

1 FEBRUARY 1930.

BUREAU OF NAVIGATION
BULLETIN
NUMBER 123.

PUBLISHED FOR THE PURPOSE OF DISSEMINATING
GENERAL INFORMATION OF PROBABLE INTEREST TO
THE SERVICE.

OFFICER PERSONNEL.

Orders To Officers, 1929.

During the calendar year 1929, the Bureau issued the following numbers of orders to officers.

4,087 officers were ordered to temporary additional duty.
 1,041 officers were ordered from sea to shore.
 542 officers were ordered from shore to the Scouting Fleet.
 569 officers were ordered from shore to the Battle Fleet.
 157 officers were ordered from shore to the Asiatic Fleet.
 15 officers were ordered from shore to the Special Service Squadron.
 135 officers were ordered to or from treatment.
 954 officers were ordered to or from instruction.

Selections for Postgraduate Instruction - Naval Construction.

The following officers have been selected for postgraduate courses of instruction in naval construction, commencing in July, 1930:

Lieutenant (jg) Edmund M. Ragsdale, U.S.N.,
 " " Alexander Sledge, U.S.N.,
 Ensign Raymond O. Burzynski, U.S.N.,
 " William E. Howard, Jr., U.S.N.,
 " Ralph K. James, U.S.N.,
 " Henry T. Koonce, U.S.N.,
 " Charles M. Tooke, U.S.N.,
 " Charles R. Watts, U.S.N.,
 " John Zabitsky, U.S.N.,
 " Allen K. Zollars, U.S.N.

Separation of Officers from Active List, 1929.

The following tables indicate the number of officers who retired, died, resigned, or were separated from the active list of the Navy for other causes during the calendar year 1929.

Retirements.

Rank	Line	Medical	Dental	Supply	Chaplain	Const.	C. D.	Profs. of Math.
Rear Admirals	2	2						
Captains	14	3		2	3	3	3	1
Commanders	3	2	1					
Lt. Comdrs.	7	1						
Lieutenants	25			6		2		
Lieuts. (jg)	16	2						
Ensigns	--	--	--	--	--	--	--	--
Total	67	10	1	8	3	5	3	1

Deaths.

Rank	Line	Medical	Dental	Supply	Chaplain	Const.	C. E.	Profs. of Math.
Rear Admirals								
Captains	2	1		1				
Commanders	2							
Lieut. Comdrs.	1	2					1	
Lieutenants	4	2	1	2				
Lieuts. (jg)	6	1						
Ensigns	1	-	-	-			-	
Total	16	6	1	3			1	

Resignations.

Rank	Line	Medical	Dental	Supply	Chaplain	Const.	C. E.	Profs. of Math.
Rear Admirals								
Captains				1				
Commanders	1							
Lt. Comdrs.	6	3						
Lieutenants	14	3			1	3		
Lieuts. (jg)	33	29	1	1				
Ensigns	49	--	-	5	-	-		
Total	103	35	1	5	1	3		

Other Causes.

Rank	Line	Medical	Dental	Supply	Chaplain	Const.	C. E.	Profs. of Math.
Rear Admirals								
Captains								
Commanders								
Lt. Comdrs.								
Lieutenants	2			3				
Lieuts. (jg)	3				1			
Ensigns	4			-	-			
Total	9			3	1			

Chief Warrant and Warrant Officers.

	Retired	Died	Resigned	Other Causes
Chf. Boatswains	2	2	0	0
Boatswains	2	0	0	3
Chief Gunners	3	0	0	2
Gunners	0	1	0	0
Chief Electricians	1	0	0	0
Electricians	0	0	1	0
Chf. Radio Elect.	0	0	1	0
Chf. Machinists	5	0	0	0
Machinists	1	0	0	1
Chf. Pharmacists	7	0	0	0
Chf. Pay Clerks	6	4	0	1
Pay Clerks	0	0	0	0
Total	27	7	2	7

ENLISTED PERSONNEL.

Indorsements on Requests for Special Order Discharges.

The Bureau is greatly pleased with the response which has been made to its recent letter to all ships and stations relative to the questioning of applicants for special order discharge by commanding officers. In practically all cases now the indorsements show that the applicants have been closely questioned and from the complete information furnished, the Bureau is enabled to render decisions with confidence that justice has been done the Government and the enlisted man, and in some cases without any investigation whatever. Also the comment by commanding officers on the subject of discharges generally is very helpful to the Bureau not only in making decision in the instant case but in formulating its policy. In some cases the indorsements have been so thorough and comprehensive as to call for an expression of appreciation by the Bureau in its letter giving decision.

Service School Requirements - A Correction.

In Bureau of Navigation Bulletin No. 122, dated 18 January, 1930, the Gyro Compass School, San Diego, California, should have been included opposite the rating of chief electrician's mate, in addition to the Gyro Compass School, Navy Yard, New York, N. Y. Graduation from either school will fulfill the service school requirement for recommendation for advancement to the rating of chief electrician's mate.

Losses of Personnel in First Year of Enlistment.

Tabulated below by recruiting divisions are figures showing losses of personnel who were serving in their first year of enlistment and who enlisted during the first half of the fiscal year 1930. Similar figures are also tabulated for each recruiting division for the first six months of the fiscal year 1929 in order to afford a comparison.

First Six Months - 1930

:Stand-:	:	:1st:	:	:	:	:	:	:	:	:DIS-:	:	:
: ing :	Division :	Apps:	Enl.:	R:	MS:	BC:	SO:	UA:	IA:	UND:	HON.:	Total:
: 1 :	:Southeastern:	13982:	767:	0:	16:	0:	1:	0:	0:	0:	0:	17:
: 2 :	:Southern :	5521:	911:	4:	16:	1:	1:	0:	2:	1:	0:	25:
: 3 :	:Western :	5334:	1368:	12:	17:	5:	1:	0:	1:	9:	0:	45:
: 4 :	:Central :	11060:	2275:	15:	67:	2:	1:	1:	7:	5:	0:	98:
: 5 :	:Northeastern:	7812:	1921:	9:	63:	1:	2:	1:	4:	4:	0:	84:
: :	: TOTALS :	43709:	7242:	40:	179:	9:	6:	2:	14:	19:	0:	269:
:	:	:	:	:	:	:	:	:	:	:	:	:

First Six Months - 1929

:Stand-:	:	:1st:	:	:	:	:	:	:	:	:DIS-:	:	:
: ing :	Division :	Apps:	Enl.:	R:	MS:	BC:	SO:	UA:	IA:	UND:	HON.:	Total:
: 1 :	:Northeastern:	13186:	2049:	15:	33:	2:	6:	0:	3:	5:	0:	64:
: 2 :	:Southeastern:	4933:	822:	0:	25:	1:	1:	0:	2:	2:	0:	31:
: 3 :	:Southern :	5156:	721:	0:	24:	1:	1:	0:	0:	2:	0:	28:
: 4 :	:Western :	7161:	1200:	9:	39:	7:	1:	1:	1:	1:	0:	59:
: 5 :	:Central :	9534:	2070:	18:	60:	3:	1:	1:	14:	5:	0:	102:
: :	: TOTALS :	39970:	6862:	42:	181:	14:	10:	2:	20:	15:	0:	284:
:	:	:	:	:	:	:	:	:	:	:	:	:

Apps - Applicants

MS - Medical Survey

UA - Underage

1st Enl. - First Enlistments

BC - Bad Conduct

IA - Inaptitude

R - Desertions

SO - Special Order

UND - Undesirable

DIS-HON.- Dishonorable

The recruiting stations comprising the five recruiting divisions are as follows:

<u>NORTHEASTERN</u>	<u>SOUTHERN</u>	<u>SOUTHEASTERN</u>	<u>CENTRAL</u>	<u>WESTERN</u>
Albany	Atlanta	Birmingham	Chicago	Denver
Boston	Baltimore	Dallas	Cincinnati	Los Angeles
Brooklyn	Raleigh	Houston	Cleveland	Portland
Buffalo	Richmond	Little Rock	Des Moines	Salt Lake City
Newark		Nashville	Detroit	San Francisco
New Haven		New Orleans	Indianapolis	Seattle
New York			Kansas City	
Philadelphia			Louisville	
Pittsburgh			Milwaukee	
Providence			Minneapolis	
Springfield			Omaha	
			St. Louis	

Commendation.

The Secretary of the Navy recently addressed the following letter to the Commandant, Fifth Naval District, and to the Commanding Officers, U.S.S. OKLAHOMA, U.S.S. FLORIDA, U.S.S. UTAH and U.S.S. ARIZONA, commending the behavior of enlisted personnel immediately following a train wreck that occurred near Onley, Virginia, on 1 December, 1929.

"1. The Department has received from various sources reports regarding the splendid conduct of Naval personnel of the USS OKLAHOMA, FLORIDA, UTAH, ARIZONA, during and immediately after a train wreck at Onley, Virginia, about midnight 1 December 1929.

"2. It appears that almost a score of persons were killed and many injured when several cars of the train were derailed and overturned. Immediately after the accident great confusion ensued as the passengers struggled to get out of the wreck. The Naval personnel, who were riding on the train, took command of the situation, calmed the passengers, rescued persons who were imprisoned in the wrecked coaches and under the debris, and administered first aid to those who were injured.

"3. The Department has been unable to obtain the names of all the men who acted in an exceptionally creditable manner on this occasion, but is pleased to note individual acts performed by enlisted men as follows:

CHENOWETH, Karl Fletcher, CBL, USN, attached to the USS OKLAHOMA, who was badly injured, his left arm and side being cut and paralyzed, with unselfish consideration for others directed that they be looked after and removed from the wreck first, thus setting a stimulating example.

LUDLOW, Charles, CBL, USN, and COLE, Charles Joseph, Jr., CY, USN, attached to the USS OKLAHOMA exhibited great presence of mind by immediately taking command of the situation and intelligently directing the rescue work.

NEWMARK, Albert David, RM1c, USN, Naval Operating Base, assisted in quieting the panic in the fourth coach and then hurried to the fifth coach, broke the glass in the door, unlatched the door from the inside and immediately assisted in the rescue.

SCHERTILL, Lester Leroy, F2c, USN, attached to the USS FLORIDA, undoubtedly saved the life of a girl by promptly placing a tourniquet on her arm. He also ably assisted the doctor in caring for the injured.

BLACK, Charles Kemper, CEM, USN, USS OKLAHOMA, exhibited great presence of mind by looking for fires before opening any windows which might have caused a draft and added to danger from fire.

"4. It is believed that the quick action and excellent judgment of the service men on this occasion prevented greater loss of life and also prevented a larger number of other passengers from receiving serious injuries during the confusion immediately following the wreck.

"5. The Department commends not only the men mentioned, but all other Naval personnel who assisted in the rescue work, for the creditable manner in which they acted on this occasion and considers that such actions reflect great credit on the Naval service.

"6. The Commanding Officers addressed will publish this letter at quarters and will file a copy with the current service records of the men concerned."

Enlistments and Losses.

Following is a comparison of enlistments and attrition for the calendar years 1928 and 1929. The third column shows the difference between the two years.

	1928	1929	Difference
First Enlistments	14634	13988	(-) 646
Re-enlistments-Hon.Disc. in 3 mo.	3903	3244	(-) 659
Re-enlistments-Hon.C.S.C. in 3 mo.	3139	3876	(+) 737
<u>Discharges.</u>			
Honorable	13263	12376	(-) 887
Good	540	421	(-) 119
Indifferent	17	17	
Inaptitude	120	104	(-) 26
Undesirable	657	637	(-) 20
Underage	89	40	(-) 49
Bad Conduct	2269	2122	(-) 147
Dishonorable	682	567	(-) 115
Medical Survey	1735	1591	(-) 144
Special Order	955	910	(-) 45
Transfers to the Fleet Reserve	831	1140	(+) 309
Deserters	2431	2029	(-) 401
Surrenders	988	767	(-) 221
Deliveries	860	696	(-) 164
Net Deserters	583	506	(-) 77
Died	321	266	(-) 55

While there were 887 fewer Honorable Discharges in 1929, there was a gain of 737 in the re-enlistment of Continuous Service men and a net gain of 78 among all men given Honorable Discharges.

There was a marked decrease in every type of unfavorable discharge and it is believed that this is largely due to Selective Recruiting. The Recruiting Officers now make a far more careful investigation of the past of the applicant and reject a large number that would have been accepted a few years ago. As the Navy has had no trouble in getting plenty of men for the last few years, the standards have been raised a great deal which has resulted in a steadily decreasing number of misfits getting into the service.

Increased thoroughness in the Physical Examination given at the Recruiting Stations has cut down the number of men that had to later be given Medical Surveys.

There has been a marked decrease in the number of Deserters and although there was a corresponding decrease in the number of Surrenders and Deliveries the number of net desertions decreased by 17.

TRAINING.

New Navy Training Courses.

Navy Training Courses "Boatswain's Mate, 2c" and "Fireman, 1c" will be issued to the service in a few days. These are the first of the "new type". They contain sets of questions designed to assist the men in studying the courses. Accompanying these courses are sets of "progress tests" and "examination questions", bound under separate cover. The Bureau hopes that this type course will materially assist the officers concerned in training men.

In connection with the above, the attention of instructors and examiners is called to the fact that the new type questions are readily changed in form, so that they will not become stock questions. This "revamping" process should be done from time to time and is capable of limitless expansion.

Failures at Cooks and Bakers' School.

A class which originally contained twenty men graduated from the Cooks and Bakers' School December 30, 1929. Three men bilged out of the school and one was transferred to hospital. These four had General Classification Test marks of 17, 17, 29 and 40, respectively. No other members of the class had such low marks. In Arithmetic the entrance marks of the three failures were 0, 0, 20.

Training Courses Bring Superior Marks.

It has come to the notice of the Bureau that "the results of examinations recently conducted for various chief petty officer ratings in the Fleet bear eloquent testimony in the nature of superior marks obtained by men who have studied the regular Navy prepared training courses".

Issue of Slidefilms.

All commands owning slidefilm projectors purchased through the Bureau of

Navigation should now have the following slidefilms:

- | | |
|---|-------------------------------|
| 1. New way of Training Personnel. | 7. The School of the Recruit. |
| 2. Naval Uniforms. | 8. The United States Rifle. |
| 3. Naval Customs and Etiquette. | 9. Painting. |
| 4. Resuscitation of Apparently Drowned. | 10. Watertight Integrity. |
| 5. How to Aid a Swimmer in Distress. | 11. Battleships. |
| 6. Chemical Warfare. | 12. Light Cruisers. |

Owners should receive new films as follows:

Handling and Salvaging Aircraft
Physical Drill With Arms
Physical Drill Without Arms

Mailed from Washington
1 February 1930
1 March 1930
1 April 1930

The Training Division, Bureau of Navigation, should be informed if you are not getting your films as outlined above. The slidefilm projectors cost \$35.23 (see Bureau of Navigation Circular Letter 45-29) but the film service is free, - and regular.

NAVAL RESERVE.

Promotion of Officers in the Naval Reserve.

The Bureau notes with pleasure the increased percentage of officers of the First Naval Reserve and Volunteer General Class of the Naval Reserve who are passing successfully the required examinations for promotion to the next higher grade. This indicates that these officers are in general giving more time and care to preparing themselves for their examinations.

Many officers of the Volunteer Special Class have also requested promotion to the next higher grade, and in the majority of cases the Bureau has been able to act favorably on these requests.

Merchant Marine Naval Reserve.

On 18 January, 1930, sixty-one more officers were issued commissions in the Merchant Marine Naval Reserve in the ranks of Ensign, Lieutenant (jg), lieutenant, and Lieutenant-Commander. 2579 commissions have been issued to date in this class of the Reserve, and ninety-seven vessels have been warranted by the Secretary of the Navy to fly the Merchant Marine Naval Reserve Flag.

LEGISLATIVE.

The Pay Situation.

The House passed the Pay Resolution on 21 January, but with an amendment including the Lighthouse Service. The modified resolution as so passed was referred back to the Senate, which had on 6 January passed it in its original form including only the six Services covered by the 1922 Act. The Senate declined to agree to the inclusion of the Lighthouse Service and the resolution went to conference. Agreement of the conferees and final affirmative action by both Houses is expected shortly.

Other Naval Legislation.

There have been few other recent Naval legislative activities. The Senate has been working on the Tariff, and the House on several appropriation bills. It will be some time before the Naval Appropriation Bill is taken up. The House Naval Committee has held hearings on a number of private bills and on a bill authorizing the reconstruction of the Naval Hospital at Washington, D.C.

MISCELLANEOUS.

Yangtze Campaign Medal.

The Secretary of the Navy, on 27 January 1930, authorized the issuance of the "Yangtze Campaign Medal" to commemorate the services recently rendered by the Naval Forces in the valley of the Yangtze river, in the protection of American lives and property. The medal will be distinctive in design and will be issued to the officers and men of the Navy and Marine Corps who served at Shanghai and in the Yangtze valley between September 3, 1926, and October 21, 1927.

September 3, 1926, marks the first occasion when a naval vessel of the United States was fired upon by armed Chinese forces while employed on patrol duty protecting ships engaged in up-river commerce. On October 21, 1927, occurred the last occasion of that kind and shortly thereafter the forces on the Yangtze river were in general reduced to normal proportions.

Between these two dates; namely, on March 23-24, 1927, occurred the attack by Chinese uniformed Nationalist soldiers on the foreigners in the American, British and Japanese consulates at Nanking. Among these foreigners was a small landing force from the U.S.S. NOA and the U.S.S. WILLIAM B. PRESTON. The detachment had been placed ashore in order to afford protection to the American Consulate and to secure uninterrupted communication with the ships at anchor in the river. During the attack by the Nationalists several foreigners were killed, including one American, others were wounded and their property was looted. At the time when a formidable attack was in progress, the U.S.S. NOA, U.S.S. WILLIAM B. PRESTON and H.M.S. EMERALD opened fire with a barrage from their main battery guns, as a result of which the remaining foreign residents were evacuated from the city without further loss of life.

During recent years there have been many local disturbances in China that occasioned disorders in different areas which necessitated the landing of small armed forces to afford security to foreign nationals. The foreign forces employed frequently consisted of detachments from several Navies, and no further action was necessary to safeguard foreign lives and property than a display of force. It was only in the valley of the Yangtze that aggressive action against foreigners was taken by Chinese armed hands, and it was only in the Yangtze valley that it became necessary for our naval forces to return fire in order to secure their object; namely, protection to foreign lives and property.

The isolated instances in other parts of China that preceded and followed the campaign in the Yangtze valley are not included within the term of the order authorizing the new campaign medal. That order applies only to the forces at Shanghai and in the Yangtze river, but vessels entering this area on the service of supply not engaged in combatant duty are not included within the terms of the general order authorizing the new campaign medal.

Aviation Statistics - 1929.

During the calendar year 1929 Navy planes (exclusive of Marine Corps planes) were flown for a total of 219,540 hours, comprising 81,950 hours for the forces afloat and 137,590 hours for the forces ashore. There were in service during the year an average of 513 Naval Aviators, 175 Naval Aviation Pilots, and 89 Reserve Naval Aviators. A great part of the flying was of an unusually hazardous nature such as that from the LEXINGTON and SARATOGA incident to the maneuvers off Panama in early 1929. Statistics based upon flight operations for the year are published herewith as of probable interest. It is considered that the record for safety is very satisfactory considering the hours of flying and the nature of many of the flights.

Total time, forces afloat.....	81,950 #
" " " ashore.....	137,590 #
Major Crashes.....	64 #
Minor "	359 #
Pilots killed (in service planes).....	7
Student pilots killed.....	4
Others killed.....	2
Pilots injured.....	28
Student pilots injured.....	6
Others injured.....	15
Totally incapacitated.....	0

The data for the month of December is estimated.

All of the above figures are for the Navy only; Marine time and accidents not included.

Separations from the Service.

:	: Death :	: Resignation :	: Retirement :	: Other Causes :
: Naval Aviators	: 3 :	: 14 :	: 1 :	: 0 :
: Naval Aviation Pilots	: 1 :	: 0 :	: 0 :	: 21 :
: Naval Aviators (Reserves)	: 6 * :	: 4 :	: 2 :	: 6 :

* Note:- Three of the six killed in commercial planes.

Postal Rates and Customs Duties.

The Bureau is frequently in receipt of inquiries relative to customs duties on packages to be sent to officers and men on Naval vessels in foreign waters. The following letter of the Third Assistant Postmaster General, dated 13 January, 1930, is of probable interest to the Service in this connection:

"The eighth zone rate of postage of 13 cents for the first pound and 12 cents for each additional pound or fraction of a pound is applicable to parcels of fourth-class or parcel post matter addressed to officers and men on United States War Vessels stationed in foreign waters. There are no customs duty charges on such parcels, whether sent as gifts or otherwise."

CHICAGO To Be Launched.

The Commandant of the Navy Yard, Mare Island, California, has announced the contemplated launching of the Light Cruiser No. 29 - CHICAGO - at the Navy Yard, Mare Island, April 10, 1930.

Upon the recommendation of The Honorable William Hale Thompson, Mayor of the City of Chicago, Illinois, the Secretary of the Navy has designated Miss Elizabeth Britten, 1950 Couch Street, San Francisco, California, as sponsor. Miss Britten is the sister of Representative Fred A. Britten, Chairman House Naval Affairs Committee.

Light Cruiser No. 29 - CHICAGO - will be the seventh cruiser to be launched of a program of eight light cruisers which were authorized in 1924.

Opening of The William Sloane House.

The attention of the Service is again called to the opening of the William Sloane House, at 34th Street and 9th Avenue, New York City, on 1 March 1930. It is a fourteen story building with over fifteen hundred rooms, built chiefly for Service men by the Y.M.C.A. at a cost of \$3,000,000.

"The Sloane House embodies accommodations that are equal in every way to the costliest hotels of Broadway and all at less than half the cost. It is a residence, a club, gymnasium, cafeteria, dance hall, reading room, banquet hall, welfare council, employment bureau, all packed in one. One of its most important functions will be to give a boost to a man at the end of his enlistment."

LT. COMDR. C. M. ROOPER, U.S.N.

TRAINING DIVISION.

15 FEBRUARY 1930.

BUREAU OF NAVIGATION

BULLETIN

NUMBER 124.

PUBLISHED FOR THE PURPOSE OF DISSEMINATING
GENERAL INFORMATION OF PROBABLE INTEREST TO
THE SERVICE.

OFFICER PERSONNEL

An Analysis of Attrition.

The table below shows the number of officers who resigned, were dismissed, or dropped during the calendar years 1927, 1928, and 1929.

: Year :	: Resigned :	: Dismissed :	: Dropped :
: 1927 : Line	: 107 :	: 3 :	: 1 :
: : Staff	: 38 :	: 1 :	: :
: : Chief Warrants	: :	: :	: :
: : and Warrants	: 12 :	: 6 :	: 4 :
: : Total	: 157 :	: 12 :	: 5 :
: 1928 : Line	: 82 :	: 9 :	: 4 :
: : Staff	: 47 :	: 4 :	: 1 :
: : Chief Warrants	: :	: :	: :
: : and Warrants	: 4 :	: 2 :	: 1 :
: : Total	: 133 :	: 15 :	: 6 :
: 1929 : Line	: 105 :	: 5 :	: :
: : Staff	: 45 :	: 4 :	: :
: : Chief Warrants	: :	: :	: :
: : and Warrants	: 2 :	: 4 :	: :
: : Total	: 150 :	: 13 :	: :

By analyzing the figures on resignations, it was found that of the 292 line officers who have resigned during the past three calendar years, 70 of these have been in the grade of Lieutenants (jg) and 174 in the grade of Ensign. In other words, 84% of all line officers who have resigned have been in the two grades of Lieutenant (jg) and Ensign. In the Staff Corps, of the 130 officers who have resigned during the past three years, 85 officers or 65% have been Lieutenants (jg) in the Medical Corps. In other words, of the total number of officers in the Navy - approximately 8,900 - 78% of those who resign are Lieutenants (jg) and Ensigns of the Line and Lieutenants (jg) Medical Corps. The preponderant reasons given by these officers for resigning are:

- (a) Inadequacy of pay
- (b) Poor prospects of promotion beyond Lieutenant Commander.

Basing the number of officers dismissed each year on the total officer personnel it will be seen that only fifteen one-hundredths (15/100) of one (1) percent are separated from the service each year as a result of disciplinary action.

It is considered that these figures reflect very favorably on the state of discipline in the officer personnel of the Navy.

ENLISTED PERSONNEL

Costs Per Enlistment.

The average costs per enlistment for all recruiting stations for the first six months of the fiscal year 1930 are indicated in the following table.

:	First :	Re- :	Total :	Re- :	Trans-:	Other :	Adm ap-:	All charges:
: Month :	Enlist-:	enlist-:	Enlist-:	cruit-:	por- :	appropri-:	propr-:	except trans-
:	ments :	ments :	ments :	ing :	tation:	ations :	ations:	portation :
: December :	1,589 :	235 :	1,824 :	4.75:	29.43:	24.82 :	59.00:	29.57 :
: November :	1,497 :	164 :	1,661 :	5.55:	28.98:	26.10 :	60.63:	31.65 :
: October :	1,197 :	164 :	1,361 :	8.51:	29.10:	33.40 :	71.01:	41.91 :
: September :	1,214 :	170 :	1,384 :	6.66:	28.10:	31.52 :	66.29:	38.18 :
: August :	940 :	175 :	1,115 :	7.79:	28.90:	39.98 :	76.67:	47.77 :
: July :	926 :	197 :	1,123 :	6.63:	23.85:	38.72 :	74.20:	45.35 :
: First six :	:	:	:	:	:	:	:	:
: months fis-:	:	:	:	:	:	:	:	:
: cal year :	:	:	:	:	:	:	:	:
: 1930 :	7,363 :	1,105 :	8,468 :	6.47:	28.92:	31.38 :	66.78:	37.86 :

Enlistments During January.

Applicants for enlistment at all recruiting stations during January 1930 reached a total of 10,606. There were 1,281 first enlistments, and 269 reenlistments, at recruiting stations during the month.

Commendation.

The Chief of the Bureau of Navigation recently addressed the following letter of commendation to Tobias Veselik, C.Ph.M., U.S.Navy, Navy Recruiting Station, Providence, R. I., home address, 141 Pearl Street, Providence, R. I.:

"1. The Bureau is in receipt of a report from the Officer in Charge, Navy Recruiting Station, Providence, Rhode Island, in which he states that due to the unavoidable absence of the medical officer and several men at the Navy Recruiting Station, Providence, Rhode Island, the station was handicapped insofar as obtaining its quota of enlistments for the month of December. In this emergency you not only performed the duties of your own department, but took over the entire clerical work of the office, working late at night and on Sunday, and in so doing made it possible for the station to fulfill its mission and to obtain its quota.

"2. The Bureau takes pleasure in commending you for your loyalty, devotion to duty, and resourcefulness displayed on this occasion.

"3. A copy of this letter has been made a part of your official service record in the Bureau of Navigation."

TRAINING

Naval R.O.T.C. Practice Cruises, Summer, 1930.

The following practice cruise itineraries have been arranged for Naval

R.O.T.C. students who will be cruised in the Atlantic during the summer of 1930.

The U.S.S. TEXAS will embark the Yale Unit at New London, Conn., and proceed to Charleston, S. C., for embarkation of the Georgia Tech. Unit, cruising in accordance with the following itinerary:

Arrive	Port	Depart
	New London	11 June
14 June	Charleston	14 "
21 "	Cristobal	25 "
1 July	Charleston	1 July
4 "	New London	

The itinerary of the U.S.S. WYOMING, after embarking the Harvard and Northwestern Units at Boston on 20 June, will be as follows:

Arrive	Port	Depart
	Boston	20 June
28 June	Fayal (Horta)	2 July
10 July	Boston	

A definite itinerary for the California and Washington Units has not been arranged but a combined cruise in a battleship from the West Coast to Honolulu and return is contemplated.

Issue of New Navy Training Courses.

Training courses for Fireman 1c and Boatswain's Mate 2c are being mailed. The packages contain gouges and should therefore not be intrusted to enlisted men. As these are the first of the new courses, advantage is taken of this Bulletin to stress the fact that suitable precautions should be taken in handling the packages.

Recruits Under Instruction.

The following table shows the number of recruits under instruction at the various Training Stations under date of 1 February 1930.

	Great Lakes	Hampton Roads	Newport P.I.	San Diego	Total
Recruit Training					
Apprentice Seamen	699	643	729	1151	3222
Seamen Second Class	3	1	0	35	39
Firemen Third Class	0	0	0	21	21
Other Ratings	22	16	17	29	83
	724	660	746	1235	3365

The Type for Special Training.

The following letter received by the Commanding Officer, Naval Training Station, Hampton Roads, is of interest in reflecting the attitude of men who are carefully selected for special training and who possess natural aptitude for such work.

"Dear Sir:-

"My son is registered in your Machinists Mate School, Company No. 1, from the San Diego Training School. Would it be asking too much for information as to how he is doing in his school work and general standing? We receive two and three letters a week from him and in our writing back to him if we know how he is doing we can encourage or advise more intelligently. He writes very enthusiastic letters and words cannot express our deep appreciation for what the service is doing for him. We were so disappointed at his not finishing High School, but realize now that the dear old Uncle Sam is doing for him what we never could, in discipline, regularity of habits, splendid physical development, and a trade. In listening in on the radio talk by one of the West Coast Air Transportation Managers he said without exception the Army and Navy turned out the best pilots and mechanics in that field today because of their high standards and rigid requirements and general training.

"Again thanking you for any information you may give us concerning our son and appreciation for what the service is doing for him, we are,

"Gratefully and sincerely

"Mr. and Mrs. _____"

NAVAL RESERVE

Naval Reserve Conference.

The annual conference of officers concerned with the administration of the Naval Reserve was held in the Navy Department from January 28 to February 1, inclusive. Representatives from each Naval District were present, and many important questions concerning the administration of the Naval Reserve were discussed. It is felt that the discussions were of considerable value in giving the officers from the various Districts an idea of the problems confronting the Department, and in giving the Department a better viewpoint on matters in the field.

In addition to the regular District representative, an officer of the Volunteer Communication Reserve from each District attended the conference. These officers remained in Washington an extra week for training duty under the Director of Naval Communications.

Promotion in the Naval Reserve.

Since 1 January, 1930, 38 Lieutenants, 33 Lieutenants (jg), and 9 Ensigns have passed their examinations and been promoted to the next higher rank in the Fleet Naval Reserve or Volunteer Naval Reserve for General Service. During this same period 13 enlisted men successfully passed their examinations and were commissioned as Ensigns. Twenty-eight, or about 23 percent of the total number of officers and men who took examinations, failed. This represents a considerably lower percentage than the average in the past.

Joint Committee to Investigate Service Pay.

The following Members of Congress have been appointed to constitute the Joint Congressional Committee on Service Pay: Senators Wesley L. Jones, Washington, chairman of the Senate Appropriations Committee, senior member; David A. Reed, Pennsylvania, chairman of the Military Affairs Committee; Tasker L. Oddie, Nevada, member of the Naval Committee; Duncan U. Fletcher, Florida, senior minority member of the Military Committee; and Edwin S. Breussard, Louisiana, member of the Naval Committee; Representatives Burton L. French, Idaho; Henry E. Barbour, California; John G. Cooper, Ohio; William B. Oliver, Alabama; and Robert Closser, Ohio. Representatives French, Barbour and Oliver are members of the House Appropriations Committee, Mr. French having charge of Naval Appropriations and Mr. Barbour of Military Appropriations. Representatives Cooper and Closser are members of the Interstate and Foreign Commerce Committee. This committee is to make an investigation and report recommendations relative to readjustment of the pay and allowances of the commissioned and enlisted personnel of the Army, Navy, Marine Corps, Coast Guard, Public Health Service and Coast and Geodetic Survey to their respective Houses, by bill or otherwise. No definite date has been set for the Committee to begin its hearings. It is possible that this date may be delayed until the return of Senator Reed from the London Conference.

MISCELLANEOUS

Government Life Insurance.

The National Rehabilitation Committee of the American Legion has invited the Department's attention to recent legislation of Congress which permits the United States to grant, upon application to the Veterans' Bureau and payment of the initial premium, Government Life Insurance in any multiple of \$500 and not less than \$1,000 nor more than \$10,000, to any veteran of the World War who has heretofore applied for or been eligible to apply for Government Insurance, provided, that such person is in good health and furnishes evidence satisfactory to the Director to that effect.

Personnel of the Navy who served in the World War are thus authorized to secure insurance or increase of insurance.

The following seven plans of policies are issued by the Government:

- Ordinary Life Policy
- Twenty-Payment Life Policy
- Thirty-Payment Life Policy
- Twenty-Year Endowment Policy
- Thirty-Year Endowment Policy
- Endowment at age of 62 Policy
- Five-Year Convertible Term Policy

Policies are issued in amounts ranging from \$1,000 to \$10,000, in multiples of \$500. The insurance is issued at the nearest attained age of the insured on the date on which the insurance takes effect. Premiums are payable monthly on the first day of each month, but may be paid quarterly, semi-annually, or annually, at a discount.

Further information and necessary forms for application may be secured by writing the United States Veterans' Bureau, Washington, D. C., if not available on ship or station.

Finances Disillusion Fanciers.

An advertisement was recently noted in a Service paper relative to the large returns obtainable from chicken farms.

Quite recently an officer of considerable experience in the U.S. Navy, and limited experience in farming, invested approximately \$18,000 in a most promising chicken ranch in a favorable locality. The ranch was managed for about a year by a friend, during which time the business, which started as a private concern, was incorporated in accordance with the laws of the state.

The firm thus organized has had some valuable experience. The chickens contracted diseases which eventually caused the liquidation of the business with the net result to the officer of the loss of all he had invested.

A gentleman of experience in such matters recently testified it took eleven years hard work and practical experience before placing a similar business upon a paying foundation.

Inquiries.

The following inquiry from Arizona is typical of some of the questions the Bureau is called upon to answer.

"If a first class navigator is blindfolded and carried to an unknown spot on the earth, he knows the day of the year and is given the accurate time of the day and a good compass, but it is cloudy and he cannot see the sun. can he locate his self?"

Unusual Weather.

The following extract from a report of the U.S. Naval Reserve Aviation Base, Long Beach, Calif., will prove of particular interest to Native Sons.

"For those who hold the mistaken idea that in winter, there is nothing in Southern California but sunshine and flowers, the following will undoubtedly disabuse their minds to some extent. Late Sunday night, 12 January, a message was received by the Commanding Officer stating that several hundred autoists were stranded on the desert side of the Cajon Pass north of San Bernardino, and in the Big Bear Lake district, by snow which had been falling for the past two days.

"Accordingly at noon on Monday, 13 January, two planes from this Base took off to make a survey of the situation, and report back to the proper officials in order that help might be rendered to those locations where perhaps no food or shelter was available. It was found that, for a distance of ten miles through the Cajon Pass, the road was closed by high snow drifts - similarly the desert road to Big Bear Valley was blocked, and many automobiles were found that seemingly had been stranded for at least forty-eight hours.

"All roads leading to Baldwin Lake, Big Bear Lake and nearby resorts, and to Lake Arrowhead, were impassable, and several days must elapse before roads can be opened. Snow through those districts reached to the eaves of the houses in many places. The temperature averaged from eight to ten degrees below zero over the mountains and the desert, with both under one of the heaviest snow falls ever known at this time of year."

Names for New Ammunition Depots.

The Secretary of the Navy has approved the recommendation for the designation of the official names of the following new activities:

Naval Ammunition Depot,	Hawthorne,	Nevada.
"	"	"
"	"	"
	Oahu,	T. H.
	Mariveles,	P. I.

Revised Subsistence and Quarters Allowance.

Under date of January 3, 1930, the President signed a revised Executive Order covering the subsistence and quarters allowance for enlisted personnel of the Army, Navy, Marine Corps, Coast Guard, Coast and Geodetic Survey, and Public Health Service, when not furnished quarters or rations in kind.

The principal change in this revised order is an increase in the allowance of cash for meals for enlisted men, from 75¢ to \$1.00 each during time of travel by common carrier; also a provision for one-third of the daily allowance of \$3.00 or \$1.00 for each meal period.

The previous order provided for one meal when the period of travel was less than 12 hours and this was unsatisfactory as it provided for only one meal for a man leaving his station at 10:00 a. m., and arriving at destination at 9:00 p. m.

The Bureau of Navigation is duplicating the Executive Order for distribution to the Service with accompanying instructions.

Army, Navy and Marine Corps Country Club Membership.

Membership in the Army, Navy and Marine Corps Country Club as of 1 January, 1930, was as follows:

	<u>Life Members</u>
Army	4
Army Reserve	6
Navy	13
Naval Reserve	0
Coast Guard	0
Marines	2
Civilians	117
	<hr/> 142

Active, Resident and Absent

Army	942
Army Reserve	120
Navy	691
Naval Reserve	21
Coast Guard	0
Marines	130
Marine Reserve	6
Civilians	32
	<u>1942</u>

Grand Total 2084

Second Nicaraguan Campaign Medal.

The proposals for the design of the Second Nicaraguan Campaign Medal were opened on 31 January 1930. Five designs were submitted.

The proposals have been forwarded, as required by Executive Order, to the Fine Arts Commission for the designation of the design that it considers to be the best.

An estimate shows that there will be required about twelve thousand medals for the Navy.

Funds are not now available for the purchase of the medals and ribbons, but an item covering their cost has been included in the First Deficiency Bill. Purchase of the medals must wait the passage of this Bill.

The lists of personnel entitled to the medal now being received from Commanding Officers and individual requests are being filed pending the time that the stock of medals is available, when issue will be made.

It is expected that the medals will become available for issue during the summer of 1930.