pumped the water through a fire hose out to the ship. We took on seventy-five hundred gallons in a few hours by this method. Incidentally all this was done when there are no soundings and the shore line is a free hand sketch....."

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NAVY STUDYING NEW WORKING UNIFORM

Selection of a color for officers' and chief petty officers' working uniforms which will prove more suitable than the present khaki is being considered by the Navy Department.

However, any change that is adopted will be approved at a future date when stocks of khaki uniforms are at the lowest point.

Any change that may be made in the present working uniform will provide for the optional use of khaki until all uniforms now in the possession of Naval personnel have been worn out.

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**NAVAL RESERVE OFFICERS TO BE TRAINED AT HARVARD,
CORNELL AND DARTMOUTH**

Harvard, Cornell and Dartmouth have been selected for the indoctrination and training of newly commissioned Naval Reserve officers beginning July 15.

The new officers will work while regularly enrolled students continue to study at the three eastern colleges. The officers will study and live on the campus in quarters set aside and leased by the Navy especially for them.

At Harvard and Cornell the first class at each will consist of 700 new officers who will receive indoctrination training and 125 who will receive communications training. In its first Navy class Dartmouth will accommodate about 1,000 new officers for indoctrination courses.

As soon as one Navy class completes its training another will be entered at each of the three colleges.

NEW NAVAL RESERVE AVIATION BASE AT OTTUMWA, IOWA

The Secretary of the Navy recently announced the selection of Ottumwa, Iowa as the location of a new Naval reserve aviation base.

The base will have a capacity of 800 students.

Work will begin immediately on the construction of barracks, hangars and field facilities.

It is expected that the new base will be ready to receive its first quota of student flyers early this winter.

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NEW NAVAL SUPPLY DEPOT TO BE COMMISSIONED AT NEW ORLEANS

A new U. S. Naval Supply Depot was formally commissioned recently at New Orleans, Louisiana, with Captain William Neal Hughes, Supply Corps, U. S. Navy, assuming command.

Formerly known as the Public Cotton Warehouse, the establishment has been leased by the Navy and remodeled to fit new requirements. The depot is located eight miles above the Naval Station, New Orleans, on the opposite side of the Mississippi River.

The new station will serve as a general supply depot for Naval vessels and shore establishments in the New Orleans area.

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NAVAL OFFICERS TO START TRAINING IN PLANE AND SHIP IDENTIFICATION AT OHIO STATE UNIVERSITY SCHOOL

A class of 25 Naval officers started training recently at Ohio State University, Columbus, Ohio, in one of the most vital subjects in the Navy's aviation program--quick, accurate perception and identification of plane, ship and tank silhouettes.

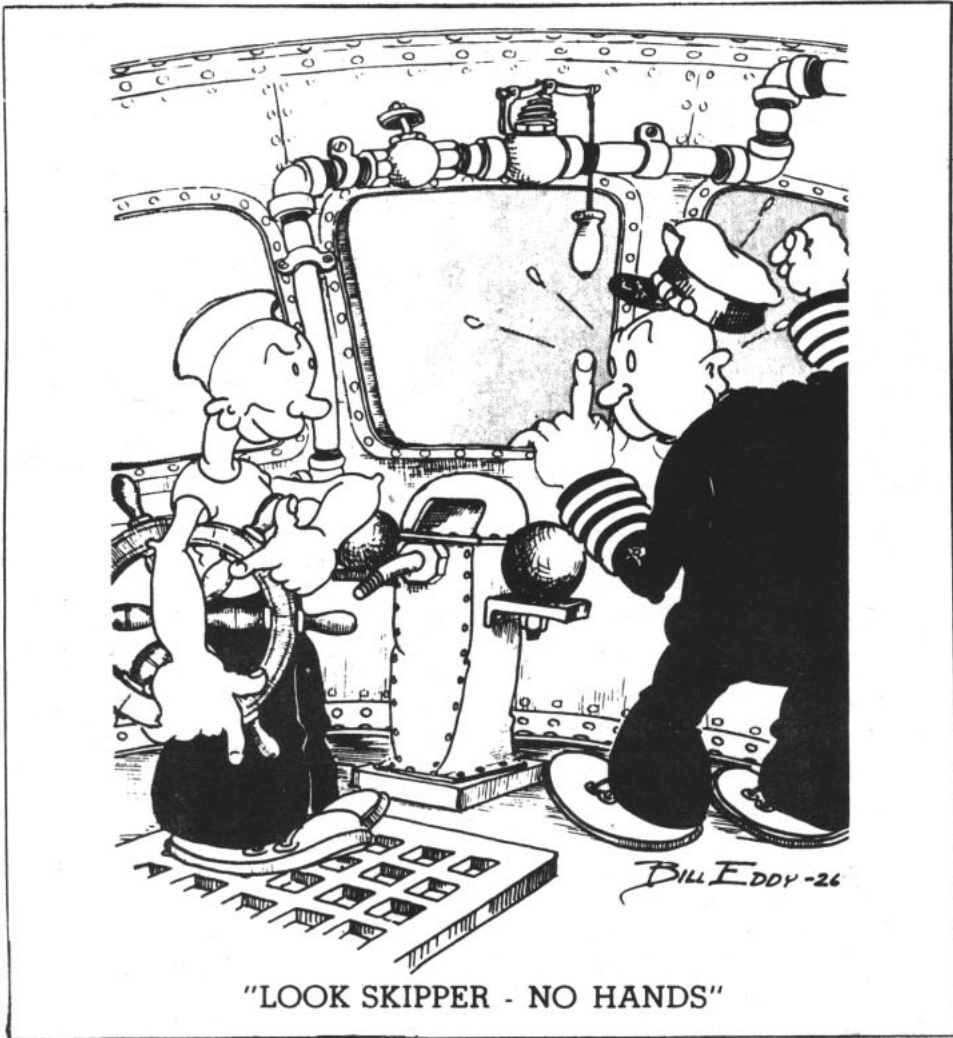
Most recent addition to the Navy's aviation training curriculum, the course, mechanics of which are necessarily of a restricted nature, stresses training in immediate recognition and correct identification of planes in an echelon, ships in convoy or squadron, and tanks and guns in a line or file.

The course was developed by the Ohio State Research Foundation, under the direction of Samuel Renshaw, professor of experimental psychology, who will direct the Naval School.

Upon completion of the two-week course, the Naval officers will be assigned to the Navy's four pre-flight training centers--located at Chapel Hill, North Carolina; Athens, Georgia; Iowa City, Iowa, and St. Mary's College, California,--to instruct the thousands of aviation cadets entering the Navy's pilot-training program each month.

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



INCOMPLETE REPORTS BEING SUBMITTED

The Bureau finds that many commands are submitting reports in such incomplete form that they are of no value, and due to the necessity of communicating with commands concerned to get corrected copies of the forms, there is an unnecessary delay in disposing of the cases of the men involved. Specific instances are:

- (a) Many service records are received in which it is shown a man is advanced in rating but the record fails to show the date of such advancement.
- (b) When a straggler or deserter surrenders or is delivered to a command and is issued orders and transportation to return to his own command, the first activity to which he surrenders or is delivered must submit Form N. Nav. 66 and also a Page 9 with a signed entry showing the date he was ordered to return to his own command; such entry, in the event the man fails to carry out his orders, supports a charge of that nature.
- (c) All officers, particularly Personnel Officers, and Yeomen preparing reports on stragglers and deserters, should thoroughly familiarize themselves with Chapters VII and VIII of the Bureau of Naval Personnel Manual.
- (d) Pages 9-10 of service records submitted unsigned; also failing to show, in cases of unauthorized absence, whether the man concerned is absent over or without leave.
- (e) Form N. Nav. 66 (Return of Straggler or Deserter) failing to show date and place the man was first returned to naval custody. If a straggler or deserter is apprehended by or surrenders to a naval guard at any place, the report of that man's return must show the actual date and place taken into custody by the guard; otherwise the Form is of no value to show the termination of his absence. Further, this report must be submitted by the activity to which the man first surrenders or is delivered.

The following reports can be eliminated: (a) letter of transmittal submitted with report of straggler or deserter; (b) dispatch reports of return of stragglers or deserters; also dispatch reports declaring men stragglers or deserters. The Form N. Nav. 23 (Weekly Report of Prisoners and Detentioners) will not be submitted in duplicate, in the interest of saving paper.

The Bureau notes with some concern the number of Deck Courts and Summary Courts Martial in cases of Petty Officers which sentence such men to a period of confinement. As the Bureau considers that the confinement of any Petty Officer is to a great extent degrading, the Bureau is, in all cases of this class, making recommendation to the Secretary of the Navy that the period of confinement be remitted entirely.

As it appears there is a belief in certain commands that rewards for stragglers can be unsigned, it is stated that such rewards must bear an Officer's signature, but not necessarily that of the Commanding Officer; it may be the signature of any Officer delegated to that duty by the Commanding Officer. For reasons of security, the straggler reward, instead of showing the name of the ship or station from which the man is absent, should show the man as a straggler from "the United States Navy".

There is also considerable unnecessary work caused by Commanding Officers requesting authority to do certain things which authority is already given them by Navy Regulations or the Bureau of Naval Personnel Manual. Specific instances are: requests on this

TO MEN ONLY - DON'T TELL HER

Bureau to remove the mark of desertion from a man's record when he is to be tried by summary court-martial or is tried by general court-martial and found guilty of other than desertion; requests for authority, to effect bad conduct discharges of men who are serving in a probationary status and who violate their probation.

In the interest of speeding up correspondence and reducing paper work, it is suggested that all requests submitted to this Bureau which can be answered in the affirmative be submitted in duplicate. It is the Bureau's intention to endorse the original to the ship or station in which the letter originated, showing the Bureau's action thereon. In all cases, to obviate the necessity of this Bureau making copies of incoming letters or endorsements, all such letters should have sufficient copies to file one in each jacket where more than one man is concerned.

When men are transferred to await the Bureau's action on bad conduct, dishonorable, or undesirable discharges, the Bureau should, in all such cases, be informed by letter just prior to or at the time of the transfer, to what Receiving Ships or Receiving Stations the men are being transferred. A further cause of delay in disposing of men awaiting bad conduct discharge is a failure of the commands concerned to forward promptly the record of proceedings of court-martial.

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APPROVED LEGISLATION OF INTEREST TO THE NAVY

(A) Public Law 628 - 77th Congress, approved June 27, 1942.

By the provisions of this Act, officers and enlisted men employed as divers in actual salvage or repair operations in depths of over 90 feet, or in depths of less than 90 feet when the officer-in-charge of the salvage or repair operation finds that extraordinary hazardous conditions exist, receive the sum of \$5.00 per hour for each hour or fraction thereof so employed. The retainer pay for enlisted divers is not changed by the provisions of this Act.

(B) Public Law 631 - 77th Congress, is quoted as follows:

"PUBLIC LAW 631---77th CONGRESS

CHAPTER 451--2D SESSION

H. R. 6496

AN ACT

To authorize the appointment of commissioned warrant and warrant officers to commissioned rank in the line and staff corps of the Navy, Marine Corps, and Coast Guard, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That the President, by and with the advice and consent of the Senate, is authorized to appoint annually to the commissioned grade or rank for which they make application and for which they are found qualified, not above that of lieutenant, in the line and staff corps of the Navy, as many commissioned warrant and warrant officers of the Regular Navy as he may deem necessary and the authorized number of commissioned officers of the line and of each staff corps to which such appointments may be made is increased accordingly.

AN IDLE TONGUE CARRIES DEATH IN ITS WAG

Sec. 2. Candidates shall, on June 30 of the calendar year in which they are to be appointed, have completed not less than three years of service as a warrant officer and shall, on the same date, to be eligible for appointment in the rank of lieutenant, lieutenant (junior grade), or ensign, be not more than forty, thirty-five, or thirty-two years of age, respectively. Provided, That the foregoing limitations shall not apply until one year subsequent to the date of approval of this Act.

Sec. 3. No candidate shall be appointed who is not recommended by a commanding officer under whom he has served as a commissioned warrant or warrant officer nor until he shall have established his mental, moral, physical, and professional qualifications, in accordance with standards to be prescribed by the Secretary of the Navy, before, and shall have been recommended by, a board of medical examiners and a naval examining board: Provided, That any candidate who shall have twice failed to establish his qualifications for an appointment pursuant to this Act shall thereafter be ineligible for further consideration for such appointment to any of the ranks provided herein.

Sec. 4. Each officer upon appointment shall take rank after the junior officer of the same rank in the line or appropriate staff corps on the date of appointment and each officer appointed to a staff corps shall be commissioned in the grade in which the said junior officer is then serving.

Sec. 5. Each officer appointed pursuant to this Act to the grade of lieutenant in the line of the Navy shall be carried as an extra number in that grade only and, while in such grade, shall become eligible for consideration for promotion to the next higher grade by a line selection board when the officer next senior to him becomes eligible.

Sec. 6. The Secretary of the Navy, under such regulations as he may prescribe, may revoke the commission of any officer on the active list appointed pursuant to this Act who, at the date of revocation, has had less than seven years of continuous commissioned service in the Navy, including service as a commissioned warrant officer, and any officer whose commission is so revoked shall be discharged from the naval service.

Sec. 7. Except as herein otherwise provided, officers appointed under the authority of this Act shall be governed by the provisions of existing laws and of laws hereafter enacted relating to line and staff officers of the Navy, as may be appropriate: Provided, That no officer appointed pursuant to this Act shall suffer any reduction in pay and allowances to which he would have been entitled had he not been so appointed.

Sec. 8. The provisions of this Act, except as may be necessary to adapt the same thereto, shall apply to the Marine Corps and Coast Guard in like manner and to same extent and with the same relative conditions in all respects as are provided for the Regular Navy.

Sec. 9. All existing laws or parts of existing laws authorizing the permanent appointment of commissioned warrant and warrant officers to the grade or rank of ensign or above in the line and staff corps of the Regular Navy, and all other laws or parts of laws insofar as they are inconsistent with or in conflict with the provisions of this Act, are hereby repealed.

Approved, June 27, 1942."

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

(C) Public Law 639 - 77th Congress, approved June 30, 1942.

The provisions of this Act with explanation thereof is included in Bureau of Naval Personnel Circular Letter No. 101-42, dated July 16, 1942.

(D) Public Law 654 - 77th Congress, approved July 3, 1942

"PUBLIC LAW 654 77th CONGRESS

CHAPTER 485---2D SESSION

S. 2454

AN ACT

To prescribe the relative rank of members of the Navy Nurse Corps in relation to commissioned officers of the Navy, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That hereafter the members of the Navy Nurse Corps shall have relative rank as follows:

- (a) The superintendent, the relative rank of lieutenant commander.
- (b) The assistant superintendents, not to exceed one for each three hundred members of the Navy Nurse Corps, the relative rank of lieutenant.
- (c) Chief nurses, the relative rank of lieutenant (junior grade).
- (d) Nurses, the relative rank of ensign.

SEC. 2. As regards medical and sanitary matters and all other work within the line of their professional duties, the members of the Navy Nurse Corps shall have authority in and about naval hospitals and other medical activities next after the commissioned officers of the Medical Corps and Dental Corps of the Navy. The Secretary of the Navy shall make the necessary regulations prescribing the rights and privileges conferred by such relative rank.

Sec. 3. The Secretary of the Navy shall fix the money value of the uniforms which members of the Navy Nurse Corps are required to have upon their first appointment in the Navy: Provided, That he may authorize such uniforms to be issued in kind or, in lieu thereof, that payment in cash of the money value fixed in accordance with the foregoing be made to members so appointed, for the purchase of such uniforms;

Sec. 4. In time of war or when the Secretary of the Navy shall direct the wearing of uniforms at all times, he may fix the money value of additional outdoor uniforms which may be issued in kind to all members of the Navy Nurse Corps, or authorize payment in cash in lieu thereof for the purchase of such outdoor uniforms as may be prescribed by the United States Navy Uniform Regulations: Provided, That but one complete uniform outfit may be furnished to a member of the Navy Nurse Corps.

Approved, July 3, 1942."

HOT AIR RISES - DON'T TALK

(E) Public Law 671 - 77th Congress, approved July 20, 1942

Section 1 of this Act authorizes officers and enlisted men of the armed forces to accept and wear, during the present war and for a year thereafter, decorations, orders, medals, or emblems from the Governments of cobelligerent nations or the other American Republics.

Section 2 of this Act creates a decoration to be known as the "Legion of Merit", which shall have suitable appurtenances and devices and not more than four degrees, and which the President, under such rules and regulations as he shall prescribe, may award to:

(1) Persons of the Armed Forces of the United States and of the Government of the Phillipines, and

(2) Personnel of the Armed Forces of Friendly foreign nations who, since the proclamation of the emergency by the President on September 8, 1939, shall have distinguished themselves by exceptionally meritorious conduct in the performance of outstanding services.

The Executive order creating the rules and regulations for the "Legion of Merit" is being prepared for the signature of the President.

(F) Public Law 682 - 77th Congress, approved July 28, 1942.

This Act establishes the commissioned warrant grades of Chief Ship's Clerk, Chief Aero-grapher, Chief Photographer, and Chief Torpedoman, and the warrant grades of Ship's Clerk, Aero-grapher, Photographer, and Torpedoman in the United States Navy.

Regulations concerning the establishment of these additional grades are being prepared.

(G) Public Law 689 - 77th Congress, approved July 30, 1942.

This Act establishes a new branch of the Naval Reserve to be known as the Women's Reserve. The purpose of this Act is to relieve officers and men of the Navy for service at sea. Employment of women, is, by law, restricted to the shore establishments of the Navy within the continental United States.

Items of Legislation Which Have Passed the Congress and are Awaiting Presidential Approval:

(A) A bill to provide 50 percent additional of the pay for rank or rating and service for all officers and enlisted men of the Navy on duty on board a submarine of the Navy, including submarines under construction for the Navy from the time builder's trials commence.

(B) A bill to establish a special enlisted grade of aviation cadet in the Naval Reserve and Marine Corps Reserve for the purpose of better administration of the aviation cadet program.

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

**ELIGIBILITY OF ENLISTED MEN
FOR CLASS V-7, U. S. NAVAL RESERVE**

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

- (a) Have been recommended by their Commanding Officers as having demonstrated outstanding leadership and officer-like qualities.
- (b) Have met the physical requirements for appointment as Ensign, D-V(G), U. S. Naval Reserve.
- (c) Have graduated from an accredited university or college, or,

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

Have completed successfully two years' work in an accredited college and been on active duty twelve months.
- (d) Candidates must have completed two one-semester courses of mathematics while in college. A course in trigonometry must have been successfully completed either in college or secondary school.
- (e) Must be twenty years of age, and under twenty-eight. Must have been a citizen of the United States for at least ten years.

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

Men who are performing shore duty outside the continental limits of the United States, or sea duty, will not be required to submit transcripts of their educational record or birth certificates with their applications. The Bureau of Naval Personnel will undertake to obtain the transcripts from the educational institutions concerned. Birth certificates, if not now on file in the Bureau of Naval Personnel, will be secured if practicable for such applicants. Men who are performing shore duty within the continental limits of the United States will be required to furnish transcripts of their educational record and birth certificates with their applications.

Candidates so selected will be ordered to the Naval Training School, (V-7 Indoctrination), Notre Dame University, where they will be transferred to, or enlisted in the rating of Apprentice Seamen, Class V-7, and given an academic review course for a period of two months. At the end of the review period, tests will be given to ascertain whether the candidates have adequate educational background to undertake the Reserve Midshipman course. Candidates who are found deficient either educationally or in officer-like qualities will be returned to general detail in the rating formerly held. Successful candidates will be transferred to a Naval Reserve Midshipmen's School, appointed Reserve Midshipmen, and given the Reserve Midshipman course leading to appointment as Ensign, D-V(G) or E-V(G). Candidates who as Midshipmen fail to qualify for appointment as Ensigns by reason of scholastic failure will resign or be discharged and may, if they so desire, be re-enlisted in the rating formerly held.

In order to expedite procurement of transcripts and birth certificates of those candidates at sea or outside the continental limits of the United States, the application must give the name of the college which the candidate attended, and the date and place of his birth.

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

**RESERVE OFFICERS AND ENLISTED MEN
ELIGIBLE FOR FLIGHT TRAINING UNDER
NEW INSTRUCTIONS**

Revised instructions have been issued by the Navy Department to permit flight training of reserve officers and enlisted men as part of the enlarged Navy program of 30,000 pilots a year.

Provision has been made to permit officers to obtain flight training without resigning their commissions. Under the revised instructions reserve enlisted men may now take flight training leading to commissions. Heretofore enlisted flight training was available only to men in the regular Navy.

For heavier than air training reserve officers who may take flight training without having to resign their commissions must have had one year of sea service in a ship or aircraft squadron of the fleet as an officer in a line classification. They must also be under 27 years of age, physically and temperamentally qualified and must receive a recommendation for flight training from their commanding officer. Upon successful completion of flight training these reserve officers will be transferred to Class A-V(G), U. S. Naval Reserve.

To qualify for lighter than air training reserve officers must be lieutenants, junior grade, and under 31 years old. Other requirements are similar to those for heavier than air training.

Reserve officers of the line who do not meet the service requirements for training as officer pilots and who desire to train as aviation cadets may do so provided they have completed at least eight or more months of active duty. They must, however, vacate their commissions. Upon completion of flight training they will receive new commissions in the A-V(N) classification with their date of rank to start at the time of the completion of their aviation training.

Refresher flight training courses are available to reserve officers who formerly were Naval aviators or aviation pilots or who have had civil pilot training. Those who have been civilian pilots must not be less than 18 years old nor more than 39 and they must also have held a commercial pilot's license or be private pilots with at least 300 hours flying time in aircraft of 100 horsepower or more.

Regular Navy officers may qualify for flight training if they are less than 31 years old and have had not less than two years' commissioned service and are qualified physically and as officers of the deck underway. Men who are eligible for this training are not required to resign their commissions.

Enlisted personnel who meet requirements may take flight training as aviation cadets and become commissioned officers or take aviation pilot training and become enlisted pilots provided they are recommended by their commanding officers within assigned quotas. The general requirements for aviation cadets are that candidates be U. S. citizens of ten years standing, be between 18 and 27 years old, unmarried and have a diploma from an accredited high school and eight months of service on active duty.

To be eligible for training as aviation pilots enlisted men of the regular Navy and Naval Reserve must be not over 27 years old, physically and temperamentally qualified and must not previously have failed in flight training or dropped it for any reason.

* * * * *

MEN OF FEW WORDS ARE THE BEST MEN

OFFICERS' DATA CARDS

Present instructions require Officers' Data Cards (N. Nav. 278) to be submitted annually on August 1st, and when any data change.

For the duration, the submission of revised data cards is optional with the individual officer.

An initial data card is required to be submitted by newly appointed or commissioned officers.

* * * * *

PROMOTION OF RETIRED RESERVE OFFICERS

The records of all retired Naval Reserve officers below the rank of captain who reported for active duty on or before April 15, 1942, have been considered by an Administrative Board convened for the purpose of recommending for temporary advancement to the next higher grade or rank such of those officers as the Board considered to be qualified by experience and professional attainments for temporary promotion to such higher grade or rank. Appointments have been prepared and forwarded to those officers whose names appeared upon the approved report of the Board. It is anticipated that similar Boards will be convened from time to time for the purpose of reviewing the records of retired officers employed on active duty and recommending those whose promotion appears to be necessary or desirable to meet the needs of the Naval service. Specific letters recommending such officers for promotion are unnecessary but appropriate comment should be included under paragraph 14 of the periodic reports on fitness.

* * * * *

PROMOTION OF INACTIVE RESERVE OFFICERS DEFERRED

On June 25, 1942, the Secretary of the Navy directed that until the termination of the present war, no officer of the Naval or Marine Corps Reserve not on active duty will be promoted in grade or rank, either permanently or temporarily, except officers of the Merchant Marine Reserve nominated for specific active duty assignments in a higher rank. All prior regulations in conflict with this directive were revoked.

* * * * *

NAMES FOR NEW ESCORT VESSELS

The Acting Secretary of the Navy, Honorable James Forrestal, under date of June 30, 1942, has approved the following names for assignment to 50 Escort Vessels (DE) which are scheduled to be launched between January 1, 1943 and June 30, 1943:

CANNON

In honor of the late First Lieutenant George Ham Cannon, USMC. (1st vessel so-named).

CHRISTOPHER

In honor of Ensign Harold Jensen Christopher, USNR. (1st vessel so-named).

FLAHERTY

In honor of Ensign Francis Charles Flaherty, USNR. (1st vessel so-named).

FREDERICK C. DAVIS

In honor of Ensign Frederick Curtice Davis,
USNR. (1st vessel so-named).

HERBERT C. JONES

In honor of Ensign Herbert Charpiot Jones,
USNR. (1st vessel so-named).

HILL

In honor of Chief Boatswain Edwin Joseph Hill,
USN. (1st vessel so-named).

HOPPING

In honor of Lieutenant Commander Hallsted
Lubeck Hopping, USN. (1st vessel so-named).

REEVES

In honor of Chief Radioman Thomas J. Reeves,
USN. (1st vessel so-named).

MOORE

In honor of Seaman 1st Class Fred Kenneth Moore,
USN. (1st vessel so-named).

SCOTT

In honor of Machinist's Mate 1st Class Robert R.
Scott, USN. (1st vessel so-named).

TOMICH

In honor of Chief Water Tender Peter Tomich,
USN. (1st vessel so-named).

JAMES R. WARD

In honor of Seaman 1st Class James R. Ward,
USN. (1st vessel so-named).

ALGER

In honor of Professor Philip R. Alger, (1st vessel
so-named).

THOMAS

In honor of Lieutenant C. C. Thomas, USN. (Second
vessel so-named).

BOSTWICK

In honor of Rear Admiral Lucius Allyn Bostwick,
USN. (1st vessel so-named).

BREEMAN

In honor of Chief Turret Captain George Breeman,
USN. (1st vessel so-named).

BURROWS

In honor of Lieutenant William Burrows, USN.
(Second vessel so-named).

CORBESIER

In honor of First Lieutenant Antoine Joseph
Corbesier, USMC. (1st vessel so-named).

CRONIN

In honor of Chief Gunner Cornelius Cronin,
USN. (1st vessel so-named).

CROSLEY

In honor of Rear Admiral Walter Selwyn Crosley,
USN. (1st vessel so-named).

DOUGLAS L. HOWARD

In honor of Captain Douglas Legate Howard, USN.
(1st vessel so-named).

FARQUHAR

In honor of Rear Admiral Norman H. Farquhar,
USN. (Second vessel-so-named)

J.R.Y. BLAKELY

In honor of Rear Admiral John Russell Young
Blakely, USN. (1st vessel so-named).

FESSENDEN

In honor of Professor Reginald Aubrey Fessenden,
USN. (1st vessel so-named).

FISKE

In honor of Rear Admiral Bradley Allen Fiske,
USN. (1st vessel so-named).

FROST

In honor of Commander Holloway Halstead
Frost, USN. (1st vessel so-named).

HUSE

In honor of Vice Admiral Harry McLaren Pinckney
Huse, USN. (1st vessel so-named).

INCH

In honor of Rear Admiral Richard Inch, USN. (1st
vessel so-named).

FECHTELER

In honor of Rear Admiral Augustus Francis Fechteler,
USN. (1st vessel so-named).

CHASE

In honor of Rear Admiral Jehu Valentine Chase,
USN. (1st vessel so-named).

LANING

In honor of Rear Admiral Harris Lanning, USN. (1st
vessel so-named).

LEVY

In honor of Commodore Uriah P. Levy, USN. (1st
vessel so-named).

McCONNELL

In honor of Captain Riley Franklin McConnell, USN.
(1st vessel so-named).

OSTERHAUS

In honor of Rear Admiral Hugo Osterhaus, USN.
(1st vessel so-named).

PARKS

In honor of Rear Admiral Charles Wellman Parks,
(CEC), USN. (1st vessel so-named).

RABY

In honor of Rear Admiral James Joseph Raby, USN.
(1st vessel so-named).

COFFMAN

In honor of Vice Admiral De Witt Coffman, USN.
(1st vessel so-named).

SLOAT

In honor of Rear Admiral John Drake Sloat, USN.
(Second vessel so-named).

SNOWDEN

In honor of Rear Admiral Thomas Snowden, USN.
(1st vessel so-named).

STANTON

In honor of Rear Admiral Oscar Fitzalan Stanton,
USN. (1st vessel so-named).

SWASEY

In honor of Lieutenant Charles Swasey, USN.
(Second vessel so-named).

ARTHUR L. BRISTOL

In honor of Vice Admiral Arthur LeRoy Bristol,
Jr., USN. (1st vessel so-named).

TRUXTUN

In honor of Commadore Thomas Truxtun, USN
(Third vessel so-named).

UPHAM

In honor of Rear Admiral Frank Brooks Upham,
USN. (1st vessel so-named).

VOGELGESANG

In honor of Rear Admiral Carl Theodore Vogelgesang,
USN. (1st vessel so-named).

WEEKS

In honor of Honorable John Wingate Weeks, Secretary
of War. (1st vessel so-named).

WILLIAM C. COLE

In honor of Rear Admiral William Carey Cole, USN.
(1st vessel so-named).

WILLIAM M. WOOD

In honor of Medical Director William Maxwell Wood,
USN. (Second vessel so-named).

WILLIAM R. RUSH

In honor of Captain William Rees Rush, USN. (1st vessel so-named)

WILLIAMS

In honor of Rear Admiral George W. Williams, USN. (1st vessel so-named).

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AWARD OF TROPHY TO VESSEL OF THE 110 FT. P. C. CLASS

Mr. H. Liggett Gray of Riverside, Connecticut has offered to donate, through this Bureau, a silver plaque as an award for achievement to the first vessel of the 110 ft. P. C. class which distinguishes itself by outstanding action against the enemy. The plaque suitably inscribed will be in commemoration of the officers and men who lost their lives in the sinking of the S. C. 209 on August 27, 1918. It will be suitable for mounting on a bulkhead in a conspicuous place in the vessel which qualifies for the award.

The award will be made by the Chief of Naval Personnel on the basis of recommendations received from the addressees. Recommendations are requested on actions which may have already taken place or in the event of actions which may follow. In order to comply with the terms stipulated by the donor, it is requested that there be submitted only those actions which are, by reason of special skill, initiative or heroism, outstanding from a standpoint of naval tradition. Contribution to such performances may be made individually or by the combined efforts of all. Determination of the first outstanding action will be on the basis of the date of the action.

In the event that no vessel of the 110 ft. P. C. class qualifies for this award, then recommendations in the case of vessels of similar type will be considered.

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MAIL FOR ENLISTED PERSONNEL

Reports in the Bureau of Naval Personnel indicate that enlisted personnel are not receiving their mail within a reasonable time and that their families are not kept informed of their welfare. This condition has caused considerable correspondence with the Bureau, and in particular, correspondence making inquiries relative to the station of the man in question and his welfare. Attention is invited to the Bureau of Navigation Circular Letter 39-42 which requires mail clerks to keep an up-to-date file, for one year, of personnel detached and to forward mail promptly. Enlisted personnel should be encouraged to write home or to next of kin at least twice a month, and immediately after arrival at a new station, and state their proper address along with a description of their welfare.

The fourth cruise Water Tender came out of the air lock, shifted the cud of "Star" to his starboard cheek, saluted the O.O.D. who was standing his first watch and said, "Request permission to blow tubes, Sir." The O.O.D. said "Permission granted--B U G L E R -- blow tubes."

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L. Y. SPEAR FOUNDATION PRIZE

Lieutenant Benjamin C. Jarvis, U.S. Navy, was the honor student and received the L.Y. Spear Foundation Prize for the Officers' Class at the Submarine School which was graduated on June 27, 1942.

A SECRET IS A WEAPON AND A FRIEND

SWIMMING THROUGH FIRE AND OIL.

Oil itself and fire caused by burning oil from torpedoed ships and tankers have been the cause of many deaths in recent merchant shipping losses.

Oil has many dangerous characteristics. First, the vapors from thin oil (so-called) are very poisonous and will cause death if inhaled to any extent. Second, heavy oil (so-called) forms a thick coating on the surface of the water and has a tendency to engulf the swimmer. Both types of oil are very injurious to the eyes and will cause death if swallowed in any great quantity.

Fifty per cent of the tankers torpedoed have caught on fire from the explosion. Flames have been known to rise as high as 100 feet above the surface of the water and they may range down to 3 or 4 feet above the water depending upon the wind and sea. Explosions on ships making no headway at the time of attack have been known to cause flames that engulf the entire ship and the surface of the water around the ship for 50 yards on all sides. The following hints have been deduced from the accounts given by survivors of recent torpedoings as being most useful to victims of such happenings.

1. Always abandon ship as far forward of the torpedo hit as possible.
2. Know the direction of the wind before abandoning ship and go windward when possible, though always abandon ship from the opposite side of the torpedo hit.
3. Get into a boat without entering oil-covered water if possible.
4. Because of danger of injury avoid floating wreckage when abandoning ship.
5. Always jump feet first. Do not dive.
6. Breast stroke or side stroke are the best to use while swimming through oil slick.
7. Keep your head high and eyes and mouth closed while swimming through oil slick.
8. Try to swim under water as much as possible while making way through fire or heavy oil slick.
9. Relax and conserve energy with the idea always present in mind of staying afloat.
10. Proceed in an easy and slow manner to the nearest boat, raft, or floating object and cling to this until rescued.

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COMMERCIAL LIFE INSURANCE POLICIES.

In order that men in the Service will not allow valuable life insurance policies to lapse by reason of misunderstanding, the Service is informed that the Soldiers and Sailors Civil Relief Act does not prevent the lapse of life insurance policies unless positive action is taken by the individual concerned. To obtain protection under this Act, it is necessary that the policy holder apply to the Insurance Company for a guarantee by the Veterans' Administration of premium payments during military service and one year thereafter. Such application is required to be made on Veterans' Administration Insurance Form 380. These forms may be procured by Commanding Officers upon application made direct to the Veterans' Administration, Washington, D. C.

MILITARY ORATORY SOUNDS BEST IN SOLITUDE

The protection which can be obtained as set forth above is also subject to the following limitations:

1. The application must be made while the policy is in force.
2. The policy must have been issued and a premium paid either before 17 October, 1940 or not less than thirty days before entering military service.
3. Policies are not eligible on which there is a loan outstanding equal to or greater than 50% of the cash surrender value.
4. Protection is provided only to a total amount of insurance of \$5,000.
5. The insurance must have been issued by a company required to maintain a reserve or which has made provision to collect premiums to cover the special war risk of holders in military service.
6. Protection does not apply to policies which provide that they do not cover persons while in military service.
7. The protection extends only to insurance on lives of persons in the service.

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WHY NAVAL OFFICERS GO NUTS!

Excerpt from official Naval correspondence:

"It will be noted that reference (b) of reference (a) was quoted by reference (b). Reference (c) of reference (a) merely reiterated the Department's position as expressed in reference (b) of reference (a). Reference (a) of reference (a) is the contractor's protest with respect to the decision contained in reference (b) of reference (a)."

Shortly afterwards the Cost Inspector was observed quietly tearing out his remaining hairs, more in sorrow than in anger.

If this paper falls into the hands of the Germans or the Japs we will win the war because they will be so busy breaking down this mysterious code that they won't have time for anything else.

SHIP'S SERVICE AND WELFARE FUNDS AFLOAT.

Commanding Officers are reminded of the importance of promptly returning to the Chief of Naval Personnel the forms forwarded with BuPers letter Pers-1471-VD/JF(1121) of July 7, 1942.

These are an essential part of a procedure placed in operation by the Bureau in the interest of, and for the protection of Commanding Officers or their heirs from possible financial liability, and should have immediate attention.

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BEWARE OF INQUISITIVE FRIENDS

EXHIBITION OF BILLIARDS FOR PERSONNEL AT NAVAL STATIONS

The Chief of Naval Personnel has received from the Brunswick - Balke - Collender Company, an offer to present an exhibition of billiards for the entertainment of personnel at naval stations. Such exhibitions will involve no expense to any station. Messrs. Charles C. Peterson, World Fancy Shot Billiard Champion and Willie Hoppe, Greatest Champion of all times will conduct the billiard exhibition.

Any station desiring to take advantage of this offer should notify the Brunswick - Balke - Collender Co., 623 So. Wabash Ave., Chicago, Illinois, advising them the name of the officer with whom to work out the details as to definite dates and exhibition arrangements.

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"SEEING-EYE DOGS - OFFER OF 1939 MATRONS ORDER OF EASTERN STAR .

The 1939 Matrons Order of Eastern Star, Mrs. Mary Jane Graham, Secretary, 2842 - 73rd Avenue, Oakland, California, has offered two Seeing-Eye dogs to Navy or Marine Corps personnel blinded in action, or otherwise. The Matrons Order has been presenting two Seeing-Eye dogs each year to worthy blind people. This year they wish to give them to Navy or Marine Corps personnel, preferably men who may have been blinded at Pearl Harbor.

Persons having knowledge of such cases are requested to contact the Secretary, at the address given above."

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NEPTUNE AND ARCTIC CIRCLE CERTIFICATES.

The attention of the Service is again invited to the fact that correspondence and publicity on the subject of the above Certificates may easily jeopardize the security of a ship or fleet.

Neptune Certificates are available at the Naval Supply Depot, Naval Operating Base, Norfolk, and the Naval Supply Depot, Naval Operating Base, Oakland, in accordance with the Bureau of Supplies and Accounts Memorandum 424 of June, 1938. Certificates are obtainable on requisition without charge when it is definitely ascertained how many will be required. Vessels will not carry these in stock.

Arctic Circle Certificates will shortly be available at the Naval Supply Depot, Naval Operating Base, Norfolk.

Requests to this Bureau for Certificates are not necessary, and correspondence on this subject will not be answered.

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

SCHOOL CONCESSION

The Convent of the Sacred Heart, Elmhurst, is a boarding and day school for girls located in Providence, Rhode Island. It was established in 1873, and has an approximate enrollment of one hundred. It is a college preparatory school with elementary and intermediate classes. The following terms are offered:

Terms:	Board and Tuition	\$700
	Senior Day Pupils	
	Tuition and Dinner	350
	Junior Day Pupils	
	Tuition and Dinner	300
	Junior Day Pupils - 1st and 2nd	
	Elementary	200
	Reduction for daughters of officers	
	of the Navy	100

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MERCHANT MARINE TRAINING FUNCTIONS TRANSFERRED FROM COAST GUARD TO ADMINISTRATOR OF WAR SHIPPING ADMINISTRATION

By Executive Order No. 9198 dated July 11, 1942, certain maritime functions pertaining to the establishing, developing, and operating of the U. S. Maritime Service, the Cadet and Cadet Officers Training Program and other matters relating thereto, including the supervision of the State Maritime Academies, have been transferred from the Coast Guard to the Administrator of War Shipping Administration.

The Cadets, Merchant Marine Reserve, at Maritime Commission Academies and State Maritime Academies, will continue to receive the prescribed course in Naval Science and will be eligible for commissions as ensigns in the Naval Reserve upon graduation, if they have completed the Naval Science Course and have obtained unlimited ocean licenses as deck or engineer officers.

* * * * *

Several days after the attack on Pearl Harbor, workmen salvaging a partly submerged ship were startled to hear a tapping inside the hull. Working frantically with torches, they cut a hole through the plate. A Marine Corps private stepped out of the hole, looked at the sweating workmen and said:

“When does the next liberty boat go ashore?”
-THE BEAM

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

JOHNNY GREEN

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!

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.

In the rising tide of battle
For the common rights of man
I can count as friend and neighbor
Men from every honest 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.

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!

--- J. B. Hutt

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HEAR EVERYTHING, SEE EVERYTHING, SAY NOTHING



"Alright, Swami, What's Our Next Guess?"

STREET CARS ARE FOR RIDING, NOT TALKING

**REGISTRATION AND ABSENTEE VOTING BY PENNSYLVANIA
ELECTORS IN MILITARY AND NAVAL SERVICE**

The Secretary of the Commonwealth of Pennsylvania has expressed a desire to afford those persons in the Naval Service who are legally-qualified as electors in that state the fullest opportunity to exercise their right of franchise.

The following is a digest of information contained in Military Vote Bulletin No. 1 issued by the Secretary of the Commonwealth under date of August 1, 1941:

Those persons who are legally qualified to register or to vote in Pennsylvania are entitled to this privilege while absent from the State and engaged in the military or naval service of the United States under conditions as set forth below.

In order to vote the elector must be registered. If already registered he need not re-register. Registration may be accomplished by mail by making application to the County Commissioners of the county where the elector resided at the time of entering military or naval service. Registration cards, when received, must be executed under oath administered in the presence of a superior military or naval officer or any Judge of a Court of Record of the United States or any State or Territory thereof, and returned by mail with postage prepaid to the proper office.

Any person in military or naval service may register in person; registration by mail is in addition to all other means provided.

In order to vote by mail an elector must make application for a Military Ballot. This application must be made not less than thirty days and not more than fifty days before any election. Attention is hereby invited to the fall elections which will be held on November 3, 1942.

An elector may request a Military Ballot for any Primary, General, Municipal, or Special election.

The elector may apply in writing for a Military Ballot to the County Board of Elections, the County Commissioners, Court House, at the County seat wherein the elector resided at the time he or she entered the military or naval service. The ballot must be marked and returned in accordance with instructions which will accompany the ballot. The ballot must be mailed not later than the day of election. It will not be counted if received by the County Board of Elections of the elector's county after the second Friday following the election.

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ARIZONA PRIMARY ELECTION

Phoenix, Arizona --- Under Arizona law, absentee ballots can be issued only on the verbal or written request of the elector himself. In order that Arizona citizens now serving in the armed forces of the nation may not be deprived of their right to vote, I am urging that each write at the earliest possible date to the county recorder of the county in which he resides requesting that an absentee ballot be mailed him as soon as they are available. There is no charge for this service. The letter of application to the county recorder should give the same name as that under which the applicant is registered, his home address, and the address to which the absentee ballot is to be mailed.

(Signed) SIDNEY P. OSBORN, Governor

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BETTER BE SILENT THAN 'SORRY

RETALIATION

Now that the women have been given the right
To help the men in Freedom's fight,
The Yeomanettes will do their share
To keep the Germans out of our hair.

We did it before, we'll do it again
If women will do the work of men;
We'll stay ashore, while they're at sea
Making it hot for Germany.

Hirohito (the snake) and Mussolini (the rat)
Thought they'd pin us to the mat,
With our planes in the air, and our ships at sea
We'll make it safe for democracy.

We'll never rest until our guns
Have demolished all the dirty Bums
Who attacked Pearl Harbor in the dark,
And thought that it was just a lark.

They're finding out now, and you can bet
That wherever they are, we'll get them yet!
With Army mighty and Navy strong
We'll send them back where they belong.

Now that you see just what is meant
Buy some bonds (at least ten per cent)
If you do your share, we'll do the rest
To plant a bomb on Hitler's chest.

Luceil Plotner.

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THREE NAVY DAUGHTERS WIN SCHOLARSHIPS

Ogontz Junior College of Ogontz School, Pennsylvania, has awarded scholarships to three daughters of Naval Academy graduates on active duty. One of the scholarships is for the full two year course while the other two are partial scholarships.

Miss Sally van Deurs of Corpus Christi, Texas, was awarded the full scholarship. She is the daughter of Commander George van Deurs, USN, a graduate of the Naval Academy with the class of 1921, and Mrs. van Deurs, the former Miss Ann Shepard of Poley, Alabama.

Partial scholarships were awarded to Miss Anne McMillin of 324 Carroll Park West, Long Beach, California, and Miss Margaret Hollis Bonney of 767 Montauk Avenue, New London, Connecticut. Miss McMillin is the daughter of Captain George Johnson McMillin, USN, who is a graduate of the Naval Academy, class of 1911, and Mrs. McMillin, the former Miss Annabel Parlett of Annapolis, Maryland. Miss Bonney's father is Commander Carroll T. Bonney, USN, a graduate of the Naval Academy in 1920. Her mother is the former Miss Margaret E. O'Connor of Wakefield, Massachusetts.

Miss van Deurs is a graduate of the Corpus Christi, Texas, High School. Miss McMillin attended Mrs. Porter's School for Girls in Long Beach, California, for two years, the American School in Guam for two years, and the Long Beach Junior College for one semester. Miss Bonney is a graduate of the Williams Memorial Institute, New London, Connecticut.

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**UNDER SECRETARY FORRESTAL URGES MANUFACTURERS
TO GIVE EMPLOYMENT PRIORITY TO FAMILIES OF
FORMER WORKERS NOW IN ARMED SERVICES**

Under Secretary of the Navy James V. Forrestal recently urged that to meet critical labor needs all Naval contractors should give the fullest possible consideration to the employment of members of the families of men once employed by the contractor but now serving with the armed forces.

Pointing out that the fathers, mothers, wives and sisters of men now in the Army, Navy, Marine Corps and Coast Guard logically will make most loyal and willing employees, Under Secretary Forrestal asked management to pay particular attention to employment applications from these people whose primary interest is making certain that their relatives get the arms necessary to defeat the enemy in the quickest possible time.

This policy will bring increased income to families who may be making serious financial sacrifices during the wartime absence of their male relatives. In addition, this freedom from financial worry of the families naturally will further the morale of the fighting men at the front.

In many instances it also will afford opportunities for immediate reemployment for these men upon their return at the conclusion of hostilities.

Under Secretary Forrestal emphasized the success attained by the aircraft industry, precision instrument manufacturers and even certain heavy war industries in the employment of women. He asked that this policy be spread to new fields and be increased wherever possible.

Those localities where serious labor shortages already are being experienced may find employment of these citizens a part of the answer to their problems.

According to figures furnished by the War Manpower Commission, approximately ten per cent of the workers in war plants at the start of the year were women. By the end of the first quarter of 1942 women represented 15% of the total war industry employment. It is estimated that this ratio will increase to 20% by the end of this year. In actual figures, this represents an estimated employment of 3,000,000 women by January 1, 1943, as compared with 500,000 on January 1, 1942.

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**NAVY TO CONTROL RETAIL SALES OF
READY-MADE UNIFORMS**

A policy of control of retail sales of Naval officers' and chief petty officers' uniforms has become effective under a new system of contracts for ready-made uniforms which must be marketed under conditions and at locations prescribed by the Navy Department.

Contracts have been executed with Cohen & Goldman Company, New York City and Baltimore, and Joseph & Feiss Company, Cleveland, under which quality, maximum price, and production will be controlled by the Navy Department. This control will be exercised through the issuance of materials necessary for wholesale uniform manufacture.

It is expected that uniforms will be available under the new arrangement in October and they will be marketed in 28 cities within the United States and at four points outside the United States. Expansion of Naval facilities will require the establishment of additional marketing points at later dates.

The control of these uniforms by the Navy Department is predicated on the necessity for conservation of materials, which have been put under priority regulations by War Production

PLAYING WITH WORDS IS LIKE PLAYING WITH FIRE

Board Order P-131. Control is also necessary because of the sale of uniforms of dubious quality and reports of exorbitant sales prices. The Navy Department has announced its intention of protecting Naval personnel against profiteering practices which have been creeping into the uniform business.

It is not the intention of the Navy Department to interfere with the production of custom-tailored or made-to-measure uniforms, but the department has announced its readiness to take action to combat abuses of quality or price in these types of uniforms.

The following is a list of the cities at which the ready-made uniforms will be distributed:

Annapolis, Maryland
Boston, Massachusetts
Brooklyn, New York
Charleston, South Carolina
Chicago, Illinois
Corpus Christi, Texas
Detroit, Michigan
Great Lakes, Illinois
Jacksonville, Florida
Key West, Florida
Long Beach, California
Los Angeles, California
Marine Island, California
Miami, Florida
New Orleans, Louisiana
New London, Connecticut

Newport, Rhode Island
New York City, New York
Norfolk, Virginia
Oakland, California
Pensacola, Florida
Philadelphia, Pennsylvania
Portland, Maine
Providence, Rhode Island
San Diego, California
San Francisco, California
Seattle, Washington
Washington, D. C.
Balboa, Canal Zone
Colon, Canal Zone
Pearl Harbor, Territory of Hawaii
San Juan, Puerto Rico

* * * * *

MEMBER OF "FLYING SHARK" SQUADRON RE-ENTERS NAVY

Clad in the uniform he wore as a member of the famous "Flying Tiger Shark" Squadron, Edward Francis Gallagher has re-enlisted in the U. S. Navy.

Ineligible for aviation cadet training leading to a commission because he is married, Gallagher was enlisted as an Aviation Machinist Mate 1st Class, the rating he held before being released to fight in China with the American Volunteer Group, and left immediately for duty at the Navy's new Pre-Flight School at Athens, Georgia.

Gallagher was released by the Navy in 1941, after serving in the Navy for six years and he served with the "Flying Tigers" for approximately a year. His principal task was to keep the American Volunteer Group's planes in shape to fly, but he also put in between 50 and 60 hours of combat flying on his own.

* * * * *

ROUTING OF MAIL TO PRISONERS OF WAR AND INTERNEES

Simplification of plans for the routing of mail to prisoners of war and civil internees in the Far East were announced today by the Prisoners of War Board of the Navy Department in conjunction with officers of the International Red Cross and the Universal Postal Union at Bern Switzerland.

SPIES ARE HABITUALLY INQUISITIVE

The Universal Postal Union has organized a postal service for the benefit of prisoners and internees between Basle and Tokyo via Istanbul, Tiflis and Siberia. This service at present contacts points in Japan, Korea, Formosa, Sakhaline, Kwantung territory, Shanghai, Hong Kong and other occupied territories. Service to other territories occupied by the Japanese forces is now in preparation.

For the purpose of expediting mail to persons in the prison camps Army officials have set up in Chicago a censorship office through which all mail of this type must be cleared.

Correspondence for prisoners and internees in camps of which the address has already been communicated should be sent direct to these camps.

Correspondence for prisoners and internees in territories where this postal service has been established but where the camps are not yet known, but which are supposed already to be in existence should be addressed to the Japanese Red Cross, Tokyo. In cases of this type the name of the territory should be clearly indicated on the envelope.

To facilitate censorship all correspondence should be written in a clear and brief manner and as far as possible should be typed.

The notation "Prisoners of War Correspondence" (Service des Prisonniers de Guerre) should be placed on the envelope to prisoners and internees.

Clearance of cable message to prisoners and internees are to be made through the American Red Cross. Forms for 25 word messages have been distributed to chapters throughout the country. Cost for these messages is approximately \$13.50.

In order to comply with instructions, mail should be addressed as follows if the name of the prison camp is known:

Lieutenant John Doe, United States Navy,
Zentsuji Prison Camp,
Island of Shikoka, Japan.

Mail to a prisoner or civil internee in a known locality where the name of the camp is not known should be addressed as follows:

Lieutenant John Doe, United States Marine Corps,
(Formerly of Wake Island)
Shanghai, China,
c/o Japanese Red Cross,
Tokyo, Japan.

The notation "Prisoners of War Correspondence" should be written in the upper left hand corner of the envelope and at the bottom under the address "Via, Chicago, Illinois", should be written. In the upper right hand corner should be written the word "FREE".

* * * * *

BE QUICK TO BE QUIET

"THE GUNNER"

If I must be a Gunner,
Please, then, Lord, grant me grace,
That I may leave this station,
With a smile upon my face.

I may have wanted to be a machinest,
And you along with me,
But if we were all machinests,
Where would the Navy be?

It takes guts to be a gunner,
To sit out in the hail,
When the Messerschmitts are coming,
And the slugs begin to wail.

The pilot's just a chauffeur,
His job's to fly a plane,
But it's we who do the fighting,
Though we may not get the fame.

But we're here to win a war,
And until this job is done,
Let's forget our personal feelings,
And get behind the gun.

For a gunner still's a sailor,
Who has a job to do,
To fight his rotten enemies,
'Way out in the blue.

If we must all be Gunner's,
Then let us make this bet,
We'll be the best damn Gunner's,
That will leave this station yet.

Malcolm Boa

HOW TO WRITE MARINES ~

While letters from Marines in the most remote stations are received by friends and relatives with regularity, the problem of getting mail from home to the men is sometimes difficult dueto cargo space restrictions.

Friends and relatives are encouraged to use the V-mail blanks, available at post offices, for all correspondence. Although reproduction facilities are not yet available at all destinations, the combination stationary-envelope form reduces the weight by 60 per cent.

V-mail, a microfilm process of transmitting correspondence, is expected to reduce the bulk of mail to a large degree according to officials. The problem of bulk thus will be solved, but there remains the task of censoring and routing the letters which has officials rather swamped. Perhaps holding letters for weekly mailings would help to alleviate this aspect of the mail load as the fewer separate letters handled, the more quickly they can be dispatched. Marine Corps officials point out that mail volume is sometimes so great that portions of it must wait for space on later ships.

Following is some general information about the Marines' mailing system:

When outfits are sent to duty overseas, each Marine is furnished cards on which he writes an assigned unit number and designation to the postmaster at either New York or San Francisco. When Marine Corps Headquarters is notified of the safe arrival of the detachment, the cards are mailed to friends or relatives, who then address their mail according to the instructions on the card.

Persons addressing letters to men overseas should be careful to write the unit number correctly. Many improperly numbered letters arrive every week at headquarters. As a result they are delayed.

The unit numbering system was devised by the Marine Corps as a means of keeping secret the strength and location of the Corps' widely scattered forces.

Many of the bases where Marines are stationed are in remote places not regularly touched by ships and planes. Every effort is made to get mail through when facilities are available.

Relatives are regularly receiving communications thus far from all men who are at overseas posts. Meanwhile, persistent efforts are being made to improve the system of communication from home to the outposts.

* * * * *

NEW INSIGNIA AUTHORIZED

Two new insignia have been authorized for use by personnel affiliated with the Medical Corps of the Navy, one to be worn by Naval Flight Surgeons and the other by medical and dental students who will enter the service upon completion of their studies.

The Naval Flight Surgeons' insignia, which will be procurable about August 15, will be a metal pin of dull gold finish conforming in size to the general specifications prescribed for the insignia of Naval Aviators and Observers.

It will consist of wings which are a modification of the Persian Feroher, with a central design consisting of convex oval crest with appropriate scroll and rounded edge. The central device is to be surcharged with the gold leaf and silver acorn that serves as the Medical Corps' symbol.

The Bureau of Naval Personnel also has authorized medical and dental students who have been enrolled as provisional Ensigns to wear a lapel button emblem with civilian clothes. The authorized emblem is in the form of a screw-back button or in the form of a pin with a safety catch attached and is circular in shape with a caduceus, two stars and the lettering "U.S. Naval Reserve" and "H-V(P)" appearing on the face. The "H-V(P)" means Hospital-Volunteer (Provisional).

Eligible for Class H-V(P) are all pre-medical or pre-dental students who have been accepted for entrance to and all medical and dental students in Class "A" medical and dental institutions, providing they meet the physical and other requirements for such appointments.

Those acceptable to the Navy are given provisional commissions as Ensigns. It is the policy of the Bureau of Medicine and Surgery not to nominate such officers for active duty until after they have completed their prescribed medical or dental studies.

* * * * *

S.O.S. - SAVE OUR SECRETS!

JUNE PURCHASES OF WAR BONDS BY NAVAL SHORE PERSONNEL
TOTAL \$6,782,475

Personnel of Naval Shore Establishments purchased a total of \$6,782,475 of War Savings Bonds in June, with 249,355 employees enrolled in the Payroll Savings Plan for the purchase of bonds.

The June purchases increased the total amount of bond investments by Navy personnel since the Navy Department started its bond campaign late last year to \$29,753,792.10.

The monthly tabulation of sales showed that 60.24 per cent of employees invested a share of their earnings in bonds during June, and that 7.85 per cent of the total payrolls went for the purchase of bonds.

Standings of the various Navy Yards, Naval Districts, and Naval Air Stations for June were determined by the application of an "efficiency index" which takes into consideration the percentage of payroll participation and the percentage of employee participation. An efficiency index of 100 indicates that an activity has reached the standard of excellence set by the Secretary of the Navy -- 90 per cent of all employees participating, with at least 10 per cent of payrolls being invested in bonds.

In the June competition, Charleston placed first among the Navy Yards, the Fourteenth (Pearl Harbor) first among the Naval Districts, and San Diego first among the Naval Air Stations.

The following are the June standings of the various establishments:

<u>ACTIVITY</u>	<u>JUNE SALES</u> <u>"E" BONDS</u>	<u>EFFICIENCY INDEX</u> <u>FOR JUNE</u>
<u>Navy Yards</u>		
1. Charleston	\$ 326,081.25	90.68
2. Philadelphia	734,400.00	84.44
3. Norfolk	663,881.25	80.38
4. Brooklyn	591,281.25	79.28
5. Puget Sound	449,981.25	73.84
6. Portsmouth	200,850.00	62.63
7. Boston	220,143.75	54.16
8. Mare Island	460,706.25	52.19
9. Washington	252,731.25	38.13
<u>Naval Districts</u>		
1. Fourteenth	714,862.50	95.65
2. Twelfth	204,206.25	94.75
3. Eleventh	225,243.75	90.24
4. Ninth	350,006.25	84.68
5. First	28,387.50	83.5
6. Newport, R.I., NOB	323,400.00	75.91
7. Thirteenth	47,118.75	71.05
8. Seventh	33,487.50	67.33
9. Fifth	212,550.00	66.69
10. Eighth	17,493.75	54.14
11. Third	112,706.25	52.97
12. Navy Dept. & vicinity	289,162.50	52.64
13. Fourth	162,712.50	48.89

WORDS ONCE SPOKEN CAN NEVER BE RECALLED

Naval Air Stations

1. San Diego	82,741.75*		94.25
2. Pensacola	95,700.00		76.26
3. Norfolk	42,731.25*		63.62
4. Jacksonville	45,525.00		45.25
5. Corpus Christi	19,856.25		--
<hr/>			
JUNE SALES	6,782,475.00	AVERAGE	68.75
PREVIOUSLY REPORTED	22,971,317.10		
<hr/>			
TOTAL SALES TO JULY 1	\$29,753,792.10		

*Included in Naval District reports.

* * * * *

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

1 September

- 1800 U. S. S. Experiment captured 50 prisoners and one ship (French) off Barbuda.
- 1814 U. S. S. Wasp burned and sank two Brigs, Mary and Avon, total 20 guns, cargo of brass cannon from Gibraltar to Plymouth, convoyed by a frigate of 74 guns.
- 1862 Grog abolished in U. S. Navy.
- 1942 ? ? ? ?

2 September

- 1775 On this date George Washington established the American Navy as part of his fighting forces by commissioning Captain Nichols Broughton of Marblehead, Massachusetts, who sailed in the Hannah three days later and the following day brought in a prize.
- 1777 U. S. Frigate Raleigh and Alfred captured British vessel Nancy.
- 1814 U. S. Sloop Peacock sunk enemy Brig Duck off Porte Ventura.
- 1846 U. S. S. Cyane captured Mexican Sloop Solita off San Blas.
- 1942 ? ? ? ?

3 September

- 1783 Peace Treaty with Great Britain Signed.
- 1804 Fifth Naval attack on Tripoli.
- 1814 U. S. S. Adams burned to prevent falling into hands of English squadron.
- 1923 Seven Destroyers go ashore on rocks off Honda Point, California.
- 1942 ? ? ? ?

4 September

- 1804 U. S. S. Intrepid, under command of Lieutenant Sommers, blew up, 13 killed. Had been converted into fire ship and convoyed into harbor of Tripoli for purpose of destroying enemy shipping.
1814 U. S. Schooner Tigress captured on Lake Huron by British.
1923 U. S. S. Shenandoah made its first flight and was commissioned a month later.
1942 ? ? ? ?

5 September

- 1781 Battle of Lynhaven Roads, the most important Naval action of the Revolutionary War. Admiral De Grasse of French Fleet, 24 ships, vs Admiral Graves, English Fleet, 19 ships, indecisive but in effect a French victory, which virtually influenced outcome of the war. A second French Fleet was at sea carrying siege guns that Washington was to use against Cornwallis, and object of British Fleet was to prevent guns from entering the Chesapeake. French Fleet prevented British Fleet from entering the Chesapeake and relieving Cornwallis.
1795 Treaty ratified with Algiers.
1813 Naval Battle between U. S. S. Enterprise and H. M. S. Boxer off Coast of Maine.
1814 U. S. S. Scorpion captured on Lake Huron.
1850 U. S. S. Yorktown lost off Mayo, Cape Devarde Islands.
1905 Treaty of Portsmouth, N. H., Russo-Japanese war.
1942 ? ? ? ?

6 September

- 1781 Private armed vessel Congress captured British Sloop Savage.
1845 U. S. S. Warren captured Mexican Brig Malek Adhel at Mazatlan.
1918 Troop ship Persia with 2800 American troops torpedoed. American destroyers rescued all on board, and vessel prevented from sinking by water tight bulkheads, and beached.
1942 ? ? ? ?

7 September

- 1779 U. S. Frigate Constellation launched at Baltimore, 26 guns. (Note: 10 July, 21 Oct., 20 April.)
1942 ? ? ? ?

8 September

- 1862 U. S. S. Essex passed Confederate Batteries at Port Hudson, La.
1862 U. S. S. Clifton lost in boat attack in Sabine Pass, Texas.
1863 Boat attack on Fort Sumter.
1942 ? ? ? ?

9 September

- 1813 U. S. Frigate President captured British Brig Fly, 16 guns, 9 men.
1814 U. S. Gunboat No. 151 off Sapelo Bar, S. C., captured Schooner Fortune of War.
1942 ? ? ? ?

SILENCE TODAY MEANS SAFETY TOMORROW

10 September

- 1750 Captain Nicholas Biddle born.
1804 U. S. S. President arrived off Tripoli to relieve Commodore Preble in command of squadron.
1813 Battle of Lake Erie. Oliver Hazard Perry in four months built from green timber Niagara and Lawrence. Fleet of nine vessels engaged the British. The Lawrence lost four-fifths of her effective officers and men, killed or disabled. Perry left the Lawrence, hoisted his flag on the Niagara, in fifteen minutes defeated the British returned to the Lawrence and on the quarterdeck among dead comrades received the swords of the British officers. Reported to the Navy Department, "WE have met the enemy and they are ours." During this engagement "Don't give up the Ship" flag was hoisted.
1829 U. S. S. Hornet lost in gale off Tampico.
1846 U. S. S. Shark lost at sea off Columbia River.
1942 ? ? ? ?

11 September

- 1814 Battle of Lake Champlain. Commander Thomas MacDonough, 14 American vessels, defeated 16 British vessels on Lake Champlain. Action was off Plattsburg, N. Y., British force, 1,000 men, American 850; American guns 86, British 95; British losses, 84 killed, 110 wounded, 367 prisoners; U. S. losses, 52 killed, 58 wounded.
1942 ? ? ? ?

12 September

- 1804 Six U. S. Gunboats captured two Tripolitan craft, loaded with wheat off Tripoli.
1814 First British Naval attack on Baltimore.
1814 Naval expedition against pirates at island of Barataria.
1942 ? ? ? ?

13 September

- 1800 U. S. S. Experiment captured French Schooner La Diane off Barbuda, W. I.
1813 U. S. S. Essex captured whale ship Sir Andrew Hammond off Galapagos Islands, cruising without a commission.
1814 Naval attack on Baltimore continued.
1825 U. S. Brandywine sailed from Potomac to carry General Lafayette back to France.
1847 U. S. Marines in action at storming of Chapultapex, Mexico.
1922 Officers and Blue Jackets from American destroyers rescue life and preserve order in Smyrna, set on fire by Turks.
1942 ? ? ? ?

14 September

- 1814 Star Spangled Banner written by Francis Scott Key after attack of British on Fort McHenry, Baltimore.
1814 U. S. Sloop Wasp captured and burned British Brig Bacchus.
1846 U. S. S. Cyane captured nine Mexican vessels at La. Paz, Lower Calif.
1847 U. S. Marines entered the City of Mexico with General Scott's army.
1899 U. S. S. Charleston conquered Monterey, shelled Filipino defenses at Subig Bay, P. I.
1942 ? ? ? ?

15 September

- 1863 U. S. S. Iron Age destroyed blockade runner off New Inlet, N. C.
1942 ? ? ? ?

16 September

- 1812 Privateer *Rossie* captured British Packet *Princess Amelia*.
1813 Gunboats Nos. 62, 161, 164 sunk in gale off Naval Station at St. Mary's.
1861 Fort Oregon, N. C., captured by U. S. Naval Expedition.
1891 Puget Sound Navy Yard placed in commission.
1942 ? ? ? ?

17 September

- 1823 Commodore John Shaw died at Philadelphia.
1862 U. S. Squadron engaged Confederate Battery at St. John's Bluff, Florida.
1942 ? ? ? ?

18 September

- 1777 U. S. Sloop *Lexington* (Captain Jackson) captured by British Sloop *Alert*.
1882 U. S. S. *Chocura* and *Valley City* made reconnaissance in Virginia River.
1942 ? ? ? ?

19 September

- 1778 U. S. Privateer *General Hancock* destroyed British Ship *Levant*.
1779 American Squadron under John Paul Jones captured 3 enemy vessels off Cape Leith, Scotland.
1942 ? ? ? ?

21 September

- 1814 U. S. Sloop *Wasp* captured Brig *Atlanta*, formerly the Privateer *Siro* of Baltimore.
1859 U. S. S. *Portsmouth* captured American slaver *Emily* at Loango, Africa.
1942 ? ? ? ?

22 September

- 1776 U. S. S. *Providence* captured British merchant vessel at Canso, Nova Scotia.
1942 ? ? ? ?

23 September

- 1779 U. S. S. *Bon Homme Richard* (Captain J. P. Jones), 42 guns, 304 men, and H.M.S. *Serapis* (Captain Pearson) 50 guns, 320 men, and British ship *Countess of Scotoro*, U. S. S. *Pollis* and U. S. S. *Alliance* engaged in one and one-half hour battle. "Have you struck?" asked the British captain. "I have not yet begun to fight," was Jones reply. During the battle, Lieut. Fanning (*Bon Homme Richard*), when most of his men had been killed, took a fresh gang into the tops and succeeded in clearing the *Serapis* of her top men. He passed with his men when the yards of the ships locked, and with fire and missile drove the British seamen from their stations.
1942 ? ? ? ?

24 September

- 1873 Naval landing force at Panama to protect foreign interests during revolution.
1942 ? ? ? ?

YOURS IS A SACRED TRUST - DON'T BETRAY IT

25 September

- 1861 Naval Flotilla on Potomac River attacked Confederate Batteries.
1899 Ensign Wood and several enlisted men killed, and U.S.S. Urdaneta captured by Filipino insurgents.
1925 U. S. S. S-51 rammed and sunk 14 miles off Block Island, R.I., 34 officers and men lost (note 5 July).
1942 ? ? ? ?

26 September

- 1814 Capture of American Privateer General Armstrong by boat expedition from British Squadron in Harbor of Horta, Azores.
1942 ? ? ? ?

27 September

- 1776 U. S. S. Cabot captured 3 British vessels off New England coast.
1778 American Frigate Raleigh captured by British.
1942 ? ? ? ?

28 September

- 1813 Victory of American Fleet under Commodore Chauncey on Lake Ontario.
1850 Passage of Act of Congress abolishing flogging in the U. S. Navy and on U. S. Merchant ships.
1942 ? ? ? ?

29 September

- 1864 U. S. S. Valley City engaged Confederate Batteries in Scuppernong River, N. C.
1942 ? ? ? ?

30 September

- 1779 U. S. S. Essex launched at Essex, Mass.
1847 U. S. S. Dale captured Mexican vessel Magdalena at Mulege, Mexico.
1942 ? ? ? ?

A CHANCE REMARK MAY ENDANGER LIVES

**LIST OF BUREAU OF NAVAL PERSONNEL
CIRCULAR LETTERS BEGINNING July 4, 1942**

- 96-42 Pullman Accomodation, Method of Obtaining.
- 97-42 Good-Conduct Medals and Pins, and Honorable-Discharge Buttons, Discontinuance of for Duration of War.
- 98-42 Temporary Appointment of Chief Warrant and Enlisted Personnel to the highest commissioned or warrant rank held during World War 1.
- 99-42 Discharges
- 100-42 Eligibility of staff corps officers of the Naval Reserve for Appointment to the Regular Navy.
- 101-42 Laws Relating to the Permanent Promotion of Officers of the Navy, the Marine Corps, and the Coast Guard: Suspension of.
- 102-42 Regulations Relating to Aerial Flights by Personnel of the Army, Navy, Marine Corps, Coast Guard, and National Guard.
- 103-42 Temporary Appointment of Chief Warrant and Warrant Officers of the Regular Navy, and Enlisted Men of the Regular and of the Fleet Reserve, to Commissioned Ranks in the Hospital Corps and to the Grade of Pharmacist.
- 104-42 Aviation Pilots
- 105-42 Requirements for Flight Training of Naval Reserve Officers
- 106-42 Confirmation of Orders issued by Dispatch. Airmailgram, and Mailgram to Naval Reserve Officers on their Initial Assignments to Duty.
- 107-42 Change in Uniform Regulations, U. S. Navy, 1941.

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TAKE TIME TO BE CAREFUL

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MEN OF FEW WORDS ARE THE BEST MEN

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