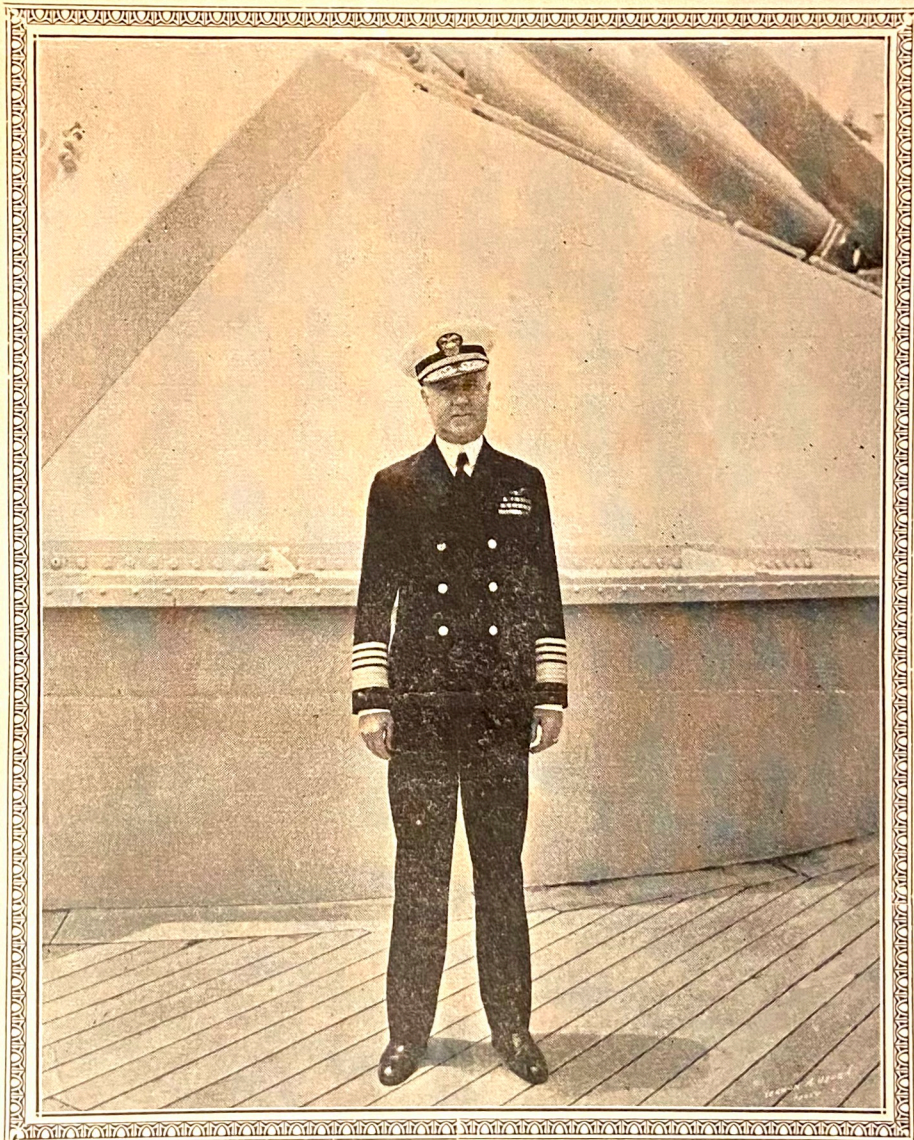


THE
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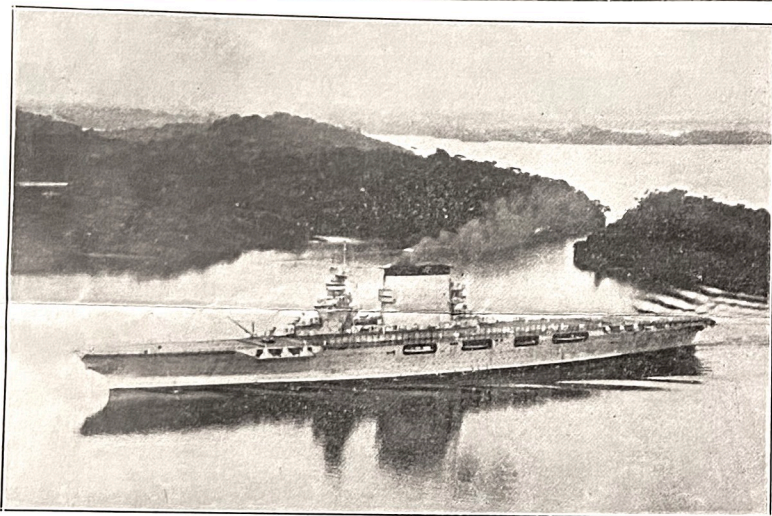
SAN PEDRO, CALIFORNIA, 16 MARCH, 1934

NO. 46



Admiral David Foote Sellers, U. S. Navy

COMMANDER-IN-CHIEF SPECIAL EDITION



The Lexington in Gatun Lake, Panama Canal

Admiral David Foote Sellers, U. S. Navy

ADMIRAL David Foote Sellers, U.S.N., was born on 4 February, 1874, at Fort Austin, Texas, and is the son of the late Major Edwin E. Sellers, Tenth U. S. Infantry. He entered the U. S. Naval Academy at the age of 16 years and graduated in 1894 "with distinction." In 1917 he graduated from the U. S. Naval War College at Newport, Rhode Island.

Admiral Sellers was commissioned an ensign in July, 1896, and has served in the following ships—New York (cruiser), Massachusetts, Essex, Alliance, Philadelphia, Iowa, West Virginia (armored cruiser), Michigan and Arkansas. During this period of his career he took part in the Spanish American War, in the Samoan Campaign in 1899, and in the Philippine Campaign in 1901-1902.

Admiral Sellers has commanded the following ships—Stewart, Salem, Birmingham, Wisconsin, Maryland, and Agemmon. In the last named ship he engaged a German submarine during the World War. From 1927-1929 he commanded the Special Service Squadron with five cruisers.

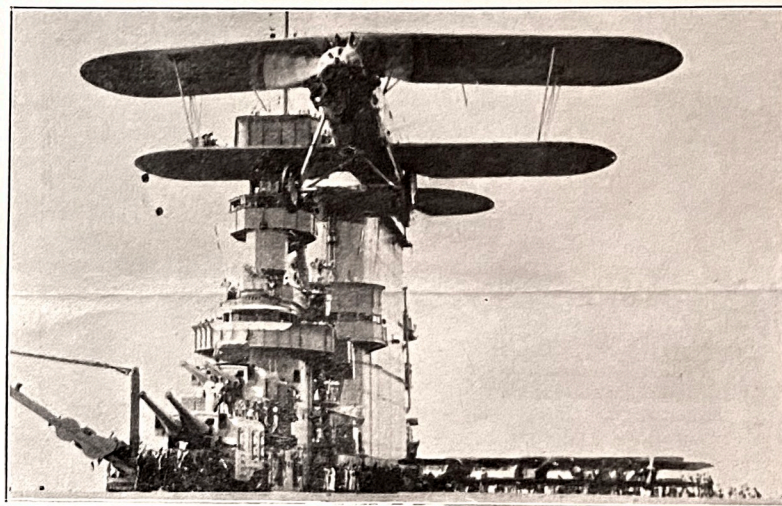
Since being commissioned a rear admiral on 2 June, 1928, he has flown his flag in the Rochester, Texas, and New York (as Rear Admiral), in the West Virginia (as Vice Admiral), and in the Pennsylvania (as Admiral). His duties in Flag rank

have comprehended—Commander Battleship Division One, U. S. Fleet; Commander Battleships, U. S. Fleet; and Commander-in-Chief, U. S. Fleet.

Admiral Sellers has served on shore in the Bureau of Navigation, Navy Department, served as Aide to the Secretary of the Navy (Edwin Denby), served in command of the U. S. Naval Training Station at San Diego, served on the staff of the U. S. Naval War College, served as Naval Aide at the White House, was Judge Advocate General of the Navy. On hauling down his flag on June 15 next, Admiral Sellers is under orders as Superintendent of the U. S. Naval Academy at Annapolis, Maryland.

The Distinguished Service Medal was awarded Admiral Sellers for services in Nicaragua. He also holds the Navy Cross with citation "For exceptionally meritorious service in duty of great responsibility" for services in the World War. In addition to the foregoing, Admiral Sellers has been awarded seven additional decorations from both the United States and foreign nations.

Admiral Sellers' home address is Washington, D. C. He is a member of the following clubs—Army and Navy Club, and Chevy Chase Country Club in Washington, D. C.; the University Club and New York Yacht Club in New York; and the University Club in Buffalo, N. Y.



Plane Taking Off From Lexington

Program

HE combined squadrons of approximately 180 planes will pass in review during the morning. Rear Admiral John Halligan, U. S. N., Commander Aircraft Squadrons, Battle Force, will land on board with 72 planes of the Lexington Squadrons, while the other squadrons will return to San Diego.

In the afternoon the Lexington Squadrons will take off, rendezvous in their respective areas, and demonstrate various tactical maneuvers, including laying of smoke screens, dive bombing attacks in formation, and other combat tactics.

The squadrons will be composed of scouts, fighters, bombers and torpedo planes.

CAPTAIN CHARLES A. BLAKELY, U. S. N.,	Commanding Officer.
COMMANDER A. D. BERNHARD, U. S. N.,	Executive Officer.
COMMANDER J. C. MONFORT, U. S. N.,	Air Officer.
LIEUT.-COMMANDER W. M. DILLON, U. S. N.,	Squadron Commander, VF-5 Squadron, (Senior Squadron Commander).
LIEUT.-COMMANDER A. GAVIN, U. S. N.,	Squadron Commander, VT-1 Squadron.
LIEUT.-COMMANDER M. R. GREER, U. S. N.,	Squadron Commander, VS-3 Squadron.
LIEUT.-COMMANDER T. P. JETER, U. S. N.,	Squadron Commander, VF-2 Squadron.
CAPTAIN F. HARRIS, U. S. M. C.,	Squadron Commander, VS-15M Squadron.



Rear Admiral John Halligan, U. S. N.,
Commander Aircraft, U. S. Fleet



Captain Charles A. Blakely, U. S. N.,
Commanding Officer.

ADMIRAL Halligan has served as Commander Aircraft, Scouting Force, Commander Aircraft, Base Force, and is at present Commander, Aircraft, Battle Force, and Commander Aircraft, U. S. Fleet. He received his flight training at the U. S. Naval Air Station at Pensacola prior to assuming these duties.

He was born in Boston in 1876. While at the Naval Academy he was captain of the football team and graduated in 1898 as honor man of his class. He is a graduate of the U. S. Naval War College and has completed a post graduate course in Naval Construction.

During the Spanish-American War Admiral Halligan was in charge of an eight inch turret on the old Brooklyn in the battle of Santiago. He also served in the Philippine Campaign in 1900. During the World War he served as Chief of Staff to Rear Admiral Henry B. Wilson, Commander of the U. S. Naval Forces in France, and assisted in escorting our transports, carrying approximately 1,000,000 men, through submarine areas without the loss of a man.

Admiral Halligan served as Fleet Engineer with Admiral Fletcher in 1914 and 1915 and has commanded the U. S. S. Ohio, and Saratoga. He has served in the Bureau of Engineering and the Bureau of Ordnance. He also acted as Assistant Chief of Naval Operations, and as Engineer-in-Chief of the U. S. Navy.

In 1900 Admiral Halligan received his commission as ensign and on 14 July, 1930 attained the rank of rear admiral. The Distinguished Service Medal was awarded Admiral Halligan for his services in France during the World War. He has also been created an officer of the Legion of Honor, and received decorations for his services in the Battle of Santiago and the Philippine campaign. He holds the Victory Medal.

CAPTAIN Blakely reported as Commanding Officer of the U. S. S. Lexington on 31 May, 1932, and has carried this ship through 21 active and hardworking, but successful and happy, months. His orders to this command specified "duty involving flying, in command of the Lexington." Captain Blakely will report to the U. S. Naval War College at Newport, R. I., on his detachment from the Lexington in the early summer.

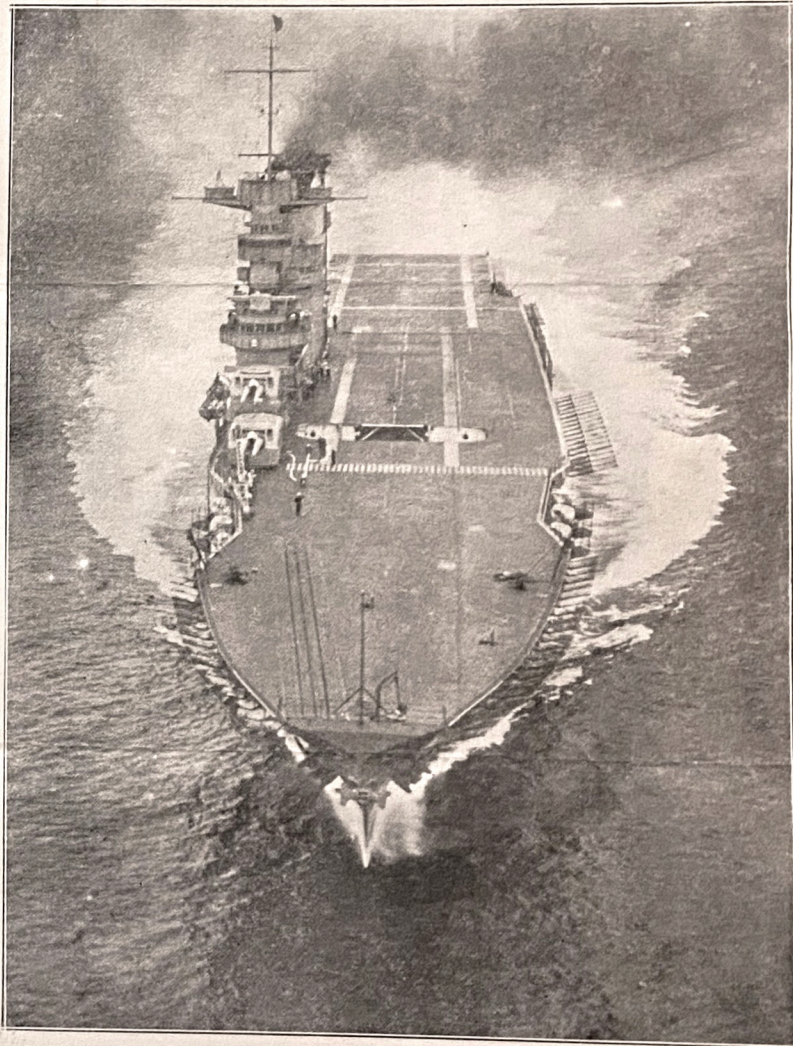
Captain Blakely is a native of Williamsburg, Kentucky. While a young man he served as a private and a non-commissioned officer of the 2nd Kentucky Volunteer Regiment during the Spanish-American War.

His Naval career began on entering Annapolis in 1899, from where he was graduated in 1903. The major portion of his sea service has been in command of torpedo boats or destroyers. The last cruise was as Commander Destroyer Squadrons on the Asiatic Station.

During the World War Captain Blakely commanded the destroyer U. S. S. O'Brien. The British government conferred upon him the D. S. O. The United States awarded to him the D. S. M. for action against enemy submarines in June, 1917. In addition, Captain Blakely holds campaign ribbons for participation in the Cuban Occupation in 1906, the Vera Cruz Campaign, and the Spanish-American War (Army).

The Four Lexingtons

The first Lexington was a converted merchant brig which captured the first vessel in the Revolution. The second, a Sloop of War which saw action in the Mexican War. The third, a river gun boat which engaged in the first gunboat fight in the Civil War. And, now, the 33,000 ton carrier.



Full Speed Ahead



Admiral Sellers Presents the Baseball Trophy

Athletics and Recreation

DURING the past year the Lexington baseball team played 14 official games, winning all games and defeating the U.S.S. Wright, which had held the All Navy Championship for seven years. This was our biggest athletic achievement. The above photograph shows Admiral Sellers presenting the U. S. Fleet Baseball Trophy for 1933 and 1934 to Captain Blakely for the Lexington team, on 2 March, 1934.

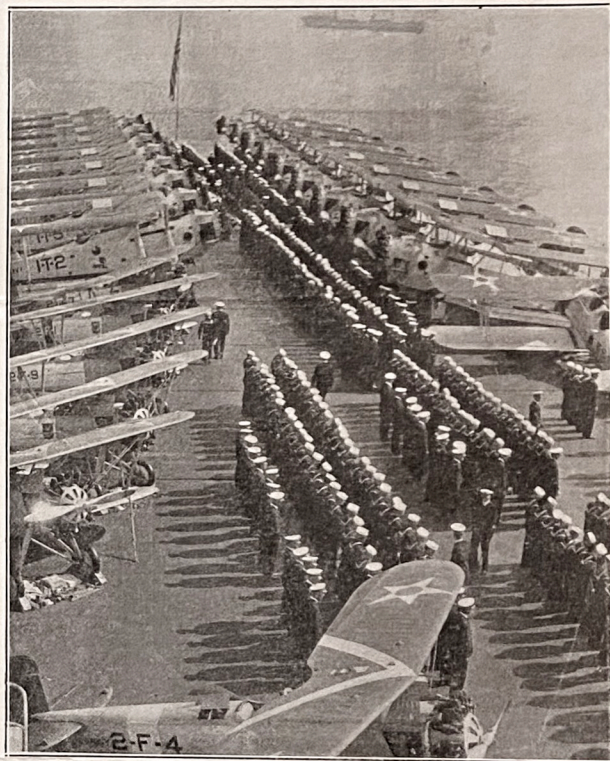
During the year seventeen boxing events were held. The Lexington holds the following boxing and wrestling trophies for 1933—Scouting Force Belt, flyweight; Scouting Force wrestling championship, 160 pounds; Scouting Force wrestling championship, 135

pounds. For the competition of 1932-33 five boxers and seven wrestlers fought in the boxing finals of the Scouting Force.

The library, comprising some 2,000 volumes, had a total circulation of over 10,000 books for the year.

On 23 December, 1933, a Christmas party was given for 160 children. Presents were provided from a fund to which officers and men contributed. \$1,019.11 was contributed by the officers and men for various charities. Of this, \$848.50 was given to the Navy Relief Society.

Divine Services are held each Sunday on board. A choir of 22 men sing regularly.



Admiral's Inspection on Board U.S.S. Lexington

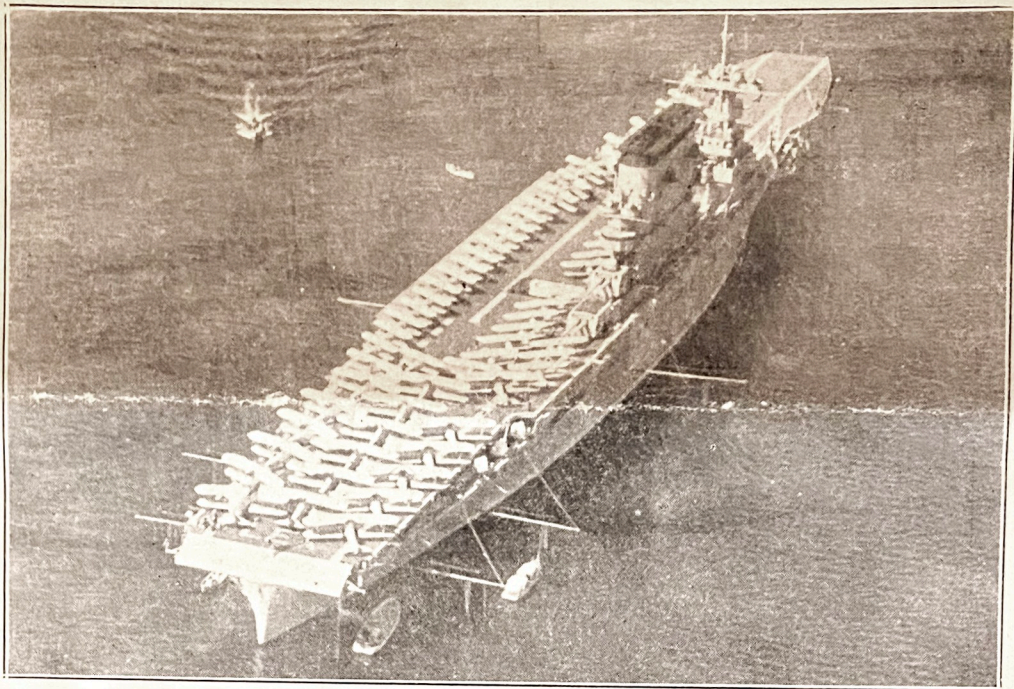
Constant Activity in Carrier Life

ONE of the most pronounced aspects of carrier life is that of constant activity. From January, 1933, to March, 1934, the Lexington steamed 22,459.5 miles, visiting such ports as Honolulu, San Francisco and Bremerton. While steaming at 18 knots she consumes 3,500 gallons of oil per hour, and at 34 knots, 24,000 gallons per hour.

Since commissioning, 17,283 planes have landed and taken off from the flight deck of the Lexington, without any fatality. These landings have taken place both during night and day flights and generally when the ship was steaming at approximately 25 knots per hour.

The maximum speed of the Lexington is over 34 knots (or approximately 40 miles) per hour, faster than the best speed of the newest liners like the Bremen, Europa, or Rex. In 1928 the Lexington made a run from San Pedro, California, to Honolulu, completing the 2,226 nautical miles in 72 hours, 36 minutes, an average of 30.7 knots (35 land miles) per hour and making new world records for high speed sea cruising over long distances.

Six 750 kilowatt electric generators furnish light and auxiliary power for the ship. As a matter of history, the U.S.S. Lexington lighted the city of Tacoma when her power plant failed in 1929.



The Lexington With Her Squadrons on Board

The Carriers

THE U. S. Navy possesses two great airplane carriers—practically identical—the U. S. S. Saratoga and the U. S. S. Lexington. These have often been referred to as “floating airdromes.” They are that and more. They are mobile forts, air fields and hangars, and miniature cities, with a population reaching to almost 2,000 men.

The flight decks are 888 by 100 feet with an area of two and a half acres. Their hangars are nearly 500 feet long—the largest open spaces ever built into the interior of any ship. Two of the four huge hydraulic elevators used to carry planes to and from the hangars are said to be the largest freight elevators built by the Otis Elevator Company.

In each of these carriers we find 53 offices for the administration of the various activities, 23 shops and other facilities necessary to a civilized community—even to infirmaries, operating rooms, laboratories and “brigs,” or jails. The following list of shops will give an idea of the varied nature of the activities of a carrier—“Aircraft radio repair,” “battery charging stations,” “instrument repair,” “optical,” “parachute,” “machine,” “Aviation overhaul,” “electrical,” “torpedo overhaul,” “Aviation fabric,” “barber,”

“baker,” “blacksmith,” “print,” “tailor,” “cobbler,” “carpenter,” “laundry,” etc.

On the Lexington alone there are 6,000 lighting fixtures, 700 electrical motors, nearly 600 automatic dial telephones, and 330 loud speakers with microphones for verbal orders and bugle calls.

The present carrier strength of the Navy consists of the Saratoga, Lexington and Langley. The latter is listed as an experimental carrier and may be replaced. She is a converted collier. A new and wholly modern carrier, the Ranger, is now in process of completion and will join the fleet within the year. This vessel is not a converted battle cruiser (as are the Saratoga and Lexington). She is the first American Naval vessel designed and constructed from the beginning as an aircraft carrier. Although of approximately 13,800 instead of 33,000 tonnage, she will be able to accommodate about the same number of airplanes as either the Lexington or Saratoga. She will, however, be slightly slower than the Lexington or Saratoga, a sacrifice made necessary by her relatively small tonnage in comparison with her complement of aircraft.