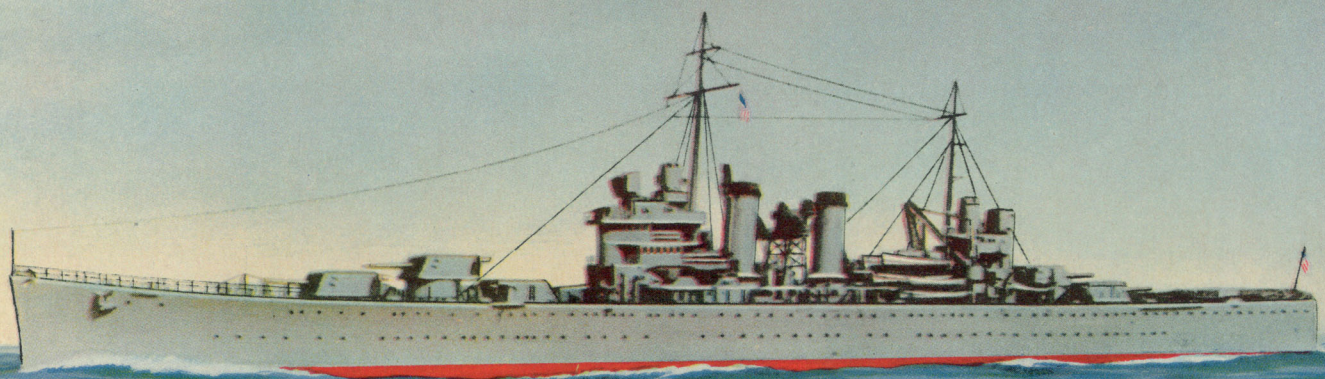


AMERICAN NAVY

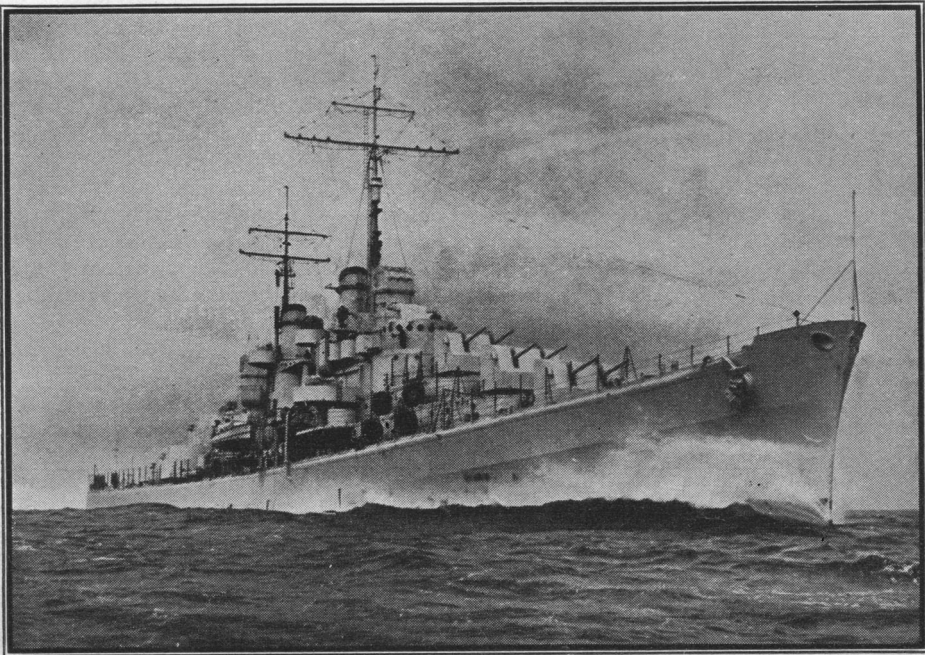


CRUISER—The Cruisers are an essential part of the Navy because they are a general utility ship, combining speed, gun power, and maneuverability. Useful either



for fleet or independent action, they can protect the main body of the fleet, act as scouts, patrol, or aid in repulsing enemy Destroyer attack.





Wide World

The U.S.S. Atlanta: a tough new cruiser in commission

Cruiser Atlanta Joins Navy, Does 50 M.P.H.

New York, Dec. 24 (AP)—The 6,000-ton cruiser Atlanta, a ship capable of speeding more than 50 land miles an hour, became a unit of the American Navy today in commissioning exercises at the Navy yard in Brooklyn. It was launched only three months ago.

Cruiser Might

New Atlanta Is Tops in Speeds; 53 More of All Types Building

The U.S.S. Atlanta, fastest cruiser ever built by the United States and perhaps the fastest in the world, was the Navy's Christmas present. That's what she was termed by Rear Admiral Adolphus Andrews at commissioning services in New York last week, when he urged the crew to "use its guns to blast and smash the enemies of our country."

The 6,000-ton Atlanta, first of a new cruiser class, probably will turn close to 40 knots (about 46 miles an hour) and thus equal or top the lighter-armed Italian cruisers, hitherto the fastest known. In addition, she was designed especially to resist air attack. Although her armament is a close naval secret, she is believed to carry about sixteen 5-inch dual-purpose guns, useful against planes or ships, in addition to numerous lighter anti-aircraft weapons and torpedo tubes. Whether or not she carries planes also is a secret, although Jane's Fighting Ships credits her with seaplanes and a catapult.

Her commissioning brought the American cruiser fleet to 38 (none was sunk at Pearl Harbor), with 53 more building. The Japanese had an active cruiser fleet of 46 until they lost one at Wake, with only ten more building. Of the current American cruisers, excluding the Atlanta, there are eighteen of about 10,000 tons classed as "heavy" because they carry 8-inch guns; nine, also of 10,000 tons, classed as "light" because they carry 6-inch guns, and ten of about 7,000 tons, also classed as "light." The fastest of these are rated at 35 knots.

Of those now building, seven will be of the Atlanta class, 32 will be of 10,000 tons, and fourteen will be of the Alaska class, formally listed at "more than 10,000 tons." These last are reported to run as high as 20,000 tons and will amount to what other navies call battle cruisers. Japan's newest cruisers are rumored to be of 9,000 tons and about 3 knots slower than the Atlanta.

The Navy Department counts on American shipyards to overtake Japan's present numerical superiority. Eighteen keels already had been laid in 1941 when war was declared on Japan Dec. 8. During the year six cruisers were launched—the Atlanta, Juneau, San Diego, and San Juan, each of 6,000 tons, and the Cleveland and Columbus, of 10,000 tons. And even as of Oct. 10, Allied cruiser strength outweighed the Axis Powers heavily with 110 active and 72 building to 71 active and 30 building.

A fast, strong cruiser fleet is an invaluable adjunct of any naval force. Preceding large-scale fleet engagements, the ships are used for reconnaissance. Once having contacted an enemy fleet, cruisers must keep it in touch until the battleships and destroyers go into action. Thereafter, fighting on middle ground, they form the first rank of defense against air and destroyer attacks on their own battleships and also protect their own destroyers. Where there is no danger of meeting a rival fleet, they are valuable as raiders, as submarine hunters, and as convoy and patrol vessels.

Fleet Gets New Cruiser As Christmas Present

Picture on Picture Page.

New York, Dec. 24 (AP)—Hailed by Rear Admiral Adolphus Andrews, commandant of the Third Naval District, as a Christmas present to the United States fleet and a deadly gift from America to the Axis, the trim cruiser Atlanta today joined the fleet.

As her officers and men stood smartly to attention, the 6,000-ton ship was commissioned at the New York Navy Yard and her command given to Capt. Samuel P. Jenkins, Indiana-born and a veteran of the last war.

So Near And Yet So Far!

Two brothers, 6,000 miles away from home, yet fifteen miles apart!

That is the case of Fred and Hubert Peake, sons of Mr. and Mrs. T. Boone Peake, of New Haven. Fred, who enlisted in the U. S. Navy a year and three months ago, is stationed on the U. S. Maryland at Pearl Harbor, Hawaii. Hubert, who enlisted in the U. S. Army in August, 1941, is at Schofield Barracks, Hawaii. They are within fifteen miles of each other and see each other often.

NEW HAVEN HAS OWN V. F. W. POST

Organization Called Larkin-Peake for Two Killed in World War II

A new Veterans of Foreign Wars Post has been organized at New Haven to be known as the Larkin-Peake Post No. 5429 in memory of George Elmer Larkin, Jr., and Frederick O. Peake, who gave their lives in the service of their country in World War II.

Larkin was killed October 18, 1942, in the Asiatic theatre. He took part in the first raid on Tokyo. Peake lost his life at sea November 14, 1942, while on duty on the U. S. S. Atlanta, at Guadalcanal.

Meetings of the post are being held the second and fourth Tuesday of each month at 7:30 p.m. at the Rolling Fork Fish & Game Club.

Alvin Brooks has been elected post commander; Mike Beam, senior vice-commander; Gordon Edlin, junior vice-commander; Edward Maupin, adjutant; Boyd Hornback, quartermaster; Errol Johnson II, trustee and service officer; Errol P. Johnson and Walter Beam, trustees; Edward Hagan, public service officer; B. Wade, chaplain; Vern Kennedy, sergeant; Joe Henry Allen, historian.

The post has recently rendered service at two military funerals.

Fred Peake, 21, Dies of Wounds Received in Action With Navy

New Haven Boy, In Service More Than Two Years, Gives Life in Service of His Country

A telegram notifying them of the death of their son, Frederick Obrecht Peake, 21, of the U. S. Navy, was received by Mr. and Mrs. T. Boone Peake, New Haven, Wednesday. A gunner's mate third class, Peake "died of wounds following action in the performance of his duty and in the service of his country," the telegram read. When last heard from, he was in the Pacific.



Fred O. Peake

Burial Probably at Sea
The telegram read as follows:

"The Navy Department deeply regrets to inform you that your son, Frederick Obrecht Peake, gunner's mate third class, U.S.N., died of wounds following action in the performance of his duty and in the service of his country.

"The Department appreciates your great anxiety but details not now available and delay in receipt thereof must necessarily be expected. No information available at present, regarding disposition of remains. But, by reason of existing conditions burial at sea or in locality where death occurred highly probable. If further information is received, you will be promptly notified. To prevent possible aid to our enemies, please do not di-

vulge name of his ship or station.

"The Department extends to you its sincerest sympathy in your great loss.

Rear Admiral Randall Jacobs
Chief of Naval Personnel"

High School Graduate

A graduate of St. Catherine High School, New Haven, Peake had enlisted in the Navy 30 months ago.

Besides his parents, he is survived by four brothers, Frank Peake, Elizabethtown; Hubert Peake, in the U. S. Army, serving overseas; Raymond and Richard Peake, New Haven; four sisters, Sister Thomasina, of St. Charles School, St. Mary; Mrs. Ed Rogers, Lawrenceburg, Ind.; Mrs. R. E. Applegate, Grayson; and Miss Rose Peake, New Haven.

FRED PEAKE DIES OF WOUND RECEIVED IN NAVAL BATTLE



FREDERICK O. PEAKE

Burial Probably Took Place At Sea

Frederick Obrecht Peake, gunner's mate third class, died of wounds following action in the performance of his duty and in the service of his country, he was killed by Mr. and Mrs. T. Boor were informed last Thursday by the Navy Department.

A graduate of St. Catharine's School at New Haven, Peake entered the Navy thirty months ago. He had been away from home for only four days when he was attacked there.

Although the date of his death was not given in the telegram, the family believe his death occurred sometime in November. He had written a letter to any of his family during the latter part of October. His brother, Raymond Peake, lives in this county, and a friend in New York recently received a letter from him written early in November. It is believed these letters were written while he was in the Pacific.

No information was available at the time the telegram was received by the parents regarding disposition of his remains, but, the telegram did not state the reason of existing conditions at sea or in locality where the battle occurred highly probable.

Besides his parents, he was supported by four brothers, Raymond Peake, of this county; Frank Peake, of Bethtown; Pfc. Hubert Peake, of the Army, now stationed in England; and Richard Peake, New Haven. He has four sisters, Miss Rosa Peake, of New Haven; Sister Thomas Peake, of Charles School, St. Mary's, New Haven; Ed Rogers, Lawrenceburg; and Mrs. R. E. Applegate, Grand Rapids.

New Haven Man Dies of Wounds Received in Naval Engagement

Message Received
Today By Brother
In Elizabethtown

Fred. Peak, about 22, of New Haven, brother of Frank Peak, service manager for Pate Motor Company, this city, has died from wounds received in action with the U. S. Navy according to a telegram received by his brother from the Navy Department this morning.

Mr. Peak had been in the Navy for about three years and was stationed at Pearl Harbor before the outbreak of war between Japan and the United States. A brother, Hubert, is in the United States army, stationed at Schofield Barracks, near Honolulu.

Deceased was a son of Mr. and Mrs. Boone Peak, New Haven, his father being a former sheriff of Nelson county. Besides his parents he is survived by four brothers, Richard, at home; Raymond, Hodgenville; Hubert, U. S. Army, and Frank, this city; four sisters, Mrs. R. E. Applegate, Grayson, Ky.; Sister Thomas James, St. Mary's, Ky.; Mrs. Ed Rogers, Indiana, and Miss Generose Peak, at home.

New Haven Boy Casualty.

Frederick Obrecht Peake, 21, of the U. S. Navy, son of Mr. and Mrs. T. Boone Peake of New Haven, died as the result of wounds in the Pacific fighting, according to official notice received by his parents last week. No details were given and his family was asked not to divulge the name of his ship or station.

He probably was buried at sea. Surviving, besides his parents, are five brothers: Frank Peake of Elizabethtown, Hubert Peake and Leo Peake, in the U. S. Army, the former overseas, the latter stationed at Des Moines, Iowa; Raymond and Richard Peake of New Haven, and four sisters, Sister Thomas James, who teaches in St. Charles School at St. Mary; Mrs. Ed Rogers, Lawrenceburg, Ind.; Mrs. R. E. Applegate of Grayson, and Miss Rose Peake of New Haven.

PEAKES RECEIVE SON'S CITATION

President Cites All Serving on Sunken Atlanta

Mr. and Mrs. T. Boone Peake, Haven, have received a Presidential Unit Citation for their late son, Frederick Obrecht Peake, gunner's mate, third class, United States Navy, awarded by the Secretary of the Navy to the officers and men attached to the U.S.S. Atlanta on November 12-13, 1942.

The citation was received from Admiral Randall Jacobs, chief of Naval personnel. It read as follows:

"The President of the United States takes pleasure in presenting the Presidential Unit Citation to the United States Ship Atlanta for service as set forth in the following citation:

"For outstanding performance during action against enemy Japan
(Continued on last page)

forces off Guadalcanal Island, November 12-13, 1942. Struck by torpedo and no less than 49 shells the Atlanta, after sinking an enemy destroyer and repeatedly hitting a cruiser which later went down, gallantly remained in battle under auxiliary power with one-third of crew killed or missing, her engine room flooded and her topside a shambles. Eventually succumbing to wounds after the enemy had fled in defeat, she left behind her a heroic example of invincible fighting spirit.

"For the President, Frank Knox
Secretary of the Navy."

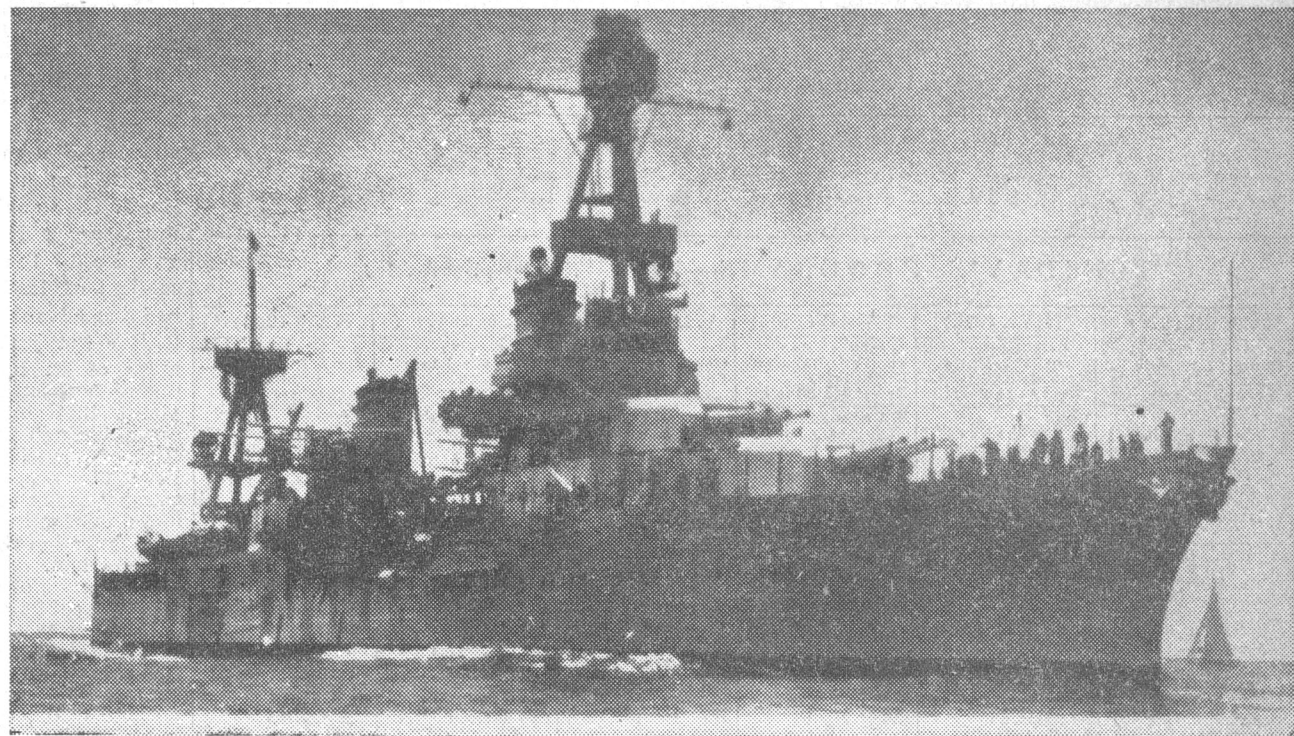
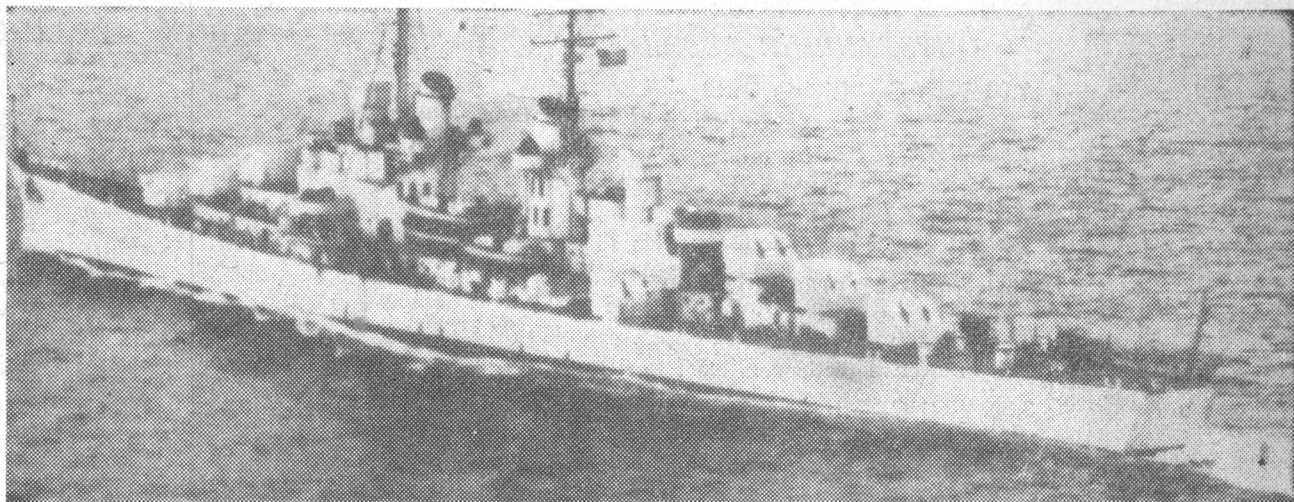
New Haven Parents Given Son's Citation

Special to The Courier-Journal.

New Haven, Ky., July 31.—Mr. and Mrs. T. Boone Peake received yesterday a presidential unit citation for their late son, Frederick Obrecht Peake, gunner's mate, third class, United States Navy, awarded by the Secretary of the Navy. Young Peake died November 12 of wounds received in battle, and was buried at Guadalcanal.

3 Cruisers Added

to Cost of Our Pacific Gains



Associated Press Wirephotos.

↑ **GUADALCANAL** area battles cost us the light cruiser Atlanta (top), the heavy Northampton (above) and the light Juneau (right). The Northampton sank Nov. 30, the other two between Nov. 13 and 15. →

Navy Lists 22 Kentuckians Among December 16-31 Casualties

Total of 1,219 Lost In Period

Twenty-two Kentuckians, including four Louisvillians, were listed today by the Navy Department as casualties during a period from December 16 to December 31, 1942, inclusive.

The latest list of Navy Department casualties, which include men in the Navy, Marines and Coast Guard, totaled 1,219, boosting the total since war began to 21,427. The list includes those dead, wounded or missing.

Louisvillians listed were Charles Strauther Smith, Jr., pharmacist's mate first class, husband of Mrs. Alice Lee Smith, 1905 Maplewood, killed; G. W. Dickinson, seaman second class, husband of Mrs. Dorris Jean Dickinson, 1325 Sale, missing;

Franklin Theodore Prindle, seaman first class, guardian, Edward L. Mackey, missing, and Warner William Rose, coxswain, husband of Mrs. Aloha Murial Rose, 4452 S. 6th, missing.

Other Kentucky casualties listed were:

Dead

Jack Branham, seaman first class, son of Ned G. Branham, Louisa.

Pau Fugate, machinist's mate second class, son of Allen Fugate, Krypton.

Merle M. Glaab, private first class, son of John M. Glaab, Valley Station.

Marion Frances Greenhill, gunner's mate third class, son of Mrs. Harriet Greenhill, Lawton.

Frederick Obrecht Peake, gunner's mate third class, son of Thomas D. Peake, New Haven.

Gilbert N. Vitatoe, private, son of Luther O. Vitatoe, Allack.

Joe Wittenbarger, Jr., private,

son of Mrs. Hattie D. Wittenbarger, Cumberland.

Wounded

Samuel Hicks, boatswain's mate second class, son of Mrs. Julia Hicks, Hippo.

John F. Hutton, private, grandson of the Rev. W. T. Hutton, Stanford.

Samuel Stirman Millay, ship fitter second class, son of James M. Millay, Philpot.

Johnny C. Morton, private, son of Alvia Morton, Taylorsville.

James H. Pittman, private, grandson of John Pittman, Vicco.

Morris B. Stivers, sergeant, son of Bailey Stivers, Eminence.

Missing

Howard Russell Harr, seaman first class, son of Mrs. Mary E. Harr, Firebrick.

Eldoras Fancher Hill, seaman second class, brother of Mrs. Ether Wells, Greenville.

Elmo Trammell, seaman second class, son of Walter Trammell, Benham.

Lindesay Vance, private, son of Mrs. Mary Baker, Jenkins.

Donald Van Fleet, water tender first class, son of Joe Van Fleet, Harrodsburg.

Casualty figures from December 7, 1941, to December 31, 1942, show for the Navy 4,975 dead, 2,012 wounded, 9,219 missing, 16,206 total. Marine Corps losses include 1,319 dead, 1,806 wounded, 1,962 missing, 5,087 total. Coast Guard casualties are fifty dead nineteen wounded 135 missing, 204 total.

Guadalcanal Chaplain Tells of Deep Religious Faith In U. S. Troops

New York. (NC)—“Every boy I buried on Guadalcanal I know is in heaven today,” the Rev. Thomas Reardon, Marine Corps Chaplain who has just returned from the South Pacific where his outfit was among the first to land on Guadalcanal, declared today at the annual Notre Dame Alumni Communion breakfast in the New York Athletic Club. The breakfast followed a corporate Communion at Mass in the Lady Chapel of St. Patrick's Cathedral. The Most Rev. John O'Hara, C.S.C., Military Delegate, celebrated the Mass and spoke briefly at the breakfast.

Chaplain Reardon told how the 1,200 Catholic marines on his ship heard Mass and received Holy Communion the night before they landed on Guadalcanal.

“That's how our Catholic boys went into combat,” he said. “They were saints, almost martyrs. They were fighting for spiritual values—not for economic issues or political considerations. They were fighting for America,

Rosary Drapes Cross On Guadalcanal Gra

Guadalcanal.—Buddies of U. soldiers, sailors, and marines, v died here fighting the Japanese have fashioned a beautiful ceremony, carefully and artistically marking graves. Draped on a cross is a rosary, weathered, still with its owner.

Cruiser Atlanta Outlasted Jap Ships But Suffered Fatal Damage In Clash

Challenged Vessel While Helpless In Water.

Picture in Magazine.

Miami, Fla., Jan. 12 (AP)—The 6,000-ton cruiser Atlanta proudly outlasted a Japanese fleet she had helped destroy off the Solomon Islands in mid-November, but was so badly damaged, a crewman revealed here, that demolition experts from her own crew set the charges that sent her to a glorious grave.

John Dean Ferguson, 24, electrician first class, told the story today, and disclosed a bit of bravery that followed the battle.

The morning after the battle the Atlanta lay dead in the water, unable to maneuver and without power. Only two gun turrets were operating, and those by manual control. Yet the ship flashed a challenge to a large fighting vessel that moved along the horizon.

That craft turned out to be a friendly ship which later located a sizable Japanese vessel and blasted it to the bottom.

The big battle in which the At-

lanta took part lasted but seven-teen minutes, said Ferguson, although actions and counter-actions leading up to it stretched through three days.

"We were part of a task force," he said. "We were screening a landing on Guadalcanal on November 11, and that morning re-

Inspires Drive

Atlanta, Jan. 12 (AP)—This ship planned a campaign today to raise funds to build a new ship to replace the cruiser Atlanta, lost in the South Pacific. Chamber of Commerce officials and leading citizens are to confer on plans for obtaining the millions of dollars in war bonds necessary to float another ship named after the capital of Georgia. The lost Atlanta was the third naval ship to bear the name of this inland city.

pelled a level bombing attack. That afternoon a dive bombing attack was repelled.

"On the 12th, a flight of thirty-one torpedo planes attacked us, and our airmen from Guadalcanal shot thirty of them out of

the sky. The water was full of floating wings.

"The night of the 12th, we escorted our supply ships out, and then went after an enemy fleet that was bearing down on Guadalcanal. We did the unexpected. The enemy approached in three columns, and we steamed right down the line between two columns.

"My battle station was below decks, so I couldn't see what was going on, but I could hear everything through the loud speaker. Our guns were firing at a tremendous rate, and I could feel hits against our ship.

"We had to turn hard once to avoid ramming an enemy destroyer that cut across our bow. The Japs were very confused, firing at us and at each other, with many of the shells intended for us hitting their own ships in the other column. Our range at times was only 150 yards—pretty close fighting range.

"Two torpedoes fired by Jap destroyers disabled us. When they hit it was like the front wheels falling off a moving car. Our ship came to a stop.

"Next morning we challenged the big ship. We had our torpedo tubes and two turrets trained on it, but it turned out to be

friendly. When it sank the Jap ship, our men cheered.

"About 4 p.m. some Marine landing barges came out from Guadalcanal and took us off our ship. At 8:15 p.m. our own demolition men set off the charges that sank the Atlanta."

"We were landed on Guadalcanal, and that night two enemy cruisers shelled us. Then the battle was over as far as we were concerned. We had no trouble finding foxholes during the shelling. Next day many of us were given helmets and rifles.

"Those Marines on Guadalcanal are a fine bunch of men. They are doing a wonderful job and deserve every bit of credit given them.

"Our skipper, Capt. Samuel P. Jenkins, was the perfect commanding officer. There isn't a man who wouldn't like to have him as a skipper again, and go to hell with him if necessary."

Fear during the battle? Hardly, said Ferguson.

"We were too busy to be afraid. None of the men thought of being brave—they just had jobs to do and did them. It was a funny, helpless feeling while we were lying disabled, but we weren't afraid then."

Lost Carrier Is Identified As Hornet

Navy Reveals Names of Other Sunken Ships

By the Associated Press.

Washington, Jan. 11.—The Navy announced tonight that the 20,000-ton Hornet was the American aircraft carrier sunk in the battle of the Santa Cruz Islands last October 26, and identified at the same time three cruisers and seven destroyers which heretofore had been reported sunk but not identified.

The other vessels named as lost, all in battles in the Solomon Islands area of the South Pacific, and their commanders are:

The Northampton, heavy cruiser, Capt. Willard A. Kitts, III, Oswego, N. Y. He is safe.

Cruiser Captain Lost.

The Juneau, 6,000-ton light cruiser, Capt. Lyman Knute Swenson, Provo, Utah. He is missing.

The Atlanta, 6,000-ton sister ship of the Juneau, Capt. Samuel Power Jenkins, San Diego, Calif., safe.

The Monssen, 1,630-ton destroyer, Lieut. Com. Charles Edward McCombs, Martins Ferry, Ohio, safe.

The Cushing, 1,465-ton destroyer, Lieut. Com. Edward N. Parker, Bellefonte, Penn., safe.

The Benham, 1,500-ton destroyer, Lieut. Com. John Barrett Taylor, Churchville, Bucks County, Pennsylvania, safe.

4 Commanders Lost.

The Preston, 1,480-ton destroyer, Com. Max C. Stormes, San Diego, Calif., missing.

The Walke, 1,750-ton destroyer, Thomas Edward Fraser, Philadelphia, missing.

The Barton, 1,700-ton destroyer, Lieut. Com. Douglas Harold Fox, Dowagiac, Mich., missing.

The Laffey, 1,700-ton destroyer, Lieut. Com. William Edwin Hank, Norfolk, Va., missing.

Relatives Notified.

In the battles in which these American ships were sunk, the Japanese lost thirty-seven vessels sunk and eighteen damaged.

The Navy announcement of the loss of the Hornet was made in a communique which said that the names of that and the other ships had been withheld "for reasons of military security and to avoid causing needless anxiety on the part of relatives and friends of the personnel who survived these actions."

"Reports of casualties have since been received, and the next of kin of all personnel killed, wounded or missing in these actions have now been notified."

The Navy said Rear Admiral Charles P. Mason of Pensacola, Fla., was commander of the Hornet and that he is safe.

Japs Paid Heavily.

The battle in which the Hornet was lost was a costly one for the Japanese. The only other American ship lost in the action was the destroyer Porter. The Japanese, on the other hand, suffered two aircraft carriers heavily damaged, a battleship damaged, and damage also to five cruisers.

The name of the Porter had previously been disclosed and no

Lost Carrier Identified As the Hornet By Navy

Continued from First Page

reference was made to that ship in tonight's communique.

The cruisers Juneau and Atlanta, which were practically new ships, having been commissioned in 1942 and 1941, respectively, were lost during the great mid-November battle of Guadalcanal in which the Japanese were defeated with extremely heavy losses in their greatest attempt to reconquer the strategic island from which the battle takes its name.

Three Carriers Left.

The seven destroyers also were lost in that furious night engagement.

The Northampton was sunk by enemy action during an engagement north of Guadalcanal on the night of November 30-December 1. Some other American ships were damaged, but the Northampton was the only one reported sunk. The Japanese lost in that engagement two large destroyers or cruisers, four destroyers, two troop transports and one cargo ship—all sunk.

The loss of the Hornet reduces the group of seven aircraft car-

riers with which the United States started the war on December 7, 1941, to three ships still afloat. The other craft lost were the Lexington in the Battle of the Coral Sea, the Yorktown at Midway, and the Wasp in the Solomons campaign.

The three remaining ships of the original seven are the Enterprise, the Saratoga and the Ranger.

Sank After Attack.

The Hornet, like most of the other carriers the Navy has lost in action, did not go down immediately, but was only severely damaged while in contact with the enemy. She sank subsequent to the actual attack by enemy planes.

The communique issued on October 31, which merely reported

Four 'Small Advances' Made In Guadalcanal

Washington, Jan. 11 (AP)—In a land attack carefully co-ordinated with artillery and aerial bombardment, American forces on Guadalcanal scored four "small advances" into Japanese territory Sunday, the Navy announced today.

Reports of the action gave some evidence that it might be the start of a general offensive with the ultimate objective of securing American control over the entire island; but Naval spokesmen said they had no information that such was the case, and added that the operation thus far appeared to be of a minor nature.

the sinking of an unidentified carrier, said that the vessel was twice attacked by enemy planes and torpedo planes near the Santa Cruz Islands.

The first attack occurred during the forenoon and caused heavy damage, but the carrier was taken in tow by another ship in an attempt to salvage her. In the afternoon, she was attacked a second time and damaged below the waterline so that she began to list. Shortly afterward, personnel were removed from the vessel and the carrier later went down.

Launched In 1940.

The Hornet had a normal complement, including flying personnel, of 2,170 men. The Navy gave no estimates of personnel losses in its communique tonight, but in the earlier communique saying that the vessel had been sunk, it was stated that casualties on the Hornet were light.

The carrier, built at the Newport News Shipbuilding and Drydock Company, Newport News, Va., was launched December 14, 1940, and christened by Mrs. Frank Knox, wife of the Secretary of the Navy. It was placed in commission in October, 1941. It was 770 feet long and normally carried eighty to eighty-five aircraft.

The Atlanta and Juneau, which were high-speed new cruisers armed principally with five-inch, 38-caliber dual purpose guns—suitable for use against both surface and aerial targets—were built by the Federal Shipbuilding and Drydock Company of Kearney, N. J.

Atlanta Launched in '41.

The Atlanta was placed in commission in December, 1941, and the Juneau in February, 1942. Captain Swenson took command of the ship at that time.

The 9,050-ton Northampton, which carried nine eight-inch 55-caliber guns and had a normal complement of thirty-nine officers and 657 enlisted men, was built by the Bethlehem Steel Corporation at Quincy, Mass., and launched in September, 1929. She was christened by Mrs. Calvin Coolidge.

The vessel was commissioned in May, 1930, and in the years before the war made cruises to many parts of the world.

Continued on Page 8, Column 5.)

Family Missing

Waterloo, Iowa, Jan. 12 (AP)—The five Sullivan brothers, who enlisted in the Navy together shortly after Pearl Harbor intent on avenging a pal killed in the sneak attack, are missing in action, the Navy informed their parents today. The brothers served on the cruiser Juneau, lost in November. The brothers were George T., 29; Francis H., 26; Joseph E., 23; Madison A., 22, and Albert L., 20.



Stormes.



Swenson.



Fraser.



Jenkins.

Washington, Jan. 12 (AP)—Commanders of ships sent down in the continuing naval battles of the Solomons, three of the five officers pictured are missing. Admiral Mason, who was aboard the aircraft carrier Hornet, is now safe, as is Capt. Samuel P. Jenkins, skipper of the light cruiser Atlanta. Of those missing, Comm. Max C. Stormes was aboard the destroyer Preston; Capt. Lyman Knute Swenson on the light cruiser Juneau and Comm. Thomas Edward Fraser on the destroyer Walke.