

AUGUST 1, 1941.

BUREAU OF NAVIGATION

BULLETIN

★

NUMBER 294

❧

INFORMATION

FOR

NAVAL PERSONNEL

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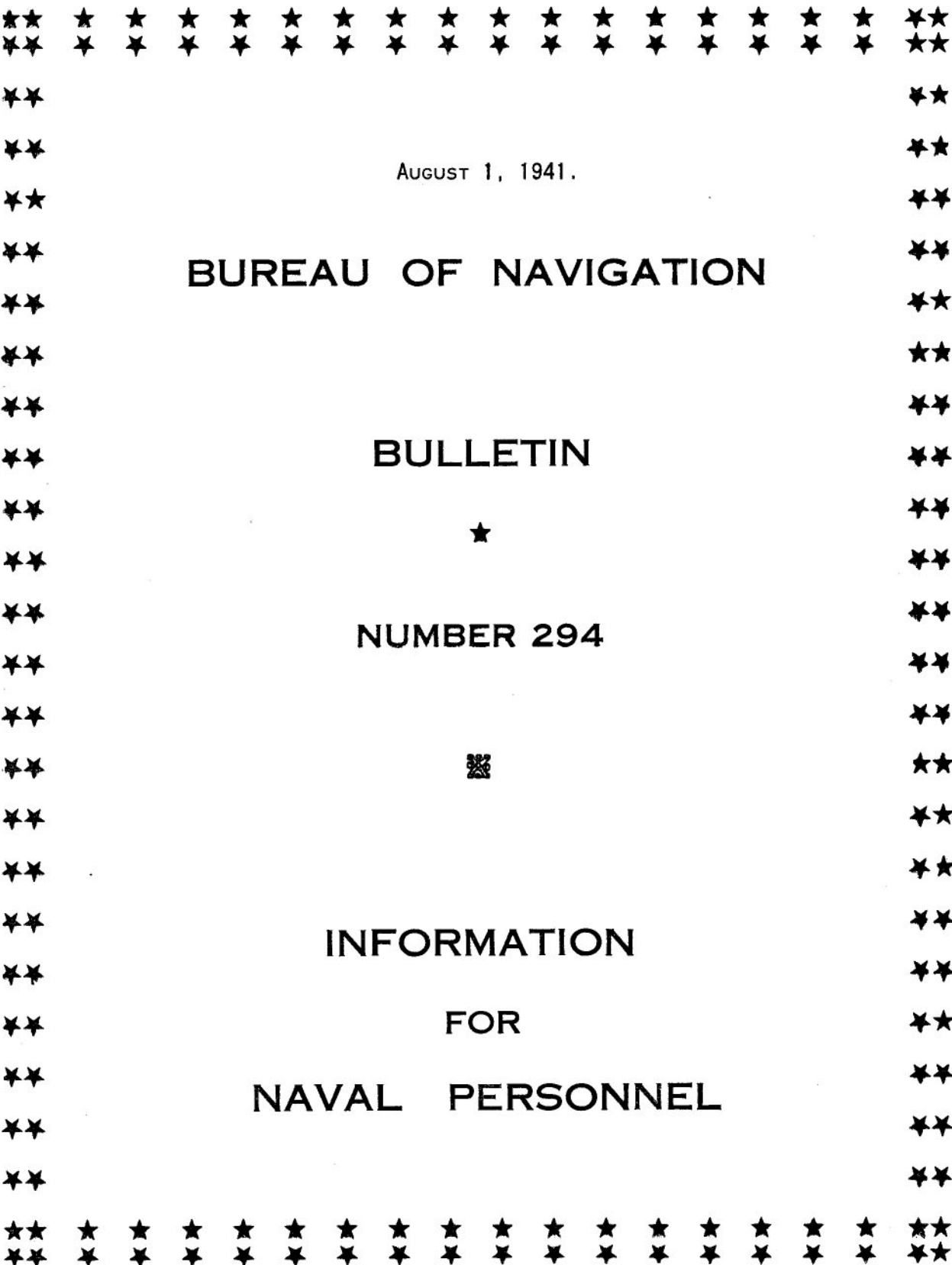
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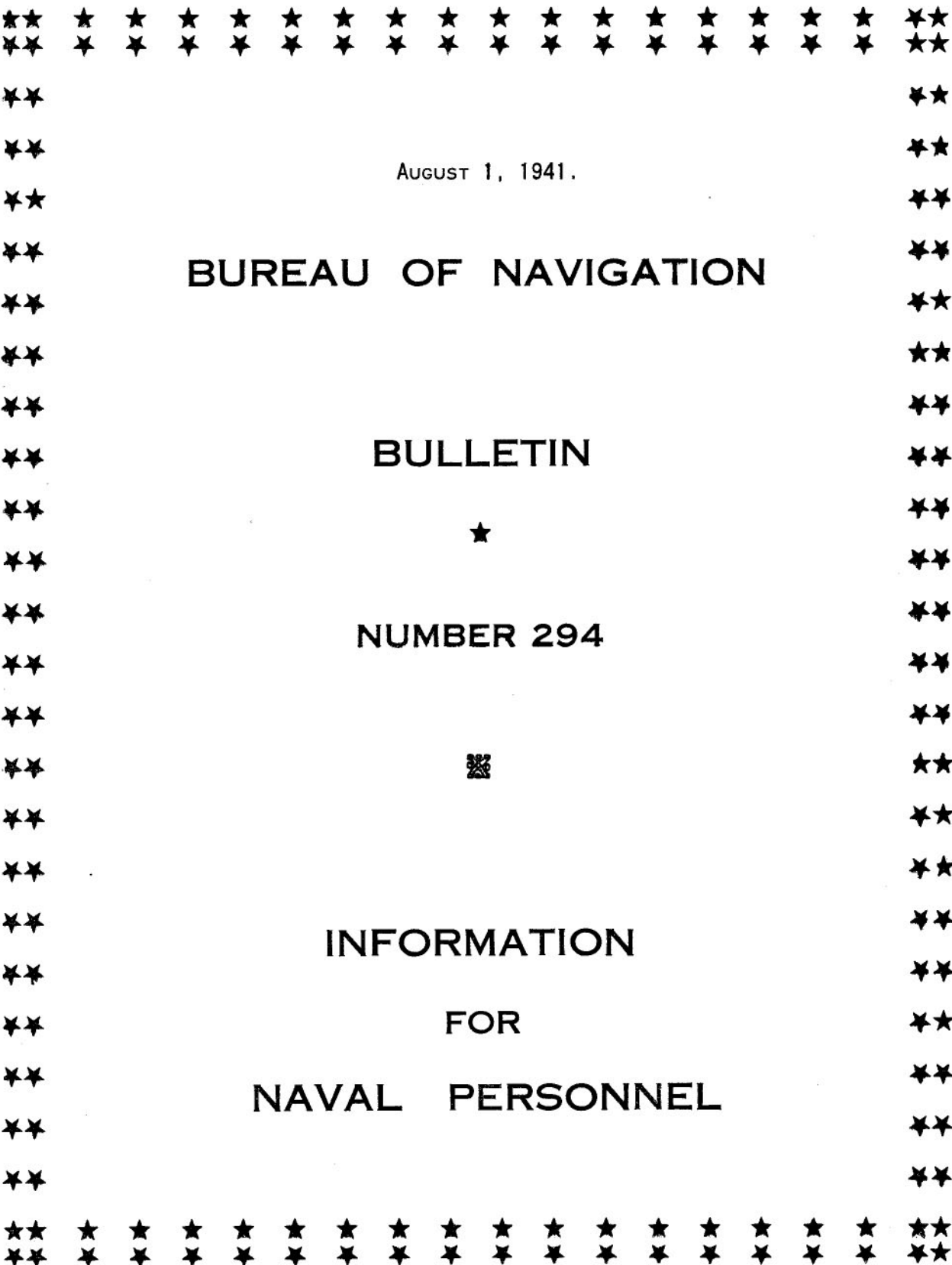
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NAVAL PERSONNEL

\* \* \* \* \*  
 \*  
 \* PATRIOTISM! \*  
 \*  
 \* He who loathes war, and will do \*  
 \* everything in his power to avert \*  
 \* it, but who will, in the last ex- \*  
 \* tremity, encounter its perils \*  
 \* from love of country and of home \*  
 \* -- who is willing to sacrifice \*  
 \* himself and all that is dear to \*  
 \* him in life, to promote the well- \*  
 \* being of his fellow-man, will \*  
 \* ever receive a worthy homage. \*  
 \* --Abbott. \*  
 \*  
 \* \* \* \* \*

#### SECRETARY KNOX ADDRESSES MEDAL HOLDERS

Secretary of the Navy Frank Knox addressed the annual meeting of the Legion of Valor at Fort Sheridan near Chicago July 28. This session was the fifty-first of the Army and Navy Legion of Valor which was founded in 1890. Membership of the organization is composed of recipients of the Navy Cross, Distinguished Service Cross, and the Congressional Medal of Honor.

#### COMMENDATION

The Secretary of the Navy recently addressed a letter to Mr. Charles William Helmick, Parkersburg, West Virginia, commending his late son, Ira Mack Helmick, Seaman Second Class, U. S. Navy, deceased, who lost his life in attempting to rescue a woman from drowning at Ocean View, Norfolk, Virginia, on August 4, 1940.

The Secretary stated that "Ira Mack Helmick's heroic conduct on the occasion referred to is in keeping with the best traditions of the Naval Service", and his case has been referred to the Secretary of the Treasury for the award of a silver Life Saving Medal.

\* \* \* \* \*

The Navy Department recently announced that Chief Machinist's Mate Carl Henry Haynes, U. S. Navy, has received official commendation from the Chief of the Bureau of Navigation for his effective work as Recruiter at the Navy Recruiting Substation at Corpus Christi, Texas. The commendation will be made part of Chief Haynes' service record.

The letter of commendation states in part:

"The Officer in Charge, Navy Recruiting Station, Houston, Texas, has

YOUR WORK IS CONFIDENTIAL

COMMENDATION  
(Cont.)

brought to the attention of the Bureau your excellent performance of duty in the recruiting service. The report indicates that during the fiscal year 1941 while Recruiter in Charge, Navy Recruiting Substation, Corpus Christi, Texas, 300 apprentice seamen were enlisted; that you maintained excellent relations with all public authorities, newspapers, and radio stations."

Chief Haynes enlisted in the Navy January 15, 1923, and has had continuous service since. He enlisted at New Orleans. He was born in Runge, Texas, in 1901. During his service with the Navy he has been awarded three Good Conduct Medals.

\* \* \* \* \*

Paul Judson Cargile, aviation machinist's mate second class, serving on the U.S.S. POCOMOKE, has been commended for his enterprise and initiative in a letter addressed to him by Rear Admiral C. W. Nimitz, U. S. Navy, Chief of the Bureau of Navigation. The letter specifically commends him for his "interest, initiative, and ingenuity" displayed in making and submitting models of tools to assist in the servicing of aircraft engines.

ADVANCEMENT IN RATING FOR MERITORIOUS SERVICE

On the night of March 7-8, 1941, the U.S.S. WASP went to the rescue of the schooner GEORGE E. KLINCK, which foundered at sea during a storm off Cape Hatteras. Chief Boatswain H. O. Warren, U. S. Navy, Jack Ira Perry, Delmer Theodore Brighton, and Charles William Morris, boatswain's mates, second class, U. S. Navy, and Anthony Francis Finizio, fireman, first class, U. S. Navy, formed the volunteer crew of the WASP's Number One Motor Whale Boat which under difficult conditions successfully removed the four members of the KLINCK's crew from the sinking wreckage of the schooner. By skillful handling of the motor whale boat, the rescue was accomplished in the face of imminent danger of the boat's being dashed to pieces against the hulk and floating debris surrounding the schooner.

In recognition of the commendable performance of duty displayed, the Chief of the Bureau of Navigation has authorized the Commanding Officer, U.S.S. WASP to advance Perry, Brighton, Morris, and Finizio to the next higher rating.

The reports and comments of The Commander Aircraft, Atlantic Fleet, and Commander-in-Chief, Atlantic Fleet have been filed with the records of Captain John W. Reeves, Junior, and Chief Boatswain H. O. Warren, U. S. Navy.

OUTSTANDING

At the twenty-second annual encampment of the Veterans of Foreign Wars

THE NAVY IS YOUR WORK - DO IT AT THE OFFICE

OUTSTANDING  
(Cont.)

held recently in Washington, D. C., Brig. Gen. Frank T. Hines, administrator of the Veterans' Administration, presented a medal to William H. Higbe, Yeoman 1c, U.S.N.R., for being named the outstanding enlisted man for 1940 in the First Battalion, Naval Reserve. Higbe has been a member of the Organized Reserve since 1936 and has been on active duty for some time in the Naval Reserve Division, Bureau of Navigation.

MEMORIAL SERVICE

USS O-9

3:00 p.m.

22 June, 1941

at Sea off Portsmouth, N.H.

At 1500 on 22 June 1941 the USS PENACOOK left the dock en route to the scene of the sinking of the USS O-9. The USS PENACOOK arrived about 1700 near the USS FALCON moored at the location of the USS O-9. Present were the USS TRITON, USS TROUT, USS GRENADIER, USS GRAYLING, USS O-3, USS O-10, USS CHEWINK, USS VIXON, USS YAQUIMA, HARRIET T. LANE, Coast Guard, USS BADGER, and several other craft. They formed a circle near the location of the USS O-9, at which place the USS TRITON took her position.

The party conducting the memorial service, including the Honorable Frank Knox, Secretary of the Navy, went aboard the USS TRITON and were received by Rear Admiral Edwards and his staff. Radiomen and U. S. Marines formed the guard of honor. Four large wreaths were placed on the after-deck of the TRITON. Memorial service was begun when flags were half-masted and a 21-gun salute fired. Chaplain Homer G. Glunt, U. S. Navy, read the scriptures and offered prayer. The Honorable Frank Knox, Secretary of the Navy, spoke the following eulogy:-

"I want the people of the United States to remember that these men went to their fate willingly as Volunteers. Every man and officer in the Submarine Service must be a volunteer for that service. The first duty in such a country as ours is defense in time of danger. Defense means necessary risk. These men incurred such risk. With all the conviction of which I am capable, I say that our country will last only so long as there are men left to make such sacrifices. (The Secretary of the Navy moved to rail, stretched out his hands as if talking to the waves.) To you and your shipmates we say Goodbye and GOD BLESS YOU."

Volleyes were fired by the Marine guard of honor. Taps were sounded, during which time wreaths were cast adrift on the open sea.

This Memorial service was broadcast from the scene by short wave to WBZ and was transmitted over three national networks.

\* \* \* \* \*

SILENCE TODAY MEANS SAFETY TOMORROW



MEMORIAL SERVICE  
(Cont.)

FIRST LORD OF ADMIRALTY SENDS MESSAGE ON LOSS OF USS O-9

The following radiogram was received from the First Lord of the Admiralty, A. V. Alexander:

"Please accept the deepest sympathy of the Board of Admiralty and the British Navy in the tragic loss of the Submarine O-9."

Following is the reply from Secretary of the Navy Knox:

"In behalf of officers and men of the American Navy, please accept our sincere thanks for your most sympathetic message on the loss of the O-9."

\* \* \* \* \*

BRITISH SUBMARINE SERVICE SENDS MESSAGE ON LOSS OF USS O-9

The following message has been received from the British Admiralty:

"The officers and men of the British Submarine Service wish to express their very sincere sympathy to the officers and men of the American Submarine Service on the loss of O-9, and to the dependents of those who have lost their lives in the cause of their country."

\* \* \* \* \*

UNION OF SOVIET SOCIALIST REPUBLICS  
SENDS MESSAGE ON LOSS OF USS O-9

The Navy Department received the following message from the Naval Attache of the Union of Soviet Socialist Republics on the loss of the U. S. Submarine O-9:

"I wish to express through you to the officers and men of the United States Navy, my deep sympathy on the loss of the Submarine O-9 and her crew.

"May I ask you to convey my sympathy which I know is shared by the Navy of my country, to the families of those brave men who have so tragically perished on duty."

\* \* \* \* \*

SOUTH AMERICAN COUNTRIES EXTEND MESSAGES OF  
SYMPATHY ON LOSS OF U. S. SUBMARINE O-9

The Naval Attaches of four South American countries -- Argentina,

IT'S YOUR SAFETY THAT'S AT STAKE

SOUTH AMERICAN COUNTRIES EXTEND MESSAGES OF  
SYMPATHY ON LOSS OF U. S. SUBMARINE O-9  
(Cont.)

Brazil, Chile, and Uruguay -- tendered to the United States on behalf of their governments expressions of sympathy in connection with the recent sinking of the U. S. Submarine O-9.

Commander Julio C. Poussin, Uruguayan Navy, and Commander Edmundo Jordao Amorim do Valle, Brazilian attache, called in person at the Navy Department to express sympathy at the loss of the USS O-9.

From Captain Carlos D. Cortes of the Chilean Navy, came a letter of condolences which states that the news of the disaster was received by the officers and men of the Chilean Navy with the deepest feeling of sorrow and loss.

Captain Alberto D. Brunet, Argentine Naval Attache, conveyed the condolences of his country in a letter to the Navy Department.

\* \* \* \* \*

PERUVIAN NAVY EXTENDS SYMPATHY TO  
U. S. NAVY OVER LOSS OF THE O-9

"On behalf of the Peruvian Navy and myself, I wish to express our deepest sympathy to the United States Navy in connection with the regrettable loss of the officers and men attached to the United States Submarine O-9."

(signed) Captain Diaz Dulanto  
Minister of Marine and Aviation.

\* \* \* \* \*

POLISH CONSUL GENERAL SENDS MESSAGE ON LOSS OF  
U. S. SUBMARINE O-9

The Secretary of the Navy has received the following message from the Polish Consul General at Pittsburgh, Mr. Heljodor Sztark:

"In connection with the recent tragic disaster of the Submarine O-9, may I through you express my deep sympathy and condolence to the United States of America in the loss of such fine and patriotic citizens, and to the relatives of those brave and courageous loved ones, who passed away in the service of their country."

IT'S THE SPIRIT THAT COUNTS

The Secretary of the Navy recently received the following letter:

"Dear Mr. Knox:

"I have been very deeply grieved over my Brothers death, who

A SECRET IS A WEAPON AND A FRIEND

IT'S THE SPIRIT THAT COUNTS

(Cont.)

was Chief Machinist on the O-9.

"I want to offer the Navy Dept. my service, to take my Brothers place, in any capacity the Dept. may place me.

"My family and myself want to thank you personally for your personal observation and final rites at the service where the accident occurred.

"I heard over the radio that the Navy Dept. were asking for volunteers for Naval service. I'll appreciate any advise you can render me in this respect.

Yours very truly,

/s/ Fred Fowler,  
Former Mechanic,  
218 E Jeffen St.  
Gaffney, S. C."

The Secretary's reply:

"My dear Mr. Fowler:

"I have been deeply moved by your letter offering your services to the United States Navy in any capacity in order that you can, in part, take the place of your brother, James Dever Fowler, who was lost on the ill-fated United States Submarine O-NINE off the coast of New Hampshire on June 20, 1941.

"It is spirit such as yours in the men on our ships which has made our Navy the finest in the world. Your father, Mr. J. H. Fowler, should certainly be proud to have two such sons, one who gives his life to his country and the other who wants to step into his empty place.

"We do need men in the Navy, Mr. Fowler, men who are determined to carry on as you are volunteering to do. In view of the fact that you gave no details regarding yourself other than you are a former mechanic, it is impossible for me to say just where we can use you. But, I am asking our Recruiting Service to follow up on this with you. I am hoping to receive a report from them shortly that a place has been found where you can carry on the splendid work of your brother.

Sincerely yours,

/s/ Frank Knox  
Secretary of the Navy."

MANUFACTURING COMPANIES AWARDED ORDNANCE FLAG

The names of 14 manufacturing companies to be honored by awards of

S. O. S. - Save Our Secrets!

MANUFACTURING COMPANIES AWARDED ORDNANCE FLAG  
(Cont.)

the Naval Ordnance flag for outstanding performance in the production of Navy ordnance material were recently announced by Secretary Knox.

The awards were made in the office of Secretary Knox on July 25, 1941.

Included in the list of companies are producers of armor, guns, projectiles, explosives, gun fire control equipment, range finders, and binoculars, control equipment for gun mounts, machine gun parts, depth charge throwers, nickel for guns and armor, smoke screen generators, depth charge containers, cartridge cases, powder tanks, gun mounts, and gun breech housings.

The companies, which will have the right to fly the Ordnance flag as a mark of distinction, are the following:

Arma Corporation, Brooklyn, N. Y.; Bausch & Lomb Optical Co., Rochester, N. Y.; Cameron Iron Works, Houston, Texas; E. I. DuPont de Nemours Co., Wilmington, Delaware; Fisher Body Division, General Motors Corporation, Detroit, Michigan; Ford Instrument Co., Long Island City, N. Y.; International Nickel Co., Huntington, West Virginia; Keuffel & Esser Co., Hoboken, N. J.; Midvale Company, Nicetown (Philadelphia), Pennsylvania; Miehle Printing Press & Manufacturing Co., Chicago, Illinois; Norris Stamping Co., Los Angeles, California; Northern Pump Co., Minneapolis, Minnesota; Pollak Manufacturing Co., Arlington, N. J.; and the Textile Machine Works, Reading, Pennsylvania.

Employees of these companies are to be likewise honored for their part in attaining the production progress. They will be eligible to wear lapel buttons bearing the Bureau of Ordnance insignia with the inscription, "E for Production," and the name of their companies.

The Ordnance insignia, which also appears on the flag, is the familiar design of "crossed Dahlgren guns and anchor." The use of the letter "E" to denote excellence is a U. S. Navy custom dating back to 1906. Painted on a funnel, conning tower, bridge, or a turret, it signalizes crew excellence in the various departments of gunnery, engineering, and seamanship. It sometimes is worn on the sleeves of uniforms.

The program of awarding the Ordnance flag to manufacturing plants and the special insignia to employees, the Secretary said, "is frankly a plan for cooperation with industry to give manufacturers and workers a further incentive, through recognition by the public, to push forward more swiftly with production of defense materials to arm our Navy for all eventualities."

The plan, which was worked out by Admiral W.H.P. Blandy, U. S. Navy, Chief of the Bureau of Ordnance, met with an enthusiastic response when it was submitted by Secretary Knox to President Roosevelt.

"I heartily agree with your suggestion of public recognition for manufacturers whose efforts are outstanding in the production of national defense."

PUT YOUR SAFETY BELT - ON YOUR MOUTH

## MANUFACTURING COMPANIES AWARDED ORDNANCE FLAG

(Cont.)

material," the President wrote.

"It seems to me that it would be well to continue to recognize such merit as the production schedule moves along.

"Each successful act of the aggressor nations makes us more keenly aware that we must accelerate the production of the materials for national defense. The Navy is the first line of that defense and its ships and aircraft are not fighting units without their guns and weapons.

"I recall that when I was in the Navy Department in the last World War, plants actively cooperating in the production of Ordnance material ~~were allowed~~ to fly the Naval Ordnance flag. I believe it would be well to develop a broader plan reviving similar use of this insignia and its proud tradition.

"I am sure that such a program would provide an incentive for all manufacturers and for the working men and women in the nation who are making an ever more determined effort for national defense."

All of the 14 companies named above by the Secretary are abreast or ahead of their contract schedules, and this is only a preliminary list, the Secretary said. Other companies which are found by the Bureau to be making similar progress will receive the awards.

"Some companies today are up to schedule. Some are ahead. Others are lagging for various reasons," the Secretary said in a letter to all concerns which are producing ordnance for the Navy.

"We of the Navy feel that those companies which have found the methods by which greater production of Naval Ordnance materials can be achieved are entitled to recognition. Management and workers should be justly proud of their success.

"We are sure that American industry is going to see this job of arming America through to the end, not for material rewards, but for patriotic motives which this incentive plan symbolizes.

"We are going to ask miracles in production. We will get miracles if I know the men and women of America who compose industry."

## FORTY DAYS' PROGRESS REPORTED IN NAVAL CONSTRUCTION

The Navy Department recently announced that in the forty-day period from June 1, 1941, to July 10, 1941, excellent progress in the naval construction program is reflected in the fact that keels have been laid for 42 naval vessels, and that 22 vessels have been launched.

Keels laid in the period include:

## MILITARY ORATORY SOUNDS BEST IN SOLITUDE

FORTY DAYS' PROGRESS REPORTED IN NAVAL CONSTRUCTION  
(Cont.)

Three cruisers - USS BOSTON, USS SANTA FE, and USS TALLAHASSEE

Five submarines - USS BARB, USS BLOCKFISH, USS WAHOO, USS WHALE,  
and USS PETO.

Fifteen destroyers - USS FRANKFORD, USS PARKER, USS FRAZIER, USS  
GANSEVOORT, USS GILLESPIE, USS HOBBY, USS KALK,  
USS DORAN, USS EARLE, USS HALFORD, USS LEUTZE,  
USS CAPPS, USS DAVID W. TAYLOR, USS CLAXTON, and  
USS DRYSON.

Six Minesweepers - USS SHELDRAKE, USS PLUCK, USS POSITIVE, USS POWER,  
USS RADIANT, and USS VICTOR.

Two seaplane tenders - USS ROCKAWAY and USS SAN PABLO.

Eight sub-chasers.

Three motor torpedo boats.

Ships launched in the period were:

One battleship - USS SOUTH DAKOTA.

One submarine - USS FLYING FISH.

Two destroyers - USS FORREST and USS FITCH.

Eight Minesweepers - USS CHACHALACA, USS SKIMMER, USS TAPACOLA, USS  
DEFIANCE, USS DOMINANT, the USS ENDURANCE, and the  
USS ADAMANT.

One Minelayer - USS TERROR.

Two sub-chasers.

Seven motor torpedo boats.

SPONSORS DESIGNATED

The Secretary of the Navy has designated sponsors for the following  
ships:

U.S.S. BAILEY  
(Destroyer)

Mrs. Mary de Peyster Charles, of Darien, Connecticut, will serve as  
sponsor for the U.S.S. BAILEY, named in honor of her grandfather, the late  
Rear Admiral Theodorous Bailey, U. S. Navy.

LOOSE WORDS MAY LOSE SHIPS



SPONSORS DESIGNATED  
(Cont.)

The BAILEY is the third vessel of that name, and no date has as yet been set for the launching.

U.S.S. COWIE  
(Destroyer)

Mrs. Ethel Cowie Robinson, wife of Captain Clyde R. Robinson, U. S. Navy, and daughter of the late Rear Admiral Thomas Jefferson Cowie, Supply Corps, U. S. Navy, will serve as sponsor for the U.S.S. COWIE, which is scheduled for launching in early September of this year.

U.S.S. DORAN  
(Destroyer)

Mrs. Patrick J. Hurley, West Roxbury, Massachusetts, will serve as sponsor for the U.S.S. DORAN, named in honor of her brother, the late Chief Master-at-Arms, John James Doran, U. S. Navy.

The DORAN is the second vessel of that name. No definite launching date has as yet been set.

U.S.S. GATO  
(Submarine)

Mrs. Louise Van H. Ingersoll, wife of Rear Admiral Royal E. Ingersoll, U. S. Navy, Assistant Chief of Naval Operations, Navy Department, will act as sponsor for the U.S.S. GATO, which is scheduled for launching in August of this year.

U.S.S. GREENLING  
(Submarine)

Mrs. Rachel Holmes, wife of Rear Admiral Ralston Holmes, U. S. Navy, Member of the General Board, Navy Department, will be sponsor of the U.S.S. GREENLING, which will be launched in September of this year.

U.S.S. GROUPER  
(Submarine)

Mrs. Albert T. Church, wife of Rear Admiral Albert T. Church, U.S.N., Director of the Engineering Experimental Station, Annapolis, Md., will serve as sponsor for the GROUPER, which is scheduled for launching in October, 1941.

U.S.S. GROWLER  
(Submarine)

Mrs. Robert L. Ghormley, wife of Rear Admiral Robert L. Ghormley, U. S. Navy, Special Naval Observer at the American Embassy, London, England,

SOME SYLLABLES ARE SWORDS



SPONSORS DESIGNATED

(Cont.)

will serve as sponsor for the U.S.S. GROWLER, which is scheduled for launching in November of this year.

U.S.S. HADDOCK

(Submarine)

Mrs. William Henry Allen, wife of Rear Admiral William Henry Allen, U. S. Navy, Commandant of the Sixth and Seventh Naval Districts and of the Navy Yard, Charleston, S. C., will serve as sponsor for the U.S.S. HADDOCK.

This submarine is named for the Haddock, which is a small food fish, allied to but smaller than the cod, found on both sides of the Atlantic. She is scheduled for launching in October, 1941.

U.S.S. KNIGHT

(Destroyer)

Mrs. Forrest B. Royal, wife of Commander Forrest B. Royal, U. S. Navy, U. S. Naval Mission to Brazil, will serve as sponsor for the U.S.S. KNIGHT, named in honor of her father, the late Rear Admiral Austin Melvin Knight, U. S. Navy.

The KNIGHT will be launched in September, 1941.

U.S.S. McCOOK

(Destroyer)

Mrs. Reed Knox of Bryn Mawr, Pennsylvania, will serve as sponsor for the U.S.S. McCOOK named in honor of her grandfather, the late Commander Roderick S. McCook, U. S. Navy.

The McCOOK, the second vessel of that name, has not as yet had a date set for launching.

U.S.S. NICHOLAS

(Destroyer)

Mrs. Edward B. Tryon of Lionville, Pa., will serve as sponsor for the U.S.S. NICHOLAS named in honor of her great-great-great-grandfather, the late Major Samuel Nicholas, U. S. Marine Corps.

The NICHOLAS, second vessel of that name, is scheduled for launching in September, 1941.

U.S.S. SAN JUAN

(Cruiser)

Mrs. Margarita Coll de Santori, of New York City, will serve as sponsor

NEVER TALK ABOUT YOUR WORK WHEN OFF DUTY

SPONSORS DESIGNATED  
(Cont.)

for the U.S.S. SAN JUAN, named in honor of the City of San Juan, Puerto Rico. She is the daughter of Mr. Cayetano Coll y Cuchi, President of the Board of Commissioners of the City of San Juan.

The U.S.S. SAN JUAN is the second vessel of that name and is scheduled for launching in August of this year.

U.S.S. TERRY  
(Destroyer)

Mrs. Charles Nagel, Jr., St. Louis, Missouri, will serve as sponsor for the U.S.S. Terry, named in honor of her grand-uncle, the late Commander Edward Terry, U. S. Navy.

The launching date of the TERRY, the second vessel of that name, will be announced later.

U.S.S. TRIGGER  
(Submarine)

Mrs. Walter N. Vernou, wife of Rear Admiral Vernou, U. S. Navy, Senior Member of the Board of Inspection and Survey, Pacific Coast Section, Long Beach, California, will serve as sponsor for the U.S.S. TRIGGER.

The TRIGGER is named for the Trigger fish which inhabits chiefly warm seas and is often fantastically colored. One species occurs in the Mediterranean and on the American Coast. It is scheduled for launching in October of this year.

NEWFOUNDLAND AND TRINIDAD NAVAL OPERATING  
BASES ESTABLISHED

The Navy Department recently announced establishment of U. S. Naval Operating Bases at Argentia, Newfoundland, and at Trinidad.

The U. S. Naval Operating Base Argentia, Newfoundland, was established as of July 15, and will include the Naval Air Station and the fleet facilities on Newfoundland Island. Commander Gail Morgan, U. S. Navy, commanding officer of the U. S. Naval Air Station, Argentia, will have additional duties as Commandant of the Naval Operating Base.

The U. S. Naval Operating Base Trinidad was established as of August 1, and will include the U. S. Naval Air Station and the fleet facilities on the island. Commander Arthur W. Radford, U. S. Navy, commanding officer of the U. S. Naval Air Station, Trinidad, will have additional duties as Commandant of the Naval Operating Base.

The date of establishment also is the date of commissioning for both operating bases.

THE UNSPOKEN WORD NEVER DOES HARM

### TWO OFF-SHORE NAVAL AIR STATIONS ESTABLISHED

Secretary of the Navy Frank Knox recently announced establishment of two off-shore Naval Air Stations, one in Mid-Pacific, and one in the Aleutian Islands area.

The U. S. Naval Air Station, Midway Island will be established as of August 1, 1941, the date of commissioning the station. The commanding officer of the station will be Commander Cyril T. Simard, U. S. Navy.

The U. S. Naval Air Station, Dutch Harbor, Alaska, will be established as of September 1, 1941, the date of commissioning. The station is located on Amaknak Island. The commanding officer will be Commander William N. Updegraff, U. S. Navy.

### MAIL CENSORSHIP ESTABLISHED AT NEW ATLANTIC BASES

The Navy Department recently announced establishment of mail censorship at the Naval Bases and Stations established on territory leased from Great Britain. The censorship, which will be conducted by American naval officers at the various stations, is in interest of preserving security and necessary because of the interlocking interests of the United States and British activities in the areas.

Bases at which censorship will be applied are at Newfoundland, Bermuda, Trinidad, Jamaica, Santa Lucia, Antigua, The Bahamas, and British Guiana.

### NAVY SOUND LABORATORY ESTABLISHED

The Navy Department recently announced establishment of the Navy Underwater Sound Laboratory at Fort Trumbull, New London, Connecticut. The laboratory was established as of July 1, with Lieutenant John B. Knight, Jr., U.S.N.R., as officer in charge.

Administration of the laboratory is under the Commandant of the Third Naval District. Technical work is under cognizance of the Bureau of Ships.

### NAMES ASSIGNED TO SEVENTY-SIX U. S. NAVAL VESSELS

Secretary of the Navy Knox recently announced the names assigned to two submarines building at the Navy Yard, Mare Island, and seventy-four auxiliary vessels under construction in private yards.

#### SUBMARINES

<u>NAME</u>	<u>SOURCE</u>
TINOSA	A tropical Atlantic fish.
TULLIBEE	A fresh-water fish of the Great Lakes region.

OUR SAFETY DEPENDS ON YOUR SILENCE

NAMES ASSIGNED TO SEVENTY-SIX U. S. NAVAL VESSELS  
(Cont.)

NET LAYERS

Named for old monitors formerly in the Navy:

NAME

MONITOR  
MONTAUK  
OSAGE  
SAUGUS

GASOLINE TANKERS

NAME

SOURCE

PATAPSCO	Indian name of river in Maryland.
RAPPAHANNOCK	Indian name of river in Virginia.
RIO GRANDE	The name of a river in Texas.
WABASH	Indian name of river in Indiana.
SUSQUEHANNA	Indian name of river flowing through New York, Pennsylvania, and Maryland.

SUBMARINE RESCUE VESSELS

NAME

SOURCE

CHANTICLEER	Bird. This name was originally assigned to the <del>ex-R.</del> LENAHAH which was reclassified as a YF May 1, 1941.
COUCAL	Bird.
FLORIKAN	Bird.
GREENLET	Bird.
MACAW	Bird.

FLEET TUGS

NAME

SOURCE

APACHE	One of a tribe of Athapascan stock of the North American race.
CATAWBA	A large tribe of American Indians of Siouxan stock.
CHIPPEWA	One of a tribe of North American Indians of the Algonkin tribe formerly inhabiting the regions around Lake Superior.
CHOCTAW	One of the main divisions of the Muskegan stock of American Indians. Are now in Oklahoma; chiefly cultivators of the soil; number more than 16,000 and have a constitution, elective government.

WORDS GET TWISTED - AND SOMEBODY FALLS

NAMES ASSIGNED TO SEVENTY-SIX U. S. NAVAL VESSELS  
(Cont.)

HOPI	A member of the Pueblo tribe of Shoshonean Indians in N. E. Arizona. Famous for their skill in farming, weaving, dyeing, and embroidery.
KIOWA	An American Indian tribe of the western plains. About 1,600 survive in Oklahoma.
MENOMINEE	A tribe of American Indians of Algonkin stock, which lived about the Menominee River, Northwest of Lake Michigan. Some 1,700 now survive in Wisconsin.
PAWNEE	One of a tribe of North American Indians of Caddoan stock. Now on the Oakland reservation, Oklahoma.
SIOUX	Members of the Siouxan stock Indians or specifically of the Dakotas.
UTE	One of the Shoshonean tribe American Indians. Now confined mostly to a reservation in Colorado.

MINE SWEEPERS

Named from General Word Classification:

ADROIT	EFFECTIVE	MOTIVE	SEER	SWIFT
ADVENT	ENGAGE	ORACLE	SENTINEL	SYMBOL
ANNOY	EXCEL	PILOT	STAFF	THREAT
CONFLICT	EXPLOIT	PIONEER	SKILL	TIDE
CONSTANT	FIDELITY	PORTENT	SPEED	TOKEN
DARING	FIERCE	PREVAIL	STRIVE	TUMULT
DASH	FIRM	PURSUIT	STEADY	VELOCITY
DESPITE	FORCE	REQUISITE	SUSTAIN	VITAL
DIRECT	HEED	RIGHT	SWAY	USAGE
DYNAMIC	HERALD	SAGE	SWERVE	ZEAL

COMMISSIONING OF THE NAVAL AIR STATION  
AT QUONSET POINT, R. I.

On Saturday, July 12, 1941, the new Naval Air Station at Quonset Point, R. I., was commissioned. The Honorable Ralph A. Bard, Assistant Secretary of the Navy, delivered the commissioning address. Many high-ranking officers of the armed services were present.

NAVAL TORPEDO STATION, ALEXANDRIA, VA., ESTABLISHED

The Navy Department recently announced establishment of the Naval Torpedo Station, Alexandria, Virginia, with Captain Robert W. Hayler, U. S. Navy, as Naval Inspector of Ordnance in Charge, under cognizance of the Bureau of Ordnance. The station was established as of July 1, 1941.

LIPREADERS WATCH WHISPERERS

NAVAL TORPEDO STATION, ALEXANDRIA, VA., ESTABLISHED  
(Cont.)

Shops 70 and 71, Navy Yard, Washington, D. C., have been transferred to the newly created station. The torpedo testing range in the lower Potomac River at Piney Point, Maryland, is included as part of the new station.

REAR ADMIRAL HENRY WILLIAMS, U.S.N.  
APPOINTED ADMINISTRATIVE OFFICER OF THE  
OFFICE OF THE SECRETARY

The Navy Department recently announced that Rear Admiral Henry Williams, U. S. Navy, has been appointed Administrative Officer of the Office of the Secretary, effective July 1, 1941.

Rear Admiral Williams has been in charge of the Administration Division of the Bureau of Ships since its reorganization June 24, 1940. Prior to that date, he had served as Assistant Chief of the Bureau of Construction and Repair.

Captain Bryson Bruce, U. S. Navy, of the Board of Inspection and Survey, Navy Department, will relieve Rear Admiral Williams, as head of the Administrative Division of the Bureau of Ships.

REAR ADMIRAL A. T. BEAUREGARD, U.S.N., ASSIGNED TO  
POST OF NAVAL ATTACHE TO BRAZIL

Secretary of the Navy Frank Knox recently announced the appointment of Rear Admiral Augustin T. Beauregard, U. S. Navy, as naval attache on the staff of the United States Embassy to the Republic of Brazil. He pointed out that designation of a Rear Admiral to the post of naval attache to Brazil indicates the advances being made in the Good Neighbor Policy and the increasing importance of the Hemispheric defense. He also pointed out that the appointment was being made in appreciation of Brazilian cooperation and collaboration in naval defense phases of the program.

Rear Admiral Beauregard is recognized as one of the Navy's outstanding authorities on South American affairs and has extensive personal and official contacts resulting from tours on duty on that continent.

CHANGES OF DUTY

The Navy Department recently announced the following changes of duty:

Captain Abel T. Bidwell, U. S. Navy, Assistant Chief of the Bureau of Navigation, Navy Department, will assume command of Cruiser Division

DON'T CIRCULATE RUMORS



CHANGES OF DUTY  
(Cont.)

Three, on June 30, 1941. He will relieve Rear Admiral Felix X. Gygax, U. S. Navy, who has orders to duty as Commandant of the Norfolk Navy Yard.

On assuming command, Captain Bidwell, who is on the selection list for promotion, will assume the rank and hoist the flag of Rear Admiral.

Captain John F. Shafroth, U. S. Navy, Director of the Naval Reserve Division, Bureau of Navigation, relieves Captain Bidwell as Assistant Chief of the Bureau of Navigation.

CAPTAIN CHAPLINE TO DIRECT NAVAL RESERVE DIVISION

The Navy Department announced recently that Captain Vance D. Chapline, U. S. Navy, commanding officer of the U.S.S. PHILADELPHIA, has been ordered to duty as Director of the Naval Reserve Division, Bureau of Navigation, reporting in September, 1941. He will succeed Captain John F. Shafroth, U. S. Navy, who has been transferred to duty as Assistant Chief of the Bureau of Navigation, Navy Department.

CAPTAIN FRUCHT ORDERED TO DUTY  
WITH MARITIME COMMISSION

The Navy Department recently announced that Captain Max M. Frucht, U. S. Navy, (Ret.) has been called to active duty and has been assigned to duty with the U. S. Maritime Commission at Honolulu, T. H.

DR. JEROME HUNSAKER TO COORDINATE  
RESEARCH AND DEVELOPMENT

Secretary of the Navy Frank Knox recently announced the designation of Dr. Jerome C. Hunsaker, one of the nation's outstanding scientists, as coordinator of research and development for the Navy Department.

Dr. Hunsaker, of the Massachusetts Institute of Technology, will serve as chairman of a newly established Naval Research and Development Board, which will be composed also of representatives of the Chief of Naval Operations, Bureau of Ships, Bureau of Ordnance, Bureau of Aeronautics, and Bureau of Yards and Docks.

At the same time, the Secretary of the Navy announced that Dr. Hunsaker also had been designated as the Navy member of the Council of the Office of Scientific Research and Development established by White House Executive Order June 28, 1941.

Captain Lybrand P. Smith, U. S. Navy, is designated Assistant Coordinator of Research and Development, and as Navy Department member of

DON'T HELP CIRCULATE RUMORS



DR. JEROME HUNSAKER TO COORDINATE  
RESEARCH AND DEVELOPMENT  
(Cont.)

the National Defense Research Committee, replacing Rear Admiral H. G. Bowen, U. S. Navy.

Commander James E. Maher, U. S. Navy, also will be attached to the office of the coordinator.

The duties of the coordinator will be.

1. Advise the Secretary of the Navy on matters of naval research and development.
2. Provide information to bureaus and offices of the Navy regarding research of outside agencies.
3. Cooperate with all agencies of research and development with a view to coordination of effort.
4. Arrange for suitable representation of the Navy on outside boards, committees, and councils dealing with research.
5. Provide a program section and a planning section for formulation of coordinated programs of research.

The same order transferred the Naval Research Laboratory, Anacostia, D. C., from the Secretary's office to the Bureau of Ships. Rear Admiral Harold G. Bowen, U. S. Navy, will remain as Director of the laboratory under the Bureau of Ships, and also as Navy Department member of the National Inventors' Council.

Dr. Hunsaker has received world recognition in the scientific field. A graduate of the U. S. Naval Academy, class of 1903, he was also graduated from M.I.T. in 1912 and four years later received his degree of Doctor of Science. As an officer of the Naval Construction Corps from 1909 to 1926 he designed the NC-4, first flying boat to cross the Atlantic, and the dirigible Shenandoah. Hunsaker was a Lieutenant Commander but resigned from the Navy in 1926 to become vice-president of the Bell Telephone laboratories. Since 1933 he has been head of the department of Mechanical Engineering, M.I.T., and professor in charge of the Guggenheim Aeronautical Laboratory. Dr. Hunsaker holds a commission as Captain in the U. S. Naval Reserve but is not to be called to active duty as such.

AWARD OF SCHOLARSHIPS

Randles School

The Navy Department announces the award of scholarships at Randles School, 1923 N Street, N. W., Washington, D. C., to Mr. Raymond Brewster

TALK OVER BARS MAY LEAD TO TIME BEHIND BARS

AWARD OF SCHOLARSHIPS  
(Cont.)

Spicer, the son of Major Donald Spicer, U. S. Marine Corps and to Mr. Edmund Theodore Clark, the son of Lieutenant Joseph A. Clark, U.S. Navy.

Major Spicer is on duty at the Naval War College, Newport, Rhode Island and Lieutenant Clark at the Navy Yard, Philadelphia, Pennsylvania.

These scholarships are offered by Judge Frank P. Douglass, Oklahoma City, Oklahoma, to boys entitled to Presidential appointments to the Naval Academy as a result of their fathers' naval service.

\* \* \* \* \*

Ogontz Junior College

The Navy Department recently announced award of scholarships offered by Ogontz Junior College of Ogontz School, Pennsylvania. Miss Dabney Rawlings, the daughter of Commander H. L. Rawlings of 3133 Connecticut Avenue, Northwest, Washington, D.C., was awarded the full scholarship for two years. Commander Rawlings is on duty in the Navy Department. Partial scholarships were awarded to Miss Mary Elizabeth Moyer, the daughter of Captain J. J. Moyer, U.S. Navy, 719 Eighth Street, Coronado, California, and to Miss Beverley Old, the daughter of Commander F. P. Old, U. S. Navy, of 5709 Nevada Avenue, Northwest, Washington, D.C. Captain Moyer is in command of the U.S.S. DIXIE. Lieutenant Commander Old is on duty in the Navy Department.

Miss Rawlings is a graduate of Saint Catherine's School of Richmond, Virginia; Miss Moyer is a graduate of Coronado High School, Coronado, California; Miss Old has finished one year at Scripps College, Claremont, California.

These scholarships are offered by the trustees of Ogontz School to the daughters of Naval Academy graduates on active duty.

IN THE NEWS

A HUNDRED YEARS AGO

Greater Naval Force Needed in the Pacific

The Secretary of the Navy has received a letter from the commanding officer of the U.S.S. (Frigate) Constitution (Old Ironsides) now in Chilean waters in which he indicates the need for strengthening the Pacific squadron. The Pacific force now consists of one frigate and two armed schooners. England and France maintain a considerably larger force in this area.

The American whaling trade, now unprotected, is very extensive. At the present time there are 500 American whaling vessels operating in the

BEWARE OF INQUISITIVE FRIENDS

## IN THE NEWS

### A HUNDRED YEARS AGO (Cont.)

Pacific, aggregating a tonnage of 150,000 and employing 12,900 seamen. In addition there are about 500 American merchant vessels trading between ports in the Pacific. All these ships owned and operated by Americans are entitled to better protection.

\* \* \* \* \*

### New Orders Correct 'Evils' in Naval Uniforms

The Secretary of the Navy has issued strict orders regarding the dress and appearance of naval officers of which there has been much comment. "No embroidery will hereafter be worn by captains or commanders in the Navy...None other than blue or white pantaloons or vests are permitted to be worn by any officer in the Navy. When uniform is worn it must be entire full dress or entire undress...Prescribed uniform must be worn at all times...The hair of all persons in the Navy must be kept short, no part of the beard is to be worn long except whiskers, which shall not descend more than one inch below the tip of the ear, and then in a line toward the mouth."

\* \* \* \* \*

### A New Weapon of Offensive Warfare

London, England - The government has purchased the patent rights from William Congreve covering his new invention known as the "war rocket." His latest improvement of the rocket will enable a "12 pound charge" to penetrate a solid bank of earth 20 feet thick at a distance of 1,200 yards. This new weapon was used in the British attack on Canton, much to the astonishment of the Chinese who invented the rocket and used its principle in the manufacture of fire-works.

## SECURITY

FIVE things in LIFE  
Observe with CARE  
OF WHOM you speak  
TO WHOM you speak  
And WHAT, and WHEN, and WHERE.

The above was submitted by Lt. Comdr. A. Jablons, (MC), U.S.N.R., with the statement that he came across this poem many years ago. Its lines are most appropriate at this time, and our sincere thanks go to Dr. Jablons.

### MARINE DETACHMENT SENT TO LONDON

The Navy Department recently announced that a small detachment of

### LET THE ORATORS DO THE PUBLIC SPEAKING

## MARINE DETACHMENT SENT TO LONDON

(Cont.)

U. S. Marines had arrived in London safe and intact after a rather abnormal and interrupted crossing.

The Marines will facilitate communications between the various United States offices located there. Due to the great expansion of work of the Embassy and the establishment of separate offices there, this service has been greatly needed for some time.

These Marines will also assist as fire-watchers and in this work will serve to relieve the already overburdened Embassy staff.

## ANNUAL CONVENTION OF PROPELLER CLUB OF THE UNITED STATES.

The American Merchant Marine Conference and Fifteenth Annual Convention of The Propeller Club of the United States will be held at the Fairmont Hotel, San Francisco, California, October 21, 22, 23 and 24, 1941.

The following invitation has been extended to the American Marine Fraternity (North, South, East and West Deep Sea, Inland Waterways and Great Lakes) by J. Lewis Luckenbach, Chairman of the Merchant Marine Conference Committee:

"On behalf of the American Merchant Marine Conference Committee and of The Propeller Club of the United States, we extend to you a most cordial and sincere invitation to attend the Fifteenth Annual Convention of the Propeller Club of the United States and the American Merchant Marine Conference in San Francisco, October 21, 22, 23 and 24, 1941.

"The Propeller Club, Port of San Francisco will be our host this year. Local and national committees are working to assure the largest and most interesting convention and conference in our history--and there is every indication that these objectives will be attained.

"In addition to the convention sessions, the important American Merchant Marine Conference will again be held for the presentation and discussion of problems affecting our industry. Strongly endorsed by the Maritime Commission, by government officials and leaders in American shipping affairs in all sections of the country, it will again provide a forum and a meeting place for American marine men of the sea, the waterways and the lakes.

"Particular attention is being given to arrangements for delegates' and visitors' enjoyment during their visit to San Francisco. Entertainment features will include informal gatherings, luncheons, the annual banquet, the annual golf tournament and sightseeing in and around historic San Francisco.

## VIGILANCE PROMOTES SAFETY

## ANNUAL CONVENTION OF PROPELLER CLUB OF THE UNITED STATES.

(Cont.)

"Entertainment will be provided especially for the ladies, this activity having been placed in the capable hands of the Ladies Committee, Propeller Club, Port of San Francisco."

### SELECTION BOARDS

Secretary of the Navy Knox recently announced that the annual selection board to recommend line officers for promotion to the ranks of Rear Admiral and Captain will meet in the Navy Department on or about August 18, 1941.

The board to recommend officers for promotion to the rank of Commander will meet about September 8, 1941, to be followed immediately thereafter by boards to make recommendations for promotion to the ranks of Lieutenant Commander and Lieutenant.

The membership of the respective boards and the numbers to be selected will be announced at later dates.

### L. Y. SPEAR FOUNDATION PRIZE

Ensign Clark H. Fuller, jr., 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 28, 1941.

### CIVIL ENGINEER CORPS SELECTION BOARD

On June 29, 1941, the President of the United States approved the recommendations of the Civil Engineer Corps Selection Board of which Rear Admiral Homer R. Stanford, CEC, U. S. Navy (Ret.) was president.

The following officers recently selected for promotion to Commander, Lieutenant Commander, and Lieutenant in the Civil Engineer Corps made their number on the date stated opposite their names:

#### COMMANDER

Frederick R. Howes	1 July 1939
--------------------	-------------

#### LIEUTENANT COMMANDERS

Joseph F. Jelley, Jr.	1 July 1941
Thomas L. Davey	"
John E. Faigle	"
Wesley H. Randig	"
Archibald D. Hunter	"
Hunt V. Martin	"

### A CHANCE REMARK MAY ENDANGER LIVES

CIVIL ENGINEER CORPS SELECTION BOARD  
(Cont.)

LIEUTENANTS

Adolph F. Benscheidt	1 May 1941
Joseph White	"
George S. Robinson	"
Carl J. Scheve	"
Raymond Lamoreaux	"
Neil E. Kingsley	1 July 1941
James R. Davis	"
Ernest S. Bathke	"
Lewis C. Cox	"
William C. G. Church	"
Richard L. Mann	"

OFFICERS FOR AVIATION TRAINING (HEAVIER-THAN-AIR)

In accordance with Bureau of Navigation Circular Letter 9-41 of January 21, 1941, the following officers have been selected and tentatively slated for aviation training (heavier-than-air) classes as indicated:

Class scheduled to convene February 5, 1942

<u>Rank</u>	<u>Name</u>	<u>Class</u>	<u>Ship</u>
Lt.(jg)	Leeman, Robert W.,	1934	Ballard
Ensign	Harlan, Richard S.	1938	Jacob Jones
"	Seoy, Charles D.	1938	Hilary P. Jones
"	Barbee, Albert R. Jr.	1939	Breese
"	Bryce, David G.	1939	Wasp
"	Costello, Joseph W.	1939	Arkansas
"	Conrad, Robert W.	1939	Lexington
"	Cooke, Byron E.	1939	Texas
"	Lawrence, John C.	1939	West Virginia
"	Lloyd, Henry F.	1939	Louisville
"	Palus, George R.	1939	Leary
"	Quinn, John F. Jr.	1939	Elliot
"	Startzell, Robert R.	1939	Long
"	Utgoft, Vadym V.	1939	Frie
"	Walch, Francis M.	1939	New York

Class scheduled to convene February 19, 1942.

Lt.(jg)	Settle, Walker A. Jr.	1935	Ellis
Ensign	Border, Robert L.	1939	Tennessee
"	Cook, Franklin E. Jr.	1939	Dewey
"	Dailey, Robertson C.	1939	Perry
"	Dashiell, Edward L. Jr.	1939	Memphis

KEEP YOUR OWN COUNSEL



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

Class scheduled to convene February 19, 1942

<u>Rank</u>	<u>Name</u>	<u>Class</u>	<u>Ship</u>
Ensign	Dunlap, Ernest H. Jr.	1939	Nevada
"	Hardman, Ira S. Jr.	1939	Chandler
"	Magee, John W.	1939	Shaw
"	Parks, John E.	1939	Yorktown
"	Powell, Lucien C. Jr.	1939	Arkansas
"	Rawson, Ralph W.	1939	Cummings
"	Robinson, Richard W.	1939	Downes
"	Slagle, Robert J.	1939	Wasp
"	Smith, Gordon W.	1939	Minneapolis
"	Steen, Egil T.	1939	New York

Class scheduled to convene March 5, 1942

Lt.(jg)	Sanger, Kenneth J.	1935	Barker
Ensign	Deibel, Robert F.	1939	Hulbert
"	Fischer, Arthur F. Jr.	1939	Jouett
"	Gill, Paul W.	1939	Monaghan
"	Goolsby, Lee D.	1939	Tucker
"	McCracklin, James W.	1939	Plunkett
"	McElroy, Richard S. Jr.	1939	Broome
"	Ostrom, Rexford J.	1939	Case
"	Parmelee, Clyde H.	1939	Meredith
"	Reed, Edwin G. Jr.	1939	Anderson
"	Rocney, Paul C.	1939	Talbot
"	Simmons, George C. Jr.	1939	Davis
"	Truax, Robert C.	1939	Naval Engineering Experiment Station, Annapolis, Md.

Before orders are issued for the above named officers a report of physical fitness for aviation training (heavier-than-air) must be received in the Bureau of Medicine and Surgery, in compliance with paragraph 2 of Bureau of Navigation Circular Letter 9-41.

One additional aviation training (heavier-than-air) class is scheduled to convene March 19, 1942. Requests for this class from qualified applicants will be given consideration.

EBBING TIDE WATERS

The Merchant Marine Reserve Section reports that Cadet Ebbing Tide Waters has enlisted in the Merchant Marine Reserves.

DO NOT REPEAT RUMORS



\* \* \* \* \*  
 \*  
 \* SUBMISSION OF ANNUAL DATA CARDS \*  
 \*  
 \* Attention of all officers of the regular \*  
 \* Navy is invited to the fact that the an- \*  
 \* nual Data Card (N. Nav. 278) is required \*  
 \* on August 1. All officers have been re- \*  
 \* peatedly advised that this card is of \*  
 \* the utmost importance to them and of the \*  
 \* greatest value to the Bureau of Naviga- \*  
 \* tion in the assignment of duties. At \*  
 \* the present time, the value of this card \*  
 \* is even greater than under normal condi- \*  
 \* tions, and all officers are again re- \*  
 \* minded that this card should be submit- \*  
 \* ted promptly on the date required. \*  
 \*  
 \* In filling out the card attention should \*  
 \* be given to the entries, and all data \*  
 \* should be carefully checked. \*  
 \* \* \* \* \*

PER DIEM ALLOWANCES ON TEMPORARY  
ADDITIONAL DUTY TRAVEL ORDERS

Considerable uncertainty has arisen concerning per diem allowances for officers traveling under temporary additional duty orders. The three circumstances under which the Bureau can legally grant a per diem allowance are

- (1) While traveling under repeated travel orders;
- (2) While traveling outside the United States;
- (3) While traveling in an air travel status (which can be either by naval air or commercial).

No other requests for a per diem allowance can legally be granted by the Bureau, and any temporary additional duty orders issued outside the Bureau including a per diem in other than the above cases will be returned disapproved.

When ordered to travel by commercial transportation, an officer may, in his discretion, use any available means including commercial air and remain in a mileage status. If ordered to travel via commercial air, the reimbursement is on a per diem basis plus the actual cost of transportation.

\* \* \* \* \*

The Appropriation Act for the Navy, fiscal year 1942, Public Law 48, 77th Congress, expands the scope of the 1941 appropriation for "Replacement of Naval Vessels" and changes the designation to "Increase and Re-

A SLIP OF THE LIP MAY GIVE A SPY A TIP

PER DIEM ALLOWANCES ON TEMPORARY  
ADDITIONAL DUTY TRAVEL ORDERS  
(Cont.)

placement of Naval Vessels." The two subheads remain the same: (1) Construction and Machinery, and (2) Armor, Armament, and Ammunition. Temporary additional duty orders involving travel may still properly be charged to either subhead when appropriate.

\* \* \* \* \*

TEMPORARY PROMOTIONS

\* H. R. 4473, authorizing temporary appointment or  
\* advancement of certain personnel of the Navy and  
\* Marine Corps, was signed by the President on July  
\* 24 and became law.

\* A board consisting of Rear Admiral James O. Rich-  
\* ardson, U.S.N., as senior member and of Captain  
\* Francis E. M. Whiting, U.S.N., Captain Ralph E. Da-  
\* vison, U.S.N., and Lieutenant Colonel Joseph W.  
\* Knighton, U.S.M.C., as additional members, convened  
\* at the Navy Department on July 14, 1941, to recom-  
\* mend such rules and regulations as may be necessary  
\* to administer the provisions of this legislation.  
\* Lieutenant Commander Edmund B. Taylor, U.S.N., is  
\* acting as Recorder, and Captain Donald Salmon, U.S.  
\* M.C., will act as Assistant Recorder.

\* From all indications it will be some time before  
\* the board has completed its study and submitted its  
\* recommendations. Every possible angle of approach  
\* to this subject is being reviewed in detail.

\* Further information on this subject will be re-  
\* leased as soon as available.

\* \* \* \* \*

TRAINING COURSES FOR NAVAL RESERVE SUPPLY OFFICERS

Thirty-five Naval Reserve Supply Officers undergoing instruction at the Supply Corps Naval Reserve Officers' School, Naval Hospital, Washington, D. C., are expected to complete the course about October 15, 1941.

There are 425 officers of class SC-V(P), Probationary Supply Officers, under instruction at the Graduate School of Business Administration, Harvard University, Boston, Massachusetts. This school opened June 16, 1941, and will be completed about September 15, 1941.

MUCH TONGUE AND MUCH JUDGMENT SELDOM GO TOGETHER

TRAINING COURSES FOR NAVAL RESERVE SUPPLY CORPS  
(Cont.)

It is now contemplated that approximately 200 additional Ensigns, SC-V(P), will be ordered to the Navy Supply Corps School, Graduate School of Business Administration, Harvard University, about September 25, 1941.

Officers of class SC-V(P) who successfully complete the course may be transferred to class SC-V(G) and retained on active duty.

REAR ADMIRAL RAY SPEAR, (SC), USN, ADDRESSES NAVY  
FINANCE & SUPPLY SCHOOL GRADUATES

Rear Admiral Ray Spear (SC), U. S. Navy, Paymaster General of the Navy, on Friday, July 25, addressed the graduating class composed of 58 Reserve officers holding commissions as ensigns in the Supply Corps Reserve, who have been attending the Navy Finance and Supply School at Philadelphia. Theirs will be the final graduating class at Philadelphia due to the transfer of the activities of the School to Boston where facilities have been provided at the School of Business Administration, Harvard University. Hereafter the School will be known as the Navy Supply Corps School. A class of 420 is now enrolled at Harvard.

Admiral Spear in commenting upon the qualifications and training of Supply Corps officers, points out that they really have six distinct professions to master: Purchasing, Disbursing, Warehousing, Accounting, Rail Transportation, and Ocean Transportation. He also called attention to the fact that so substantially has the Navy grown over the years that any one of the nation's large Navy Yards today has more economic significance to the taxpayers of the nation than the entire naval activity of forty or fifty years ago.

NAVAL RESERVE OFFICERS' POOL  
TWELFTH DISTRICT

The Chief of the Bureau of Navigation was gratified with a report received on the first three years of operation of the Naval Reserve Officers' Pool, of the Twelfth Naval District.

There were ninety-nine (99) meetings of the pool in three seasons and they were addressed by over a hundred speakers, totalling almost two hundred lecture hours.

No particular drive was put on for attendance. However, the average was about two hundred officers. Half the officers enrolling were line officers, and the majority of the remainder were V(S) U.S. Naval Reserve officers. Much good was derived from these lectures which were not only instructive but indoctrinative.

STREETCARS ARE FOR RIDING, NOT TALKING

EXTRACTS FROM LECTURE ON  
"THE HIGH COMMAND" BY GENERAL WAVELL

Delicate mechanism is of little use in war, and this applies to the mind of the Commander as well as to his body.

\* \* \* \* \*

All material of war, including the General, must have a certain solidity, a high margin over the normal breaking strain.

\* \* \* \* \*

It is sometimes argued whether war is an art or a science: I know of no branch of art or science, in which rivals are at liberty to throw stones at the artist or scientist, and to steal his tools and destroy his materials while he is working - always against time - on his picture, statue, or experiment. Under such conditions, how many of the great masterpieces of art or discoveries of science would have been produced? No, the civil comparison to war must be that of a game, and a very rough and dirty game for which a robust physique and robust mind are required.

\* \* \* \* \*

It is the General whose ideas have never traveled beyond the last war he was engaged in, or has read of, and who will sanction no project that is not honored by time and the Regulations, who is in real danger, whatever his age.

\* \* \* \* \*

A leader must have what we call "personality" - which is simply knowing what you want and being determined to get it; he must have a genuine interest in, and knowledge of, humanity - the raw material of his trade.

\* \* \* \* \*

A Commander can fool his superiors most, or even all, the time, but he can not fool his subordinates even half the time. A Commander must, in fact, have at least a touch of the gambler in him - a spirit of adventure.

\* \* \* \* \*

All military learning must be based on a solid foundation of common sense.

\* \* \* \* \*

A high Commander must more than ever keep a flexible and open mind.

\* \* \* \* \*

PLAYING WITH WORDS IS LIKE PLAYING WITH FIRE

EXTRACTS FROM LECTURE ON  
"THE HIGH COMMAND" BY GENERAL WAVELL  
(Cont.)

The size and complexity of war has put its direction in the hands of a number of specialists rather than one outstanding general practitioner.

\* \* \* \* \*

It seems to me immaterial whether he is a soldier who has really studied the air, or an airman who has really studied land forces; it is the combination of the two, never the action of one alone, that will bring success in a future war.

\* \* \* \* \*

Civilization is impossible without tradition, and progress impossible without the destruction of these traditions.

\* \* \* \* \*

We are overhauling and modernizing the machinery of war, but we are doing little to modernize the directing brains - the officer.

POSTGRADUATE COURSES  
CORRECTION

The article on page 16, Bureau of Navigation Bulletin No. 293, under the heading "POSTGRADUATE COURSES, OFFICERS" should be elaborated to read that in addition to the seven ten-week terms at the Postgraduate School, the second year of the curricula presented at civilian institutions will be continued as in the past.

NAVAL ACADEMY

For the first time in recent history, the academic program for two of the four classes went into full swing in the middle of July. This and numerous other innovations have been made necessary by the whole program of national defense.

After generous leave from the first part of June, the First and Second Classes returned to the Academy on July 11th and three days later started their academic work. The present Third Class (last year's Plebes) is divided into three groups which rotate as follows during the summer. One group is always on leave, one group follows a modified academic program at the Academy and the third group cruises on Chesapeake Bay in the U.S.S. JAMESTOWN (an ex-palatial yacht), a squadron of YP boats, and a squadron of ketches.

CARELESS TALK MAY HAVE CAREFUL LISTENERS

NAVAL ACADEMY  
(Cont.)

Even the incoming Plebes are feeling the pinch of necessity. Instead of having the traditional "Plebe Summer" with its comparative freedom, they are already integral parts of the regimental organization with consequent and constant supervision by the upper classes. Only on the Rifle Range and during their drills are they able to relax as in former years.

Two new wings on Bancroft Hall and a new recitation building adjoining the Armory are rapidly nearing completion so that by the beginning of the Fall Term, at the end of September, they will be ready for occupancy. The new wings will definitely be needed by that time as the membership of the regiment will reach 3,000, the largest in history, with a Fourth Class of about 1,050.

The Class of 1942 is due to graduate on December 19, 1941, and the Class of 1943 in June of 1942. With that graduation the three-year program will go into effect. The Academy has been fortunate in having sufficient time to make the transition gradually so that no class will be graduated with any more than reasonable reduction in the total amount of work done.

The basic three-year course provides for approximately 83 per cent of the academic instruction formerly given in four years. Should ocean-going cruising vessels continue to be unavailable this figure will be higher.

The authorities of the Academy feel that the quality of the graduate will suffer but very little because of changes in the program and in the system and are convinced that the graduate of these years will fully measure up to the standard built up through the years.

QUIZ

Can you explain the origin of the following eight naval terms? Credit yourself .5 for each question answered correctly. A mark of 2.5 will be considered passing and 4.0 a perfect score.

- |                      |                       |
|----------------------|-----------------------|
| 1. Bowline.          | 5. Keelhauling.       |
| 2. Charlie Noble.    | 6. Dinghy.            |
| 3. Caulk, To take a. | 7. Handsomely.        |
| 4. Tar.              | 8. The Lubber's Line. |

(Answers on page 38)

BE CAREFUL OF WHAT YOU SAY  
AND WHERE YOU SAY IT



## REDISTRIBUTION OF LINE OFFICERS IN VARIOUS GRADES

Secretary of the Navy Knox has approved the required periodical distribution of line officers in the various grades. By this action the allowed number of officers exclusive of additional numbers in each of the grades above Lieutenant, junior grade, is fixed for the current distribution period.

The present distribution is based upon the total number of line officers exclusive of additional numbers, on the active list on July 1, 1941. This number was 7,192. The following table indicates the number allowed in each of the grades on the effective date of distribution pursuant to the proportions fixed by law, as well as the increased numbers in grade:

<u>Grade</u>	<u>Allowed No.</u> (Exclusive of additional numbers)	<u>Increase</u>
Rear Admiral	70	2
Captain	288	17
Commander	575	32
Lieutenant Commander	1079	62
Lieutenant	1948	85

### BOOKS NEEDED!

#### Fifteen Feet of Them!!

The Bureau of Navigation recently received a request from a group of small vessels now building, for FIFTEEN FEET of library books and FIVE FEET of "Training Courses." This request was made because the designers had caused shelves of this length to be built into these ships.

It was explained that books and training courses are not issued by the inch, foot, yard, or mile.

The quota for a library depends on the number of officers and men attached to the ship and the nature of the normal duty to which the vessel is assigned.

The issuance of "Training Courses" for enlisted men depends on the type of ratings and number of each rating making up the normal complement.

### ATTENTION! ORDNANCE EXPERTS!

Supreme strategy in a naval battle:  
not letting the enemy know you are  
out of ammunition by keeping right  
on firing.

--TARHEEL, U.S.S. NORTH CAROLINA.

A SECRET ONCE TOLD IS NO SECRET AT ALL



## NAVAL R.O.T.C. UNITS

The following is a list of the Naval R.O.T.C. Units with the names of the officers who will be ordered, have been ordered, or are now on duty as Professor of Naval Science and Tactics.

<u>Colleges and Universities</u>	<u>Date of establishment of Naval R.O.T.C. Unit</u>
Brown University, Providence, R. I. Captain G. H. Bowdey, U.S.Navy (new assignment).	1940
University of California, Berkeley, Calif. Captain D. C. Godwin, U.S.Navy.	1926
University of California at Los Angeles, Los Angeles, Calif. Captain W. C. Barker, U.S.Navy (new assignment).	1933
University of Colorado, Boulder, Colorado, Captain Leo F. Welch, U.S.Navy (new assignment).	1941 (new unit)
Duke University, Durham, North Carolina, Captain A. T. Clay, U.S.Navy (new assignment).	1941 (new unit)
Georgia School of Technology, Atlanta, Georgia Captain William C. Wickham, U.S.Navy (new assignment).	1926
Harvard University, Cambridge, Mass. Captain G. N. Barker, U.S.Navy.	1926
College of the Holy Cross, Worcester, Mass. Commander Charles J. Wheeler (new assignment).	1941 (new unit)
Marquette University, Milwaukee, Wis. Commander Leon O. Alford, U.S.Navy.	1940
University of Michigan, Ann Arbor, Michigan, Captain L. A. Davidson, U.S.Navy.	1940
University of Minnesota, Minneapolis, Minn. Commander B. H. Colyear, U.S.Navy.	1939
University of New Mexico, Albuquerque, N. Mex. Captain J. B. Will, U.S.Navy (new assignment).	1941 (new unit)
University of North Carolina, Chapel Hill, N.C. Captain R. S. Haggart, U.S.Navy.	1940
Northwestern University, Evanston, Ill. Captain E. A. Wolleson, U.S.Navy (new assignment).	1926

TO BE MODERN - BE MODEST

NAVAL R.O.T.C. UNITS

(Cont.)

University of Notre Dame, South Bend, Ind. 1941 (new unit)  
Commander H. P. Burnett, U.S.Navy (new assignment).

University of Oklahoma, Norman, Okla. 1940  
Commander J. C. Van de Carr, U.S.Navy.

University of Pennsylvania, Philadelphia, Pa. 1940  
Captain Archibald McGlasson, U.S.Navy,  
(new assignment).

Rensselaer Polytechnic Institute, Troy, N.Y. 1941 (new unit)  
Commander Clifford G. Richardson, U.S.Navy,  
(new assignment).

Rice Institute, Houston, Texas, 1941 (new unit)  
Commander Dallas Dupre, U.S.Navy, (new assignment).

University of South Carolina, Columbia, S. C. 1940  
Captain R. A. Hall, U.S.Navy.

University of Southern California, Los Angeles,  
Calif. 1940  
Captain Reed M. Fawell, U.S.Navy (new assignment).

University of Texas, Austin, Texas. 1940  
Captain H. W. Underwood, U.S.Navy.

Tulane University of Louisiana, New Orleans, La. 1938  
Captain Aaron S. Merrill, U.S.Navy (new assignment).

Tufts College, Medford, Mass. 1941 (new unit)  
Captain C.H.J. Keppler, U.S.Navy, (new assignment).

University of Virginia, Charlottesville, Va. 1940  
Captain E. M. Williams, U.S.Navy

University of Washington, Seattle, Wash. 1926  
Captain E. L. Barr, U.S.Navy.

Yale University, New Haven, Conn. 1926  
Captain C. C. Gill, U.S.Navy (new assignment).

ENROLLMENT OF VARIOUS COLLEGE GROUPS AS UNITS FOR AVIATION TRAINING

The Bureau of Navigation has approved the procedure whereby it will undertake the training of groups of candidates for aviation training recruited in the various colleges in their districts as college units.

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

ENROLLMENT OF VARIOUS COLLEGE GROUPS AS UNITS FOR AVIATION TRAINING  
(Cont.)

Insofar as practicable, the Bureau will make every effort to keep together throughout their flight training members of college groups so enlisted as units. After completion of flight training and appointments as ensigns, the active duty assignments of the individual officers will of necessity be determined by the requirements of the Service. Such units, named appropriately for the colleges represented, such as the "Yale Unit", "Harvard Unit", "The Fighting Irish" (Notre Dame), etc., might be expected to have very beneficial results in stimulating V-5 recruiting among the students of the colleges represented.

It may happen that many members of the college groups so enlisted will live in naval districts other than that in which their group will undergo elimination flight training. In such cases the records of the V-5 men awaiting orders will be retained in the district in which the group is to be trained and the Commandant of that district is authorized to issue appropriate orders for first assignments to elimination flight training duty; regardless of the naval district, within the continental limits of the United States, in which the V-5 man concerned may have their official residences.

A CHIP OFF THE OLD BLOCK

A Chief Petty Officer of the Navy, looking very proud, appeared at recruiting headquarters in the United States Court House, Chicago, Illinois, recently and presented a sun-tanned youth just 17 years old to Lt. David Goldenson, in charge of Naval recruiting there.

"This is my son, sir," the Petty Officer reported. "He wants to be sworn into the Navy."

The son is Frank R. Hyatt, who was 17 on July 1. On that date he applied to the recruiting officer in Oshkosh, Wis., his home. The officer, of course, was his dad.

"I've wanted to be a Navy man ever since I got my first sailor suit when I was three years old," young Hyatt told Lt. Goldenson. "I'm interested in being an aviation metalsmith."

"The Navy is proud of your father," Lt. Goldenson said as he administered the oath to the boy. "You have something to shoot at."

The senior Hyatt, who is a Chief Boatswain's Mate, joined the Navy in 1912. He has seven gold service stripes, a good conduct badge, and campaign badges from Vera Cruz, the World War, and Nicaragua.

"There's nothing my boy could do that would please me better than to make his way in the Navy. It's a grand career and I've enjoyed every minute of it," said the father. After his son was sworn in, the father took him to Great Lakes Naval Training Station where his training will begin.

IDLE WORDS MAY REVEAL VITAL INFORMATION

## RECRUITING

On June 30, 1941, there were 79,113 first enlistment men in the Regular Navy, and 31,502 men on their first enlistment in the Naval Reserve, including V-5 Aviation Cadets and V-7 Midshipmen. All men enlisting in the Regular Navy were assigned to Training Stations, and 13,386 are there at present.

The present recruiting campaign, supplemented by an advertising program, should produce a monthly quota from 12,000 to 15,000 men.

It is very helpful in recruiting when news of the recent recruit is kept before the people of his home town. After he has completed his recruit leave and gone to sea, news about him is interesting to his fellow-townsmen and helpful in securing additional recruits. Men of the Fleet can render great assistance by merely dropping a line to the recruiting officer when they are promoted, or when something interesting happens to them. This will enable them to be kept in the public eye, and help to induce other young men to follow their example.

Recruits on leave are now having their leave extended one day for each new recruit brought in. This experiment seems to be working well. One enthusiastic recruit recently brought in six new men -- but five days was the limit of the additional leave that could be granted.

## RECRUITING ADVERTISING CAMPAIGN

About the first of June it was found that recruits were not coming into the Navy in sufficient numbers to anticipate manning the ships now being built. It was decided, therefore, to conduct a paid advertising campaign for the purpose of bringing the number of volunteers up to the desired quota.

On the tenth of June, the Secretary of the Navy invited a number of leading advertising agencies to send representatives to his office. These agencies were asked to suggest advertising plans which in their opinion would be most effective for the Navy's purposes. The Secretary emphasized the urgency of the situation, and pointed out that in his opinion, the initial efforts should be made in small-town newspapers inasmuch as the ratio of recruits the Navy receives from small towns is larger than the ratio in larger cities and manufacturing centers. It was decided that the selection of an advertising agency would be made on the basis of the plans submitted.

On June 24, the Secretary of the Navy made the following announcement:

"Secretary of the Navy Frank Knox today announced that the advertising firm of Batten, Barton, Durstine, and Osborn, 383 Madison Avenue, New York City, has been selected to assist the recruiting service in a test advertising campaign

SILENCE IS A TRUE FRIEND WHO NEVER BETRAYS

## RECRUITING ADVERTISING CAMPAIGN (Cont.)

in small town newspapers in the states of Indiana, Iowa, and Missouri. It is contemplated that when these tests are completed, the campaign may be extended into other states.

"This firm was selected through a competition in which eleven of the nation's leading advertising agencies took part. The final choice was made on the basis that Batten, Barton, Durstine, and Osborn's plan was best suited to the Navy's purposes."

Instead of immediately spending large sums of money on an all-out advertising campaign, it was considered wise to start with a test campaign with a view to feeling out the results of certain types of copy and the use of media. It was decided to confine the initial advertising campaign to the use of newspapers, both daily and weekly, in cities of 50,000 and under in the states above mentioned.

These three states were selected because they give an opportunity to compare efforts in states where present recruiting is respectively good, medium, and poor. Also, all three states are under the supervision of the same Recruiting Inspector, and therefore the campaign can be administered by one supervisory officer.

The campaign started the second week in July and will run for an 8-week period, with one advertisement each week.

## OPPORTUNITIES AS SEEN BY A RECRUIT

A young man entering the naval service today is launching himself upon a career in which, by his own effort, he can attain the highest rank that the Navy can bestow.

STOP, young man, and think! Just what does this mean to you? It means this. That never before have the opportunities as now presented been available in such large percentages. As a young man, with life still ahead of you, no better time could be found to establish yourself with a definite objective. The Navy maintains trade schools for the ambitious men who possess certain qualifications and show aptitude for various types of specialized work. The United States Navy knows that it must have specially trained men in many branches and knowing this, provides a certain number of men each year to its Fleet who are specialists. Such men have completed one or more courses in these splendid schools. These men move up rapidly after joining the Fleet and many continue in the naval service until retired; after which they receive a percentage of their base pay for the rest of their lives.

Then there is the Naval Academy for those qualified to become commissioned officers. This means that you may attain the highest rank in the Navy.

## SILENCE IS ALWAYS ON THE GOLD STANDARD

OPPORTUNITIES AS SEEN BY A RECRUIT  
(Cont.)

The Naval Service is a place where a man is not held back for personal reasons. It is one place where he may know that he will rise to the higher pay grades when he is qualified.

Take full advantage of what your Navy has to offer, if you are sincere and want to better yourself. This is your Navy, and you are part of it. Remember what it can do for you when you put your shoulder to the wheel.

--Great Lakes Bulletin.

BOOST FOR RECRUITING

Lieutenant Commander J. J. Tunney, U.S.N.R., was recently requested by the Mutual Broadcasting System to make a two-minute comment on the Louis-Conn world championship boxing match. This talk was made on June 17 (before the match) and, in the course of his comments, Lieutenant Commander Tunney had the following to say:

"Both men will be in excellent condition, but I will make a wager that their condition does not surpass that of the nine thousand young American recruits training at the Naval Training Station here in Norfolk. These boys are being fitted for responsibilities of a high order. They are loyal, patriotic, young Americans who are being developed physically, mentally, and morally.

"I do wish that every American boy could go through this Naval Recruit Training -- not only would their parents be happy and proud, but the Nation would benefit immeasurably. My small part in this work is, to me, the most inspiring thing I have ever done."

NEVER SPEAK ILL OF CHISELERS

A Father's Advice to His Son

My son, never speak ill of Chiselers,  
For God in His infinite wisdom made them.  
He made them the same as He made  
Rats, Snakes, Lice, and other despicable objects.  
Some day he may tell us why --  
But until then -- I don't know.

\* \* \*

Over the business counter at which seekers of something-for-nothing must present their ingenuities, Publisher W. Kee Maxwell of the Fullerton (California) News-Tribune has hung the above placard. --The Nevada Cheerup.

TO MEN ONLY - DON'T TELL HER



### ANSWERS TO QUIZ ON PAGE 30

1. The Bowline was a special knot used by archers for their bow strings.
2. Charlie Noble (the galley smoke stack) was the name of a certain merchant captain; in the year 1850 he discovered that his galley funnel was made of copper and ordered it to be kept shined bright.
3. To take a nap. It came from the days it was taken on deck and one's back became marked by the pitch of the seams.
4. In the days of wooden ships and ironmen it was customary for the sailor to soak his trousers in tar in order to waterproof them. From this custom the nickname of "Tar" was given to the sailor.
5. The present meaning of Keelhauling is synonymous with reprimand. Long ago a breach of the regulations was punished by lifting the culprit to a yardarm and then dropping him into the sea.
6. Dinghy comes from a Bengal word "Dingi" meaning a small boat belonging to a larger vessel.
7. Handsomely is an old English word meaning "hardy" or "manageable"; in a nautical sense it today means "slowly and with care."
8. The Lubber's Line is a black line marked on the surface of a compass bowl indicating the direction of the ship's head. It is so called because in the days when courses were steered to the nearest half point, a real seaman could do without it.

### MANEUVERING BOARD MANUAL

The Hydrographic Office has, in the hands of the Public Printer, a Maneuvering Board Manual (H.O. Publication No. 217) which is a revision of the one used by the Post Graduate School. This revision was undertaken by officers of the Post Graduate School and the Hydrographic Office to eliminate unusual and unnecessary problems, restricted matter, and to modernize some of the problems.

It is intended that this new manual will meet the needs of the average naval officer rather than those of the experienced Fleet tactician.

It is expected to issue this publication to the service, in an unrestricted category, in the near future.

### LENGTH OF SERVICE OF RECENTLY APPOINTED CHIEF PETTY OFFICERS, USN.

The table below shows the length of service as of December 31, 1940

### BE QUICK TO BE QUIET

LENGTH OF SERVICE OF RECENTLY APPOINTED CHIEF PETTY OFFICERS, USN.

(Cont.)

of the 4691 men whose advancements to Chief Petty Officer were authorized this calendar year to date. It will be noted that 2270 of the total are in the group with between 12 and 16 years' service, that 427 had less than 10 years' service, and that 1060 had over 16 years' service.

	Under 10 yrs.	TOTAL NAVAL SERVICE (YEARS)					Over 20 yrs.	TOTAL
		10 to 12 yrs.	12 to 14 yrs.	14 to 16 yrs.	16 to 18 yrs.	18 to 20 yrs.		
C.B.M.	3	26	96	93	125	43	34	420
C.G.M.	22	46	69	29	29	5	5	205
C.T.M.	4	14	57	31	40	24	9	179
C.T.C.	7	13	11	6	1	2	0	40
G.Q.M.	18	53	68	22	24	5	2	192
C.S.M.	1	11	35	35	23	10	5	120
C.F.C.	25	25	25	9	3	1	2	90
C.E.M.	43	98	140	45	50	11	9	396
C.R.M.	11	30	79	32	30	11	9	202
C.C.M.	4	19	24	11	19	3	1	31
C.S.F.	6	17	25	7	6	4	2	67
C.Prtr.	1	1	6	7	1	0	0	16
C.M.M.	134	264	320	121	111	23	23	1001
C.W.T.	21	42	60	18	7	3	2	153
C.Bmkr.	1	3	2	1	3	1	0	11
C.Msmth.	9	6	6	5	2	0	0	28
C.Y.	51	61	49	23	12	4	4	204
C.S.K.	17	36	79	40	30	12	3	217
C.Phm.M.	0	10	117	88	76	22	10	323
Bmstr.	0	0	3	2	3	2	0	10

MEN OF FEW WORDS ARE THE BEST MEN

# LENGTH OF SERVICE OF RECENTLY APPOINTED CHIEF PETTY OFFICERS, USN.

(Cont.)

C.Bgmstr	0	0	0	1	0	0	0	1
C.C.Std	17	41	71	39	29	9	5	211
A.C.M.M.	14	81	148	50	52	18	14	377
A.C.M.	8	16	33	7	10	1	7	82
C.Aerog.	1	5	2	0	0	0	0	3
C.P.	3	4	3	0	0	0	0	10
A.C.O.M.	6	12	15	5	6	2	1	47
TOTALS	427	931	1541	726	690	220	146	4691

## SERVICE REQUIREMENTS FOR ADVANCEMENT IN RATING

It is desired to invite the attention of the service to the fact that all service requirements for advancement in rating are based on length of service in lower ratings. These periods are called service in rating requirements as distinguished from total Naval service requirements. The present service in rating requirements are as follows: (a) 4 months in appropriate rating of next lower pay grade to ratings in pay grades 6, 5, and 4. (b) 9 months in appropriate rating of next lower pay grade to ratings in pay grades 3 and 2.

Advancement to certain ratings may be made from other than next lower rating, and when such is the case, total Naval service requirements equal to the sum of the individual service in rating requirements for each successive lower grade are prescribed for convenience and simplicity. "Total Naval Service" in this case implies service since enlistment in the regular Navy as apprentice seaman. Normal advancement from first enlistment, through successive grades is possible as follows: Seaman second after four months' service as apprentice seaman; seaman first after four months' service as seaman second; petty officer third class after 4 months' service as seaman first. Hence 12 months, the total of successive service in rating requirements is the shortest possible time from date of enlistment as apprentice seaman for advancement to a third class petty officer rating, and this shortest period is used as the total service requirement for advancement to those ratings to which advancement can be made from other than next lower rating.

Bureau of Navigation Circular Letter No. 27-41, paragraph 4(a) states that Naval Reservists must fulfill the service in rating requirements for advancement on current period of active duty. "Service in rating" was underlined in that letter for emphasis, in order that it would not be confused with total service requirements. Example of application of service in rating requirements:

The service in rating requirements are fulfilled for advancement to radioman, third class (or one of the ratings to which advancement may be made from pay grade 5 or 6) in each of the following instances: 4 months after advancement to seaman first, 8 months after advancement to seaman

BE SWIFT TO HEAR, SLOW TO SPEAK

SERVICE REQUIREMENTS FOR ADVANCEMENT IN RATING  
(Cont.)

second or 12 months after enlistment as apprentice seaman. Hence a Naval Reservist coming to active duty as seaman second class is eligible for radioman, third class, after 8 months on current active duty. In effect, a Reservist is credited with constructive active service equal to the total service requirement periods that would be required to attain the rating he holds at the time of reporting for active duty.

PROMOTION IN WATER TENDER RATINGS RELATIVELY SLOW DUE  
TO LACK OF VACANCIES.

The rating of water tender is the only rating of the Engineering Artificer Branch in which there have been no great increases in allowance for the Navy as a whole. The reason for this is the fact that most of the ships and activities that have been and are being commissioned during the current naval expansion do not require an allowance of water tenders. Only steam propelled vessels utilize water tenders, while all types of vessels require machinist's mates and metalsmiths. Also, few shore activities have need for water tenders - but nearly all must have machinist's mates.

In view of existing vacancies in all Engineering ratings except that of water tender, firemen with the necessary qualifications should be encouraged to strike for machinist's mate, boilermaker, metalsmith, and electrician's mate. To further assist in correcting the present relative excess in the water tender rating group, the Bureau will give favorable consideration to requests for changes in rating of water tenders, second class, to other ratings for which they are qualified and recommended by their commanding officers. In this connection, it is desired to point out that the greatest shortages in the Engineering Artificer Branch are in the ratings of machinist's mate, metalsmith, and boilermaker, in the order named.

PETTY OFFICER RATINGS

The rapid naval expansion now in progress has created a large number of vacancies for third and second class petty officers in the following ratings which require special training or experience which may be acquired in civilian occupations as well as in the service:

Electrician's Mate	Boilermaker, Metalsmith and Molder
Radioman	Yeoman and Storekeeper
Patternmaker	Ship's cook and Baker
Machinist's Mate	Aviation Machinist's Mate and Metalsmith

Not only should existing training facilities be used to their utmost

WORDS ONCE SPOKEN CAN NEVER BE RECALLED

## PETTY OFFICER RATINGS

(Cont.)

to produce the personnel required to fill these ratings, but also every means should be taken to place men with previous experience in the analogous civilian trades and occupations in billets where their qualifications will be of the greatest use to the Navy, even to the extent of transferring them to other ships or activities if their specialized services are not required in their present stations.

It has come to the attention of the Bureau that many men have recently come into the service whose experience in civilian occupations can fit them within a short period of time to fill Navy ratings in which shortages exist, but because of their present assignments are not utilized to the best advantage. Most of the cases brought up are of members of the Organized Reserve. Some of these have been fortunately discovered and are efficiently filling billets where their services were badly needed. In some outstanding cases the Bureau has waived service requirements and authorized changes to higher ratings of appropriate rating branches in Class V-6 of the Naval Reserve. One case brought to the attention of the Bureau was that of a seaman second class whose civilian occupation was senior mechanic of a large commercial airline.

When commanding officers recommend men for consideration for higher ratings before fulfillment of service requirements, the Bureau desires that substantial information bearing on the merits of the individual cases be furnished. In all cases, examination reports (Form N.Nav.524) should accompany recommendations. It is expected that only cases of conspicuously deserving men will be submitted to the Bureau.

Attention is invited to the fact that Naval Reservists are on active duty for the duration of the emergency only and do not have the advantage of security of position which accrues to Regular Navy men who may, if they desire and maintain a satisfactory record, make the Navy a career and enjoy the benefits of reenlistment and ultimate retirement. It is only fitting then, when possible, to place reservists in duties related to their civilian occupations and commensurate with their abilities especially when the Navy can gain by so doing. The Navy gains by making maximum use of the specialized civilian training; the man concerned gets some measure of return for his civil achievement and is better fitted than otherwise to return to his job when the emergency is over.

## MISSING PAY ACCOUNTS; TAKING UP FOR PAY.

Attention is invited to the provisions of Art. 1804 (1), (2), (3) and (4), N.R. (2) provides that an enlisted man received without pay accounts may be taken up for half pay on the fifteenth day after reporting, and for full pay after ten weeks. (3), however, says that Commanding Officers will issue necessary orders that this be done. The Bureau desires that strict compliance be made with (3).

HEAR EVERYTHING, SEE EVERYTHING, SAY NOTHING



MISSING PAY ACCOUNTS; TAKING UP FOR PAY.  
(Cont.)

A liberalization of Art. 1804 is now under study by the Department.

ALLOTMENTS FOR DEPENDENTS

The Bureau each day receives reports of enlisted dependents in acute distress, from the dependents themselves and from Navy Relief, Red Cross and similar agencies. It is frequently impracticable in the emergency to get into radio communication with individuals, and while charitable organizations do all in their power, their funds and demands have limits before repayment is assured. Attention is directed to Bureau Circular Letter No. 38-40(corrected), and Commanding Officers are again enjoined to take appropriate measures. An allotment will forestall unnecessary mental and physical distress: even if the allotment is smaller than the full measure of necessary support, it may tide over until receipt of mail delayed by unexpected movements or by carelessness.

ROUTINE TRANSFERS BETWEEN SEA AND SHORE DUTY

In order to reduce turnover the annual transfers of CPOs between sea and shore, which are usually effected during July and August, will not be made this year. Men reported as completing tours of shore duty will be transferred from time to time throughout the year.

Attention is invited to Bureau of Navigation Circular Letter No. 55-41, which states that enlisted personnel will be transferred from the forces afloat to shore duty by rating rather than by name and that the Bureau's eligibility list for shore duty is being maintained only for a matter of record. In view of the above it is impracticable to predict when any particular man may expect to be ordered to shore duty regardless of years of continuous sea service with which he is credited.

SERVICE REQUIREMENTS

Since the publication of Change No. 14 to the Bureau of Navigation Manual, several inquiries have been received in this Bureau regarding service requirements for advancement in rating. Article D-5106, Bureau of Navigation Manual, as reprinted in Change No. 14, dated January 14, 1941, lists the standard service requirements for advancement in rating, however, temporary reductions in service requirements for advancement in rating made by ALNAV 82 of September 1940 and again promulgated in Bureau of Navigation Circular Letter No. 75-40 (corrected) are still in effect.

ONE LEAK CAN SINK A SHIP - DON'T TALK



### TRAINING COURSES HOW NOT TO OBTAIN

It has come to the attention of the Bureau of Navigation that both commissioned and enlisted personnel are writing to the Superintendent of Documents for Navy training courses.

Navy training courses are printed at the Government Printing Office but are not available for distribution by that office. Training courses will not be issued on individual requests. These courses may be obtained only on the request of proper authorities, such as a commanding officer of a ship or station.

### TRAINING COURSES

The following training courses are now available for distribution:

- "Instructions for Use in Preparation for the Rating of Aviation Metalsmith 3c. and 2c."
- "Instructions for Use in Preparation for the Rating of Aviation Ordnanceman 3c. and 2c."

### CORRESPONDENCE COURSES AVAILABLE FOR ENLISTED MEN

The University Extension Division of the University of Wisconsin has announced that its correspondence courses will be made available, without cost, to enlisted men of the Naval service who are legal residents of the state of Wisconsin.

The University Extension Division also recently announced that its member institutions, consisting of some 53 universities and colleges throughout the United States, are offering correspondence courses covering practically all subjects from accounting to zoology, and including many technical subjects. Prices for these courses average about \$12.

### RECENT EXAM ANSWERS THAT DID NOT MAKE THE GRADE!

- Q.: What is the difference between a statute mile and a nautical mile?
- A.: A statute mile goes straight ahead. A nautical mile goes in a circle.
- Q.: How do you determine the area of a circle?
- A.: To find the area of a circle, I multiply the diameter by a formula which I have forgotten.

### IDLE WORDS EQUIP THE FIFTH COLUMNIST'S WORKSHOP

RECENT EXAM ANSWERS THAT DID NOT MAKE THE GRADE!  
(Cont.)

- Q.: State what you know on the subject of "Damage Control".  
A.: At Damage Control, the First Lieutenant repairs all leaks and closes watertight doors. The Gunnery Officer stands by the magazine flood cocks and the Navigating Officer heads for the nearest beach.

--Kaneohe Klipper.

NEW ORDER PROMULGATED REGARDING NAVAL RESERVE REENLISTMENTS.

On June 10, 1941, the Secretary of the Navy directed the Naval Service that all Naval Reserve enlisted personnel on active duty, or thereafter ordered to active duty, would be retained on active duty for the duration of the existing national emergency even though such emergency extended beyond their terms of enlistment. This was in accord with written agreement executed at the time of their enlistment and appearing on their enlistment articles, which reads as follows: "In the event of war or national emergency during my term of service, I further obligate myself to serve throughout the war or national emergency, if so required."

The Comptroller General has interpreted this directive as eliminating the authority and necessity for reenlistments or extensions of enlistments in the Naval Reserve during the emergency of men on active duty and that a reenlistment entered into or an extension of enlistment taking effect after the receipt of the order of June 10, 1941, would be superfluous and inoperative to confer a right to travel allowance which had theretofore been authorized upon the discharge and reenlistment of a member of the Naval Reserve on active duty in the emergency.

TRANSPORTATION OF DEPENDENTS

"The attention of all personnel legally entitled to transportation of dependents on permanent change of station is invited to Bureau of Navigation Circular Letter No. 85-41 dated July 8, 1941, from which it will be noted that until further notice it will not be necessary to obtain advance authority of the Bureau of Navigation for travel of dependents between any points in the United States on a permanent change of station.

In order that there will be no misunderstanding on the part of personnel concerned relative to legality of reimbursement after travel has been performed it is considered highly desirable for such personnel to familiarize themselves with the provisions of Article 2505, Navy Travel Instructions, which sets forth in detail the different conditions which constitute a permanent change of station as well as conditions which do not constitute a permanent change of station. Familiarity with these

CARELESS TALK COSTS LIVES

TRANSPORTATION OF DEPENDENTS  
(Cont.)

instructions will eliminate considerable misunderstanding in the event claims are disallowed in any case.

In order that claims for reimbursement may be passed for payment without undue delay it is to the interest of the personnel concerned to see that their claims are prepared in accordance with the instructions referred to in paragraph 2 of the above Circular Letter. The attention of such personnel is also called to the fact that under provisions of the instructions referred to in the above Circular Letter it will still be necessary to obtain advance authority of the Bureau of Navigation before any travel of dependents is performed to overseas stations or in cases where travel is to be performed between points in the United States from a point other than the old duty station to a point other than the new duty station. Compliance with this latter provision will eliminate delay in settlement of such claims."

"PARDON ME SIR-- "

Knocks at the door are by no means uncommon in the life of a Navy Chaplain. So when one came last night the Chaplain of the Astoria didn't bother to turn from his desk but gave his usual reply, "Come in, if you're good looking."

The door opened and a voice asked, rather timidly, "Pardon me sir, but are you still taking donations for the Red Cross?"

The Chaplain turned and saw a young seaman standing in the doorway. "Sure son, come in," he replied, and reached for the envelope containing the Red Cross donations. Penciled across the back was the name and amount each person had thus far contributed.

"What's your name, son?" asked the Padre.

"(-----) sir, Seaman second."

"How much do want to give?" asked the Chaplain, pencil poised to write down the usual fifty cents or some like amount.

The boy laid a twenty dollar bill on the desk.

"Twenty dollars, Sir."

The Chaplain almost choked. "Twenty dollars," he gasped. "Why, only the admiral ever gave anything approximating that amount." Stunned, the Padre pointed to the vacant chair beside his desk. Then recovering himself, he asked, "Are you sure you can afford to give this amount, son, after all, charity begins at home and maybe - well maybe your mother needs

TALKERS ARE NO GOOD DOERS

"PARDON ME SIR - "  
(Cont.)

it more than the Red Cross."

"No sir", replied the young seaman, "Mother is all right. I just came into a little inheritance and I thought I ought to share it with somebody."

Kindly the Chaplain put his hand on the boy's shoulder; "son," he said, "if there were more people like you in the world it wouldn't be a bad place in which to live." Turning to his desk he wrote out a receipt and handed it to the young bluejacket. "If anyone ever questions your charity son, just wave this receipt in his face."

After the boy left, the Chaplain put on his white Navy cap and went out on the quarterdeck. He recalled a question he had asked (-----). "What do you think of the Navy?" The boy's face had lighted up as he answered, "It's a great place sir."

As he walked the deck, the Padre mused to himself, "It sure is, son, it sure is."

HOTELS — NEW YORK CITY

Reduced Rates

The Navy Department is in receipt of a letter from Mr. William F. Thomann, Managing Director of the Hotel Sulgrave, New York City, stating that properly identified members of the Naval personnel will be accorded a 20 per cent discount on the room rates at the following hotels in New York City under his jurisdiction:

HOTEL SULGRAVE - Park Avenue at 67th Street, New York City

HOTEL CAPITOL - Eighth Avenue at 51st Street, New York City

HOTEL ALAMAC - Broadway at 71st Street, New York City

HOTEL MADISON SQUARE - Madison Avenue at 26th Street, New York City

HOTEL KIMBERLY - Broadway at 74th Street, New York City

THE MYSTERY OF LA PEROUSE

Who can tell the fate of the discoverer of French Frigate Shoal? Was he murdered? What did happen on the coast of Vanikoro when the ships of La Perouse were wrecked 150 years ago? Nothing much remains save the story and the name of La Perouse Pinnacle at French Frigate Shoals. Jean

DO NOT REPEAT RUMORS

## THE MYSTERY OF LA PEROUSE

(Cont.)

Francois, born on the 23rd of August, 1741, was none other than the Comte de La Perouse—who cruised the Pacific during Revolutionary times. One hundred and fifty years ago, on 26 January, 1788, Comte La Perouse, in command of the two frigates Boussole and Astrolabe, anchored in Botany Bay, New South Wales, the English ships under the command of Governor Phillip, already at anchor, got under sail and left for Port Jackson.

An officer from the English frigate Cyrus was sent on board the Boussole by Captain Hunter to congratulate the French navigators on their arrival. The compliment was returned by an officer from La Perouse's staff, and despatches were handed to Governor Phillip, to be forwarded to France.

The two French frigates left Botany Bay a few days later; and, until 13 May, 1826, thirty-eight years later, their fate was unknown.

In 1812, or 1813, Captain Dillon, then an officer on the Calcutta ship HUNTER, trading between Bengal and the Fiji Islands, when passing the island of Tikopia, put ashore Martin Bushart, Bushart's Fijian wife and a Lascar named Joe. This was done at Bushart's request, owing to his wife's pregnancy.

On 13 May, 1826, when passing from Valparaiso and New Zealand to Bengal, Dillon again sighted Tikopia. Several canoes pulled out from the island to his ship, and one had Bushart on board, and another the Lascar.

Dillon discovered that the Lascar had disposed of a sword to the armourer of his vessel. This aroused his curiosity and, on making enquiries, he learned that eleven years earlier Bushart had seen, in the possession of the natives, several iron bolts, chain plates, etc. At the time, Bushart thought they had come from a vessel that had been wrecked in the vicinity of the island; but, some two years later, he discovered that the articles, together with a sword guard, had been brought by canoe from Vanikoro, where two large ships similar to the HUNTER had been wrecked.

The Lascar confirmed Bushart's statement, and added that on a visit to Vanikoro he had conversed with two old men from the wrecked vessels. Eventually, the sword was identified with La Perouse and, on 6 January, 1827, Captain Dillon made preparation for a trip to Vanikoro in the RE-SEARCH, with the object of further investigation.

On 13 September, 1827, Dillon arrived at Vanikoro and anchored inside the eastern point of Bailey's Bay. He came into contact with natives from the east coast of the island and from them received details of the wrecks.

The natives stated that the survivors had built a small vessel, which left the island to seek assistance.

REMEMBER, BUT DON'T REPEAT

THE MYSTERY OF LA PEROUSE  
(Cont.)

Owing to conflicting statements in Dillon's report, the number of men left behind is indefinite, but it is quite probable that, as stated, "as many as could get room departed and the remainder remained behind." Accommodation would hardly have necessitated the exclusion of two only, particularly as the destination of the ship would have been Botany Bay, the nearest known inhabited land.

However, it has been established that at least two of the survivors remained on Vanikoro, one of these an officer and the other his servant. These two were seen by the Lascar some 32 years after the departure of the two frigates from Botany Bay. The natives reported that the servant died in 1824, three years before Dillon's visit, and that six months later the officer accompanied a native chief who was compelled to flee from the island.

After spending 25 days on the coast of the island, Captain Dillon left on 8 October, 1827.

Who can tell the fate of what happened to the Comte de La Prouse?

SERVICES OF NATIONAL RESTAURANT ASSOCIATION

The Bureau again wishes to invite the attention of all Commanding Officers to Bureau of Navigation letter Nav-1461-MB P11/MM(954) of December 26, 1940, which lists the localities in which the services of the National Restaurant Association may be made available in Instructing Ships' Cooks and Bakers.

The following is an extract from a letter submitted by a commanding officer:

"This man gained considerable knowledge in time required for cooking foods, ability to foresee necessary steps in preparation of foods and also many new ideas for menus and easier ways of preparing foods insofar as actual cooking methods are concerned. As a whole, the course was very beneficial and helpful to this man."

MEN EMPLOYED IN SHIPYARDS

The Secretary of the Navy recently announced that as of June 1 there were 203,416 men employed on the shipbuilding program, of which 150,893 were at work in Navy Yards and 52,523 in private shipyards.

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



### ANTI-AIRCRAFT DEFENSE BEING BASED ON WAR EXPERIENCES

The study of anti-aircraft defense for Naval vessels built and building is continuous, in order to keep abreast of developments from actual war experiences abroad. This involved the number and types of anti-aircraft guns on various vessels, the kind and extent of protection necessary for ship and personnel safety through improved deck protection, protection of exposed personnel, and protection against splinters resulting from bomb explosions close to the ships.

### POWERFUL SALVAGE TUGS BEING DESIGNED BY BUREAU OF SHIPS

The Bureau of Ships is completing a new design for a salvage vessel which is intended primarily for salvage operations involving a ship which has been grounded due to shipwreck or purposely in the case of grounding to prevent foundering. These salvage vessels will be about the size of the larger fleet tugs, and will be equipped with the latest gear and appurtenances for salvage work under all possible conditions.

### CHRONOMETER PRODUCTION NOW UNDERWAY IN UNITED STATES PLANT

As a result of ground work by the Navy the manufacture of marine chronometers for use on shipboard has been started in this country at the plant of the Hamilton Watch Company, Lancaster, Pa. These delicate precision instruments have heretofore been produced in this country from essential parts made in Switzerland and Great Britain, since the character of the detent mechanisms and the fuses are such that they do not lend themselves readily to American methods of manufacture. This difficulty has been overcome and it is expected that the first of these all-American built instruments will soon be ready for service use. Preliminary tests indicate the American made instruments will compare favorably with the horological instruments made abroad.

### NAVY PURCHASES AID FARMERS OF THE NATION

The Navy Department recently announced that analysis of the Navy food purchasing program for the fiscal year ending June 30, 1942 shows a considerable boost being given to farmers of the nation who are producing food stuffs.

Preparation of the basic provision list reveals the following principal items which will go toward making up the total food purchases for the enlisted men of the U. S. Navy during the year. Other items will be purchased in accordance with seasonal fluctuations and the area in which

### REPORT SUSPICIOUS ACTIONS

NAVY PURCHASES AID FARMERS OF THE NATION  
(Cont.)

ships of the fleet are operating.

The principal items include:

Wheat flour	74,146,800 pounds
Graham flour	3,822,000 "
Corn meal	1,560,000 "
Buckwheat flour	780,000 "
Bacon	4,680,000 "
Ham	12,480,000 "
Bologna	2,535,000 "
Frankfurters	2,535,000 "
Fresh beef	54,600,000 "
Fresh pork	12,967,500 "
Chicken, duck, turkey	11,731,200 "
Fresh veal or mutton	12,480,000 "
Irish potatoes	131,820,000 "
Dry onions	17,901,000 "
Dried Navy beans	8,580,000 "
Cabbage	17,745,000 "
Carrots	6,240,000 "
Celery	6,240,000 "
Turnips	6,961,500 "
Apples	20,358,000 "
Citrus fruits	34,320,000 "
Dry whole milk	2,340,000 "
Evaporated milk	17,770,000 "

DEMAND IDENTIFICATION FROM STRANGERS

NAVY PURCHASES AID FARMERS OF THE NATION  
(Cont.)

Butter	9,360,000 pounds
Rice	6,240,000 "
Macaroni	1,755,000 "
Hominy	1,170,000 "
Cheddar Cheese	1,883,700 "
Sugar, granulated	37,440,000 "
Hops	936,000 "
Eggs	12,168,000 dozen

"Of the unspoken word you are master;  
Once uttered you become its slave."  
--Epictetus.

CHAIRMAN OF COMMITTEES ON NATIONAL DEFENSE OF STATE BAR ASSOCIATIONS

"In the list of chairmen of committees on national defense of state bar associations published in the Bureau of Navigation Bulletin No. 290 of March 22, 1941, add new names as follows:

Arizona -	Fred Blair Townsend, Esq., Luhrs Tower, Phoenix.
California -	Murray Draper, Esq. 1110 Blafour Building, San Francisco.
Oklahoma -	Hon. Randell S. Cobb, Assistant Attorney General, Oklahoma City."

SHIP'S SERVICE INSURANCE

The Judge Advocate General has received and placed on file Master of Key Policy of Insurance covering Storekeeper's Burglary and Robbery No. SK-1296 dated April 4, 1941, issued by the United States Guarantee Company, 90 John Street, New York, New York. This policy offers adequate protection to Ship's Service activities against burglary and robbery. Agents: Monnett & Vickrey, Inc., 1 Cedar Street, New York, New York.

DON'T GIVE INFORMATION TO STRANGERS

### SCHOOL CONCESSION

A letter has been received in the Bureau of Navigation from the De-Veaux School, Niagara Falls, New York, offering the following scholarships and concessions: First, a \$200 boarding concession to sons of officers on active duty with the Navy or Marine Corps; Second, sons of officers of the Navy or Marine Corps will be given favorable consideration for such partial scholarships, ranging in value from \$100 to \$200, as may be available; and, Third, sons of deceased officers of the Navy or Marine Corps are considered preferentially in the award of the Samuel De-Veaux Scholarships which defray full cost of room, board, tuition, and laundry. This school was established in 1852 and is of the Protestant Episcopal Church. However, no restrictions are placed on religious affiliations of students, and churches other than the Episcopal are well represented in the Corps of Cadets. The school has an approximate enrollment of 100 boys between the ages of 12 and 18 with classes beginning with the 6th grade and continuing through high school. Tuition: day students, \$375 per year for the 6th, 7th and 8th grades and \$400 per year for high school grades; for boarders, the corresponding rates are \$800 and \$850 per year, respectively.

### "SHIP'S SERVICE EMPLOYMENT TAXES"

In a recent ruling of the Treasury Department it has been held that employment taxes are applicable with respect to services performed by civilians in connection with the operation of Ship's Service activities and officers' messes or clubs.

### "SCHOOL CONCESSIONS"

On page 16 of Bureau of Navigation pamphlet "Schools and Colleges Granting Concessions to Sons and Daughters of Officer and Enlisted Personnel, U. S. Navy, 1940", under Rhode Island, change date of establishment of East Greenwich Academy from 1902 to 1802."

### LIST OF BUREAU OF NAVIGATION CIRCULAR LETTERS

BEGINNING JUNE 24, 1941

<u>Number</u>	<u>Subject</u>
79-41	Advancement in Rating - School requirement for advancement to fire controlman first class.
80-41	Promotion of all commissioned officers of the Naval Reserve other than commissioned warrant officers in time of war or national emergency.

### WALLS HAVE EARS

LIST OF BUREAU OF NAVIGATION CIRCULAR LETTERS  
BEGINNING JUNE 24, 1941  
(Cont.)

<u>Number</u>	<u>Subject</u>
81-41	Officer Personnel Afloat.
82-41	Transfer of commissioned officer of the Organized Reserve to the Volunteer General Class, U. S. Naval Reserve.
83-41	Numbers of Master Divers, Divers 1c and Divers 2c authorized for fiscal year 1942.
84-41	Advancement in rating to Chief Petty Officer (Permanent Appointment) from Chief Petty Officer (Acting Appointment) Re: Requirements for establishing eligibility.
85-41	Authority for travel of dependents.
86-41	Annual physical examination.
87-41	Interpretation of phraseology used in orders to officers.
88-41	Despatch reports regarding stragglers and deserters.
89-41	Radiomen - Radio material qualification.
90-41	Subversive Activities - Combatting of.
91-41	Fitness reports - Reserve and Retired Officers.

AMERICAN GOLD LACE NOW BEING EXPORTED

The Navy Department recently announced that its efforts to encourage domestic production of gold lace, used in uniforms and insignia, have been so successful that the nation's newest industry is now able to export lace as well as supply the domestic supply, which was curtailed when French factories ceased export.

The gold lace is being exported to the Netherland East Indies, South America, and Canada.

In normal times the annual consumption of half-inch gold lace is approximately 20,000 yards, or the equivalent of ten sea miles. The Naval expansion program has increased this demand appreciably.

DO YOU TALK TOO MUCH?

In the hills of Arkansas, a son was born to one of the natives. As he grew from infancy he never spoke a word, and his parents raised him as a deaf mute.

One day the father was bent over at his work in the orchard and did not notice that he was directly in the path of an enraged bull.

"Look out, Pa," the son shouted. "Here comes the bull."

The father ran to safety and expressed his joy that his son had found his speech. "Well, Pa," the son replied, "I just ain't had nothing to say before." ---"The Pelican", U.S.S. NEW ORLEANS.

ARE YOU ALWAYS CAREFUL OF WHO GETS AN EARFUL?

## NAVAL ALMANAC

\* \* \* \* \*

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

### SEPTEMBER

#### 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.

#### 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, Mass., 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.

#### 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.

#### 4 September

- 1804 U.S.S. Intrepid, under command of Lieutenant Sommers, blew up, 13 killed. Had been converted into fire ship and conveyed into harbor

GOSSIP IS FASTER THAN RADIO



NAVAL ALMANAC  
(Cont.)

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.

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 seige 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.

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.

7 September

- 1779 U. S. Frigate Constellation launched at Baltimore, 26 guns.

8 September

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

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.

10 September

- 1750 Captain Nicholas Biddle born.

THAT GUY MAY BE A SPY - DON'T TALK

NAVAL ALMANAC  
(Cont.)

- 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 quarter-deck 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.

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, 53 wounded.

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.

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 Chapultapec, Mexico.
- 1922 Officers and Blue Jackets from American destroyers rescue life and preserve order in Smyrna, set on fire by Turks.

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 9 Mexican vessels at La Paz, Lower Calif.

WHEN YOU BARK, HE MAY BITE

NAVAL ALMANAC  
(Cont.)

- 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.

15 September

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

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.

17 September

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

18 September

- 1777 U. S. Sloop Lexington (Captain Jackson) captured by British Sloop Alert.  
1382 U.S.S. Chocura and Valley City made reconnaissance in Virginia River.

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.

21 September

- 1814 U. S. Sloop Wasp captured Brig Atlanta, formerly the Privateer Siro of Baltimore.  
1359 U.S.S. Portsmouth captured American slaver Emily at Loango, Africa.

22 September

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

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

BETTER BE SILENT THAN SORRY

NAVAL ALMANAC  
(Cont.)

Countess of Scortoro, 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, Lieutenant 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.

24 September

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

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.)

26 September

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

27 September

1776 U.S.S. Cabot captured 3 British vessels off New England Coast.  
1778 American Frigate Raleigh captured by British.

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.

29 September

1864 U.S.S. Valley City engaged Confederate Batteries in Scuppernon River, N. C.

30 September

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

SILENCE IS GOLDEN

## NAVY'S READING HABITS WIDE

Officers and men of the Navy are reading approximately 2,000,000 books a year. Their reading tastes are comparable to those of men of the same ages in civilian life, excepting that probably a somewhat heavier proportion of them favor western stories. They read in every field -- from international law to westerns and detectives.

The Navy's library system is a big one. A battleship rates 2,000 books. A submarine with its small complement is stocked with 150. In the fiscal year 1941, the Navy bought 114,000 new books for libraries then in existence. This number does not include the books supplied for newly commissioned ships in the year.

Libraries in the Navy go back to the days of John Paul Jones. They have long been considered an official part of the ship's equipment, though in earlier days they were provided for out of appropriation for "Instruments and Supplies" rather than from the library appropriation of today.

The Navy's modern library system grew out of the augmented service established during the last World War by the American Library Association in Army camps and Naval stations. Following this demonstration of the value of adequate library service, the Navy decided to put its libraries on a modern, up-to-date basis.

Ships' libraries not only provide technical and professional material required by both officers and men to improve their value and efficiency but provide background reading of a cultural nature and straight recreational entertainment.

Sea stories are not among the most popular among Navy men as a whole. One librarian at a large training station notes that new recruits like stories of the sea and seafaring life, but that after one voyage "they come back knowing more than the man who wrote the book."

The library of the recently commissioned battleship NORTH CAROLINA is typical of the variety of books in the libraries of the larger ships. Of its 2,000 books, approximately two-thirds are fiction of all varieties and types. Then there is the foundation of the classics with standard authors such as Dickens and Thackeray. For the balance, there are encyclopedias, atlases, the standard texts on navigation, astronomy, seamanship, ordnance, and engineering; international affairs, international law, science, history, poetry, and art.

New shipments of books go out to ships' libraries quarterly.

## HOW TRUE

Three people can keep a secret,  
providing two of them are dead.

--The Pelican, USS NEW ORLEANS.

"QUIET, PLEASE" - ALWAYS!

# INDEX

A Chip Off the Old Block.....	34
Advancement in Rating for Meritorious Service.....	2
Allotments for Dependents.....	43
American Gold Lace Now Being Exported.....	54
Annual Convention of Propeller Club of the United States.....	21-22
Answers to Quiz on Page 30.....	38
Anti-Aircraft Defense Being Based on War Experiences.	50
Attention! Ordnance Experts.....	31
Award of Scholarships.....	18-19
Books Needed! Fifteen Feet of Them!.....	31
Boost for Recruiting.....	37
British Submarine Service Sends Message on Loss of USS O-9.....	4
Captain Chapline to Direct Naval Reserve.....	17
Captain Frucht Ordered to Duty with Maritime Commission.....	17
Changes of Duty.....	16-17
Chronometer Production Now Underway in United States Plant.....	50
Civil Engineer Corps Selection Board.....	22-23
Commendation.....	1-2
Commissioning of the Naval Air Station at Quonset Point, R. I.....	15
Correspondence Courses Available for Enlisted Men....	44
Do You Talk Too Much?.....	54
Dr. Jerome Hunsaker to Coordinate Research and Development.....	17-18
Ebbing Tide Waters.....	24
Enrollment of Various College Groups as Units for Aviation Training.....	33-34
Exam Answers That Did Not Make the Grade.....	44-45
Extracts from Lecture on "The High Command" by General Wavell.....	28-29
Forty Days' Progress Reported in Naval Construction..	8-9
Hotels - New York City (Reduced Rates).....	47
In the News A Hundred Years Ago.....	19-20
It's the Spirit That Counts.....	5-6



INDEX  
(Cont.)

La Perouse, The Mystery of.....	47-49
Length of Service of Recently Appointed Chief Petty Officers, U.S.N.....	38-40
List of Bureau of Navigation Circular Letters Beginning June 24, 1941.....	53-54
Mail Censorship Established at New Atlantic Bases....	13
Maneuvering Board Manual.....	38
Manufacturing Companies Awarded Ordnance Flag.....	6-8
Marine Detachment Sent to London.....	20-21
Memorial Service (USS O-9).....	3-4
Men Employed in Shipyards.....	49
Missing Pay Accounts; Taking Up for Pay.....	42-43
Names Assigned to Seventy-six U. S. Naval Vessels....	13-15
National Restaurant Association, Services of.....	49
Naval Academy.....	29
Naval Almanac.....	55-59
Naval Reserve Officers' Pool, Twelfth District.....	27
Naval R.O.T.C. Unit.....	32-33
Naval Torpedo Station, Alexandria, Va., Established..	15-16
Navy Sound Laboratory Established.....	13
Navy's Reading Habits Wide.....	60
Never Speak Ill of Chiselers (A Father's Advice to His Son).....	37
Newfoundland and Trinidad Naval Operating Bases Established.....	12
New Order Promulgated Regarding Naval Reserve Reen- listments.....	45
Officers for Aviation Training (Heavier-than-Air)....	23-24
"Pardon Me, Sir--".....	46-47
Patriotism!.....	1
Per Diem Allowance on Temporary Additional Duty Travel Orders.....	25-26
Peruvian Navy Extends Sympathy to U. S. Navy over Loss of the O-9.....	5
Petty Officer Ratings.....	41-42
Polish Consul General Sends Message on Loss of U. S. Submarine O-9.....	5
Postgraduate Courses, Correction.....	29
Powerful Salvage Tugs Being Designed by Bureau of Ships.....	32
Promotion in Water Tender Ratings Relatively Slow Due to Lack of Vacancies.....	41

INDEX  
(Cont.)

Quiz.....	30
Rear Admiral A. T. Beauregard, U.S.N. Assigned to Post of Naval Attache to Brazil.....	16
Rear Admiral Henry Williams, U.S.N. Appointed Administrative Officer of the Office of the Secretary.....	16
Rear Admiral Ray Spear (SC) U.S.N. Addresses Navy Finance & Supply School Graduates.....	27
Recruiting.....	35
Recruiting Advertising Campaign.....	35-36
Redistribution of Line Officers in Various Grades....	31
Routine Transfers Between Sea & Shore Duty.....	43
School Concession.....	53
Secretary Knox Addresses Medal Holders.....	1
Security.....	20
Selection Boards.....	22
Service Requirements.....	43
Service Requirements for Advancement in Rating.....	40-41
Ship's Service Employment Taxes.....	53
Ship's Service Insurance.....	52
South American Countries Extend Messages of Sympathy on Loss of U. S. Submarine O-9.....	4-5
Spear Foundation Prize.....	22
Sponsors Designated.....	9-12
State Bar Association, Chairman of Committees on National Defense of.....	52
Submission of Annual Data Cards.....	25
Temporary Promotions.....	26
Training Courses.....	44
Training Courses, How Not to Obtain.....	44
Transportation of Dependents.....	45-46
Two Off-Shore Naval Air Stations Established.....	13
Union of Soviet Socialist Republics Sends Message on Loss of USS O-9.....	4