



VOL. 2 NO. 23

JULY 1, 1944

INDEPENDENCE DAY BOND DRIVE OPENS

FORMER SHIPMATES HONORED

All hands will be delighted and take a pride in the news that Rear Admiral J. J. Ballentine, USN, the BUNKER HILL'S first skipper, has recently been awarded the Silver Star and Legion of Merit by Admiral Chester W. Nimitz, USN, for skill and daring in which he commanded his aircraft carrier in Central and South Pacific actions.

The Silver Star Citation read in part: "For gallantry during attacks on the enemy. The task group of which his ship was a part was subjected to heavy and sustained air attack, but so skillfully did he fight his ship that severe losses were inflicted upon the enemy without damage to the defense of the entire task group and the success of its missions."

The Legion of Merit Citation went on to say that Admiral Ballentine "continued greatly to the neutralization of enemy forces in two important areas of conflict and to the destruction of many enemy aircraft, surface vessels and important airfield installations."

Revelation of another ceremony in which some of our former shipmates were honored came in a letter from Lt. Richard P. (Chief) Balenti, former bomber pilot attached to this ship who is now serving as an instructor at Deland, Florida. The ceremony was held at Green Cove Springs, Florida, and honored five former Fighting 17 pilots.

Lt. (jg) Danny Cunningham, the "Round Man from Chicago" was awarded the Navy Cross "for extraordinary heroism while participating in aerial attacks against the enemy as a pilot attached to a Navy squadron operating in the

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TWO DAYS FOR CASH SALES

Something new Something different ----- in a way to buy War Bonds at sea -- for CASH. ... It's all part of a new program set up by the Navy to spur the sale of bonds to the men afloat and will culminate on the 4th of July and the 7th of December - the two days set aside for these special drives.

Unless based ashore, it has not been possible to buy bonds for cash in the past. During the period set aside for the drives in commemoration of these days, a man may request special money from the paymaster (if all his cash is on the books) by filling out a green request slip and turning it over to his division officer, then having it approved by the Head of Department and turn it into the Executive Officer's Office. When the amount in cash has been drawn from the paymaster or pocket, it will be turned over to Ens. Mathews in the First Lieutenant's Office, who is in charge of the program again and he will transmit the orders, specifying on each application where the bond is to be mailed. The bond will bear a special commemorative Independence Day stamp.

Fourteen hundred men on the ship are already buying bonds through monthly allotments. There are some, however, who deem this system too burdensome, and will welcome the opportunity of buying a bond for cash.

There's not a safer place for those extra dollars, - either on the books or in the lockers, and the bonds may be purchased during the drive for \$18.75 on up. The drive will run July 2nd and 3rd and at no other time will it be possible to purchase bonds for cash aboard ship.

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Staff



The Ship's Paper of the U. S. S. BUNKER HILL
Thomas P. Jeter, Captain, U. S. N.
Commanding

J. J. Quigley, Lieut. (Chaplain).....	U. S. N. R.
E. L. Moriarty, Lieut.....	U. S. N. R.
W. C. Mitchell, Lieut.....	U. S. N. R.
E. F. Brissie, Lieut.....	U. S. N. R.
B. H. Ridder, Lieut.....	U. S. N. R.
V. L. Chandler, Prtr. 1c.....	U. S. N.
W. J. Elsner, PhoM. 1c.....	U. S. N. R.
W. J. Hession, Prtr. 2c.....	U. S. N. R.
H. L. Ferguson, Prtr. 3c.....	U. S. N. R.
A. C. Matre, RdM. 3c.....	U. S. N. R.
E. M. Spica, Sic.....	U. S. N. R.

Declaration of Dependence

When our forefathers first drafted that revolutionary document wherein they established a new nation on principles heretofore only longed for, but never expressed, they called it the 'Declaration of Independence' signifying thereby their independence from despotism, persecution, and a slavery which was political, economic and religious.

As the years went by, some there were, who interpreted it to mean independence from our fellow men everywhere, at home and abroad. The spirit of independence was confused with an 'I've got mine, to hell with you' attitude toward those around us at home, and, nationally, toward countries abroad. It has taken a second world conflict to convince us that true independence is based upon a dependent regard for our neighbors. We are learning, the hard way, but learning nevertheless, that the ills of our neighbors, both economic and social, are sufficiently contagious to hurdle the narrowed boundaries of mountain and sea, and infect our own land. We are learning that the world cannot exist 'half slave and half free.' We are learning that a happy and prosperous nation cannot long endure in a world afflicted with poverty and tyranny.

The heading of this article is not as you may now have gathered, a typographical error. Even as you and I, as shipmates are so utterly and entirely dependent, one upon the other, for achievement, for safety, for victory, for happiness, so too the nations of this world are dependent one upon the other, the rich upon the poor, the strong upon the weak, for their national security, and prosperity. The sooner those who would govern recognize that fact and observe a Dependence Day, the sooner will all the world join us in celebrating Independence Day.

What Are We Fighting For?

As we gather here to pay our last respects to our departed shipmates, the thought quite naturally enters our minds; Why? Why did they so willingly give their very all in this great conflict? To defeat the enemy? Think not for one moment that they would willingly pay so great a price for so hollow, altho necessary, a triumph.

They lived, and fought, and willingly gave their all, in order that you and I, their shipmates, their loved ones at home, Americans everywhere, in fact all humanity regardless of color, creed, or clime, might live; live decently, nobly, righteously, charitably, and fearlessly. They died to give birth to a world in which lust and greed should be

Articles for the Government Of the United States Navy

(Continued)

Article 18

Every person who in time of war deserts the naval service of the United States shall be deemed to have voluntarily relinquished and forfeited his right of citizenship, as well as his right to become a citizen, and shall be forever incapable of holding any office of trust or profit under the United States, or of exercising any rights of citizen thereof.

Article 19

Any officer who knowingly enlists in the naval service any person who has deserted in time of war from the naval or military service of the United States or any insane or intoxicated person or any minor between the ages of 14 and 18 years without the consent of his parents or guardian or any minor under the age of 14 years shall be punished as a court-martial may direct.

Article 20

Every commanding officer of a vessel in the Navy shall obey the following rules:

1. Whenever a man enters on board the commanding officer shall cause an accurate entry to be made in the ship's books, showing his name, the date, place and term of his enlistment, the place or vessel from which he was received on board, his rating, his descriptive list, his age, place of birth, and citizenship, with such remarks as may be necessary.

2. He shall, before sailing, transmit to the Secretary of the Navy a complete list of the rated men under his command, showing the particulars set forth in rule one, and a list of officers and passengers, showing the date of their entering. And he shall cause similar lists to be made out on the first day of every third month and transmitted to the Secretary of the Navy as opportunities occur, accounting therein for any casualty which may have happened since the last list.

3. He shall cause to be accurately minuted on the ship's books the names of any persons dying or deserting and the time at which such death or desertion occurs.

4. In case of the death of any officer, man, or passenger on said vessel he shall take care that the paymaster secures all the property of the deceased for the benefit of his legal representatives.

5. He shall not receive on board any man transferred from any other vessel or station to him unless such man is furnished with an account, signed by the captain and paymaster of the vessel or station from which he came, specifying the date of his entry on said vessel or at said station, the period and term of his service, the sums paid him, the balance due him, the quality in which he was rated, and his descriptive list. (Continued next week)

crushed, a world, governed by love and consideration one for another. If that is accomplished they will feel that theirs was a good bargain.

Thus as we here take our last farewell, they issue a challenge to us. Not to defeat the enemy, we need no further incentive for that, but for the greater task of helping to create the kind of a world for which they paid. A world in which decency and righteousness shall prevail, in which men and countries will be guided by consideration for the weak rather than selfish desires. Their sacrifice will have been worthwhile to the same extent in which you and I seek to obey, and influence others to follow, the Lord's command:

"Thou shalt love the Lord thy God with all thy heart and with all thy soul and with all thy mind. Thou shalt love thy neighbor as thyself." In this great task, handed on to us by the heroic dead, we dare not, we shall not fail."

(The above is an excerpt only, of the address delivered by Chaplain Dreith on the occasion of a burial at sea.)

A YEAR OF RETROSPECT

(Continued)

As the days wore on, we all became more conscious of the opportunities afforded aboard. We found an excellent medical department, with an air-conditioned Sick-Bay and an operating room and dental office as complete as could be found in the most modern hospital. A gradual and complete confidence was being built up in the doctors too, and for good reason, because the BUNKER HILL has numbered only outstanding men in her medical roster since she was commissioned. Capt. Dana and Lt. Comdr. Rochester were the first senior Medical and Dental Officers, but their stay aboard was so brief that few really came to know them.

Comdr. Chenault reported aboard on shakedown, to become Senior Medical Officer, and his staff, consisting of Lt. Comdr. Rhamy, Lts. Bew, Zurick and Steege, remained intact until very recently, when Drs. Rhamy, Bew and Steege were detached. Chief Pharmacist "Doc" Niblack kept track of the office details, and can quote without hesitation, the amazing statistics produced by the Medical Department during the past year.

Whether it was an in-grown toe-nail, just a plain old itch, or a serious internal or external disorder, made no difference, as each and every case was treated with a special attention and skill that one could hardly expect from his own family doctor.

The dentists, Lt. Comdr. Shortridge and Lt. Lytle, were equally solicitous and skillful in their ministrations, and hundreds of men received expert dental treatment that would have cost them staggering sums, had they been "laying it on the line" in civilian life.

Divine Services

From the very start too, it became reverently evident that spiritual welfare was not going to be forgotten. Lt. Comdr. Dreith, the Senior Chaplain, conducted Protestant services, while Father Quigley, the red-headed Irish-Catholic Chaplain, was daily offering Mass and Benediction for all Catholics aboard. These men could always be reached for advice and consultation, and many a seemingly burdensome personal problem, was happily solved in the privacy of their office or rooms. Though no Rabbi was aboard, Lt. Bill Linenberg took the initiative and held Jewish services every Saturday for members of his faith. Christian Science Reading Services, under the direction of George H. Meredith, MUS.2c, were held every Sunday. No man was denied his right to worship, or was without the opportunity.

Liberty and Leave

With the big job ahead, the shakedown was only of necessary duration, but it did prove a lot of things. Mainly that the BUNKER HILL was a fit ship, and would be ready to meet all enemy comers at the first opportunity. With certain Navy yard work to be completed, the ship returned to her home yard after first dropping off the Air Group. It was nice to get ashore again, even after such a brief cruise. Everyone was anxious to "get going," but this last opportunity to bid a fond adieu to loved ones, and enjoy a final fling ashore, was very welcome.

Back again and tied up to the dock, the phones in the yard and in town took a terrific beating for several hours, as rendezvous were arranged. Soon thereafter, wives, sweethearts and families began to gather, and gay, light-hearted parties were interspersed with the important duties of the working day. It was hard on those who lived too far away to go home on the short leave granted, but there was no great complaints as everyone soon came to realize that sailing day was not far off. Last minute preparations were being made; every space was checked; and finally, on one breezy afternoon, the BUNKER HILL bade a fond farewell to her home port and the hospitality that good city had afforded.

Nor did the ship leave empty-handed. Well-wishers showered gifts, ranging from books for the library to a "mechanical cow" for the canteen. Mr. Maurice LaCroix, a Boston broker and father of an officer aboard, saw the need for steel chairs on one of his visits, so had several dozen put aboard to be used for Church services and movies. New recordings were added to the collection originally given with the beautiful radio-phonograph combination by the ship's sponsor; and the BUNKER HILL chapter of the American Legion gave a plaque. Later, in another port, came the smallest but not least -- a good luck silver half-dollar, presented to OOD Ray Myers as a token of Irish good luck and good wishes by a shy colleen who had a husband serving in the Navy.

More "Boots" Join Ship

Just before our departure, a large draft of new enlisted men came aboard, fresh from "boot" camp, and most of them had never seen a big ship before - let alone go aboard one. By this time most of the crew had gained a pretty good bit of experience, and at least had learned to accustom themselves to the ways of ship-board life. For the new group, it was a complete new experience, and probably quite a terrifying one to many of them.

They were placed in good hands, however, under the gentle direction of Lt. Bob "Land Pappy" Middleton for indoctrination and guidance. Bob, as well as being a "Fly Two" striker at that time, was the ship's athletic officer and also was in charge of a gun battery. Nor was the "pappy" part of his nick-name inaptly tagged, as he is the father of six-year-old triplet girls and probably the only father on the ship who can claim such a distinction. He also had much experience with boys at camps and schools, being both a counsellor and teacher, and he was well versed in their problems. It was surprising how well they took hold, and with few exceptions, they were soon disporting themselves like veterans, and showing a fine enthusiasm for the task at hand. Today, they're real veterans, and may well be proud of the manner in which they've conducted themselves.

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Let's not be hard on relatives. They had no choice in the matter either.

Lady (holding a cookie above a dog): "Speak! Speak!"
Dog: "What'll I say?"

Guys We Can Do Without

THE DOPE WHO THROWS LIGHTED BUTTS IN TRASH CANS



SPORTS SLANTS

PILOTS TAKE TRACK MEET

Squadron Officers retained their team championship in the Second BUNKER HILL Track and Field Carnival with a clear margin of eight points over their nearest rival, the Air Department. The final outcome could have hinged on the Tug-of-War - last event of the program - but the lightly weighted Air Department lost out in an early elimination tug, thus leaving the Squadron Officers without the necessity of winning the event, which they did anyway, to add another good measure, five points, to their winning total.

Team scoring was as follows: Squadron Officers, 30; Air Department, 22; Gunnery Department, 13; Ship's Officers, 12; Supply Department, 11; Hull, 8; Corsairs, 5; and Engineering, 3. All events were hotly-contested, with much enthusiasm shown by contestants and spectators alike. Credit for the highly successful and enjoyable meet goes to Chaplain J. Floyd Dreith, who arranged the Carnival, and the new Ship's Athletic Officer, Lt. Ken Hashagen, who supervised the precision running off of the program.

Medals, designed and fashioned by that well-known artisan-in-brass - Lt. Mort Freeman - were awarded to the winners of the first three places in each event, while the first place winners also received cash prizes as further satisfaction for the winning efforts.

Only contestant to retain an individual title was Mike Puntillo, the Bronx Flash, who streaked down the deck in 10.3 in the 100-yard-dash to break the tape ahead of Ens. E. A. Merritt, running for the ship's officers, and Al Cobb, AMM2c, whose third place effort, along with Puntillo's first gave the Air Department a nice start in the team scoring.

Lt. (jg) Eugene (Ollie) Johnson quickly narrowed this margin for the Squadron Officers, however, by picking up five points in the Standing Broad Jump, with a leap of 9 feet, 10 1/2 inches, barely an inch better than John Halas, MM2c of the Engineers. Art Shields, from the Gunnery Department was third.

In the Quarter Mile, Coxswain Ed Daniels of the Gunnery Department, ran a heady race to best Donald (The Kokomo Kid) Walker, SM1c and Frank Leary, AOM2c, who was an up-and-coming figure over the longer distances while running on eastern tracks for Fordham before he enlisted in the Navy.

Boatswain's Mate Howard Blackmon, the curly-topped Carolinian, upheld the honor of all ship's boatswains by winning the Line Heaving Contest. He bested one of his bosses, Chief Bos'n's Mate Charley Farlow, who finished third, while Johnnie Bauman, AM1c from the Air Department, annexed the second spot with a heave of 110 feet, 5 inches, just a foot-and-a-half under Blackmon's winning toss.

The Corsairs, an independent group, scored their five points as a result of the efforts of Ed Houston, ARM2c and Joe Barnhill, AOM3c, who notched a first in the Three Legged Race. The Supply team of Joe Siddens and Gordon Bruce, both storekeepers, first class, was second, and the Gunnery duo of James Childers and Al Smith, finished third.

Large Lt. (jg) "Heinie" Heinzen, a fighter pilot whose bulk was once used to great advantage in the South Dakota line, was far in front of all his rivals in the Medicine Ball Throw with a pitch of 52 feet. Howard Blackmon, who was the individual high scorer of the day, was second, with a toss of 45 feet, 10 inches and Corporal Anthony Pezzone



Tony Schillizzi, S1c, V-1-H, has the reputation of being the fastest runner on the ship. When G.Q. sounds, he can run the length of the hangar deck to get his helmet and life belt in 3 seconds flat. His only rival is Ephchid, S1c, better known as "3 Chow Epy," who responds to a chow call like a fire horse to a fire gong.

P.F.C. Haig Manoogian concedes that worms can't win a war, but they can do plenty to help buy bonds for peacetime security. Along the shores of Maine, Haig used to snap worms galore and pack 'em in all kinds of containers, and ship them to fishermen all over the country. Haig says, "I can't wait to get back because these worms are just where I left them and I'm going to corner the market world of worms after the war."

"Chick" Redpath, leader of crew 4, hangar deck, can sleep anywhere, any time and at a minute's notice. His rather large waistline, which he calls his table muscle, is growing by leaps and bounds.

"Jack" Davis should have been a politician because he can give a speech or lecture on the spur of the moment, with or without a soap box. Ask Chief Farlow or Lt. Clark for verification.

The 5th Division has two new members to the "I've Never Seen My Baby Club." The proud pappies are: Thomas, BM2c, whose wife presented him with a daughter, and McEuen, S1c, who now has a son.

Johnnie Machado, Cox., No. 3 elevator, is as happy as a kid with a new toy. "Pappy" Farlow gave him his new whistle, and Johnnie can be heard blowing it all day. "Pappy" has also given him a new name: "Toot-Toot Riggie!"

Cook: "I'm sorry. Did you want your eggs turned over?"
Sailor: "Of course, —to the Smithsonian Institution!"

Bos'n: "You should have been here an hour ago."
S2c: "What happened?"

"Why, Julius! What makes you think I'm marrying you just for your \$50,000 in War Bonds?"



picked up a third for Gunnery with a heave of 43 feet, 5 inches.

The well-muscled combo of Bob Horne and Pete Sachon from the Bombing Squadron, chalked up another five points for the Squadron Officers with a first in the Wheel-Barrow Race, being followed over the line by Dye and Slight from Air, and Coffin and Mendoza, also Squadron Officers. Supply won the Shuttle-Relay by virtue of a disqualification to the Squadron Officer's team. Ship's Officers gathered their only first in the Pony Race; Air won the Leap Frog Relay; and the Tug-of-War, as previously mentioned, went to the Squadron Officers, with Gunnery in on the last tug for second place and the customary soaking that goes to the losers.

Strictly PERSONAL



In the town of his birth - Mounds, Illinois - Comdr. Ralph L. Shifley, our youthful Air Group Commander, had little but the nearby Mississippi to instill in him the desire to attend the Naval Academy and become a sea-faring man. Yet, through boyhood and high school days at Cairo, Illinois, he held this desire foremost, finally achieving his goal via the competitive route and a Congressional appointment after completing one year at the University of Illinois.

At the Academy, from where he was graduated in 1933, a normal portion of extra-curricular activity occupied his attention, including membership in the Radio Club, class representative, and a brief fling at wrestling which was roughly curtailed by a broken arm. He also looks back on the time when he was a petty officer, second class and a two-striper both during his first class year, an unusual situation at that time as it represented almost the low and high in class standing.

His first assignment on graduating was aboard the U.S.S. Memphis, and thus began a cruiser career which has occupied some seven years of his active Navy life. After about nine months on the Memphis, where he served for the most part as Assistant Navigator, he was shifted to the Astoria, there to spend a pleasant three years as Assn't. Navigator, Turret Officer and Spot I and enjoyed a cruise through waters where the present Pacific war is being fought.

At the conclusion of this cruise, he was accepted for flight training at Pensacola, and recalls no particular incentive for this type of duty except a keen desire to fly. After obtaining his wings in December, 1937, he was returned to cruiser duty, on the Savannah, but this time as an

aviator with the VCS Squadron. Three years of this duty and he was ordered to Jacksonville as an instructor in an advanced training squadron, where he remained for the following year and a half and until called upon to organize and put into commission the Air Gunner's School at Hollywood, Florida. After setting the wheels of this virtually important activity into efficient motion, he was assigned to the staff of NAOTC - (Naval Air Operation Training Command) - in charge of all air crew training.

With the commissioning of this air group in June, 1943, he was assigned to the command of one of the Bombing squadrons, then known as VB-28. There was also a VB-27 in the same group and with a consolidation of the two squadrons, he was given the joint command.

The facility which he took to dive bombers and later to fighter planes is nothing short of remarkable, especially in view of the fact that his only dive bombing was done in planes now obsolete and his entire fighter experience limited to an occasional check-out hop.

Opening the training program with SBDs, and then swinging over to the Helldivers, when they became available, the syllabus as outlined by Shifley and his able and popular "Exec." Lt. "Red" Carmody, lacked nothing designed by man and experience for the attainment of tactical perfection. When called to go aboard another carrier of this class, the squadron was ready; and when later events offered further training opportunities, the skipper used them to best advantage and sharpened his boys with a skill that made them an outstanding dive bombing squadron before they ever saw action.

Naturally, when given command of the squadron after a long tour in VCS type aircraft and education, he was duly thrilled. By his own admission, voluntarily offered, it was nothing to match the thrill he enjoyed when informed his squadron would be based aboard the BUNKER HILL. "She had the finest reputation of any carrier in the Pacific, and I felt we were extremely lucky to be assigned to her," he said.

When the forces of progress stepped in to move Comdr. Jackson from his post as Air Group Commander to Navigator, Comdr. Shifley fell heir to the job, and a more popular selection could not have been made.

The move also involved a change in Comdr. Shifley's air transportation - from bomber to fighter - but after a few check-outs ashore, he proved a real ability, not only for landing aboard, but in a vastly different set of aerial maneuvers that comprise quite a difference in bomber and fighter formation flying.

In the steep upgrade of thrills which mark his past year in the Navy, he says he'll never have another to equal the memorable afternoon, when he led the air group into what will go down in history as an aerial coup de grace of this war. His boys were first over the target and he was first among them, slashing his way through a herd of seven Zekes which sought to stop their progress and directing the attack which had a finesse of a simulated replica of our own ship.

For Comdr. Shifley, it was not only a brilliant day, but a courageous one. He teamed up with Lt. (jg) Jerry Rian to break up the Zekes; dove down through the terrific AA to take dozens of pictures, which, when developed, proved an excellent camera record of the brilliant attack. Nor was this all. ... Through the long miles home in the gathering darkness, he shepherded his boys as painstakingly as was humanly possible, and many of them owe their lives to his unwavering leadership and calm decision in guiding them back on prayer and near-empty gas tanks. And when the welcome sight of our force opened up to them, instead of landing first in the usual custom, he continued his shepherding, doing everything he could to help his boys get aboard first.

If Comdr. Shifley's early career seems devoid of color,

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God and Democracy

"Is God necessary? Yes! Without Him, there can be no real American democracy." That was the unanimous conclusion of a symposium conducted recently by groups studying democratic principles. A digest follows:

The founders of American democracy officially declared that the justification for their work was to be found in the "laws of nature and of nature's God."

The whole philosophy of American democracy is contained in the following quotation from the birth certificate of American liberty, namely, the American Declaration of Independence:

"We hold these truths to be self-evident; that all men are created equal; that they are endowed by their Creator with certain unalienable rights; that among these are life, liberty, and the pursuit of happiness; that to secure these rights, governments are instituted among men, deriving their just powers from the consent of the governed"

Our rights, therefore, come from God and not from the government. Our Federal and State Constitutions, Bill of Rights, and all laws, are not the source of our rights but simply a recognition of and protection for rights that God has given to each man. Our constitutions and laws are fences built around the sacred domain of our God-given inalienable rights.

The fact that our rights come from God rather than from the state or government is the main reason that dictatorship is inconsistent with Americanism.

The fact that "all men are created equal," that is, equal in the sight of God, is the reason why all persons, regardless of race, color, or condition, are equals before the constitutions and laws of the United States.

When the world-at-large learns how to interpret and apply this lesson of the God-created equality of men, then, and only then, will the war-making dictator doctrines of super races, super classes, and super men be permanently uprooted. These doctrines will be replaced by the peaceful and democratic solution rooted in the principle of the brotherhood of man under the fatherhood of God, so clearly outlined in the American Declaration of Independence.

The American Declaration of Independence was an act of faith in God. Its principles were acknowledged to be self-evident truths by men of all religious beliefs who fought to make America free and independent.

According to the American concept of democracy, liberty is a necessary consequence of God's creative purpose. Without God and the eternal responsibility of each man to his Creator there is no excuse, no justification for human liberty. This is the reason that all forms of dictatorship are essentially atheistic.

Because God is the Author of liberty, faith in Him is an indispensable requisite for the life of America and American democracy.

Is God necessary? Yes! Without Him, there can be no real American democracy.

The true optimist is not the one who from the side lines smiles on disaster, and insists that all's well with the world. It is the man who, with hopeful heart and cheerful energy, puts his shoulder to the wheel when it is be-mired, and with undaunted spirit rallies the weary and despondent to renewed endeavor. Crown that man King.

There's a chance for progress when you become dissatisfied with yourself instead of with your job.

Emergency Leave

Circumstances under which leave of absence may be granted to men at sea were clarified this week by the Executive Officer.

Commander Mechling quoted excerpts from the Pacific Fleet Letter governing the subject of the granting of leave of absence as follows:

"The following policy with regard to leave of absence shall apply: (a) while ships are outside the continental limits of the United States.

"(1) While ships are in an operating status, leave of absence with permission to visit the mainland of the United States may be granted in cases of emergency only."

Definition of the term "emergency" also was made in the letter, "as (1) circumstances wherein the presence of the officer or man is absolutely REQUIRED, in that no other member of the family is available to take care of the case."

Commander Mechling, enlarging on the definition, said the presence of an officer or man would be believed absolutely necessary only in the case of the officer or man being the ONLY member of the family who could settle the financial matters of an estate, or to direct the care of small children where no other competent member of the family is available.

In such cases the Commanding Officer may recommend the granting of an emergency leave.

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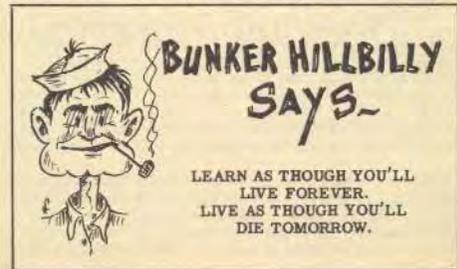
Know Your Navy

Tarpaulin Muster—Old Navy slang for helping a shipmate in distress. A tarpaulin was rigged as a catch-net and the crew would file past, contributing whatever they could spare to help their financially embarrassed comrade.

The Jinx Ship—Some ships seem fated to sinister fortune, and a whole chapter of tragedy could be written about the old U.S.S. Somers. One hundred years ago, Midshipman Spencer (son of the then Secretary of War) and two of his comrades were hanged at her yard arm for mutiny. A harsh sentence, for they were only boys. Of the men who decreed the death penalty, one died violently while horseback riding; one filled a drunkard's grave; one committed suicide; and one went insane. Bad luck continued to haunt both vessel and personnel, for her commander and twenty men were lost when she finally struck a reef and sank in deep water.

Kissed by Mother Carey—This is another way of saying "Once a sailor, always a sailor." It is an old superstition that all boys who go to sea are kissed in their infancy by the sailorman's guardian angel, Mata Cara (Mother Carey).

Big Wigs—This slang term for men in high positions gets its meaning from the fact that Senior Officers in the old British Navy actually did wear huge wigs.



STRICTLY PERSONAL
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certainly it was only because the opportunity was not present to project his talents. If he never becomes an "Ace" in this war, or feted in the manner of many returning heroes, it will bother him not in the least. His modesty is as sincere as the whole-hearted respect of his group is for him genuine. He's done a grand job in a very difficult position, lending a confidence in showing the way that will never waver. He makes the hard plays look easy, and in a quiet, never-complaining manner that is an inspiration to all who follow him--in the air and on board--which means, in simple terms, that everybody on the ship is riding with him.

If he has any hobbies, they're all concentrated into one -- his four-year-old daughter, Susan, who, at present, is living with Mrs. Shifley in Oswego, New York. The Shifleys were married in 1936, culminating a friendship and romance dating back to their "kid" days in Mounds. Mrs. Shifley, the former Frances Norman, moved from Mounds to Oswego before her future husband entered the Naval Academy, but this only placed the courtship on a correspondence basis over certain periods, and didn't interfere at all with its final destiny. The Commander's parents, Mr. and Mrs. M. M. Shifley still reside in Mounds.

His present ambition is to remain in an active flying status as long as possible -- and be in on the final kill when Tojo raises the last white flag of surrender.

FORMER SHIPMATES HONORED
(continued from page 1)

Solomons Island area, from January 26 to February 26, 1944."

During this period Danny participated in 26 combat missions, including two which were specifically mentioned in the citation. On one of the occasions, he and a squadron mate engaged 18 enemy planes, and he alone accounted for four.

Distinguished Flying Crosses were awarded to Lt. Clement D. (Tim) Gile; Lt. (jg) Paul Cordray; Lt. (jg) Robert Mims; and Lt. (jg) James Streig. Lt. Tom Killifer was awarded the Purple Heart for injuries received during an attack on the Jap base at Rabaul.

Lt. Gile received his DFC while covering a task force on Nov. 11, 1943 and for later action on Nov. 17 when he was one of eight pilots to engage 29 Jap planes. He personally shot down 3 during a one-minute period. Paul Cordray was one of two pilots to engage 22 Jap fighter planes over Bougainville on Nov. 8th, and in the Nov. 17th action he shot down a bomber and two fighters. He participated in 46 other missions.

Mims, who joined the squadron late, still found time to fly 27 combat missions in less than a month and destroy seven planes. Streig, who participated in 38 missions, was also specifically mentioned for the action on Nov. 11, when he dared friendly anti-aircraft fire to destroy two enemy fighters and damage two others.

Undoubtedly Fighting 17 has been the recipient of many other awards. These are the only one THE MONUMENT has knowledge of to date and only include those awarded at the Green Cove Springs Station, where all the officers mentioned are now serving.

INDEPENDENCE DAY BOND DRIVE OPENS
(continued from page 1)

When a man has the cash on hand to buy a bond without drawing additional pay, it will be turned over personally to Ens. Mathews and the bond application form filled out in duplicate, thus providing a positive guarantee against loss. One copy will be turned over to the Disbursing Officer and the other to be held by the purchaser as a receipt.



Professor: "Wake that fellow up beside you."
Student: "You do it, Prof., you put him to sleep."

The shop assistant was attempting to sell a bicycle to a farmer. "They're good and cheap," he urged, "and they don't eat their heads off when not in use. You'd find one might handy round your farm. I can sell you this one for forty dollars."

"Forty dollars! I'd rather put my money in a cow."
"But you'd look foolish riding a cow round your farm."
"Not so foolish as I'd look milking a bicycle."

Liza, the Negro cook, answered the telephone one morning and a cheerful voice inquired, "What number is this?" Liza was in no mood for trifling and said with some asperity, "You-all ought to know. You done called it!"

Cowboy: "My podner and I are taking a trip through the desert next week. He's taking along a gallon of whiskey for rattlesnake bites."

Visitor: "What are you taking along?"
Cowboy: "Two rattlesnakes."

Wife of a chief after tasting her first glass of beer: "Well, I'll be darned, that tastes like the medicine my husband has been taking for 30 years."

Dorothy: "Why are you so jealous of your husband's stenographer?"
Phyllis: "Because I used to be his stenographer."

Gal: "I think kissing is childish."
Marine: "So do I, baby."



"These War Bonds your husband is sending to you have maturity, value, Mrs. Swanson. Not maternity!"

Viteritti: "What's wrong with these eggs?"
Waitress: "Don't ask me. I only laid the table."

1st Wave: "That fellow is a wonder."
2nd Wave: "Well, introduce me to him. I work wonders."

She: "Are you a one-arm driver?"
Boatswain: "Naw, I take a cab and use both."

Then there was the cross-eyed-professor who couldn't control his pupils.

1st Chief: "Did anyone see a necktie? I lost mine."
2nd Chief: "What color was it?"

Lieut. "The Wave who sneaked out of the barracks last night and met the sailor over by that tree will step forward. Er ... uh ...
Detail, HALT!"

Mother: "I told you if a sailor asked for a kiss to say no."
Daughter: "But, mother, they don't ask!"

Male Call

by Milton Caniff, creator of 'Terry and the Pirates'



ALFRED

by FOSTER HUMFREVILLE

