

SEPTEMBER 2, 1941

BUREAU OF NAVIGATION

BULLETIN



NUMBER 295



INFORMATION

FOR

NAVAL PERSONNEL

\* \* \* \* \*

\* "Let us have faith that \*  
 \* Right makes Might." \*  
 \* — Lincoln. \*  
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 \* \* \* \* \*

ADDRESS OF THE HONORABLE FRANK KNOX,  
SECRETARY OF THE NAVY, AT THE 51ST ANNUAL REUNION  
OF THE ARMY AND NAVY LEGION OF VALOR AT FORT SHERIDAN, ILL.  
JULY 28, 1941

\* \* \* \* \*

\* The Bureau of Navi- \*  
 \* gation suggests this \*  
 \* address be read to \*  
 \* all personnel. \*  
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 \* \* \* \* \*

In reading a recent issue of a Legion of Valor magazine, my eye was caught by the names of some of those who had won decorations for bravery. Andrea, Reiter, Saplio, Reynolds, Bernstein, Pizzani, Rabinowitz, Donovan, Prevost, Moore, and Pitstikoudis. Names drawn from every country of the old world. Names of those born in some Balkan village, and names of old American stock. Jewish names and Gentile names. Catholic names and Protestant names. But names with one thing in common. All the names of brave men.

When you read the silly talk about the superior qualities of the Aryan race which falls so glibly from Nazi lips, ponder these names I have just read. Italian and Greek; French and German; English and Irish; Pole and Slav; brave men all. Americans all. It is what a man is, not from whence he came, that counts. Most men, if you give them something to live for, will live bravely for it and if necessary will die bravely for it.

What is this thing for which you men of the Legion of Valor were honored and decorated?

What was it that drove Frank Andrea to go out to regain two ambulances loaded with American wounded? What made Bill Donovan lead his men up that bullet-swept escarpment at Landres St. George? What ideals inspired Dudley Bernstein in that long period of dangerous and arduous flight training which was climaxed by a bold air attack upon hostile submarines? Why, when he and two comrades stumbled upon an enemy trench in a fog, did Eugene Reynolds attack, instead of retiring discreetly into the mist? What was it that drove these men? Who can tell? Of one thing we can be certain. These men and their comrades shared in common

ONE LEAK CAN SINK A SHIP - DON'T TALK

ADDRESS OF THE HONORABLE FRANK KNOX  
(Cont.)

the belief that there are some things more important than life itself. They shared a common quality: bravery.

The belief that there are things worth risking our lives for comes readily to an American for all Americans have a common heritage of courage. We spring from a race of men who had certain things for which they were ready to risk their lives. Among these things, for example, was the right to worship God in their own way, or the right to leave to one's children a heritage in a new land. Indeed, for the first couple of centuries of existence in the American colonies, to be an American colonist was almost synonymous with being brave. It took the same kind of courage for the later comers to leave all that was dear in their home lands and cross an ocean to build a home for their children in this new land. It took courage to leave home and venture across 3,000 miles of storm-tossed waters to start all over again in a new and unknown continent, and it took more courage to stick it out after you got there, whether you came in the 17th century or the 19th. If you did not have courage, you either stayed at home in Europe, or gave up after you got here. If you survived, it meant that you had what it takes.

Today, we must summon within ourselves the courage that built America. Today, the American people must be brave, or there is not going to be any American people. To be sure, there may be left those who live on this continent, but there will not be Americans in the sense that we use that term today. They will be the sullen subjects of a vassal state.

We are accustomed to inventory the perils our forefathers faced. What we have not yet become accustomed to is a realistic survey of the perils we, ourselves in this generation, must face. They are as grave, and as menacing as any which men have faced since our present civilization emerged. The whole continent of Europe is under the heel of one man. Outside of Britain, there is not left anywhere in all the European continent any of the freedoms which men cherish. This universal bondage of formerly free men to a tyrant has been accomplished by a type of warfare that violates every instinct of human decency. It has been accomplished by a combination of cruel, ruthless destruction of defenseless women and children; through a violation of good faith; through the employment of treachery; and through the machinations of corrupt and dastardly spies and traitors; as much as it has been accomplished by force of arms. One by one, the free peoples of Europe have had their home defenses weakened by treachery; they have had their fears lulled by lies; they have been persuaded, by false promises and threats, from alliances that might have made them safe; and, one by one, they have been destroyed. In a last and final display of these qualities of treachery and bloodthirstiness, Hitler has led his millions into Russia from whence he threatens to emerge victorious with every square foot of soil in all Europe, from the Asiatic Urals to the English Channel, utterly subject to his imperial will.

A CHANCE REMARK MAY ENDANGER LIVES

REAR ADMIRAL CONARD NAMED BY SECRETARY KNOX  
TO HEAD DEFENSE BOND CAMPAIGN

Secretary of the Navy Frank Knox recently announced the appointment of Rear Admiral Charles Conard, (SC), U.S. Navy, Retired, to active duty to take charge of a campaign to stimulate the sale of U. S. Defense Bonds and Defense Savings Stamps in the entire Naval establishment. Rear Admiral Conard, formerly Paymaster General of the Navy, will be assisted by Commander Gerald A. Eubank, (SC), U. S. Naval Reserve, who was called by the Navy in May from his civilian post as manager of the downtown agency in New York City of the Prudential Insurance Company of America, one of the largest production agencies in the world.

The Office of Defense Savings Bonds for the U. S. Navy will be the designation of the post taken over by Rear Admiral Conard. It will be attached to the Office of the Secretary of the Navy.

COMMANDING OFFICERS DESIGNATED FOR PACIFIC NAVAL AIR STATIONS

The Navy Department recently announced the designation of Lieutenant Roland H. Dale, U. S. Navy, as commanding officer of the U. S. Naval Air Station, Johnston Island, and Lieutenant David James Welsh, U. S. Navy, as commanding officer of the U. S. Naval Air Station, Palmyra Island.

The U. S. Naval Air Station, Johnston Island, will be commissioned August 15. The station is located on Sand Islet in the Johnston Island group, and is approximately 717 miles from Honolulu, T. H.

The U. S. Naval Air Station, Palmyra Island also will be commissioned August 15. The island is approximately 975 miles south of Honolulu, T. H.

The U. S. Naval Air Station, Cavite, P. I., located on Sangley Point, will be commissioned September 1. The commanding officer of this station has not been designated.

IRVING JOHNSON COMMISSIONED IN U. S. NAVAL RESERVE

The Navy Department recently announced that Mr. Irving Johnson, former Captain of the schooner YANKEE, has accepted a commission as Lieutenant Commander in the U. S. Naval Reserve, and has been ordered to report to the Commandant of the 14th Naval District for immediate duty.

As Captain of the schooner YANKEE, Lieutenant Commander Johnson has sailed around the world three times.

Together with his wife he has written two books, "Westward Bound in the Schooner Yankee" and "Sailing to See." He himself has written "Round the Horn in a Square Rigger" and "Shamrock V's Wild Homeward Voyage."

A SLIP OF THE LIP MAY GIVE A SPY A TIP



U.S.S. INDIANA  
(Battleship)

Secretary of the Navy Knox has designated Mrs. Lewis C. Robbins, daughter of Honorable Henry F. Schricker, Governor of the State of Indiana, and Mrs. Schricker, to serve as sponsor for the battleship INDIANA now building at the Newport News Shipbuilding and Dry Dock Company, Newport News, Virginia.

The INDIANA is scheduled for launching in December of this year.

The battleship INDIANA was authorized by Act of Congress March 27, 1934. Her keel was laid November 20, 1939.

This battleship is the third naval vessel to be assigned the name INDIANA. The first INDIANA was authorized by Act of June 30, 1890, which provided for the construction of three seagoing coast-line battleships. The others were

Coast Battleship #2 - U.S.S. MASSACHUSETTS,  
Coast Battleship #3 - U.S.S. OREGON.

These were the heaviest armed and armored battleships in the world at that period. In 1892, the U.S.S. IOWA was authorized and these four ships, with the armored vessel TEXAS, constituted the battleship force of the United States Navy during the War with Spain.

The U.S.S. INDIANA, Coast Battleship #1, was built by William Cramp & Sons, Philadelphia. Her keel was laid May 7, 1891, and she was launched on February 28, 1895, when her sponsor was Miss Jessie Miller (Mrs. A. M. Hopper) daughter of the United States Attorney-General W. H. H. Miller. The President of the United States, Benjamin Harrison, was present at the ceremonies. She was commissioned at League Island on November 20, 1895, under command of Captain Robley D. (Fighting Bob) Evans, who was Commander-in-Chief of the Atlantic Fleet on the first leg of the World Cruise, the voyage from Hampton Roads to San Francisco, December 1907, to May 1908.

In February 1896, the INDIANA was ready for service and was assigned to the North Atlantic Station. Captain Evans was relieved in 1897 by Captain Henry Clay Taylor, who continued in command during the Spanish American War. With Admiral Sampson's Squadron, the INDIANA took part in the Battle of Santiago Bay, and Captain Taylor was advanced five numbers in rank in recognition of his eminent and conspicuous conduct in battle.

During the early part of 1899, the INDIANA cruised in the Caribbean and in September 1899 took part in the Dewey celebration in the Hudson. She also participated in the John Paul Jones ceremonies at Annapolis in April 1906.

She was with the fleet when reviewed by President Theodore Roosevelt at Oyster Bay, Long Island, on September 2, 1906. During the summers of

THE UNSPOKEN WORD NEVER DOES HARM

ADDRESS OF THE HONORABLE FRANK KNOX  
(Cont.)

On the high seas, Hitler has resorted to a piracy that sinks helpless ships without warning, that drops bombs from the air upon combatants and non-combatants alike, without the slightest regard for the innocent lives that are snuffed out by his brutal ruthlessness. He has allied himself with the one power in Asia dominated by like principles - Japan. We are right now confronted in Asia with a whole continent threatened with domination, by an Oriental, bloody-minded autocracy.

In times of peril like these, there are still a few Americans who profess to see no dangers for us; a few Americans who would disband our half-trained Army in the face of such dangers; a few Americans who protest when we add to our security against attack by the occupation of strategic vantage points which would help us control the seas that wash our shores. What breed of Americans are these who would blindly shut their eyes to perils that cannot be ignored, or who, in an unworthy timidity of which our forefathers would be ashamed, shrink from whatever stern measures are necessary to preserve our institutions and maintain our freedoms? Surely, in your presence, men of the Legion of Valor, it is impossible to find words to adequately describe such cowardice.

What we need is a fresh display of the qualities that gave us what we have here in America. For mark this, my friends, if the time ever comes when we Americans are unwilling to fight to preserve the freedoms we have inherited, those freedoms will be destroyed, and taken from us, by a stronger breed of men who retain the courage to fight for what they have and for what they want.

At such a time as this we must have the courage to face the perils which confront us; to weigh them calmly; to reach a decision; and to act upon that decision. These are not easy things to do. We are like the man surrounded by new and dangerous problems, whose first impulse is to deny their existence. There are those in this country who think they can solve these problems by refusing to face them. That is precisely what happened to a dozen countries in Europe who have now lost all of their liberties. The need is not only for a decision to take every possible measure that can be taken to prevent this fate overtaking us, but the need is for a decision now -- a decision that, come what may, we shall resist to the uttermost any and every assault that is made upon us, and we will make due preparations to meet any and every threat of force that is pointed in our direction. The longer we delay, the more difficult will be our task when we do face reality. And face it we must, not by our choice, but by the sheer pressure of events. We can possibly postpone decision -- postpone it until the chances of successful resistance are far less than now, but we cannot avoid decision. We will have to come to it sooner or later. We must make the same two decisions which, at one time, confronted every member of the Legion of Valor. Have we something worth fighting for? Have we the courage to fight for it?

MUCH TONGUE AND MUCH JUDGMENT SELDOM GO TOGETHER

\* \* \* \* \*  
 \*  
 \* CHRISTMAS MAIL \*  
 \*  
 \* For a number of years there has been a \*  
 \* steady increase in Christmas mail handled \*  
 \* by the Bureau of Navigation. The personnel \*  
 \* of the Navy has adopted the general prac- \*  
 \* tice of addressing mail to naval personnel \*  
 \* whose address is unknown, in care of the \*  
 \* Bureau of Navigation. \*  
 \*  
 \* The Bureau of Navigation requests that \*  
 \* this practice be discontinued. Present fa- \*  
 \* cilities of the Bureau of Navigation mail- \*  
 \* room are not equipped to meet an abnormal \*  
 \* handling of such mail. For obvious reasons \*  
 \* during the present emergency, the promiscu- \*  
 \* ous sending of greeting cards during the \*  
 \* coming holiday season by naval personnel is \*  
 \* discouraged. \*  
 \*  
 \* \* \* \* \*

#### ELECTRICIAN'S MATE WALLACE P. DAILY GIVEN COMMENDATION

The Navy Department recently announced that Wallace Pope Daily, Electrician's Mate, 2nd Class, U. S. Navy, serving on board the U.S.S. GAR, has been given a letter of commendation by the Chief of the Bureau of Navigation "for your initiative and interest in designing an improved periscope raise-lower switch."

The letter of commendation will be made part of Daily's official record. It is the second commendation he has received. The first was from the Commanding Officer of the U.S.S. CANOPUS, dated September 18, 1933, "for excellent services in effecting rapid repairs to the submarine S-38 subsequent to that vessel being damaged by collision with another vessel."

#### CHIEF PETTY OFFICER HUSE WYLIE GIVEN COMMENDATION

The Navy Department recently announced that the Chief of the Bureau of Navigation has given a letter of commendation to Chief Electrician's Mate Huse Wylie, U. S. Naval Reserve, for the effective manner in which he organized and executed a movement of Naval Reserve enlisted men from Miami, Florida, to San Diego, California. The letter has been sent to the Commanding Officer of the U. S. Naval Training Station, San Diego, where Chief Petty Officer Wylie is stationed.

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

U.S.S. INDIANA  
(Battleship)  
(Cont.)

1910 and 1911, she operated with the Midshipmen's practice cruise and in October 1912, was present at the Naval Review in New York.

During the World War, the INDIANA was employed in training personnel and on patrol duty. Her last appearance with the fleet was at New York December 26, 1918, at the review by Secretary of the Navy Josephus Daniels and Assistant Secretary of the Navy, now President, Franklin D. Roosevelt.

In January 1919, she was placed out of commission at the Philadelphia Navy Yard. Later that year, and in 1920, she was used as a target in a series of experiments to determine the effectiveness of aerial bombs and underwater explosives on surface vessels. She was sunk November 1, 1920, and her hulk was sold in 1924.

The second vessel to be assigned the name INDIANA was Battleship No. 50 of 43,200 tons displacement. She was authorized by Acts of Congress August 29, 1916, and March 4, 1917. Her building was allocated to the New York Navy Yard on July 2, 1918, and her keel was laid November 1, 1920. She was scrapped by the Government under terms of the Washington Treaty for the Limitation of Naval Armament when she was 34.7 per cent completed, and sold March 19, 1924.

LET'S BE SERIOUS

Frequently constructive suggestions are received by the Navy Department from patriotic citizens. A recent communication addressed to the Secretary of the Navy is quoted in part:

"In the press of the first year, it was natural that the efforts of the Navy were devoted mainly to the technical problems of organization, supply, and material. But sailors, particularly in a democracy like ours, cannot fight well unless they understand what they are fighting for; unless they have within themselves a will to fight and an eagerness to support a great cause. For that matter, they cannot even train well if their only thought is to get through their routines lightly and to leave the Navy behind them at the earliest possible moment."

SIX SECTION BASES ESTABLISHED

The Navy Department recently announced establishment of six additional section bases in the continental United States and Puerto Rico with certain additional section bases in Alaska. Construction will be started when funds become available for the work.

STREETCARS ARE FOR RIDING, NOT TALKING

SIX SECTION BASES ESTABLISHED  
(Cont.)

The bases established in the United States are at Key West, Florida; Mobile, Alabama; Corpus Christi, Texas; Roosevelt Roads, Puerto Rico; Monterey, California; and Neah Bay, Washington.

HONOLULU DISTRICT U. S. COAST GUARD  
ACTIVITIES TRANSFERRED TO NAVY DEPARTMENT

The Navy Department announced that effective August 1 all activities of the U. S. Coast Guard in the Honolulu district, including personnel and equipment, has been transferred to the jurisdiction of the Navy Department for the duration of the present unlimited national emergency.

Arrangements have been completed for continuance of the U. S. Coast Guard construction program in the Honolulu District to provide the necessary aids to navigation, including lighthouses, and radio beacons, at naval bases in the Pacific.

The transfer has been approved by the President of the United States.

NAVAL OFFICER'S SON RECEIVES FOUR-YEAR SCHOLARSHIP

The Navy Department recently announced it has been advised by Rensselaer Polytechnic Institute, Troy, New York, that Russell Lincoln Kranzfelder, son of Commander Edgar P. Kranzfelder, U. S. Navy, who is serving on the staff of the Commander of Battleships, U. S. Battle Force, U.S.S. WEST VIRGINIA, has been awarded a full four-year tuition scholarship by trustees of the Institute. The scholarship is awarded, on a competitive basis, to sons of officers of the United States Navy or Marine Corps, and also to sons of petty-officers of the U. S. Navy and non-commissioned officers of the Marine Corps.

LIBERTY

Liberty is the right to go forth  
unimpeded from any place and to  
come back.

\* \* \* \* \*

The tree of Liberty must be refreshed  
from time to time with the blood of  
patriots and tyrants.

\* \* \* \* \*

CARELESS TALK COSTS LIVES



## A ROMAN GENERAL'S OPINION OF "MILITARY CRITICS"

Lucius Aemilius Paulus, a Roman Consul who had been selected to conduct the war with the Macedonians, B. C. 168, went out from the Senate-house into the assembly of the people and addressed them as follows:

"In every circle, and, truly, at every table, there are people who lead armies into Macedonia; who know where the camp ought to be placed; what posts ought to be occupied by troops; when and through what pass Macedonia should be entered; where magazines should be formed; how provisions should be conveyed by land and sea; and when it is proper to engage the enemy, when to lie quiet. And they not only determine what is best to be done, but if anything is done in any other manner than what they have pointed out, they arraign the consul, as if he were on his trial. These are great impediments to those who have the management of affairs; for everyone cannot encounter injurious reports with the same constancy and firmness of mind that Fabius did, who chose to let his own authority be diminished through the folly of the people, rather than to mismanage the public business with a high reputation. I am not one of those who think that commanders ought never to receive advice; on the contrary, I should deem that man more proud than wise, who did everything of his own single judgment. What then is my opinion? That commanders should be counselled; chiefly, by persons of known talent; by those, especially, who are skilled in the art of war, and who have been taught by experience; and next, by those who are present at the scene of the action; who see the country, who see the enemy; who see the advantage that occasions offer, and who, embarked, as it were, in the same ship, are sharers of the danger. If, therefore, anyone thinks himself qualified to give advice respecting the war which I am to conduct, which may prove advantageous to the public, let him not refuse his assistance to the state, but let him come with me into Macedonia. He shall be furnished by me with a ship, a horse, a tent; and even with his traveling charges. But if he thinks this too much trouble, and prefers the repose of a city life to the toils of war, let him not, on land, assume the office of a pilot. The city, in itself, furnishes abundance of topics for conversation; let it confine its passion for talking, and rest assured, that we shall be content with such councils as shall be framed within our camp."

-- Livy, Book XLIV, Chapter 22.

## PATRIOTISM

Patriotism is loving one's country,  
respecting its traditions, and  
honoring its people, high or low,  
rich or poor.

## SOME SYLLABLES ARE SWORDS



IT'S THE AMERICAN SPIRIT THAT COUNTS

The following letters are self-explanatory:

"July 10, 1941.

"U. S. Navy Recruiting Station.

Dear Sirs:

"Enclosed find papers that I signed. It is hard to do but Bernard his brother loved the Navy, for that reason I feel it is also a good place for Bob. We never know what can happen even in our daily life. I know Bernard would say Mom, sign those papers. I only hope Bob puts his heart and soul into his work like Bernard did. We must all bring sacrifices to attain our rewards.

Very sincerely,

Mrs. Elizabeth Venhaus."

"August 18, 1941.

"My dear Mrs. Venhaus:

"The Navy Recruiting Officer-in-Charge at Pueblo has brought to my attention your letter to him which accompanied the papers you signed giving your consent for your son, Robert Joseph Venhaus, to enlist in the Navy. I note that you have another son, Herbert Francis Venhaus, who is already in the Navy, and that a third son, Bernard Joseph Venhaus, was lost on the ill-fated submarine, O-9.

"As you say, "We must all bear sacrifices to attain our rewards." The spirit of patriotism which urged you to sign those papers allowing Robert to join the Navy is a spirit which has made our Navy the greatest in the world -- it is the spirit which built this great country.

"I know that Bob will put his heart and soul into his work, and I am equally sure the Navy will give him every opportunity to advance and to acquire a skill which will give him advancement in the Navy, and will be equally valuable to him should he decide to return to civil life at the end of his enlistment. I am delighted to note that Herbert, your other son, was advanced in his rating on May 1 to Seaman, First Class.

Sincerely yours,

Frank Knox

Secretary of the Navy."

PLAYING WITH WORDS IS LIKE PLAYING WITH FIRE

EDITORS  
SHIPS AND STATIONS NEWSPAPERS

The editor of the Bureau of Navigation Bulletin would appreciate having the editors of all ships' and stations' newspapers forward one copy of each publication to the following addresses:

Editor, Bureau of Navigation Bulletin,  
Navy Department, Washington, D. C.

Officer in Charge, Radio Section,  
Office of Public Relations, Navy Department,  
Washington, D. C.

This in no way alters present instructions in paragraph E-7603, Bureau of Navigation Manual.

SELECTION BOARDS

Following is a list of tentative dates set for various selection boards during the period September 1941, through January, 1942:

SEPTEMBER

September 8	Lieutenant Commander to Commander	(Line)	U.S.N.
September 15	Captain to Rear Admiral	(MC)	U.S.N.

OCTOBER

October 13	Lieutenant to Lieutenant Commander	(Line)	U.S.N.
October 13	Lieutenant Commander to Commander	(Line)	U.S.N.R.
October 13	Commander to Captain	(MC)	U.S.N.
	Lieutenant Commander to Commander	(MC)	U.S.N.
	Commander to Captain	(MC)	U.S.N.R.
	Lieutenant Commander to Commander	(MC)	U.S.N.R.
October 13	Commander to Captain	(SC)	U.S.N.
	Lieutenant Commander to Commander	(SC)	U.S.N.
	Commander to Captain	(SC)	U.S.N.R.
	Lieutenant Commander to Commander	(SC)	U.S.N.R.
October 27	Commander to Captain	(DC)	U.S.N.
	Lieutenant Commander to Commander	(DC)	U.S.N.
	Commander to Captain	(DC)	U.S.N.R.
	Lieutenant Commander to Commander	(DC)	U.S.N.R.

NOVEMBER

November 17	Lieutenant (junior grade) to Lieutenant	(Line)	U.S.N.
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REPORT SUSPICIOUS ACTIONS

# SELECTION BOARDS

(Cont.)

Lieutenant to Lieutenant Commander (Line) U.S.N.R.

## DECEMBER

None

## JANUARY

January 5	Lieutenant (junior grade) to Lieutenant (Line)	U.S.N.R.
January 5	Lieutenant to Lieutenant Commander (MC) Lieutenant (junior grade) to Lieutenant (MC)	U.S.N. U.S.N.
	Lieutenant to Lieutenant Commander (MC) Lieutenant (junior grade) to Lieutenant (MC)	U.S.N.R. U.S.N.R.
January 5	Lieutenant to Lieutenant Commander (SC) Lieutenant (junior grade) to Lieutenant (SC)	U.S.N. U.S.N.
	Lieutenant to Lieutenant Commander (SC) Lieutenant (junior grade) to Lieutenant (SC)	U.S.N.R. U.S.N.R.
January 5	Commander to Captain (CEC) Lieutenant Commander to Commander (CEC) Lieutenant to Lieutenant Commander (CEC) Lieutenant (junior grade) to Lieutenant (CEC)	U.S.N. U.S.N. U.S.N. U.S.N.
	Commander to Captain (CEC) Lieutenant Commander to Commander (CEC) Lieutenant to Lieutenant Commander (CEC) Lieutenant (junior grade) to Lieutenant (CEC)	U.S.N.R. U.S.N.R. U.S.N.R. U.S.N.R.
January 12	Commander to Captain (ChC) Lieutenant Commander to Commander (ChC) Lieutenant to Lieutenant Commander (ChC) Lieutenant (junior grade) to Lieutenant (ChC)	U.S.N. U.S.N. U.S.N. U.S.N.
	Commander to Captain (ChC) Lieutenant Commander to Commander (ChC) Lieutenant to Lieutenant Commander (ChC) Lieutenant (jg) to Lieutenant (ChC)	U.S.N.R. U.S.N.R. U.S.N.R. U.S.N.R.
January 19	Lieutenant to Lieutenant Commander (DC) Lieutenant (jg) to Lieutenant (DC) Lieutenant to Lieutenant Commander (DC) Lieutenant (jg) to Lieutenant (DC)	U.S.N. U.S.N. U.S.N.R. U.S.N.R.

OUR SAFETY DEPENDS ON YOUR SILENCE

### SELECTIONS FOR SUBMARINE TRAINING

The following officers have been ordered for submarine training in the class which convened July 2, 1941:

Ensign	McDowell, Joseph M.
"	McGivern, Charles F.
"	Sharer, Walter A.
"	Alford, William T.
"	Banks, James R.
"	Dell, Russell C.
"	Germershausen, Bernard J.
"	Glaes, James G.
"	Harper, John D. Jr.
"	Madison, James J.
"	McCoy, Jesse W.
"	Reaves, Henry G. Jr.
"	Ruhe, William J.
"	Schwab, Ernest L. Jr.
"	Syverson, Douglas N.
"	Taeusch, Frederick L.
"	Tucker, Houston C. Jr.
Lieutenant (jg)	Fell, Charles W., DE-V(G) USNR
"	Havlik, Edward E., D-V(G) USNR
"	Martin, James D., D-V(G) USNR
"	Sandell, Ivan J., DE-V(G) USNR
Ensign	Allcorn, Frank W., D-V(G) USNR
"	Bowker, Gordon A., D-V(G) USNR
"	Brewer, Edward V., Jr., D-V(G) USNR
"	Cappello, Henry J., D-V(G) USNR
"	Carroll, Charles B., D-V(G) USNR
"	Collinwood, John F., DE-V(G) USNR
"	Combs, Richard C., D-O, USNR
"	Copeland, John B., D-V(G) USNR
"	Dickinson, Robert W., D-V(G) USNR
"	French, George W., D-V(G) USNR
"	Goodman, Richard C., D-O, USNR
"	Geisert, William O., DE-V(G) USNR
"	Goree, Churchill B., D-V(G) USNR
"	Hamilton, Richard H., D-V(G) USNR
"	Jones, John Peter, DE-V(G) USNR
"	Kilgore, William H., DE-V(G) USNR
"	Kuehn, Henry J., D-V(G) USNR
"	Langley, James M. DE-V(G) USNR
"	Lee, James A., DE-V(G) USNR
"	Little, John G., D-V(G) USNR
"	Martin, Leroy C., D-V(G) USNR
"	McKenzie, John C. D-V(G) USNR
"	Ocuppaugh, Edmond DE-V(G), USNR

BE CAREFUL OF WHAT YOU SAY AND WHERE YOU SAY IT

## SELECTIONS FOR SUBMARINE TRAINING

(Cont.)

Ensign	Parks, Edw. S., D-V(G) USNR
"	Philabert, Frank F., D-V(G) USNR
"	Robinson, Webster R., DE-V(G) USNR
"	Schottler, George H., DE-V(G) USNR
"	Spiess, Fred N., D-V(G) USNR
"	TAYLOR, Howard W., D-V(G) USNR
"	Trudeau, Edmond A., D-V(G) USNR
"	Ulrich, Lewis R., D-V(G) USNR
"	Wall, Ernest F., D-V(G) USNR
"	Wheeler, Creighton L., DE-V(G) USNR
"	Williams, Robert E., D-V(G) USNR
"	Wright, Hugh E., D-V(G) USNR
"	Young, James S., DE-V(G) USNR

## OFFICERS FOR AVIATION TRAINING (HEAVIER-THAN-AIR)

In accordance with Bureau of Navigation Circular Letter No. 9-41 of January 21, 1941, the following officers have been selected and tentatively slated for aviation training (heavier-than-air) class scheduled to convene March 5, 1942:\*

<u>Rank</u>	<u>Name</u>	<u>Class</u>	<u>Ship</u>
Ensign	Weinel, John P.	1939	Maury
"	Weitzenfeld, Daniel K.	1939	Craven

\* Officers so named are in addition to those listed on page 24 of Bureau of Navigation Bulletin No. 294.

## ACTING APPOINTMENTS (Warrant Officers, U.S.N.)

The following named enlisted men were issued acting appointments as warrant officers in the Navy, to rank from the dates stated opposite their names:

## RADIO ELECTRICIANS

<u>Name</u>	<u>Rating</u>	<u>Date of Rank</u>
Edward H. Bayers	Chief Radioman	August 11, 1941
Albert E. Smithson	Chief Radioman	August 11, 1941
Robert S. Essick	Chief Radioman	August 11, 1941
Edgar S. Miller	Chief Radioman	August 11, 1941
Robert E. Mansard	Chief Radioman	July 19, 1941

## LOOSE WORDS MAY LOSE SHIPS

ACTING APPOINTMENTS  
(Warrant Officers, U.S.N.)  
(Cont.)

MACHINISTS

<u>Name</u>	<u>Rating</u>	<u>Date of Rank</u>
Artie F. White	Chief Watertender	August 8, 1941
Clarence B. Ross	Chief Machinist's Mate	August 8, 1941
Francis B. Galassi	Chief Machinist's Mate	August 8, 1941
Mark C. Judy	Chief Machinist's Mate	August 8, 1941
Louis W. Wright	Chief Machinist's Mate	August 8, 1941
Robert K. Anderson	Machinist's Mate 1st Class	June 20, 1941

CARPENTERS

Allan R. Carlson	Chief Metalsmith	August 8, 1941
Emit Hunt	Chief Carpenter's Mate	August 8, 1941
Clyde D. Bailey	Chief Metalsmith	August 8, 1941
Donald A. Bendinelli	Shipfitter, 1st Class	August 8, 1941

ELECTRICIAN

William Lee Davis	Chief Electrician's Mate	July 2, 1941
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GUNNER

Sylvester A. Thomas	Aviation Chief Ordnanceman	July 24, 1941
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APPOINTMENTS  
ASSISTANT SURGEONS, U.S. NAVY

Candidates listed below were issued appointments as Assistant Surgeons in the Navy, with the rank of Lieutenant (junior grade) to rank from July 7, 1941:

William C. Andrews	Edward J. Jaruszcwski
Clinton H. Bagenstose	Hunt B. Jones
Albert D. Berry	Millard F. Jones
Robert D. Blomberg	Joseph M. Jordan
John F. Brierton	Karl V. Kaess
James G. Bryson, Jr.	John F. W. King
Lee D. Campbell	Jerome Kotleroff
Curtis H. Carter	William C. March
Robert Z. Collings, Jr.	Eugene J. McDonald
Marion L. Connerley	Oscar T. McDonough, Jr.
Weston C. Cook	George E. Meador
Claude E. Cooper	Mason Morris, Jr.
John S. Cowan	Andrew E. Morrison
Eugene N. Davie	James T. Moy
Robert R. Deen	George R. Myers, Jr.
William P. Downey	Richard D. Nies
Ashton Emerson	Joseph H. O'Connell
William M. Enright	William N. Pope

REMEMBER, BUT DON'T REPEAT



APPOINTMENTS  
ASSISTANT SURGEONS, U.S. NAVY  
(Cont.)

Asa H. Fender  
James A. Fields  
Robert F. Foote  
Joseph A. Forte, Jr.  
Roland G. Franklin  
Robert A. Freyling  
John R. Gateley  
Rodney R. Gleysteen  
Dana D. Goldthwaite  
Walter N. Hanson  
Gilbert S. Hardie  
Thomas A. Harris  
Lyle F. Herrmann  
Porter M. Hoidale  
Henry J. Hunter

Henry R. Ringness  
Terry C. Rodgers  
Norbert J. Schulz  
Ronald N. Shelley  
Mervyn Shoor  
Ross C. Speir, Jr.  
Roger A. Standard  
Victor C. Stratton  
Harold A. Streit  
David E. Sullivan  
John S. Thiemeyer, Jr.  
Walter M. Weber  
Robert W. Wheeler  
Robert J. Whipple  
William D. Yavorsky

Dillman F. Ziegler

REAR ADMIRAL HEPBURN AND REAR ADMIRAL WILLIAMS  
TO CONTINUE ON ACTIVE DUTY

On being placed on the retired list November 1, 1941, Rear Admiral Arthur J. Hepburn, U.S.N., will continue active duty in the Office of Secretary of the Navy. Rear Admiral Hepburn is Director of Public Relations.

On being placed on the retired list on September 1, 1941, Rear Admiral Henry Williams, U.S.N., will continue active duty in the Office of Secretary of the Navy as Administrative Officer.

NAVAL RESERVE SPECIALISTS COMPLETE COURSE  
AT U. S. NAVAL ACADEMY

On August 6, 1941, a class of 69 Ensigns, U. S. Naval Reserve, specialist class, completed the course of indoctrination at the U. S. Naval Academy, Annapolis, Maryland, and were transferred to the U. S. Naval Gun Factory, Washington, D. C., Navy Yard, for intensive training in ordnance production.

The graduates represent officers who have graduated from the leading technical and engineering schools of the country in accordance with the Yarnell Board program of making the specialist training of the young men available to the Navy.

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

## PASSING ALONG AN ORDER

### A LIEUTENANT TO HIS PETTY OFFICER 1ST CLASS --

As you probably know, there will be an eclipse of the sun tomorrow, which does not occur every day. Have the men on the bridge and spar decks at 0800 in working clothes. They will be able to see this rare phenomena, and I will make the necessary explanations. If it rains, there will be nothing to see, and in that case let the men remain in the gun compartments.

### THE P.O. 1ST CLASS TO THE P.O. 2ND CLASS --

On recommendation of the Lieutenant, tomorrow at 0800 there will be an eclipse of the sun, in working clothes. The Lieutenant will make the necessary explanations to the bridge and spar decks, which does not occur every day. If it rains there will be nothing to see, and in that case the rare phenomena will take place in the gun compartments.

### THE P.O. 2ND CLASS TO THE P.O. 3RD CLASS --

By order of the Lieutenant, tomorrow at 0800 there will be an eclipse of the sun on the bridges and spar decks in working clothes. The Lieutenant will make the necessary explanations in the gun compartments on the rare phenomena, if it should rain, which does not occur every day.

### THE P.O. 3RD CLASS TO THE SEAMAN --

Tomorrow at 0800 the Lieutenant will make an eclipse of the sun in working clothes with the necessary explanations. If it should rain, this rare phenomena will take place in the gun compartments, which does not occur every day.

### THE SEAMEN AMONG THEMSELVES --

Tomorrow at 0800 the sun on the spar deck will make an eclipse of the Lieutenant in the gun compartments, with the necessary explanations. If it should rain, this rare phenomena will take place in working clothes, which does not occur every day.

-- The Tonic, U.S.S. RELIEF.

## RESERVE OFFICERS SPECIAL COURSE IN COMMUNICATIONS AT POSTGRADUATE SCHOOL, ANNAPOLIS, MARYLAND

On Saturday, August 16, 1941, the first group of Reserve officers to receive special instruction in Communications at the Postgraduate School completed their studies. Graduation exercises were held in the Lecture Hall of the School.

A majority of the class were officers of the Volunteer Communication Reserve, who are specialists in some one feature of shore communications. They completed a sixteen-week course of instruction specially arranged to prepare them for general communication duty aboard ship.

## LET THE ORATORS DO THE PUBLIC SPEAKING

RESERVE OFFICERS  
SPECIAL COURSE IN COMMUNICATIONS  
AT POSTGRADUATE SCHOOL, ANNAPOLIS, MARYLAND  
(Cont.)

Student officers of this class were drawn from all parts of the United States. Of the 44 officers who reported for instruction, 33 completed the course. Nearly all graduates were assigned immediately to sea duty.

A new class of between 50 and 55 young Reserve officers reported August 20 for the special course of instruction in Communications commencing August 25.

SPECIAL COURSE IN NAVAL ARCHITECTURE  
RESERVE OFFICERS

On July 19, 1941, the first group of Reserve officers to take the intensive course in Naval Architecture at the Postgraduate School completed its 27-weeks' course. The group consisted of 27 Reserve officers.

The second group, consisting of 71 Reserve officers, started its 30-weeks' course on July 28, 1941, after having had a week's indoctrination in the traditions of the Service.

Student officers in these groups are of Naval Reserve classes DE-V(G), E-V(P), E-V(G), E-V(S), D-V(S), and D-V(G), and were drawn from all parts of the United States. Of the present group, 14 are graduates of the Naval Academy, Classes of 1939, 1940, or 1941; 8 are graduates of Massachusetts Institute of Technology; 5 of Minnesota; and 3 each of the Universities of Michigan and Texas. All but a very few of the present group hold college degrees in technical courses.

The object of the curriculum is to prepare these Reserve ensigns to perform technical duties in connection with the construction and maintenance of the hulls of Naval ships. Their duties will be as assistants to the Planning Officer or Production Officer at a Navy Yard; to the Repair Officer on a repair ship; and to the Supervisor of Shipbuilding at a private shipyard. Some may be detailed to the Bureau of Ships.

The curriculum includes courses in Naval Architecture, Warship Design, Organization and Administration, Practical Shipbuilding, Damage Control, Naval Engineering, Mathematics, Metals, and Strength of Materials.

TEMPORARY DUTY ORDERS

To avoid duplication of temporary duty orders, all officers signing travel endorsements thereon should exercise particular caution in handling despatch order endorsements. Several cases have come to the attention of the Bureau where both the copy of the despatch order and the confirming orders issued later have been endorsed as to travel, resulting in the creation of duplicate sets of orders.

DON'T CIRCULATE RUMORS

TEMPORARY DUTY ORDERS  
(Cont.)

To prevent this, confirming orders must be designated as such by a note in the lower left-hand corner. Officers preparing travel endorsements should guard against signing more than one set of endorsements covering the same temporary duty travel. Originals only, and never copies, should be signed.

INFORMATION FOR DISBURSING OFFICERS

Temporary additional duty travel orders issued by District Commandants are submitted to the Bureau of Navigation for approval prior to claim for mileage expenses. Such orders are approved by the Bureau if in correct legal form and for authorized travel as outlined in Bureau of Navigation letter BLL of March 7, 1941, to Commandants.

Approval by the Bureau of such orders should not be construed as approval of endorsements that indicate possible excessive travel time taken. Temporary duty travel, once begun, must be continuous, except for stops authorized in the orders; and it is not the Bureau's policy to allow delay to be counted as leave in carrying out such orders.

REQUEST FOR CERTIFIED COPIES OF ORIGINAL ORDERS

The Bureau is receiving numerous requests from Naval Reserve officers for certified copies of their orders because of their having lost their original orders issued by the Bureau. An officer's original orders establishes his identity as a member of the Naval Service when he is in travel status and upon reporting for active duty and entitle him to pay, transportation, and other benefits under the law. It is incumbent on all officers to retain their original orders on their persons or in their personal effects while traveling and to insure their safe retention for future reference. Failure to do so can be considered only in the light of carelessness about official and personal matters.

USE OF SWORDS IN NAVY CURTAILED

The Navy Department recently announced that because of the urgent need for metals used in the manufacture of swords modifications have been authorized regarding the use of this distinctive piece of equipment for officers.

Effective August 12, 1941, officers first reporting for active duty will not be required to own swords. Senior officers present at any station or afloat, at their discretion, may discontinue the wearing of swords by officers in their commands.

DON'T HELP CIRCULATE RUMORS

USE OF SWORDS IN NAVY CURTAILED  
(Cont.)

Possession of a sword by Naval Reserve Officers as a requisite for uniform allowances has been eliminated.

The new order retains the sword belt as a part of the required uniform, which may be worn on prescribed occasions in lieu of the sword.

The order will remain effective until further notice.

AS OTHERS SEE US

The following letter was recently received from an appreciative American:

"Hon. Frank Knox  
Sec. of Navy  
Washington, D. C.

Dear Mr. Knox:

"I am writing to express my appreciation and gratitude to the United States Navy for the heroic work performed by the Officers and Crew of the U. S. Destroyer in rescuing us from the clutches of the hungry North Atlantic. Also the Officers of the Transport for bringing us safely home.

"Only God and ourselves will know the terror and suffering of twelve days adrift in a lifeboat and then the extreme joy of being picked up by our own.

"Of the tender and solicitous care, I could write volumes, but will only say it was this care which enables us now to be sound in mind as well as body.

"Our praise for the United States Navy will always be profuse and we will hold in high esteem those men who are daily protecting our shores.

"Ever grateful,

\_\_\_\_\_  
American Red Cross."

U. S. NAVAL ACADEMY - CONSTRUCTION

The two new wings of Bancroft Hall and the new recitation building, which have been under construction for some months, will be ready for use by the end of September 1941.

S. O. S. - SAVE OUR SECRETS!

### FINE FEATHERED SAILORS

A young yeoman looking through an old C.S.C. and seeing "Quartermaster (P)" might well be puzzled, for few people remember the rate of Pigeon Quartermaster when the Navy once owned and operated many homing pigeon lofts. Fewer still know that the Navy still maintains a homing pigeon loft at the Naval Air Station, Lakehurst, N. J.

In 1929 aircraft radio had reached such a state of perfection and reliability that homing pigeons were no longer required for airplanes. The lofts at the heavier-than-air stations were closed and the best of the Navy birds were transferred to the loft at Lakehurst. The homing pigeons are required at this lighter-than-air station primarily for use in free balloons. These large spherical non-motorized balloons carry no radio transmitter and the pigeons are their only means of reporting to their base while in flight. These balloons may and do often land in wild and isolated country, and should the crew be injured the pigeons are the sole reliance for obtaining help. The homing pigeons are considered vital members of a free balloon crew.

Six or more homing pigeons are in the crew of each blimp departing on off-shore patrols. These birds are used as stand-by for the radio and should the airship land in the water and the radio be rendered unserviceable the pigeons would carry the landing position into the base. If the crew took to the rubber boats it may be imagined that the pigeons would look mighty good heading for home to obtain aid.

Besides their uses in emergencies these birds are considered highly valuable for use during radio silence or under static conditions that render radio all but useless. Neither fog nor snow will make these Navy birds "walk home", and they frequently fly themselves into complete exhaustion against high head winds before they will collapse and land.

So highly regarded are these birds for these duties that the Chief of Naval Operations has directed lofts to be established at all the new lighter-than-air stations.

It's not all work for these feathered sailors for they are entered in the New Jersey Concourse races where they compete against as many as 5000 pigeons in a race. That the Navy breed is one of the best is attested by their record. In 1940 a Navy bird made the second highest speed ever recorded in a 500-mile race by averaging over 60 miles per hour for the distance. In 1941 the Navy loft has won the highly coveted average speed cup for this year's series races in the Seaboard Club.

Those who fly with the Navy birds come to confidently expect from them a performance of duty in keeping with the best traditions of the naval service.

HEAR EVERYTHING,  
SEE EVERYTHING,  
SAY NOTHING!



## NAVY CALLS UP 603 CIVIL ENGINEER RESERVE OFFICERS

The Navy Department recently announced that a total of 603 reserve officers in the Civil Engineer Corps of the Navy had been called to duty to date augmenting this branch of the service which has had a normal total of 133 regular officers on active duty.

The tremendous program of shore developments in carrying forward the nation's defense plans has necessitated this multiplication of construction engineers. During the fiscal year ending June 30, 1941, a total of \$656,659,000 was contracted for naval base and other shore developments under the cognizance of the Bureau of Yards and Docks. During the 21-year period, July 1, 1916, to December 1, 1937, the total so contracted for expenditure by this Bureau was \$361,265,000.

The requirements for consideration of candidates for the Civil Engineer Corps are rigid. It is this group of officers who carry out the planning and building of shore establishments without which fleets could not operate. They are now handling the greatest base and shore establishment program ever undertaken by any nation.

Approximately half of the reserve officers in the Civil Engineer Corps of the Navy have enrolled since the beginning of the national emergency. A large percentage of them are serving their country at personal sacrifice as is the case with those who were called to duty after being in the reserve section for many years.

The reserve officers of the Civil Engineer Corps have come from numerous fields. Some were heads of engineering departments or schools of colleges over the nation and numerous of them were on teaching staffs of engineering schools. A substantial number have come from great construction corporations of the country, a particularly large block from western oil companies. Various state highway departments have furnished officers, including the chief engineer of one state. Quite a number were formerly in charge of W.P.A. construction projects. In short, they have come from most major fields of heavy construction from over the nation.

## LIBERTY

They that can give up Liberty to obtain a little temporary safety deserve and will keep neither Liberty nor Safety.

## COLLEGE UNITS FOR FLIGHT TRAINING IN THE NAVAL RESERVE

College groups from many large universities are being formed to undergo flight training in the Naval Reserve as units. Naval aviation cadet selection boards report that this program is very popular and that the ensuing college year will find many more of these units in operation.

## CARELESS TALK MAY HAVE CAREFUL LISTENERS

## COLLEGE UNITS FOR FLIGHT TRAINING IN THE NAVAL RESERVE

(Cont.)

Reminiscent of World War days we find "Yale Unit Number One", following in the traditional pattern. Among others are the "Fighting Irish" of Notre Dame, the "Flying Illini" and the "Flying Colonels" of the Universities of Illinois and Kentucky, respectively. It is the intention of the Bureau to order all members of such groups to flight training as units, and to preserve their identity during elimination flight training and during advanced training at naval flight training centers.

### LANGUAGE INSTRUCTION U. S. NAVAL ACADEMY

In accordance with practice of the last several years, but to conform to the early start of academic work, the Language Tables in the Mess Hall at the U. S. Naval Academy have been started. There are initially two tables of Spanish, two of French, and one each of German and Italian. At these tables the language studied is spoken by all midshipmen, language discussion promoted, menus published in the language, and interest in correlated matters advanced. The frequent attendance of instructors from the Department of Foreign Languages, by invitation, assists in keeping language conversation alive. As last year was the first year Portuguese was taken up at the Academy, the Portuguese table awaits further organization, but either one or more Portuguese language tables will be organized during the coming year.

Instruction of officers in foreign languages has been initiated at the Naval Academy. A total of 67 officers are now under instruction in Spanish and 15 in Portuguese. The various departments of the Naval Academy and the naval activities in this vicinity are well represented. Instruction is given twice a week for students, classes meeting each Tuesday and Thursday at 1700 and 2000. The total attendance has averaged 80 officer students.

### QUICK THINKING

The midshipmen at the U. S. Naval Academy are making numerous cruises on the Chesapeake Bay during the summer session, and the skippers of the YP boats are First Classmen. The signal book which they use is an abbreviation of the regular book prepared by the Department of Seamanship and Navigation.

Recently, during tactical maneuvers, a midshipman was lost overboard by one of these YP boats. The skipper steered his boat out of formation for a recovery of the man overboard, and he urgently wished to signal the Squadron Commander informing him of this action. A hasty reference to the signal book showed that this was an eventuality which had not been provided for. The skipper then hoisted a signal, "Have one absentee."

### TALKERS ARE NO GOOD DOERS

NAVY PREPARED TO WELCOME FRESHMEN  
INTO 27 NAVAL R.O.T.C.  
UNITS

Arrangements are being completed for enrollment of selected Freshmen entering 27 of the nation's colleges this fall into the first year of the basic course in Naval Science and Tactics offered in the Naval Reserve Officers' Training Corps Units conducted in the colleges.

Applicants for the course are required to file their applications with the Professor of Naval Science and Tactics in each of the schools. From the list of applicants will be selected those permitted to enroll.

The full four-year course is open to young men who are over 14 years of age. The course is divided into two parts, each of two years' duration. The first part is the basic course, and the second the advanced course. Uniforms and equipment are provided for all enrollees, while those who have successfully passed the basic course and are enrolled in the advanced course receive a subsistence allowance of \$7.50 per month and are exempted from operation of the Selective Service Act.

Enrollment in the Naval R.O.T.C. course is voluntary. Credits are allowed in all colleges having the units which may be applied toward graduation.

The total enrollment of the Naval Reserve Officers' Training Corps authorized by law is 7200. At each of the 27 colleges approximately 270 physically qualified young men are enrolled in the unit.

The purpose of the course is to provide systematic training and instruction in essential naval subjects at civil educational institutions in order to qualify the graduates for the United States Naval Reserve and thus further the plan for National Defense.

The head of the department of Naval Science and Tactics is a captain or commander of the Regular Navy, with many years' experience afloat. He is assisted in the administration of his duties by naval officers of from 7 to 15 years' service, who are assigned to this duty by the Bureau of Navigation.

Freshman students who desire to elect the course in naval science and tactics and who are otherwise qualified are acceptable as members of the unit.

The student must, upon enrollment, signify his intention of maintaining his standing at the institution for the completion of the four-year course.

Subjects included in the course are ordnance, gunnery, engineering, electricity, navigation, communications, seamanship, aviation, drills, naval history, military law, administration, Navy Regulations, Naval

DO NOT REPEAT RUMORS

NAVY PREPARED TO WELCOME FRESHMEN  
INTO 27 NAVAL R.O.T.C. UNITS  
(Cont.)

Reserve, naval leadership, international law and tactics.

Each enrolled member is furnished without cost to himself an outfit of uniforms and required equipment. Text and reference books covering the course also are provided without cost to the student.

During the summer vacation a cruise of about 25 days is arranged for members of the unit. On this cruise advance course students receive \$21.00 a month as pay, in addition to the subsistence allowance paid each month of the school year. On these cruises the food, lodging, and transportation are provided by the Navy. Week-end cruises are made during the academic year when vessels for such training are available.

All physically qualified graduates of the course are commissioned as Ensigns in the United States Naval Reserve. Provision also has been made for specified numbers of the graduates to receive commissions in line and supply corps in the Regular Navy.

The Naval Reserve Officers' Training Corps program was started in 1926, when six universities - the University of California, Georgia School of Technology, Harvard University, Northwestern University, University of Washington, and Yale University - first offered the courses.

Since that time the program has been expanded, so that now there are 27 universities and colleges with N.R.O.T.C. units. The units have become an integral part in the academic and social life of the various schools.

NAVY TO APPOINT CADETS OF MERCHANT MARINE AS MIDSHIPMEN IN  
MERCHANT MARINE RESERVE WHEN SHIPS ARE TAKEN OVER

The Navy Department recently announced arrangements have been completed whereby Merchant Marine Cadets appointed by the Maritime Commission and serving on merchant vessels taken over by the Navy in the present emergency may be appointed Midshipmen in the Merchant Marine Reserve provided they volunteer for active duty.

Under provisions of the Maritime Commission program for officer training the cadets are in training to become licensed officers. They are required to pursue a course of instruction for four years, which is carried out on board merchant vessels, except for the first two months and the third year, which are spent in cadet schools ashore.

When the Navy took over several merchant vessels the cadets assigned to those vessels had their training interrupted, because at that time there was no provision for the Navy to continue the schooling. The

SILENCE IS A TRUE FRIEND WHO NEVER BETRAYS

NAVY TO APPOINT CADETS OF MERCHANT MARINE AS MIDSHIPMEN IN  
MERCHANT MARINE RESERVE WHEN SHIPS ARE TAKEN OVER

appointment as midshipman changes that status and permits continuation of the training.

Midshipmen in the Merchant Marine Reserve will receive the same pay and allowances as Midshipmen of the Regular Navy while on active duty. The present rate of pay is \$780 a year with a ration allowance of 75 cents a day.

The program for training includes work in both deck and engineering divisions comparable to that carried out by the Maritime Commission program. Every opportunity will be utilized to give the Midshipmen in the Merchant Marine Reserve experience in standing watch as junior officers in both the deck and engineering departments of the ships they are serving on.

A Midshipman, Merchant Marine Reserve, will be eligible for appointment as Ensign, Class D-M or E-M, U. S. Naval Reserve, when he has obtained an unlimited ocean license as Third Mate or Third Assistant Engineer and is recommended for commission by the Commanding Officer of the vessel in which he is serving.

NAVY TO BUILD 1950 MORE HOUSES SOON

The Navy will shortly let contracts for the construction of 1950 additional low-cost housing units costing approximately \$6,825,000. They will be used for housing married, enlisted, and civilian personnel and will be located as follows:

Banana River, Florida - 50 units  
Jacksonville, Florida - 400 units  
Jacksonville, N. C. - 700 units  
Dahlgren, Virginia - 50 units  
Cape May, N. J. - 50 units  
New London, Conn. - 100 units  
California - 600 units

The Bureau of Yards and Docks designs and supervises the construction of these houses which are built with Federal Works Agency funds.

The Bureau of Yards and Docks has designed and supervised the building and completion of 17,500 units of low-cost housing since the first contract was awarded in August 1940. Construction is contracted for on a basis of cost-plus-a-fixed-fee. Cost of previous developments has been limited to an average of \$3500 for each unit, this figure including roads, streets, sidewalks, landscaping, and site acquisition. All houses have been contracted for and constructed well within the funds allotted for the purpose.

WORDS ONCE SPOKEN CAN NEVER BE RECALLED



## HYDROGRAPHIC OFFICE

### Establishment of Hydrographic Office

In 1866 Congress passed an act establishing a Hydrographic Office, attached to the Bureau of Navigation in the Navy Department, for the improvement of the means for navigating safely the vessels of the Navy and of the Mercantile Marine, by providing, under the authority of the Secretary of the Navy, accurate and cheap nautical charts, sailing directions, navigators, and manuals of instructions for the use of all vessels of the United States, and for the benefit and use of navigators generally.

Since its establishment, the Hydrographic Office has expanded its facilities to keep pace with the general expansion of the Mercantile Marine, the new and improved methods of navigation and the rapid increase in the importance of aviation and the extension of air routes throughout the world.

The present emergency has placed a greatly increased burden on the Hydrographic Office. For the large increase in the number of U. S. Naval vessels, the enormous number of airplanes projected, the development of new naval bases and the increase in demands by vessels of the Mercantile Marine, whose usual source of supply from foreign countries has been curtailed, has resulted in a large increase in the number of charts and publications required of the Hydrographic Office. The fact that hostilities, real and prospective, cover the entire world has necessitated world-wide coverage of charts instead of restriction to a local area.

The United States Fleets, as well as bureaus and offices in the Navy Department, are relying on the Hydrographic Office to render service, at a short notice, which is vital to our national security. Frequently, shipments of charts and publications must be made on a few hours' notice, many such shipments having to be made at night.

In spite of this increase, the Hydrographic Office has been able to meet promptly the requirements of the Fleets. This was accomplished by a policy of anticipating these needs, by a systematic collection during the past few years of foreign maps and charts, by the purchase of additional presses and other machinery, by the addition of qualified personnel (the expansion being from 180 in normal times to 380 at present), and due to lack of space, the employment of night shifts. As a result, the Hydrographic Office was placed in a position of not only being able to produce charts as needed but also to assist other government agencies in their requirements.

The normal output of nautical charts is about 450,000 copies. During the past fiscal year this number increased to 2,331,000 copies, over five times the normal output, with a total for this period, including miscellaneous work, amounting to 3,800,000.

Some of the achievements of the Hydrographic Office since the beginning of the present emergency are as follows:

DON'T GIVE INFORMATION TO STRANGERS



## HYDROGRAPHIC OFFICE

(Cont.)

### Surveys

It has been necessary to conduct surveys on all the new bases obtained from the British under the Lend-Lease Act. All of these surveys have now been completed. Other surveys are now in progress covering certain strategic areas in the Atlantic. An enormous number of soundings of oceanic depths have been recorded by the vessels of the Fleet which will add considerably to our knowledge of the configuration of the ocean's bottom. Also a number of shoals, hitherto undiscovered, have been located. Shoals, whose existence were doubtful, have been investigated and in instances have been found not to exist.

### New Charts

As a result of the surveys on the new bases conducted within the past year, this office is now engaged in the production of new charts covering these areas. A number of new charts, principally in the Atlantic, have been made at the request of forces afloat. A new Pilot Chart covering a hitherto untouched region on the earth's surface has been constructed and will be issued monthly with necessary seasonal information.

### Aviation Charts

The present program contemplates a large increase in the number of airplanes. Both Army and Navy planes will require an unprecedented number of navigational charts covering practically the entire world. In order to be able to meet emergency demands, a number of aviation charts have been purchased from various sources, both in the United States and abroad, for quick delivery. Although these charts are suitable for emergency operations, they are not considered to embody all the requisite features. Therefore, an entirely new type of "approach" and "landing" charts has been developed for use of airplanes. These have met with enthusiastic approval of Naval Aviators and a number of them have been supplied to the Air Force of the Army. This program is well underway. The "approach" and "landing" charts are being published in the form of Naval Air Pilots covering what are considered to be strategic areas.

### Publications

The Hydrographic Office publishes 55 volumes of Sailing Directions for the guidance of mariners on all parts of the globe. These Sailing Directions are kept correct continuously. During the last fiscal year five volumes were completely revised, four others were received from the press and eleven photolithographic reproductions are now under way. Two emergency volumes of Sailing Directions were prepared for the use of the Navy. Supplements for 52 volumes were issued and summaries of Notices to Mariners were compiled for those volumes for which supplements were not issued.

ARE YOU ALWAYS CAREFUL OF WHO GETS AN EARFUL?

## HYDROGRAPHIC OFFICE

### Publications (Cont.)

Six volumes of Light Lists covering all navigational lights throughout the world, with the exception of the United States, are published by this office. A card index of each light is maintained to assist in correcting these publications. Of these six volumes, four new editions were prepared and supplements were issued for the other two.

Ocean Routes and Distances were prepared and data covering 620 additional Ocean Routes were compiled.

During the past year all the remaining volumes of H. O. Publication No. 214 "Altitude and Azimuth Tables" have been published or are expected to be published shortly.

This office, in collaboration with the Pensacola Ground School, has placed on issue and sale an Aircraft Navigation Manual. This Hydrographic Office manual, the first to be available to the public, has received wide approval and a number of reprints have been necessary.

A maneuvering Board Manual for the use in the Fleets has been prepared and is now in the press.

A Manual of Photogrammetry by two of the staff of the Hydrographic Office has been published. This is the first manual covering this subject which has been printed and many government departments and outside organizations have asked for copies.

Photogrammetry is the newly developed science of making aerial surveys and mapping data by aerial photography taken on stereographic principles so that elevations of hills and other features of terrain may be determined from the photographs. The Hydrographic Office has played an important role in perfecting the science.

A new Star Identifier has been devised which is not only far less expensive but much handier than the one in current use.

### Distribution

In order to expedite delivery of charts in an emergency, Branch Distributing Offices have been established in three localities where ships can obtain necessary charts without the delay required by sending to Washington.

### MAJOR HYDROGRAPHIC BROADCASTS

The Navy Department recently announced that the necessity for shipmasters obtaining radio navigational warnings cannot be too strongly

### WALLS HAVE EARS

## MAJOR HYDROGRAPHIC BROADCASTS (Cont.)

emphasized. Due to the present national emergency there has been greatly increased activity in gunfiring, mine laying, mine sweeping, and other naval and military operations along the coasts of the United States.

While prior announcements of these operations are carried, whenever possible, in the Hydrographic Office publications: "Daily Memorandum" and "Notice to Mariners", and are thus available to vessels leaving port, the shipmaster on the high sea approaching the coast must rely on his radio for such information.

To safeguard shipping, the Hydrographic Office issued daily from Washington, D. C., and San Francisco, California, "Major Radio Broadcasts". These broadcasts contain important navigational warnings referring, respectively, to the Atlantic and Pacific areas. In addition broadcasts from both points carry Special War Warnings, a service inaugurated by the Hydrographic Office at the outbreak of the present war.

Local broadcasts of hydrographic information are made at frequent intervals throughout the day by U. S. Naval radio stations in the localities affected. Schedules of all U. S. Naval radio stations broadcasting hydrographic information will be found in Hydrographic Bulletin No. 2697 of May 14, 1941, or in the Hydrographic Office Publication No. 205, "Radio Navigational Aids".

## NAVAL OBSERVATORY REPORTS SUN SPOT INCREASE

The U. S. Naval Observatory has noted a marked increase of sun spots. Two groups may be seen by the naked eye by one using smoked glass, according to Captain J. F. Hellweg, U. S. Navy, in charge of the Observatory.

Sun spots have a definite interest for folk down here on the earth, for Captain Hellweg points out that as long as the spots are visible hot weather may be expected in the areas from which they are seen.

The spots have a direct interest for telegraph and radio organizations. Presence of sun spots definitely interferes with transmission of land wire messages, it being necessary to step up current for sending when they occur. Frequently they cause complete fading out of radio reception.

There was a sharp growth in the sun spot areas during the latter half of July, according to Captain Hellweg. On July 19, there was but one group visible with an area of one square degree. By July 26, photographic plates showed eight groups with a total of 43 degrees.

## FIRST OIL BURNER

The U.S.S. Delaware was the world's first oil burning battleship. Completed in 1911, and burning half coal and oil, she made a shakedown

## GOSSIP IS FASTER THAN RADIO

FIRST OIL BURNER  
(Cont.)

cruise to Southampton, England. After anchoring in Southampton Harbor, her Commanding Officer refused the services of an ash barge to the amazement of the Port Captain. After the barge had been sent back to the dock for the second time, the Port Captain, who did not believe the story that the battleship was burning oil and therefore needed no ash lighter, paid a visit to the ship to ascertain if ashes were being thrown into the harbor. An inspection of the firerooms convinced him that no ashes were being made. The Delaware, which went out of commission in 1923, served with honor throughout World War I, being attached to the Sixth Battle Squadron of the U. S. Atlantic Fleet with the Grand Fleet.

Great Lakes Bulletin.

BOOMERANG!!

ADVERTISING PROGRAM FOR NAVY RECRUITING

Commander E. M. Sonn, Recruiting Inspector, Central Division, recently conducted a meeting of the editors of the State of Indiana newspapers in connection with experimental advertising now being conducted in that area for Naval Recruiting.

Mr. Chester F. Weems, Editor of the Worthington Times, reported the advertising program so effective that his printer, after setting the type for the Navy advertisements, rushed down and enlisted in the Navy. Mr. Weems stated that "all-round country printers" are scarcer than snowballs in Panama and that the Navy advertisement had created a bottleneck in his shop.

Mr. Weems plead with the Navy for deferment of the printer. Deferment was granted until the Navy advertising program is terminated.

CHIEF PETTY OFFICER EXAMINATIONS

Bureau of Navigation Circular Letter No. 68-41 contains instructions for the forthcoming Chief Petty Officer Examinations to be held October 30, 1941. This reminder is published especially for the benefit of newly commissioned ships and stations who may be so pressed with the details of getting organized and shaking down that the circular letter referred to may be overlooked or set aside on the assumption that October 30 is so far in the future that nothing need be done about it now.

Most convening authorities have already submitted their requisitions for examination questions to the Bureau. The Bureau will endeavor to make shipments of examination questions to reach convening authorities in ample time for the latter to make redistribution to units and activities concerned well in advance of the examination date, October, 30, 1941.

THAT GUY MAY BE A SPY - DON'T TALK

NAVAL RESERVISTS ON ACTIVE DUTY - PENSIONS, COMPENSATION,  
RETIREMENT PAY AND HOSPITAL BENEFITS

Section 4 of the Naval Aviation Personnel Act of 1940, approved August 27, 1940, provided that members of the Naval Reserve called or ordered into active naval or military service in excess of 30 days and while so employed suffer disability or death in line of duty, shall be deemed to have been in the active naval service and they or their beneficiaries shall be entitled to receive the same pensions, compensation, retirement pay and hospital benefits as provided for the regular service. If a person who becomes eligible for any of the above mentioned benefits is also entitled to compensation under the U. S. Employees Compensation Commission, or retired pay as a member of the Honorary Retired List of the Naval Reserve, he must elect which benefit he is to receive.

On March 17, 1941, Public Law 16 modified the Act of August 27, 1940, so that the six months' death gratuity is included in the compensation which is payable to the beneficiaries of members of the Naval Reserve who die while performing active duty.

In connection with the above mentioned benefits, the Comptroller General has held as follows:

(a) Officers and enlisted men on the Honorary Retired List of the Naval Reserve who have been or may be ordered to active duty for extended service in excess of 30 days are entitled to the benefits provided by the Act of August 27, 1940, as modified by the Act of March 17, 1941, including the payment of the six months' death gratuity as authorized by law for the beneficiaries of the personnel of the regular Navy and Naval Reserve whose death occurs while on active duty.

(b) Where the orders calling members of the Naval Reserve to active duty do not in terms limit the period thereof to less than 31 days and do not otherwise show that the active duty ordered shall be for a period of less than 31 days, or are indefinite as to duration and otherwise show the ordered duty for duration of the emergency, such members are entitled to the above benefits prescribed by the Act of August 27, 1940, as amended, regardless of the date of the happening of the disability or death.

(c) The Comptroller General held that to the extent to which the matters were under the jurisdiction of his office, Aviation Cadets, Merchant Marine Reserve Cadets and Naval Reserve Midshipmen were entitled to the pensions, compensation, retirement, hospital benefits and death gratuities as provided for other Naval Reserve personnel.

ENLISTED MEN SELECTED FOR THE NAVAL ACADEMY PREPARATORY SCHOOL

Based upon the competitive preliminary examinations held on July 1, 1941, the below listed men have been selected to attend the Naval Academy

WHEN YOU BARK, HE MAY BITE



ENLISTED MEN SELECTED FOR THE NAVAL ACADEMY PREPARATORY SCHOOL  
(Cont.)

Preparatory School at the U. S. Naval Training Station, Naval Operating Base, Norfolk, Virginia.

There are also listed below the names of the candidates who have been tentatively selected, subject to the receipt of a favorable physical examination report.

SELECTED CANDIDATES FOR NAVAL ACADEMY PREPARATORY SCHOOL

AGATE

Ferch, George III

BROOKS

SM3c,USNR Ramback, Clifford Phillip, Jr. F2c,USNR

ALBEMARLE

Harris, Bruce Wylie  
Drew, Robert Mackler

RM3c,USNR  
Aerog3c

BUCK (420)

Stevenson, Fred Allan FC3c

ARIZONA

George, Clarence Darell  
Holton, John Franklin  
Janzen, Eugene Clifford  
Sartain, Milton Spencer  
Swanson, Robert McLean  
Young, Hollis Oliver

Slc  
F3c  
Slc  
S2c  
S2c  
Slc

CALIFORNIA

Ledbetter, Robert Lee, Jr. S2c

COLE

Bowling, Roland Alfred F3c

COLORADO

ARKANSAS

Follis, John Joseph, Jr.

S2c

Owens, James Sylvester S2c  
Rushing, James Harold S2c  
White, Ira Robert S2c

AUGUSTA

Bakos, Joseph Casmer, Jr.  
Crawford, Ben Edward  
Hart, Carten M.

S2c  
S2c  
S2c

DALE (353)

Magee, Darryl Gene Slc

DENEbola

BARRY

Forquer, Charles Joseph

F2c,USNR

Davis, Joseph Hiram Flc

DIXIE

BEAVER

Belensky, Michael John, Jr. S2c

Sininger, Wendell Boyd EM3c

USN DONACONA (YN-39)

BROOKLYN

Herzog, John James  
Rathbun, Donald Harry

FC3c  
S2c

Fiske, Samuel Linthicum Slc,USNR

ELLET (398)

Ziegler, Richard Eugene Slc

BETTER BE SILENT THAN SORRY



SELECTED CANDIDATES FOR NAVAL ACADEMY PREPARATORY SCHOOL  
(Cont.)

ELLIOT (DMS 4)

Strunk, Francis E. Slc

ENTERPRISE

Moldenhauer, Theodore Wendell EM3c

GRAYSON

Hamner, Melvin Carl F2c

HARRY LEE

Joyce, Kilmer Joseph S2c

HELENA

Lucas, Fielding Gallatin F2c, USNR

HEYWOOD

Fisher, Elmer Harding F2c, USNR

IDAHO

Ditzler, David Dean Slc

Rohan, George Bernard S2c

INDIANAPOLIS

Karch, Alfred Stanley S2c

Pearson, Dick George Slc

ISABEL

Stewart, Thomas Led EM3c

KASKASKIA

Smith, Glen RM2c

LAMSON

Clark, DeWitt Stanbrough F2c

LEA

Chambliss, Joe "E" Slc

LEXINGTON

Howard, Paul Lamar S2c

MACKEREL

Pritchard, Denzil Lynnwood QM3c

MARYLAND

Dibble, Theodore Robert S2c

List, Donald James S2c

Moore, John Croot S2c

Newbern, Robert Oren S2c

Schultz, Henry S2c

MCDUGAL

Clappison, Charles David S2c

NASHVILLE

McClay, Arnold Kinzie Slc

NEVADA

Baker, William Richards S2c

McMahan, Robert Brunson S2c

Moody, Herbert Warren Y3c

Morrison, Harry Warren Slc

Norton, Wallace Eldridge S2c

Stagg, Ralph Edward S2c

NEW MEXICO

Janson, James Henry S2c

NEW ORLEANS

Edwards, James Wesley S2c

NEW YORK

Dente, Eugene S2c

Kellner, Paul Benjamin S2c

Leuschner, Robert Joseph SK3c

Piotrowski, Bernard S2c

Sidrow, Nicholas Michael S2c

SILENCE IS GOLDEN

SELECTED CANDIDATES FOR NAVAL ACADEMY PREPARATORY SCHOOL  
(Cont.)

PENNSYLVANIA

Batchelor, William Charles, Jr. S2c  
Dunning, Richard Andrew S2c  
Perkins, Jack Bert Slc  
Watson, Harry Andrew S2c

PHOENIX

Litty, Ernest Joseph, Jr. S2c  
Nasipak, Valentin S2c

POLLUX

Kaufman, John

PORTLAND

Boydatch, Dale Edward S2c

PRAIRIE

Agren, Wallace John Flc  
Mitchell, Paul Nelson S2c

PRESTON

Becksted, Paul Frederick Slc  
Crytser, Benjamin Franklin F2c  
List, George William F2c

QUINCY

Crozier, Francis Joseph AS  
Dudley, Harrison Grover Slc  
Engelmann, Henry Augustus S2c  
Hess, Charles Maynard Flc

REID

Gallup, Alton Cason Slc

REINA MERCEDES

Black, James William Slc  
Stinson, Charles Nash Slc

RICHMOND

Camp, Herbert Ernest RM3c

ROAD RUNNER

Harmon, Charles Wasley Slc, USNR

RUSSEL

Hull, Cecil Hale RM3c

SALT LAKE CITY

Froseth, Dewey Charles Slc

SANDS

S2c, USNR Valenty, Gabriel Everette, Jr. F2c, USNR

SAPELO

Pennington, Rohe Vester, Jr. Slc

SARATOGA

Avey, Floyd Gaylord, Jr. F3c  
Claxton, Newton Glenn, Jr. F3c  
Cook, James Richard AM3c  
Epstein, Seymour Harvey S2c  
Neighbors, Ralph Pearl AMM3c

SOMERS

Maginnis, Hayden Robert F3c

TENNESSEE

Bumstead, James Glenn Slc  
Chandler, Dwane Elroy S.F.3c  
Demming, James Henry Slc  
Forrest, James Emery S2c  
Foster, William Lester Flc  
Taylor, Jack Leslie Slc  
Williams, Charles Stanley, Jr. Slc

TRACY

Goure, Jimmie "V" RM3c

TUSCALOOSA

Draper, Donald Glenn F3c  
Taylor, William Edward RM3c, USNR

SELECTED CANDIDATES FOR NAVAL ACADEMY PREPARATORY SCHOOL  
(Cont.)

VESTAL

Castro, Clement	Y3c
Muncie, Wendell Boyd	S2c

VINCENNES

Holkovic, Edward	F1c
Rischel, Maurice Otis	S1c

WEST VIRGINIA

Biscayart, Henri Pierre	F2c
Dalmont, Sam (none)	S1c
Hawkins, Robert Thomas	S2c
Heesacker, Bernard Andrew	S1c
Holt, Robert Donald	S1c
King, Edward Cornelius	S2c
Lentz, Charles Edward	S1c
Mauldin, Charles Collette	S2c
McKee, William Vincent	RM3c
Parker, Orpheus Lee	S2c
Pickrell, Robert Merlin	S1c
Pitt, William Ray, 3rd	S2c
Woolums, Charles Russell	F3c

WHITNEY

Hughes, Charles Lendall	F1c
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WICHITA

Andrews, Warren Frederick	S2c
Shaffer, Harold Junior	S1c
Unsinn, Otto Francis	SM3c

WRIGHT

Beilstein, Howard Francis	Rm3c
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WYOMING

Gorak, Walter	S1c
Martell, Harrison Joseph	PhM3c
Popa, Justin	S1c
Price, Percy Ashford	PhM3c

YORKTOWN

Hart, John Evans	RM3c, USNR
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YORKTOWN (Cont)

Hughes, John Allan	RM3c, USNR
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REC. SHIP AT NEW YORK

Phillips, Robert George	S2c, USNR
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USNRAB ATLANTA, GA.

Weaver, Walter Charles	S2c, USNR
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NAS BOSTON (SQUANTUM) MASS.

O'Mara, David Joseph	S1c, USNR
Reycroft, Harlan Long, Jr.	S2c, USNR

NAS COCO SOLO

Beutler, Albert George	F3c
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NAS JACKSONVILLE, FLORIDA

Korbesmeyer, Roland Ferdinand	F3c, USNR
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NAS PENSACOLA

Langston, William Dwight	S2c
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NRAB KANSAS CITY, KANSAS

Podrebarac, George Frank	S1c, USNR
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NAVAL STATION, GUANTANAMO BAY, CUBA

Henry, Walter Owen	S2c, USNR
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NTS NOB NORFOLK, VA.

Dietrichson, Warren Douglas	S2c, USNR
Gulick, Richard Ivan	S2c, USNR
Henningsen, William Joseph	S2c, USNR
Jacobsen, John Arnold	S2c, USNR
Kingsbury, Edward Joseph	S2c, USNR
Looker, Robert	S2c, USNR
McPartland, Joseph Francis	S2c, USNR
Napiorkowski, Arthur Dominic	F2c, USNR
Rathbun, Sherrill Slade	F3c, USNR
Williams, Johnston	S2c, USNR

RATS HAVE BIG EARS

SELECTED CANDIDATES FOR NAVAL ACADEMY PREPARATORY SCHOOL  
(Cont.)

<u>USNR AVIATION BASE, OAKLAND, CALIF.</u>		<u>NR SIG. SCHOOL, TOLEDO, OHIO</u>	
Judge, James Eugene	S2c, USNR	Haney, Richard Gwathmey	S2c, USNR
Stockwell, Richard Elbert	S2c, USNR		
<u>USN HOSPITAL, PUGET SOUND, WASH.</u>		<u>UTILITY SQDN. THREE</u>	
Wasner, James Allan	S2c, USNR	Gray, George Durant	Slc
<u>SAN DIEGO, CALIF.</u>		<u>UTILITY SQDN. FOUR</u>	
Local Defense Unit -		Shaffer, Lejourn Miles	AMM3c
Davis, Thomas Everett	S2c, USNR	<u>VP SQD. 44</u>	
Inshore Patrol - Fifth Naval Dist.		Brown Richard Webster, Jr.	AMM3c
Greene, Francis Whittle	S2c, USNR	<u>USNRAB WASHINGTON, D. C.</u>	
NTS - San Diego, Calif.		Preston, Robert Edward	Slc, USNR
Gale, Malvin Jacob	S2c, USNR		
Guentz, Jack Eugene	S2c, USNR	<u>HDQTRS. NINTH NAVAL DISTRICT</u>	
Section Base - San Diego, Calif.		Phillips, Jack Ben	Slc, USNR
Burhans, John Heron	S2c, USNR		
Lombard, Jean Pierre	S2c, USNR	<u>FIFTEENTH NAVAL DISTRICT</u>	
Walker, Daniel	S2c, USNR		
<u>SAN PEDRO, CALIF.</u>		Amelang, Robert Lee	S2c, USNR
Section Base -		<u>RADIO SCHOOL, NOROTON HEIGHTS, CONN.</u>	
Lytle, Richard Payton	Slc, USNR	Burk, Charles William	S2c
Martin, Lealyn Everett	F2c, USNR		
<u>USN NET DEPOT, TIBURON, CALIF.</u>		<u>WEST POINT</u>	
Mouton, Edison Edward	Slc, USNR	Radasch, Edmund John, Jr.	S2c, USNR

SELECTED MARINE CORPS CANDIDATES FOR NAVAL ACADEMY PREPARATORY SCHOOL

<u>HONOLULU</u>		<u>MINNEAPOLIS</u>	
Vreeland, Richard F.	PFC, USMC	Holben, Donald E.	Pvt, USMC
<u>INDIANAPOLIS</u>		<u>NORTHAMPTON</u>	
Gibson, Gerald W.	PFC, USMC	Mott, Robert F.	PFC, USMC
<u>LOUISVILLE</u>		<u>PHOENIX</u>	
Holmes, Page Harland	Corp, USMC	Hall, Joseph Samuel	Corp, USMC

YOURS IS A SACRED TRUST - DON'T BETRAY IT

SELECTED MARINE CORPS CANDIDATES FOR NAVAL  
ACADEMY PREPARATORY SCHOOL

RANGER

2ND MAR.DIV., SAN DIEGO, CALIF.

Bryant, Norman Holmes	PFC, USMC	Gibbons, Nolan Randolph	PFC, USMC
		Whitmore, Lyle S., Jr.	Corp, USMCR
<u>SAN FRANCISCO</u>		Levine, Arthur James	PFC, USMC

Freeman, Thomas Reed	PFC, USMC	<u>NYD, WASHINGTON, D. C.</u>
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TENNESSEE

Ragone, Louis Aloysius, Jr. PFC, USMCR

Ferguson, Glenn Leonard, Jr. Corp, USMC

NAS JACKSONVILLE

Graff, Sylvester Michael	PFC, USMCR
Phelan, Arthur Joseph	PFC, USMCR

SELECTED FOR NAVAL ACADEMY PREPARATORY SCHOOL

Subject to Receipt of a Favorable Physical Examination

EAGLE (55)

SARATOGA

Kayser, David Lawrence	F2c, USNR	Bryant, John Edward	FC3c
Robson, Joseph Robert	F2c, USNR		

TRIPPE

POLLUX

Sauer, Robert Charles	S2c, USNR	Delaney, John Patrick	S2c
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CLIMATIC CHARTS OF THE OCEANS

The Weather Bureau has published an "Atlas of Climatic Charts of the Oceans." This atlas contains some 130 charts of the world, about 16 x 7 inches, on which is delineated the force and direction of the winds, frequencies of calms, fog, mist, cloudiness, rain, thunderstorms, and other meteorological data. Most of the wind data is given for each month, while the remaining information is compiled for each three months. The Hydrographic Office has available 50 copies of this atlas, which may be obtained on request, by Commanding Officers so long as the supply lasts.

FRIGATE CONSTELLATION PART-TIME FLAGSHIP

The Navy Department recently announced that the USS CONSTELLATION, the historic frigate, has been designated part-time flagship of Admiral Ernest J. King, U. S. Navy, Commander in Chief, Atlantic Fleet.

WHY DID THAT PERSON ASK THAT?

## FRIGATE CONSTELLATION PART-TIME FLAGSHIP

(Cont.)

The CONSTELLATION will be used for administrative purposes when Admiral King is in port and when so used will fly his four-star flag.

The frigate has been station ship at the Naval Training Station, Newport, R. I., since 1893. After many years in a decommissioned status she was placed in full commission on August 24, 1940, by order of President Roosevelt. Lieut. John Davis, U. S. Navy, Retired, is in command.

It has been a hundred and forty-four years since the CONSTELLATION was launched at Baltimore, Maryland. She started her first cruise in June, 1798, a short time ahead of her sister ship, the frigate CONSTITUTION, which was building at Boston, Massachusetts. Her first duty was to protect American commerce in the West Indian waters. Her sailing qualities were so fine that the French called her the "Yankee Race Horse." She participated in naval engagements in the Quasi-War with France, the war with Tripoli, in the War of 1812, cruised for suppression of piracy in the Caribbean, 1825-1844, cruised in the Mediterranean, West Indies, and coast of Brazil, operated with the Mediterranean Squadron, 1855-1858, with the African Squadron 1859-1861, and from 1862 until 1864 cruised in European waters searching for Confederate vessels. She served as Receiving Ship at Norfolk and later at Philadelphia. In 1872, she was gunnery ship at the Washington Navy Yard and for nineteen years was used as a practice ship at the Naval Academy, Annapolis. In 1893, she was assigned as station ship at the Naval Training Station, Newport, Rhode Island.

In 1926, she was towed to Philadelphia for exhibit with other historic ships at the Sesquicentennial Exposition and then returned to Newport.

Lieutenant Davis was born in Kiel, Germany, October 28, 1877, and enlisted in the United States Navy in October 1892. During his service as an apprentice seaman, he made training cruises in the frigate CONSTELLATION of which he is in command. He was awarded the Medal of Honor with the citation: "Gunner's Mate, third class, serving on board the U.S.S. MARBLEHEAD, for extraordinary bravery and coolness while cutting the cables leading from Cienfuegos, Cuba, May 11, 1898, under a heavy fire of the enemy."

Lieutenant Davis had continuous service until 1910 when he was given a warrant as Chief Boatswain. He was commissioned an Ensign in 1917. He was appointed a temporary Lieutenant (junior grade) later in the same year and a senior Lieutenant after passing the examinations in 1920 and was retired in 1927 after thirty years' service. Lieutenant Davis has the Spanish Campaign Medal and Philippine Campaign Medal.

### COOK BOOK OF THE U. S. NAVY

Requests for the Navy Cook Book should be made to the Bureau of Supplies and Accounts. The Bureau of Navigation has a limited supply of bound copies for the use of service schools only.

HE WHO TALKS MUCH MAKES MANY MISTAKES



## TRAINING COURSES

Training courses, hitherto exhausted, are now available for men preparing for the following ratings:

### Engineering Branch

Water Tender 2c.

### General Courses

Gyroscopic Compasses

The Bureau has received numerous requests for training courses for use in connection with service schools. The limited supply of training courses now available does not permit their use as textbooks in schools. Subject matter contained in training courses may be reproduced in mimeograph or other form if desired.

Incident to the rapid expansion of the Navy, demand for training courses is such that strict compliance with the Yearbook of Enlisted Training is necessary in order to insure even distribution throughout the Service.

## WHY WORRY??

"When you're a soldier, you're one of two things - either you're at the front or behind the lines. If you are behind the lines, you needn't worry; if you're at the front you are one of two things - you are either in a danger zone or in a zone which isn't dangerous. If you are in the latter, you needn't worry.

"Now, if you're in a danger zone, you are one of two things - either you're wounded or you are not wounded. If you are not wounded, you needn't worry; if you are wounded, you are one of two things - either you are wounded seriously or you are wounded slightly. If you are wounded slightly, you needn't worry; if you are wounded seriously, one of two things is certain - either you will die or you will get well. If you get well, you needn't worry. If you die, you can't worry. So there is no need to worry at all."

Found in "POILU'S PHILOSOPHY"; submitted by Lieutenant Commander G.W.D. Dashiell, U.S.N. (Ret.)

## PHYSICAL FITNESS PROGRAM

The low roll of thunder heard at dawn these mornings at the Naval Training Station in Norfolk is not the forewarning of a storm but the pounding of ten thousand feet on the drill grounds as the recruits do their two miles of road work in connection with the physical fitness program.

## SPEAK FITLY OR BE SILENT WISELY

## PHYSICAL FITNESS PROGRAM (Cont.)

Behind the new order of the day stands a corps of physical education instructors carefully selected by Lieutenant Commander Gene Tunney, USNR. They hail from our leading universities and colleges and all hold degrees in Physical Education. To these men is entrusted the duty of carrying on the carefully planned routine under the watchful guidance of the Drill Officer.

This program is all that its name implies. It is a compulsory part of the six weeks training school and is designed to turn out keener, better coordinated, better equipped fighting men.

The recruits first introduction to the Physical Fitness programs comes immediately after taking his medical examination. The first step is a strength test. By means of a series of tests including chinning, push ups, trunk levers and broad jumping the recruits' physical strength and coordination is determined. Any man who fails to make a rated score 200 in the strength test is automatically placed in the "weak squad". This constitutes approximately 20% of the men.

On the first morning after being received, the recruit is mustered out of his barracks at 5:00 A.M. and he goes through his first Tunney setting-up exercises for half an hour in the open air. Elsewhere on the Base may be seen the platoons out of detention dressed in shorts, undershirts and tennis shoes doing their setting-up exercises or their two miles of road work.

Fitted into the program during the day is a schedule of intramural sports, swimming and special additional body building exercises for the so-called "weak squads". This "weak squad" work is one of the most important phases of the whole program. The preliminary results have aroused considerable interest. While it is too soon to draw final conclusions, the evidence tends to show that these undergoing special physical instruction not only improve in strength by 40% but on a recheck of I. Q. scores, an improvement of 18% in this group is noted. This is in comparison to the figures for the whole group whose physical fitness increases 11% and their scores on the I.Q. tests 6%.

Such possibilities bear further study and careful analysis because, if the results are as indicated, it means not only a physically stronger but also better mentally equipped personnel to man our ships.

### THE AMERICAN'S CREED PLAQUE

The American's Creed Plaque Company of 100 Ross Street, Brooklyn, New York, manufactures a plaque on which appears the following in raised letters:

#### "THE AMERICAN'S CREED"

I believe in the United States of America as a government of the

VILLAINS DON'T WEAR WHISKERS ANY MORE

THE AMERICAN'S CREED PLAQUE  
"THE AMERICAN'S CREED  
(Cont.)

people, by the people, for the people, whose just powers are derived from the consent of the governed; a democracy in a republic; a sovereign republic of many sovereign States; a perfect union, one and inseparable, established upon those principles of freedom, equality, justice and humanity for which American patriots sacrificed their lives and fortunes. I therefore believe it is my duty to my country to love it, to support its constitution, to obey its laws, to respect its flag and to defend it against all enemies.

William Tyler Page".

A number of these plaques are now in the Navy Department. The Chief of Naval Operations has presented the President with one, and one is mounted in the Chief of Naval Operations' office, in the Assistant Secretary's Office and one at the Naval Academy. The Bureau of Navigation regrets that there are no Government funds available from which these plaques may be supplied to vessels and stations of the Navy. Each Commanding Officer is urged, however, to consider the purchase of these plaques from local funds for mounting in appropriate places.

The plaques are made in two sizes. The larger size is made of a plastic material and is 22"x26 $\frac{1}{2}$ " over-all. Mounted on the upper edge of the plaque is a spread eagle, and the dimensions given above include this feature. The smaller size is a desk size.

The manufacturer advises that he will supply to naval vessels and to naval stations the larger size at the cost of manufacturing and shipping — \$9.00 each. No price is available on the smaller size.

Inquiries concerning these plaques should be addressed to the American's Creed Plaque Company at 100 Ross Street, Brooklyn, New York.

"SHIP'S SERVICE INSURANCE — CURRENCY ENDORSEMENT

The Bureau of Navigation is advised that the Judge Advocate General has examined and found in proper form a currency endorsement to the Master or Key policy No. S-102 issued by the Colonial Fire Underwriters of the National Fire Insurance Company of Hartford, Connecticut. This endorsement offers, for an additional premium, protection against loss or damage to currency, including stamps, Postal Express and other Money Orders, Checks, Drafts, and Certificates of Deposit due to: robbery from a custodian while aboard ship; while ashore or away from ship or loss occasioned while such property is being transmitted by Registered Mail; safe burglary, burglary, and compelling custodian to return or divulge information leading to loss of property; or from robbery from any night depository of a bank or from within the quarters occupied by a custodian; or from loss caused by fire or sinking or stranding of the ship."

HOT AIR RISES — DON'T TALK

CHAIRMAN OF COMMITTEE ON NATIONAL DEFENSE OF STATE BAR  
ASSOCIATIONS

"In the list of Chairmen of Committees on National Defense of State Bar Associations, published in Bureau of Navigation Bulletin #290 of March 22, 1941, add the following name,

Marshall Reynolds, Esq.,  
Cheyenne, Wyoming."

"SCHOOL CONCESSION

Philadelphia Business College and College of Commerce, Inc., 1001-03-05 Market Street, Philadelphia, Pa., is an undenominational college established in 1901 and incorporated in 1909 with an approximate enrollment of 175 day students and 70 to 100 night students. The students are high school graduates or older. The day tuition is \$22.00 for four weeks. A \$50.00 reduction on a \$250.00 secretarial course is offered to children of Navy personnel."

NEW YORK STATE SAILORS TO GET VOTE

The Navy will cooperate with the State of New York in registering absentee qualified voters of that state who are serving in the Navy.

Commanding officers of all naval activities ashore and afloat have been directed to make a survey of personnel to determine the number of men over 21 years of age who are legal residents of the State of New York. Applications for registration will be sent to each Naval activity in accordance with the reports of the Commanding Officers, and on or before August 31 all legal residents of New York State serving in the Navy will be permitted to sign the applications. The properly authenticated applications will be forwarded to the Secretary of the State of New York.

PRIVATE SHIPYARDS IN 28 STATES BUILDING VESSELS FOR NAVY

The Navy Department recently announced that use of private shipyards for naval vessel construction had increased more than ninefold during the fiscal year which ended June 30, 1941. Where 12 private yards were building naval craft in the fiscal year 1940, there were 109 so employed at the end of the fiscal year 1941 and this does not include four that started and completed their contracts during the year.

These naval shipbuilding operations in private yards were widely scattered over the nation, 28 states sharing in them as compared with nine in the previous fiscal year. Private facilities were pressed into service to build everything from motor torpedo boats to battleships. In fact, they were building all of the many types and sizes of fighting ships and auxiliary vessels required to bring into being a mighty two-ocean armada.

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

PRIVATE SHIPYARDS IN 28 STATES BUILDING VESSELS FOR NAVY  
(Cont.)

At the end of the fiscal year June 30, California led in number of yards with Navy contracts, with 17 in all. New York was second with 14. Washington had nine; Maine, eight. The box score by states stood as follows:

Alabama	1	North Carolina	1
California	17	Ohio	2
Connecticut	3	Oregon	5
Delaware	2	Pennsylvania	4
Florida	4	Rhode Island	2
Georgia	1	South Carolina	1
Illinois	1	Tennessee	1
Indiana	1	Texas	6
Louisiana	1	Virginia	1
Maine	8	Washington	9
Maryland	1	West Virginia	1
Massachusetts	5	Wisconsin	5
Michigan	4		
Mississippi	1		
New Jersey	7		
New York	14		

The foregoing data does not take into consideration government owned yards and their operations.

NAVY EXPANDING STUDY ON MATERIALS SUBSTITUTES

The Bureau of Yards and Docks is expanding on its study of materials which may be substituted for critical items in order that natural resources may be conserved for use in the manufacture of products where substitutes can not be utilized.

The wide field of materials which may be used in industry makes this study not only of great importance from a conservation standpoint but opens up a realm for the introduction of new types of materials which heretofore have not been fully developed. For example, the Bureau of Yards and Docks points out that the fields of plastics, masonry, glass, special cements and wood products offer wide possibilities as substitutes for steel.

The use of fire retardent chemicals in connection with wood construction may be a field of development which will give construction comparable to steel in the fire proof field. The use of plastics and various compositions for piping materials is another possibility in the field of substitute for metal.

The Bureau of Yards and Docks periodically has been issuing memoranda to the field, listing substitute materials to be used in construction work for those items which are on the list of critical materials and where



NAVY EXPANDING STUDY ON MATERIALS SUBSTITUTES  
(Cont.)

scarcity has become a national problem. The lists as issued have not been compulsory except where regulations of the Office of Production Management apply, but are made as suggestions of materials that may be used in general construction work without losing the advantages obtained through the use of conventional products.

NEW NAVY BOOKLET PROVES TO BE "BEST SELLER"

The Navy Department has announced publication of a booklet "Nomenclature of Naval Vessels" for use by persons engaged in shipbuilding, or who are interested in naval construction. According to reports from the Government Printing Office, the demand for the publication has been exceptionally large.

The booklet is published under the direction and supervision of the Division of Personnel Supervision and Management of the Secretary of the Navy's office. Mr. Charles Piozet is Director of the Division.

"Nomenclature of Naval Vessels" includes a descriptive and definitive text about terms used in ship construction and the parts of a ship. Among the features in the publication is a glossary of shipbuilding terms.

The book is on sale at the Government Printing Office, Washington, D. C., for fifteen cents a copy.

SMOKE PICTURES STUDIED IN DESIGNING AIR STATION BUILDINGS

The Navy Department recently announced that motion pictures had been employed in conducting tests to determine wind current and eddy characteristics that would be developed through the construction of additional hangars and other structures at the lighter-than-air station, Lakehurst, New Jersey. The tests were carried out by the Franklin Institute in accordance with a contract entered into with the Bureau of Yards and Docks.

Models of the planned structures were erected. Smoke was used to make possible the photographing of the air currents produced by the structures when wind at various pressures was created through use of wind tunnels. The motion pictures in conjunction with manometer tests (device for measuring wind pressures) have given definite and essential information in connection with the designing and locating of the structures to be built.

IDLE WORDS EQUIP  
THE FIFTH COLUMBIAN'S WORKSHOP



## NAVAL ALMANAC

\* \* \* \* \*

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

### OCTOBER

#### 1 October

- 1781 Captain Lawrence born.
- 1847 U.S.S. Cyane captured Mexican schooner Libertas and Fortuna at Loreta, Lower California.
- 1847 U.S.S. Dale captured town of Muleje, Lower California, Mexico.

#### 2 October

- 1776 U.S.S. Cabot captured British Brig Olarendon.
- 1843 U.S.S. Concord lost off Coast of Africa.
- 1846 U.S.S. Cyane captured Mexican schooner Rosita at Loreta, Lower California.

#### 3 October

- 1775 The subject of forming a Continental Navy was first brought to the attention of Congress on this date, when Rhode Island members pressed their instructions of establishment of Navy "At Continental expense."
- 1800 George Bancroft, historian and Secretary of the Navy, was born in Worcester, Mass. (Note: 10 Oct.)
- 1862 U.S.S. Commodore Perry, Hunchback and Whitehead engaged Confederate troops at Franklin, Virginia.

A SECRET ONCE TOLD IS NO SECRET AT ALL

NAVAL ALMANAC (Cont.)

4 October

- 1812 Marines and Sailors in action with Nicaraguan troops, Coyotapo Hill, Nicaragua.
- 1813 U.S.S. Vigilant captured enemy Privateer Dart off Newport, Rhode Island.
- 1846 U.S.S. Cyane captured 2 Mexican sloops at Muleje, Lower California, Mexico.
- 1823 Rear Admiral Francis Ros born in Elmira, N. Y. In 1854, with the Porpoise, he engaged 13 heavily armed Chinese junks, destroying ~~six~~, and scattering the fleet. In 1862, in the Pensacola, he led the starboard column of Farragut's fleet at Forts Fisher and St. Phillips, and was commended for gallantry. Sent on special mission to Mexico. Sent Santa Ana out of Mexico a prisoner. Received surrender of Vera Cruz, and established provisional government.

5 October

- 1775 A committee formed of John Adams, John Langdon, and Silas Dean, were authorized to secure two armed vessels from Massachusetts. Washington placed them (on the Continental risk and pay) and used them to capture two unescorted brigs with ammunition of war, that had sailed from England.
- 1773 U.S.S. Cabot captured British ship Georgiana off New England Coast.
- 1813 U. S. Squadron on Lake Erie captured seven British ships.
- 1863 Lieutenant Glassel and three men with the submersible Confederate ship David exploded a torpedo against Union ship New Ironsides.

6 October

- 1813 U.S.S. Sylph captured British schooner Lady Gore on Lake Ontario.
- 1813 U. S. Fleet for service at Tripoli assembled at Gibraltar under command of Commodores Decatur and Bainbridge.
- 1814 Gun Boat No. 160 captured a force of British at Fort Andrews Sound.
- 1917 U.S.S. Alcedo, converted yacht, sunk by German submarine.

7 October

- 1845 U.S.S. Cyane captured Mexican Brig Condor, cut off Harbor of Duaymas under sharp enemy fire by party under Lieut. Harrison.
- 1864 U.S.S. Wachusett seized Confederate cruiser Florida off Bahai, Brazil.

YOUR WORK IS CONFIDENTIAL

NAVAL ALMANAC  
(Cont.)

- 1916 Rear Admiral Austin Knight, at Newport, Rhode Island, is paid formal visit by Lieutenant Captain Hans Rose, of the U-33, which suddenly appeared at Newport.

8 October

- 1812 Captain Elliot recaptured Detroit and Caledonia.
- 1814 U.S.S. Lake Erie captured two enemy brigs, releasing forty American prisoners, off Fort Erie.
- 1916 Rear Admiral Knight despatches destroyer flotilla to rescue of five merchant vessels sunk by U-33 off New England Coast, 216 men were picked up.

9 October

- 1775 Congress resolved to raise a regiment of Marines.
- 1780 U.S.S. Saratoga captured British Ship Elizabeth and Charming Molly.
- 1814 U.S. Sloop Wasp, having sailed from Portsmouth, New Hampshire, May 1st, 1814, arrived at L'Orient, France, July 8, sailed again August 27th and was last heard from on this date in latitude 18°35' north, and 30°10' west longitude.

10 October

- 1779 When John Paul Jones was cruising European waters with five ships under his command, he was known as Commodore Jones, although the highest commission ever held by him in the American Navy was that of Captain, conferred on him on this date.
- 1780 Prizes of the U.S.S. Saratoga, taken on October 9, recaptured by H.M.S. Intrepid, 74 guns. Saratoga was never seen afterwards.
- 1845 U. S. Naval Academy instituted at Annapolis, Maryland through efforts of George Bancroft.

11 October

- 1776 11 to 13 October, gunboats in action on Lake Champlain. American Naval Forces, after heroic and desperate resistance under Benedict Arnold, suffered defeat.
- 1776 U. S. Schooner Royal Savage, Captain Hawley, burned after five hours battle, after being run ashore to prevent capture.

12 October

- 1775 Arnold's action on Lake Champlain continued. U.S.S. Condolas,

THE NAVY IS YOUR WORK - DO IT AT THE OFFICE

NAVAL ALMANAC

(Cont.)

Providence, and Boston, burned and sunk to prevent capture.

- 1800 U. S. Frigate Boston captures French sloop Leberceau.
- 1803 Commodore Preble concluded a treaty of peace with the Ruler of Morocco, and gave up the Meshboha.
- 1814 U. S. Sloop Peacock sunk by enemy ship Mary off Barbuda, West Indies.
- 1861 St. Louis launched, first iron-clad in American Navy.

13 October

- 1776 The U.S.S. New Haven, Spit Fire, Jersey, New York, Lee and Congress, burned in action as result of battle on Lake Champlain. U.S.S. Washington captured.

14 October

- 1862 U.S.S. Memphis captured British steamer Onachita.

15 October

- 1812 U.S.S. President Captured H. M. S. Swallow.
- 1861 U.S.S. Pocahontas and Seminole passed Confederate batteries at Evansport, Potomac River.
- 1917 U.S.S. Cassin torpedoed by German Submarine. Gunner's mate Ingram saw the torpedo coming, and realizing that the hit would be near the stern, made a supreme effort to release the depth charges before it occurred but was not successful, and gave his life to save ship and shipmates.

16 October

- 1821 U.S.S. Enterprise captured four pirate schooners.
- 1822 U.S.S. Grampus captured Spanish Pirate ship Palmira.
- 1846 Second attack on Alvarado, Mexico.
- 1846 Commodore M. C. Perry with Mississippi left squadron at Lazarde and sailed for Tabasco, Mexico. (Note: See 23 October)
- 1884 U. S. Naval War College established at Newport, Rhode Island.
- 1891 Boatswain's mate and six blue jackets of U.S.S. Charleston injured

SILENCE TODAY MEANS SAFETY TOMORROW

NAVAL ALMANAC  
(Cont.)

by mob in Valparaiso, Chile. Two of injured men died, and the incident nearly brought on international complications.

17 October

- 1846 U. S. Expedition from October 17 to 27, six vessels, two hundred sailors and marines captured nine Mexican vessels.
- 1843 U.S.S. Princeton defeats English ship Great Western in race from Battery Place, New York, down Narrows, proving to be fastest sea-going steamer then in the world, making 14 knots per hour against flood tide.
- 1853 American squadron proceeds to Asuncion, Paraguay, to demand retribution for attack of U.S.S. Water Witch. Friendly relations restored without recourse to arms.

18 October

- 1812 U.S.S. Wasp captured H.M.S. Frolic with 22 guns, which was recaptured by H.M.S. Poitiers, the same day.

19 October

- 1900 Town of Estancia captured by U.S.S. Concord.
- 1917 Longest fight recorded with an enemy submarine when an armed guard of an American steamer, J. L. Luckenbach, stood off the enemy from 7:40 A.M., to 11:40 A.M., when one of our destroyers (52) came to the rescue. During engagement, one of front sights of one of Luckenbach's guns was destroyed.

20 October

- 1833 Commander Edward Terry born at Hopkinton, New Hampshire, served in the Navy 48 years. His intrepid conduct and heroism in capture of New Orleans, 1862, and his achievements in Battle of Mobile Bay, (5 August, 1864), when in command of U.S.S. Chicksaw, won from the Navy unqualified admiration and from Farragut these words, "the bravest man that ever trod the deck of a ship."
- 1842 Commodore Jones hoisted flag at Monterey, California.
- 1924 U.S.S. Trenton, explosion aboard. Powder was being drawn up, when suddenly there was a rush of black smoke, a bursting flame, and a deafening roar, as one of the turrets stood shattered in its base. Ensign Henry Clay Drexler was not in the turret, but engaged in work near by. Recovering from the shock of the explosion, he hesitated not a moment, but rushed of his own accord into the inferno. He saved the lives of three men, after three heroic efforts; he

IT'S YOUR SAFETY THAT'S AT STAKE

NAVAL ALMANAC  
(Cont.)

started for the fourth time, but overcome by the gas and flames, he fell dead at the entrance. A greater love and a greater death than this hath no man.

21 October

1779 Launching of U.S.S. Constitution at Boston, Massachusetts.

22 October

1864 Boat expedition from U. S. Fleet in action at Pooatello, South Carolina.

1864 U.S.S. Eolus captured Confederate steamer Hope at Wilmington, South Carolina.

23 October

1846 Town of Frontera, Mexico, captured by Fleet under Commodore Perry.

24 October

1819 U.S.S. Lynx captured four pirate vessels in Gulf of Mexico.

1853 U.S.S. Wabash launched at Philadelphia.

25 October

1812 U.S.S. United States captured H.M.S. Macedonia, 1325 tons, 49 guns, 306 men.

1813 U.S.S. Congress captured and burned ship Rose. All of the captured crew voluntarily enlisted in the service of the United States.

26 October

1777 H.M.S. Pearl attacked 12 Continental Calleys in Delaware Bay.

1893 U. S. Battleship Oregon launched at San Francisco.

1901 Ensign Noa killed in action with insurgents, Philippine Islands.

27 October

NAVY DAY

1773 Special committee presented to the Continental Congress a bill providing for the construction of the first ships of the Navy. Measure was passed three days later.

A SECRET IS A WEAPON AND A FRIEND



NAVAL ALMANAC

(Cont.)

1864 Lieutenant Cushing with torpedo launch blows up confederate Ram Albemarle in Roanoke River.

28 October

1779 A board of Admiralty was established consisting of three commissioners who were not in Congress and two that were, and was given command of all Naval and Marine affairs.

1812 Commodore Porter sailed for the Pacific in the Essex.

29 October

1812 Gun Boat Number 46 wrecked off Newport, Rhode Island. Later raised and served until 1828.

1814 U.S.S. Fulton, the first steam vessel in the U. S. Navy, launched.

1821 U.S.S. Hornet captured pirate schooner Moscow.

1870 U.S.S. Saginaw wrecked at Midway Islands.

1899 U.S.S. Concord and Paraguay captured insurgent town of Boniti, near Iloilo, Philippine Islands.

30 October

1855 Expedition against natives of Fiji Islands by U.S.S. John Adams.

31 October

1803 U. S. Frigate Philadelphia is captured by Tripolitans after running aground.

1863 U. S. Monitors Lehigh and Patapsco, bombarded Fort Sumter, Charleston, South Carolina.

LIST OF BUREAU OF NAVIGATION CIRCULAR LETTERS  
BEGINNING JULY 22, 1941

<u>Number</u>	<u>Subject</u>
92-41	Assignment of Enlisted Men to Recruiting Duty.
93-41	Retired Officers - Fitness Reports.
94-41	Annual Physical Examination.
95-41	Subversive Activities - Combatting of.
96-41	Naval Reserve Officers' Data Card, Form N. Nav. 278A.

IDLE WORDS MAY REVEAL VITAL INFORMATION

LIST OF BUREAU OF NAVIGATION CIRCULAR LETTERS  
BEGINNING JULY 22, 1941  
(Cont.)

<u>Number</u>	<u>Subject</u>
97-41	Shore Duty for Enlisted Personnel.
98-41	Chamorro - Return of to Guam for Discharge.
99-41	Passenger Transportation Fiscal Year 1942.
100-41	Subversive Activities - Combatting of.
101-41	Midshipmen, Merchant Marine Reserve, Assignment to Active Duty Afloat.
102-41	Enlisted Personnel, Distribution of - September 30, 1941.
103-41	Pay Account of Enlisted Personnel.
104-41	Subversive Activities - Combatting of.
105-41	Orders to Officers, Method of Handling Encrypted Despatch.
106-41	Recent Legislation Relating to Certain Personnel of the Navy and Marine Corps.
107-41	Subversive Activities - Combatting of.
108-41	Changes in Rating of Fleet Reservists and Retired Men of Obsolete Ratings on Active Duty.
109-41	Advancement of Men for Meritorious Conduct.
110-41	Subversive Activities - Combatting of.

CONFUCIUS SAYS

Keep all NAVY information  
Between YOUR ears!!!

SILENCE IS ALWAYS ON THE GOLD STANDARD

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