

1 MARCH 1930.

BUREAU OF NAVIGATION

BULLETIN

NUMBER 125.

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

OFFICER PERSONNEL.

Officers' Addresses While On Leave.

In orders to officers issued by the Bureau of Navigation where leave or delay in reporting is involved there is always this paragraph added: "You will keep the Bureau of Navigation advised of your address". Many officers fail to comply with this order and fail to register any address with the Bureau. At times this has necessitated considerable delay in locating an officer and has seriously affected the Bureau's plans. To illustrate (and this frequently happens) an officer was ordered to a certain vessel for passage with delay authorized until a certain date. The date of sailing of this vessel was changed and an effort was made to notify the officer of a modification of his orders. It was only after many despatches passed between his last station, his official home address and the Bureau that he was located and instructed when to report. There are many cases similar to this and in some of them the officers have caused hardships to be worked on themselves due to such failure to notify the Bureau of their address.

The Bureau feels that such failure is due entirely to laxity on the part of the officers concerned rather than any intent to disobey an order. Since it is an order, and the effort involved is very slight (a telegram or note to the Bureau being sufficient) it is believed that merely calling this to the attention of officers will in the future suffice.

ENLISTED PERSONNEL.

Honorable Discharge Versus Desertion.

The advantages of a completed enlistment and an honorable discharge should constantly be borne in mind. Such discharge is always a proof, in the eyes of the general public, of manhood and good character. It is, as stated on its face, a certificate of fidelity and obedience and by many of the great business institutions of the country is accepted at its face value on application for a situation. The tangible and intangible benefits of an honorably completed enlistment are very great.

On the other hand, desertion carries with it an irrevocable and irremovable stigma. If the man is successful in escaping apprehension and thereafter goes along the path of good citizenship and success, he will find that the mark of desertion against him is a nightmare which eventually becomes a reality to his shame and humiliation. There are on record in the Department some very distressing stories of men who, after desertion, have attained positions of respectability and success only to have discovery of the fact that they were deserters ruin them completely.

The chances of success in escaping detection and apprehension are small. For instance, last year the gross desertions were 2055, and of this number only 528 managed to escape detection for the duration of the year. Most of these will be taken at a later date.

Chief Petty Officer Selection Data.

Data on selection of chief petty officers as of 1 February 1930 is as follows:

	<u>Number of Recommendations Received</u>	<u>Number Selected</u>	<u>Percentage of Recommendations Selected</u>	<u>Percentage of Total Selections</u>
BATTLE FLEET	344	101	29%	28%
SCOUTING FLEET	273	82	30%	23%
ASIATIC FLEET	197	39	20%	11%
CONTROL FORCE	111	24	21%	7%
SPECIAL SERVICE SQUADRON	25	8	32%	2%
ALL OTHERS - including N.T.S. and Special Duty Ships and all shore activities	520	102	19%	29%
TOTAL	1470	356	25% (average)	100%

TRAINING.

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

The Naval R.O.T.C. students of the Universities of California and Washington will be embarked in the DAHO for their practice cruise during the summer of 1930. Their itinerary will be as follows:

Arrive	Port	Depart
	San Francisco	14 June
18 June	Seattle	18 "
28 "	Honolulu	2 July
10 July	San Francisco	11 "
14 "	Seattle	

The itineraries of the Yale and Georgia Tech Units in the TEXAS to the Canal Zone, and of the Harvard and Northwestern Units to the Azores in the WYOMING, were announced in the last issue of the Bulletin. The Bureau is very pleased to have been able to arrange these fine cruises for the Naval Reserve students, and feels that cruises of this length on blue water will be of the greatest benefit to the future Naval Reserve Officers and to the Service.

Slidefilms.

A slidefilm entitled "Physical Drill with Arms" will be mailed to all projector owners on 1 March. This will be followed by "Physical Drill without Arms", which will be mailed on 1 April.

Recruits Under Instruction.

The following table shows the number of recruits under instruction at the various Training Stations under date of 15 February 1930.

	Great Lakes	Hampton Roads	Newport R.I.	San Diego	Total
Recruit Training					
Apprentice Seamen	644	667	714	663	2688
Seamen Second Class	7	3	0	10	20
Firamen Third Class	0	0	0	3	3
Other Ratings	25	26	15	35	101
	676	696	729	711	2812

Shortage of Training Courses.

News from the Battle Fleet is to the effect that training is handicapped by depletion of the stock of "Machine Shop Course for Machinist's Mate, Second Class", just at the time when the enginemen ratings are being abolished and the enginemen transferred to the machinist's mates ratings. The new course for machinist's mate, second class, will soon be ready for the printer.

Lack of Funds a Problem.

A proposal has been received to place training courses on sale in Ship's Service Stores, in order to enable men to keep the courses for reference books and to relieve the load on appropriations available for printing courses. It has been the Bureau's aim to provide naval training without cost to the student; and it is also the Bureau's desire to permit any man, who satisfactorily completes a rating course and wants it, to keep it for future reference. This should add to the usefulness of the course. However, this year's printing funds fall far short of the amount needed to produce new courses being prepared or to maintain the stock of old ones; and a solution has not yet been found.

A Good Training Program.

The following quotations from the TENNESSEE's new training order well express the Bureau's idea of a good training program:

"Instruction will not be compulsory except for non-rated men who will be required to cover subjects A to N and such seamanship as applies to their rates. In this connection attention is invited to Article D-5204 of Bureau of Navigation Manual. Men having once voluntarily started a course of instruction should be strongly encouraged to continue same to completion. Herein lies the importance of proper selection of candidates for training. A candidate who quits instruction once having begun will probably not make the best petty officer material. The choosing of candidates for instruction should be by the selection of the best.

"Except in unusual circumstances, no man will be advanced in rating until he has successfully completed the Bureau of Navigation rating course covering the rate. In case a Bureau of Navigation course is not available for the rate, the successful completion of the course laid down by the division officer and approved by the Training Officer will render the man eligible for advancement

in rating, subject to the usual examinations.

"The satisfactory completion of a rating course is one of the rating requirements of this ship, except as noted above, but it is only one of the requirements for advancement. Heads of Departments and division officers will make this clear to men under instruction. A clear understanding of this fact on the part of those actually under training will prevent dissatisfaction at not being rated to fill existing vacancies immediately on completion of course."

NAVAL RESERVE.

Commendation.

The following extracts are from a letter recently addressed by the Chief of Bureau of Navigation to Lieutenant William Brooks Hudgins, D-M, USNR, Master of the SS Martinique, of the Colombian Steamship Company:

"1. The Chief of Bureau notes with pleasure the favorable report made by the American High Commissioner at Port au Prince, Haiti, to the Secretary of State on your actions while master of the SS Martinique in rendering assistance in caring for the women and children at Cayes, Haiti, during the recent troubles in that country.

"2. A copy of this letter and of the letter from the American High Commissioner of Haiti to the Secretary of State on this subject will be filed with your official record."

Appointment of Midshipmen from the Naval and Marine Corps Reserve.

In 1925 Congress authorized the appointment of twenty-five midshipmen annually, to be selected from the Naval Reserve and Marine Corps Reserve, as the result of a competitive examination.

Under this Act the following midshipmen have been appointed:

In 1926	- - - - -	2
" 1927	- - - - -	4
" 1928	- - - - -	10
" 1929	- - - - -	<u>13</u>
Total		29

The records of these midshipmen have been excellent. Only one has resigned for deficiencies in studies. Accordingly, 28 still remain in the Academy.

The present indications are that the quota of twenty-five will be reached as a result of the competitive examination from the Naval Reserve this year. The only reason that it has not been reached up to the present time is due to the fact that no one can enlist in the Naval Reserve under the age of eighteen years.

A bill has been introduced in Congress to apply the same age limits for enlistment in the Naval Reserve as exist for enlistment in the regular Navy.

It is quite probable that favorable action will be taken on this bill, in which event more than the twenty-five will no doubt pass the required mental and physical examinations each year.

LEGISLATIVE.

Progress Toward Pay Legislation.

The recently appointed Joint Committee to investigate the pay conditions in the Services has asked all Departments to supply extensive data for its use and it is understood will await the receipt of that data and some opportunity to study the same before opening its hearings. In any event, the Committee does not expect to commence hearings before March 1st and in fact it is probable that it will be nearly that date before all the data desired has been submitted.

The Committee requested the Services to designate individual liaison officers for each service to work with the Committee, and one for general reference concerning all Services. On recommendation of the Interdepartmental Pay Board, certain of its members have been designated by the Departments as the liaison officers, as follows:

<u>Service</u>	<u>Officer</u>
Army	Colonel F. W. Coleman, U.S. Army
Navy	Captain E. R. Wilson, (SC), U.S. Navy
Marine Corps	Brigadier General George Richards, U.S.M.C.
Coast Guard	Lieut. Comdr. L. V. Kielhorn
Public Health	Surgeon L. R. Thompson
Coast & Geodetic Survey	Lieut. Comdr. H. A. Seran
General Liaison Officer for all Services, Commander T. S. Wilkinson, U. S. Navy.	

Upon the publication of the Pay Board Report last summer, the President directed the Bureau of the Budget to compile cost figures and the Bureau of Efficiency to study the pay of officers and enlisted men of the Services in comparison with those in civil pursuits.

The reports of these two agencies have recently been released. The Budget report indicates a total increased cost for all Services, in case of the adoption of the recommendations of the Pay Board, of \$85,000,000, or of \$45,000,000 for the Army, \$36,000,000 for the Navy and Marine Corps and \$4,000,000 for the other Services.

The Bureau of Efficiency report deals with the pay of officers only and indicates that at present the pay of the officers of all Services is, on the average and in accordance with the years of commissioned service, slightly above that of college instructors, somewhat below that of engineers and markedly below the average of employees in commerce and business. With certain evaluation of retirement and other benefits this report indicates that the pay schedules recommended by the Pay Board would throw the average pay of officers of the Services somewhat above employees in commerce and business.

There are, of course, certain obvious fundamental difficulties in such comparisons. On the whole, the report indicates that adjustment of pay of the Military Services is more than justifiable, although no specific recommendations are made in the report.

MISCELLANEOUS.

Proper Usage.

In order to clear up discrepancies in certain official orders as to the spelling of the names of destroyers Seventh Squadron, the Chief of Naval Operations announces that the correct spelling of DD-148 is BRACKINRIDGE, and DD-156, J. FRED TALBOTT.

It has also been announced that the correct pronunciation of DD-159, SCHENCK, is as though spelled SKENK.

New American Line.

The Bureau has received notice of the establishment of a new steamship line under the American flag. This is the Western Ocean Steamship Corporation, which operates between New York, the Virgin, Leeward, Windward Islands, Barbados, Trinidad, British, French and Dutch Guianas.

The Bureau is interested particularly in the transportation between New York and Saint Thomas, V. I. Previous to the establishment of this line, where passengers under orders could not be accommodated on the U.S.S. KITTERY, it was necessary to purchase transportation on vessels under the British flag.

Death of Lieut. Walther G. Maser, U.S.N.

Several accounts of the accident which resulted in the recent regrettable death of Lieutenant Walther G. Maser, U.S.Navy, have appeared in the press. Reports from the NEVADA state that Lieutenant Maser, at the time he met his death, was supervising an airplane launching from the powder catapult mounted on turret three. The ship was then at sea about eleven miles south of Guantanamo Bay.

Lieutenant Maser gave the signal to fire, then, for a reason that may never be known, stepped into the direct path of the powder gases from the exhaust stack of the catapult. The blast from the exhaust stack, in the normal course of operation of the catapult, struck him, killing him instantly, and blowing his body overboard. The plane was successfully launched and not damaged in any particular. Efforts to recover Lieutenant Maser's body have been unsuccessful.

Launching of V-6.

The Commandant of the Navy Yard, Mare Island, California, has announced the contemplated launching of the U.S.S. V-6 on 15 March, 1930. Miss Jean Keesling, daughter of Mr. Francis V. Keesling, of 690 Market Street, San Francisco, California, has been designated as sponsor upon this occasion. The V-6 is one of the nine fleet submarines authorized by the Act of August 29, 1916.

The Navy Band.

The Navy Band is one of the strongest tangible links between the Service and hundreds of thousands of people throughout this country. From the very nature of things, the public has little intimate contact with our forces afloat. Except in those families having members in the Service, there is all too little in common between the Navy and the people of the Nation it serves. Navy Day has been successful in giving a few of the people glimpses of our first line of defense; but music from the Navy Band is heard day after day in thousands of homes where realization of the influence of sea power upon daily life cannot but be very remote. This music carries with it something of the spirit, the ideals and aims of the Service.

The Band was one of the pioneers to be heard regularly on radio broadcasts. It has been on the air since the days of crystal detectors and head phones. During the past year it has been heard more frequently on broadcast programs than any other military band in the country. At the present time it broadcasts four programs each week over the chains of the National and Columbia Broadcasting Companies. Some of these networks include over forty stations, so that the territory covered is tremendous.

The fan mail, which amounts to four or five hundred letters or more a month, comes from all parts of the United States. Letters have been received from Germany and Johannesburg, South Africa. Inquiries are received on a wide variety of subjects relating to the Service.

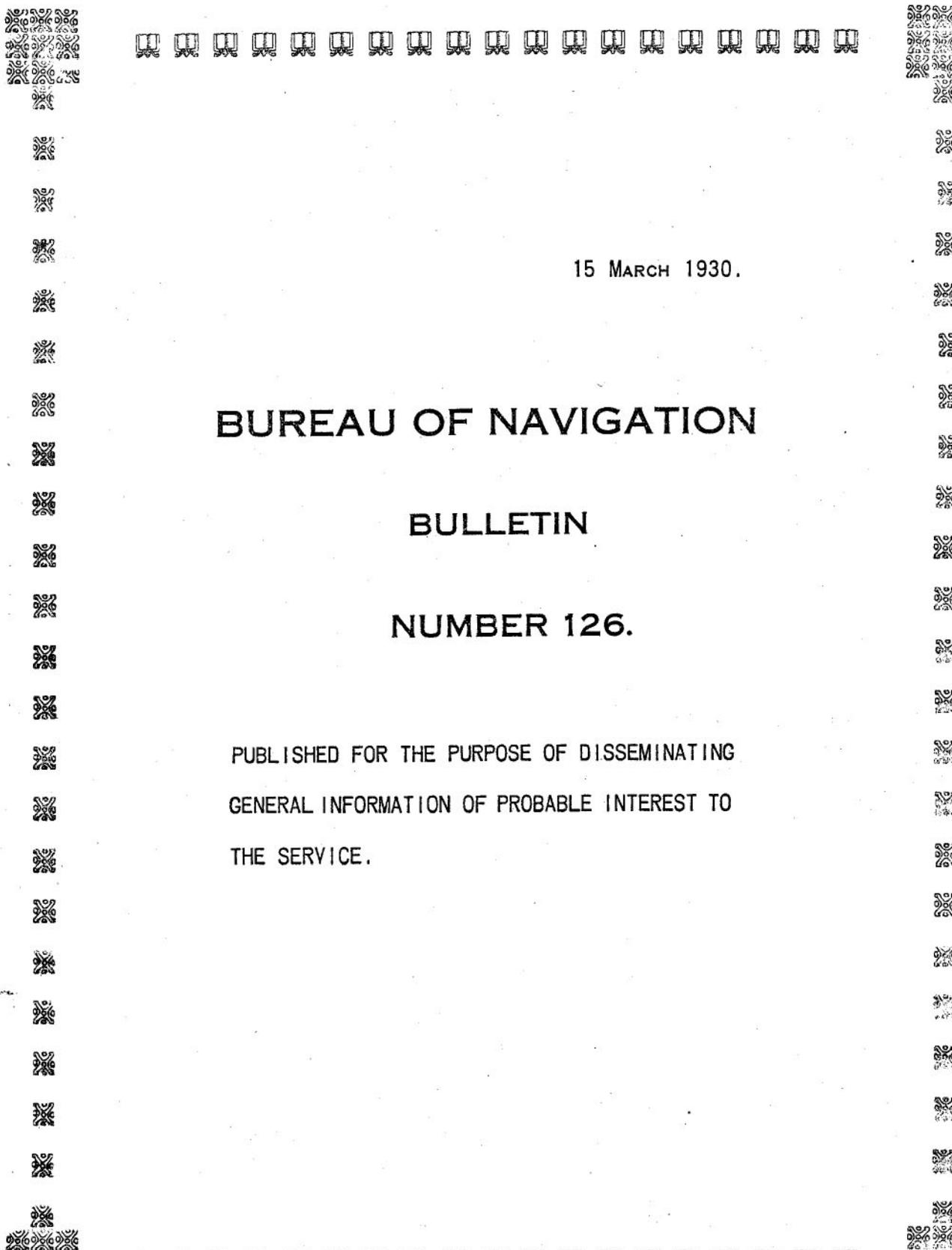
The Band is known in every large city and town east of the Rockies. It has appeared in nearly three hundred cities during the past five years on Fall concert tours. A large part of the present radio following is made up of people who have attended the concerts on these tours. The band library includes several large volumes of clippings commenting on concerts played over the radio and while on tour. During the present month a series of educational broadcasts on Wednesday mornings, intended for school children, has been inaugurated. All in all, the Band is doing much to maintain a bond of interest between the Service and the people.

Plane Wreckage Identified.

The Bureau of Aeronautics has investigated the report of the finding of wreckage of a Naval Plane off Ensenada, Lower California, on 16 February 1930. The plane has been identified as an F6C-3 Curtiss Hawk landplane which crashed off Point Loma, Calif., on 2 November 1928. While the pilot was engaged in target practice using guns which shot through the propeller, one blade of the latter was accidentally shot away. The plane instantly became unmanageable and the pilot, Lieut. E. C. Parker, U.S. Navy, was forced to leave the plane in his parachute at an altitude of 1500 feet. A search for the wreckage was made at the time of the crash, but no trace could be found.

Admiral Hughes Improves.

The service will be gratified to learn of the steady and progressive improvement in the condition of Admiral Charles F. Hughes, Chief of Naval Operations. Those who know Admiral Hughes best feel that the invincible fortitude and rugged health which has served him so well in the line of duty for many years will triumph in this, his first serious illness.



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OFFICER PERSONNEL.

Selections for Lighter-Than-Air Class.

The following-named officers have been selected for lighter-than-air training at the Naval Air Station, Lakehurst, N. J., starting 1 July, 1930:

Commander Philip Seymour
" Alfred T. Clay
Lieutenant Anthony L. Danis
" Charles J. Maguire
Lieut. (jg) Charles H. Callaway
" " George W. Campbell
" " John D. Reppy
" " Robert E. Sayre
Ensign Cyrus T. Clendening
" David W. Shafer

The two lieutenants selected for this class are qualified aerologists. Although officers of this rank were not mentioned in Circular Letter 17-30, the small group of officers qualified in aerology were separately circularized in the hope that two otherwise qualified candidates from this group, regardless of their rank, might be given lighter-than-air training and thus enable the Bureau to start providing for each rigid airship an officer qualified not only in aerology, but for general airship duty as well.

No applications from lieutenants, other than qualified aerologists, were considered for this class.

Naval Academy Graduates for Marine Corps.

The Department has decided to assign twenty-five midshipmen of this year's graduating class to the Marine Corps on graduation. The names of the twenty-five selected are as follows:

- | | |
|-----------------------|------------------------|
| 1. Moret, P. | 14. Wagner, F. G., Jr. |
| 2. Hughes, T. B. | 15. Greene, W. M. |
| 3. Glyntz, M. H. | 16. Neal, A. W. |
| 4. McKean, W. B. | 17. Thompson, L. C. |
| 5. Herndon, G. G. | 18. Reinecke, F. M. |
| 6. Beans, F. D. | 19. Boyle, S. |
| 7. Williams, F. H. | 20. Russell, P. W. |
| 8. Trippensee, B.E.S. | 21. Salmon, R. D. |
| 9. Bauer, H. W. | 22. Davis, J. M. |
| 10. Wilbur, J. T. | 23. Lloyd, R. |
| 11. Renfro, E. C. | 24. Montgomery, E. A. |
| 12. Fry, E. W., Jr. | 25. Price, E. O. |
| 13. Steiner, W. B. | |

ENLISTED PERSONNEL.

Change in Naval Academy Requirements - Enlisted Personnel.

The Department has amended the "Regulations Governing The Admission Of Candidates Into The U. S. Naval Academy as Midshipmen", so as to require candidates for midshipmen from the enlisted personnel to have had the one year's service in the Navy required by law by the first of June of each year, instead of the first of July.

Enlistments During February.

Applicants for enlistment at all recruiting stations during February, 1930, reached a total of 7,750. There were 703 first enlistments, and 208 reenlistments, at recruiting stations during the month. Total first enlistments for the fiscal year to 1 March, 1930, were 9,220, while reenlistments for the same period numbered 1,572.

TRAINING.

New Slidefilms.

The Bureau of Navigation has now prepared and available for issue the following slidefilms:

Trend of Naval Aircraft (Prepared for use at the Naval Academy)	Manufacture of Optical Glass (Prepared for the Optical School, Washington)
Naval Aircraft (Prepared for the Bureau of Aeronautics)	Working of Optical Glass (Prepared for the Optical School, Washington)

The Aircraft slidefilms are confidential and are suitable for lecture purposes. Those prepared for the Optical School are designed for use without lecture for those particularly interested in Optics. These slidefilms will be issued only when especially requested.

Psychometric Tests.

The Bureau has, from time to time, issued Bulletins showing that few enlisted men making less than 80 on General Classification Tests pass the entrance examination for the Naval Academy. In this connection it is interesting to note the results of the psychometric test given to all midshipmen during their plebe summer. For the class of 1930, the group making marks classed as "superior" are all still on the rolls of the Academy. Of the group of 37 marked "Fail", 22, or 60%, are no longer with their class.

NAVAL RESERVE.

Distribution of Officers in Rank in Fleet and Volunteer Reserve.

The table below shows the distribution of officers in each rank in the Fleet and Volunteer Naval Reserve, as of 1 January, 1930:

	Fleet	Volunteer (General Service)	Volunteer (Special Service)
Commodore	0	1	0
Captains	11	7	1
Commanders	12	18	15
Lieut. Comdrs.	157	229	306
Lieutenants	305	469	363
Lieuts. (jg)	212	566	246
Ensigns	211	755	337
Ch. Warrant	13	4	11
Warrant	7	29	15

Merchant Marine Naval Reserve.

2,309 officers have now accepted commissions in the Merchant Marine Naval Reserve. These are distributed by ranks, as follows:

Commanders	10
Lieut. Comdrs.	436
Lieutenants	592
Lieuts. (jg)	341
Ensigns	900

100 Merchant vessels have been warranted by the Secretary of the Navy to fly the Merchant Marine Naval Reserve Flag.

There are 2,978 sea-going merchant vessels of 100 gross tons or over, under United States registry, representing approximately 11,000,000 gross tons. Approximately 3.3 percent by number, and 4.5 percent by tonnage, are flying the Merchant Marine Naval Reserve Flag.

LEGISLATIVE.

Status of Legislation.

The several Services covered by the Joint Service Pay Act have completed the compilation of the data desired by the Joint Committee, and the assembled data has been conveyed to the Committee.

No hearings or meetings of the Joint Committee have been held, pending the submission of this data, but with it in hand it is expected the Committee will proceed with its investigation shortly after the tariff bill debate is concluded in the Senate, a matter which has, of course, demanded the continuous attention of the Senate members of the Committee. The program to be adopted and followed by the Committee is not as yet known.

A number of hearings on both general and private bills have been conducted in the House Naval Affairs Committee and some matters of interest and importance have been reported out, i. e., bills to:

- (a) Authorize construction of a Naval Hospital at Washington.
- (b) Establish a branch hydrographic office at Honolulu.
- (c) Create the office of Assistant to the Chief of Naval Operations.
(Now existing by Departmental orders, but not by law.)

The three major naval bills remain on the calendars of both Senate and House, i. e., the Line Personnel Bill (Britten Bill), the Marine Corps Personnel Bill, and the Public Works Bill. These will be reached for passage by unanimous consent on the approaching calendar call in the Senate, after disposal of the tariff bill, but if objected to will not then be acted on but must await later consideration. In the House they will be considered on the Naval Committee's calendar Wednesday, probably occurring in May, unless, as is not at the moment probable, one or more of them is brought up earlier under a special Rule, which is sometimes granted on important matters.

TRANSPORTATION.

Prospective Movements of U.S.S. CHAUMONT.

The Bureau has received a number of inquiries with regard to the CHAUMONT's movements in May and June, 1930.

According to present schedules, the CHAUMONT is due to arrive at Hampton Roads on 5 May, immediately thereafter going into overhaul. She is scheduled to leave Hampton Roads 14 June for Guam and the Asiatic Station via the West Coast.

It is probable that the CHAUMONT's passenger list on leaving Hampton Roads will be largely made up of through passengers for Guam and the Asiatic Station.

In view of the time required for overhaul, it is not contemplated that the CHAUMONT will go to Annapolis for the purpose of embarking personnel or household effects.

Commercial Transportation on Vessels Under U. S. and Foreign Flags.

The Bureau was recently called upon to furnish Congress with a statement showing expenditures made by the Navy during the fiscal year 1929 for passenger transportation on commercial vessels under U. S. and foreign flags.

Under the Merchant Marine Act approved 22 May, 1928, all departments of the Government are required to use U. S. vessels for official travel when such vessels are available.

The data obtained from records of the Bureau and furnished Congress showed that during the fiscal year 1929, approximately 97.66% of the total sea-borne passenger transportation purchased, was on vessels flying the U. S. flag. The remaining 2.44% was purchased from foreign carriers on routes where no U. S. flag vessels were available. These were largely on the Asiatic Station, between ports such as Shanghai and Hankow, China, Chefoo and Shanghai, Tsingtao and Shanghai, etc. Other cases were between New York and certain ports of the West Indies, such as, San Juan, Porto Rico and St. Thomas, Virgin Islands. The

recent establishment of a steamship line under the U. S. flag, operating between New York and St. Thomas, will make unnecessary future travel on foreign flag vessels to the Virgin Islands.

HYDROGRAPHIC.

Insururation of Ice Observation and Patrol - 1930.

The International Ice Observation and Ice Patrol Service, provided by the International Convention of Safety of Life at Sea, London 1913-1914, was started this year on 11 February, which is much earlier than usual. The U. S. Coast Guard Cutter TAMPA has been detailed for this service. This vessel is being used primarily for ice observation, that is, to locate the ice fields and position of icebergs, make observations as to quantity of ice, its kind and drift, and obtain any other information that may be of value.

Later, when the ice has moved to the southward to such an extent as to make constant patrol necessary, the regular Ice Patrol will be started, the U.S.Coast Guard Cutters MOJAVE and MODOC alternating on this duty.

The primary object of the patrol is to ascertain the location and progressive movement of the limiting lines of the regions in which icebergs and field ice exist in the vicinity of the Grand Banks, and the dissemination of the information so ascertained for the guidance and warning of navigators, and at the same time to make such oceanographic and meteorological observations as will contribute toward the knowledge of the reasons for the limiting lines assuming their observed locations.

Instruction of Foreign Officers.

Two officers of the Royal Siamese Navy, Lieutenants L. Joladhan Brudhikrai and L. Subhi, R.S.N., and three officers of the Chinese Navy, Lieutenants T.T. Tsai, C. Y. Ho, and S. C. Woon, C. N., are at present under instruction in the Hydrographic Office of the Navy Department, the guests of the United States Government.

These officers are receiving instruction in the methods used by the Hydrographic Office in conducting hydrographic surveys, and the processes followed in preparing its charts and publications.

It is planned to have the three officers of the Chinese Navy proceed about 1 April to the U.S.S. HANNIBAL and thence to the U.S.S.NIAGARA for practical experience in surveying.

NAVAL OBSERVATORY.

Turning Error of Gyro Compasses.

The following quotation from a report received by the Bureau in regard to the gyro compass installation on a destroyer, indicates that the limitations of gyro compasses are not generally understood by service personnel. This information has already been covered in compass bulletins, but is included here on account of the wider circulation.

"This compass has upon several occasions, given unsatisfactory

service when coming to anchor, showing an error which varied as the anchorage was approached; in one well-determined case the error changed from 3° East to 3° West in half an hour. Several times the error has changed 3°."

The conditions reported above do not necessarily indicate that the particular equipment involved was out of adjustment. The variable errors reported were undoubtedly due to what are called "ballistic" and "damping" effects incident to changes of course and speed of the ship while approaching her anchorage. Under such conditions errors as great as 3 degrees (East or West) may sometimes be expected in all except the most recently designed gyro compasses.

Tests conducted on a destroyer indicate that if a turn of 180 degrees is made at a speed of 20 knots while on a North or South course, the gyro compass will be deflected about 1.8 degrees. The direction and amount of the error are not usually to be predicted, as they depend upon several factors, too complicated for discussion here. This error will be damped out after about two and one half hours if the ship is held on the new course. The compass in the mean time would oscillate from this maximum deflection, which occurs about 20 minutes after the turn, to a similar deflection in the opposite direction of less magnitude occurring about 50 minutes after the turn.

Additional changes of course and speed during the two and one half hour settling period might, if they synchronize, increase the deflections to as much as 3 or 4 degrees.

It is this characteristic of gyro compasses which makes it undesirable to compensate the magnetic compass by comparison with gyro compass readings when swinging the ship. Likewise the shifting of berth by vessels after anchoring is not infrequently due to errors of gyro compass bearings caused by frequent rapid changes in course and speed while approaching the anchorage.

Prospective Changes in Spy-Glasses.

The Bureau has completed the plans and drawings for converting officer-of-the-deck and quartermaster spy-glasses into a new type. In the new glasses the old draw tube focusing feature has been discarded and a focusing eyepiece similar to that used in binoculars has been substituted. The new glasses have a fixed length. The reports from service tests indicate that they are highly satisfactory, and far superior to the old glasses.

It is planned to withdraw the old glasses from service gradually for conversion to the new type.

MISCELLANEOUS.

Safety Engineering and Accident Prevention.

This Bureau is keenly interested in the extension of the campaign for safety engineering and accident prevention to Naval personnel. Since 1921 the Department has had a safety organization for the prevention of accidents to civilian employees exposed to industrial hazards at the various navy yards and naval stations. This organization has been successful in reducing injuries to a point where the record of these industrial establishments of the Navy compares very favorably with those of civil industrial establishments of similar nature.

Naval vessels have many potential hazards to which the officer and enlisted personnel on board are exposed as will be apparent from the following data obtained from the annual reports of the Surgeon General of the Navy. Figures given are the averages for calendar years 1927 and 1928 for Navy and Marine Corps officer and enlisted personnel.

Total Accidents and Poisonings

Number	6817
Sick Days	147397
Deaths	205.5
Invalidated from the Service	149

Naval Hazards

(Aeronautics, submarine operations, military drills and exercises, etc.)

Number	569
Sick Days	16147
Deaths	76
Invalidated from the Service	30.5

Special Naval Hazards

(Falls on board ship, falls overboard, falls from hammocks, storms, etc.)

Number	1009
Sick Days	19400
Deaths	59
Invalidated from the Service	18

Industrial and Miscellaneous Hazards

Number	5179
Sick Days	111850
Deaths	90.5
Invalidated from the Service	100.5

Many accidents are unavoidable. Many of them, however, would not occur if existing safety precautions and orders were observed, and it is toward this latter class of accidents that the accident prevention campaign is directed. The following points are requisites of any marked success in such a campaign.

- (1) Education of officers and men in the causes and prevention of accidents.
- (2) Constant supervision over the work of lower ratings, by officers and petty officers, and the correction of unsafe practices whenever observed.
- (3) Bringing the lower ratings to a realization that interest in this subject will be to their advantage.

Safety precautions and orders are adequate, and the causes of a large percentage of accidents may be traced directly to the violation of one or more of them. Many of the precautions are written in blood, and failure, through ignorance or carelessness, to take advantage of these lessons to prevent further pain and suffering is all but criminal. Safety precautions are prescribed in:

1. Navy Regulations.
2. Bureau of Engineering Manual.
3. Ordnance Publications.
4. Bureau of Construction and Repair Manual.
5. Navy Training Courses.
6. Details of accidents and precautions to prevent their recurrence are contained in the Engineering Bulletins and in circular letters issued by various bureaus and by fleet, force and squadron commanders.

The primary object of accident prevention is to eliminate unnecessary deaths and injuries. It sometimes happens that a short-cut involving disregard of one or more safety precautions may be a temptation in order to expedite a certain piece of work - the fact that loss of time due to sick days resulting from accidents reduced the available working force of the Navy by the equivalent of 404 men for a year, in addition to the loss of 354 men dead or invalided, points very definitely to the utter fallacy of such reasoning. From the viewpoint of human interest, careful attention to accident prevention will result in reduction of injuries, pain, and loss of life; from the angle of cold-blooded statistics, the same attention will result in the conservation of trained personnel for the Navy's work. There are many hazards incident to life in the Service which must be accepted as such; there are many more which the careful observance of safety precautions will eliminate. Why take needless chances of permanent disability and loss of life?

Aviation Personnel - 1 March.

The following figures, giving the numbers of personnel affiliated with Naval Aviation on 1 March, 1930, are published as of probable interest.

Rank	Naval Aviators			Construction Corps		
	Total	H.T.A.	L.T.A.	Total	H.T.A.	L.T.A.
Rear Admiral	1	1	--	--	--	--
Captain	5	5	--	--	--	--
Commander	16	15 (a)	1	1	1 (b)	--
Lieut. Commander	72	66 (c)	6	7	7	--
Lieutenants	249	240 (d)	9	5	3	2
Lieutenants (jg)	163	157	6	--	--	--
Ensigns	58	58	--	--	--	--
Warrant Officers	19	17	2	2(e)	2 (e)	--
Total	585	559	24	15	13	2

- Notes - (a) 2 of these 15 also qualified L.T.A.
 (b) Also qualified L.T.A.
 (c) 3 of these 66 also qualified L.T.A.
 (d) 9 of these 240 also qualified L.T.A.
 (e) Carpenters.

Total Commissioned Personnel	577
Warrant Officers	<u>21</u>
Grand Total	598

Naval Aviation Pilots in service on 1 March equaled 211.

There were 119 officers, 147 enlisted men and 66 Reserves under instruction at Pensacola at the beginning of the present month. The following number of Student Naval Aviators, lighter-than-air, were under instruction at the Naval Air Station, Lakehurst, New Jersey:

1	Captain
2	Commanders
2	Lieut. Comdrs.
2	Lieutenants
5	Lieuts. (junior grade)
1	Ensign
1	Lieut. (C.C.)
<u>1</u>	Boatswain
15	Total

There were 22 officers undergoing elimination training, and 136 enlisted men undergoing or awaiting elimination training, at Hampton Roads and San Diego.

On 1 March, there were 417 aviation officers enrolled in the Naval Reserve. 22 of these were in duty in connection with aviation instruction and training of Reserves at Pensacola and Naval Reserve Aviation Bases; 64 additional were on training duty with Aircraft Squadrons.

Navy Band Applauded.

The Navy Band receives many letters daily, but none express more keen appreciation than the one quoted below.

"Baltimore, Md.
"Feb. 27, 1930.

"Kind Friends:

"Just a word of appreciation, in behalf of my friends and myself, for the lovely programs you send us each day.

"I am fortunate enough to have a lovely, home-made radio set, right in my own room, and have just finished listening to the splendid concert, given by the United States Navy Band, the first part of which my friends and I heard at the Maryland Workshop for the Blind, where we are employed, owing to the fact that we are without sight. Just as soon as we were dismissed from there, we hurried home, as our boarding house is right in the same block, and so we did not miss but a very few measures of the beautiful music.

"It seems to me that every one ought to love music, but somehow I feel that we who are deprived of our sight find it such a great comfort, it

almost makes up for the deficiency, and I feel that you would appreciate a word from us, that is why I am writing.

Cordially yours."

And Perhaps the Navy Aided San Diego Library.

The number of books read in the Navy during the last calendar year was as follows:

Ships	476,662
Stations	545,101
Loan Library in Bureau	<u>1,322</u>
Total	1,023,085

The number read in hospitals was 434,432, which means that the average circulation per person was 24.0. For other stations, exclusive of hospitals, the number loaned per capita was 14.9, making the number loaned per capita for all stations 18. The greatest known per capita circulation for any public library in the country for the same period was that of San Diego, California, where the score was 11.

White Silk Mufflers Within the Reach of All.

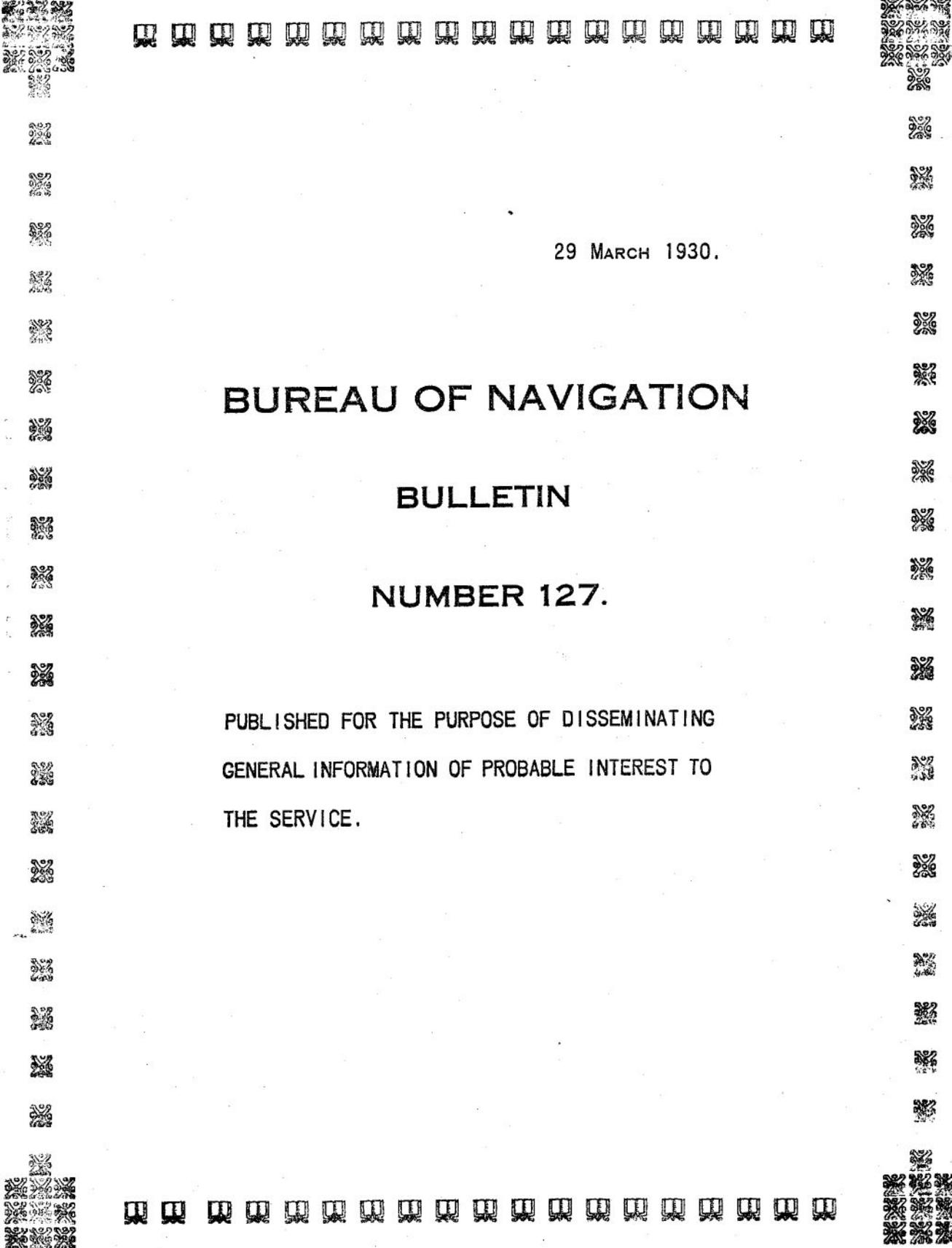
An officer recently addressed an inquiry to the Bureau as to where he could purchase one of the white silk mufflers required by the Uniform Regulations, stating that the only shop in New York where he had been able to locate one which conformed with the regulations asked \$17.50 for it, which he considered somewhat exorbitant. As a result of this complaint, the Secretary of the Navy has approved a change in the Uniform Regulations so as to permit the wearing of either a knitted or woven, plain or ribbed white silk muffler of approximately commercial size.

New Movies.

The following motion picture features and short subjects were purchased and released to the Service for circulation during February.

<u>TITLE</u>	<u>REELS</u>	<u>STARS</u>
THE MISSISSIPPI GAMBLER	7	Joseph Schildkraut-Joan Bennett
DYNAMITE	13	Conrad Nagel-Kay Johnson
HEARTS IN EXILE	6	Grant Withers-Dolores Costello
OZZIE OF THE CIRCUS	1	Oswald Cartoon
UNTAMED	6	Joan Crawford-Robert Montgomery
PATHE REV. 36-29	1	Magazine
COURTIN WILDCATS	6	Hoot Gibson-Eugenia Gilbert
ORIENTAL MOTORING	1	Ufa oddity
TAMING OF THE SHREW	7	Mary Pickford-Douglas Fairbanks
SHOW BOAT	11	Laura LaPlante-Joseph Schildkraut
FLIGHT	10	Jack Holt-Lila Lee
RICH PEOPLE	7	Constance Bennett-Regis Toomey
NUTS AND JOLTS	1	Oswald Cartoon
THE DANCE OF LIFE	9	Hal Skelly-Nancy Carroll
THE THROW OF DICE	7	All Hindu Cast

COLD STEEL	1	Aesop Fable
RED HOT RHYTHM	6	Alan Hale-Kathryn Crawford
LIBERTY	2	Comedy
SEVEN DAYS LEAVE	7	Garry Cooper-Beryl Mercer
SNOW USE	1	Oswald Cartoon
THE SHADY LADY	7	Phyllis Haver-Robert Armstrong
PATHE REV. 37-29	1	Magazine.
BROADWAY	9	Glenn Tryon-Evelyn Brent
EMBARRASSING MOMENTS	7	Reginald Denny-Marion Fuller
AEROPLANES	1	Educational
IT'S A GREAT LIFE	6	Duncan Sisters
PATHE REV. 39-29	1	Magazine
THE LAUGHING LADY	7	Ruth Chatterton-Clive Brook
THE DESTROYERS	1	Educational
FAST COMPANY	7	Evelyn Brent-Jack Oakie
A PERMANENT WAVE	1	Oswald Cartoon
THE MIGHTY	7	George Bancroft-Esther Ralston
THE FROG	1	Educational
RETURN OF SHERLOCK HOLMES	7	Clive Brook-Donald Crisp
THE IRIS	1	Educational
GLORIFYING THE AMERICAN GIRL	8	Mary Eaton-Ed. Crandall
LITTLE JOHNNY JONES	6	Eddie Buzzell-Alice Day
BACKBONE OF ENGLAND	1	Educational
THE LOVE RACKET	6	Dorothy Mackaill-Sidney Blackmere
SUNDAY MORNING	2	Comedy
PARADE OF THE WEST	6	Ken Maynard-Gladys McConnell
THIN TWINS	2	Comedy
IN THE NEXT ROOM	6	Jack Mulhall-Alice Day
THE WICKED WEST	1	Oswald Cartoon
ILLUSION	7	Charles Rogers-Nancy Carroll
THE CABARET	1	Aesop Fable
THE FOUR FEATHERS	8	Richard Arlen-Fay Wray



29 MARCH 1930.

BUREAU OF NAVIGATION

BULLETIN

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

OFFICER PERSONNEL.

Recognition for Lieutenants Cuddihy and Abson.

The Permanent Board of Awards, at its meeting on 21 February, 1930, recommended that the late Lieutenant George Thomas Cuddihy, U.S.Navy, be awarded the Distinguished Flying Cross posthumously. This recommendation was approved by the Acting Secretary of the Navy on 5 March, 1930, and the Distinguished Flying Cross awarded with the following citation:

"For extraordinary achievements while participating in an aerial flight on 7 August, 1929, for the purpose of determining the 'flat' spinning characteristics of the type F4B-1 airplanes. During this flight, Lieut. Cuddihy put the airplane in a tail spin at an altitude of 10,000 feet. It soon assumed the position of a 'flat' spin and apparently could not be again brought under control until Lieut. Cuddihy discovered a method of altering the head resistance which resulted in control being regained and a safe landing effected. This principle of regaining control is one that applies to all types of airplanes and will undoubtedly be the means of preventing many crashes. Lieut. Cuddihy's entire service in the aeronautical forces of the Navy has been marked by conscientious hard work and crowned by notable achievements, some of which are his services as a test pilot, as a pilot of racing craft and in successfully making a flight from Buenos Aires, Argentina, to Santiago, Chile, over the Andes Mountains. The interest and efficiency displayed by Lieut. Cuddihy in the performance of his duty, and his willingness to undertake the most hazardous feats have contributed much towards the advancement of the science of aeronautics, while his modesty, earnestness and courage have been an inspiration to his comrades."

The Board, at the same meeting, recommended a Special Letter of Commendation for Lieutenant Charles M. Abson, U.S.Navy, and further that his action in saving the life of Lieutenant Harold A. Noreen (M.C.), U.S.Navy, be referred to the Treasury Department for consideration for award of a Silver Life-Saving Medal. This recommendation was approved by the Acting Secretary of the Navy on 5 March, 1930, and the following letter of commendation has been addressed to Lieutenant Abson:

"I. From reports made by eye-witnesses, the Department notes the following facts in regard to your highly commendable action in saving Lieutenant H. A. Noreen (MC) U.S.N. from drowning:

"That on 7 July 1929, while a member of an officers' swimming party at Lewaii Bay, Kauai, T.H., the Squadron Medical Officer was caught in the dangerous backwash of the surf and was rapidly being carried out to sea.

"Upon hearing cries for aid, although tired from a long swim, you immediately went to the assistance of the doctor and successfully reached and towed him to a quieter place where you were assisted by the other members of the party in carrying him ashore.

"That your prompt and courageous action undoubtedly saved the life of the Medical Officer, Lieutenant H. A. Noreen (MC) U.S.N.

"2. The Department considers that your conduct reflects great credit upon you and is in keeping with highest Navy traditions, for which this letter of commendation is directed you, and a copy filed with your official record.

"3. Recommendation has been made to the Treasury Department that you be awarded the Silver Life-Saving Medal."

New Navy Register.

The Navy Register for January 1, 1930, has been delivered from the Government Printing Office and is being sent out to the Service.

This Register shows the following number of officers on the active list in the several grades, line and staff, as of January 1, 1930, as compared with those of the preceding year:

Number of Officers on the Active List as of 1 January 1929 and 1 January 1930 (additional numbers included).

<u>LINE</u>	<u>1929</u>	<u>1930</u>
Rear Admirals	57	57
Captains	243	243
Commanders	410	409
Lieutenant Commanders	756	759
Lieutenants	1754	1764
Lieutenants (junior grade)	1094	1281
Ensigns	<u>1023</u>	<u>827</u>
	5337	5340

MEDICAL

Rear Admirals	3	4
Captains	79	87
Commanders	94	77
Lieutenant Commanders	262	257
Lieutenants	213	207
Lieutenants (junior grade)	147	197
Act. Asst. Surgeons	<u>8</u>	<u>4</u>
	806	833

DENTAL

Commanders	14	21
Lieutenant Commanders	67	59
Lieutenants	64	63
Lieutenants (junior grade)	<u>30</u>	<u>40</u>
	175	183

<u>SUPPLY</u>	<u>1929</u>	<u>1930</u>
Rear Admirals	3	3
Captains	78	75
Commanders	19	20
Lieutenant Commanders	51	49
Lieutenants	374	363
Lieutenants (junior grade)	16	24
Ensigns	22	19
	<u>563</u>	<u>553</u>

<u>CHAPLAIN</u>		
Captains	13	10
Commanders	25	25
Lieutenant Commanders	18	18
Lieutenants	15	14
Acting Chaplain (Lieutenants j.g.)	8	14
	<u>79</u>	<u>81</u>

<u>PROFESSORS OF MATHEMATICS</u>		
Captains	3	3
Commanders	3	2
	<u>6</u>	<u>5</u>

<u>CONSTRUCTION</u>		
Rear Admirals	1	1
Captains	23	22
Commanders	22	20
Lieutenant Commanders	46	46
Lieutenants	114	109
Lieutenants (junior grade)	20	26
	<u>226</u>	<u>224</u>

<u>CIVIL ENGINEER</u>		
Rear Admirals	2	2
Captains	13	10
Commanders	8	8
Lieutenant Commanders	33	32
Lieutenants	39	40
Lieutenants (junior grade)	12	13
	<u>107</u>	<u>105</u>
Chief Warrant	1127	1153
Warrant	322	304
	<u>1449</u>	<u>1457</u>

The extra numbers on the Navy list are 62 in the Line, of whom 51 are for engineering duty only, and the remainder for miscellaneous reasons, such as advancement for war service, etc.

The principal change in the 1930 Register is the inclusion of an additional column wherein is indicated opposite each officer's name his special courses and qualifications which are thus carried in considerably more detail than was permitted by the former system of index numbers carried on the officer's name. The references are divided into three groups as follows: distinctions, administrative notes, and courses and qualifications.

A statistical comparison of the data given in the 1929 and 1930 Registers with regard to the following particulars of information is of general interest. In the 1929 Register there are listed 14 names on the emergency officers' retired list; 308 resignations; 110 deaths, of which 49 were active officers and 61 retired officers; 167 retirements; 17 dismissed; 9 dropped from the rolls; 4 appointments were revoked; while 2 officers were discharged. This same data in the 1930 Register is as follows: 335 names on the emergency officers' retired list; 309 resignations, 89 deaths, of which 35 were active officers and 54 retired officers; 128 retirements; 16 dismissed; 2 dropped from the rolls; 3 appointments revoked; and 3 discharged.

ENLISTED PERSONNEL

Commendation.

The Secretary of the Navy has recently addressed the following letter of commendation to Donald Dane Phillips, M.M.2c, U.S.N., U.S.S. MARCUS, home address 418 West Lincoln Street, Hoopeston, Illinois:

"1. The Department has recently reviewed the proceedings of the Board of Investigation convened by Commander, Destroyer Squadrons, Battle Fleet, to investigate the circumstances attending the explosion that occurred in the office of the USS TALBOT on 20 January 1930, resulting in burns to Donald Dane Phillips, Machinist's Mate second class, and Thomas Raymond Mullenix, Seaman second class, U.S.Navy; and the death of Alexander Martynowicz, Gunner's Mate third class, U.S.Navy, on January 23, 1930.

"2. It is noted from the 'Finding of Facts' that you, although badly burned, succeeded in shutting off the valves of the tank after the explosion and thereby prevented greater damage.

"3. The Department takes pleasure in commending you for your conduct on this occasion. The coolness and presence of mind you displayed in this emergency is in keeping with the best traditions of the Naval Service.

"4. A copy of this letter has been made a part of your official service record in the Department."

The following letter of commendation has been addressed to Joe Lafait Smith, SF3c, U.S.N., U.S.S. OSBORNE, home address 391 Holt Avenue, El Centro, California, by the Chief of the Bureau of Navigation:

"1. The Commanding Officer, U.S.S. OSBORNE, has brought to the attention of the Bureau your commendable conduct in extinguishing a blaze on board the U.S.S. TAYLOR.

"2. It appears that while a working party was using acetylene gas aboard the U.S.S. TAYLOR on the morning of February 15, 1930, the hose connection ruptured and the acetylene tank ignited. Being attracted by the blaze, you realized that there was grave danger of the tank exploding. At the risk of your life, you succeeded in closing the valve of the tank and thereby prevented an explosion of a very serious nature.

"3. The Bureau takes pleasure in commending you for your courage and initiative on this occasion and considers that your conduct was in keeping with the best traditions of the Naval Service.

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

Unemployed Include Few Ex-Navy Men.

The Registration Card of the Fleet Reservist shows the present occupation of each Reservist. It is remarkable how few of them are out of work and how many are in business for themselves.

Below is a list of some of the things your old shipmates are doing:

Armored car guard	Field Director-Red Cross	Milk and dairy inspector
Asbestos worker	First aid man	Paying teller
Awning maker	Fire fighter	Penitentiary guard
Barber	Fisherman	Pipe coverer
Boat builder	Florist	Playground director
Boxing instructor	Fraternal organizer	Policeman
Building Superintendent	Funeral director	Preacher
Bus. driver	Gardner	President, coal company
Butcher	Golf Professional	Printer
Car Constructor	Guard in a bank	Pullman porter
City fireman	Hide Salter	Refrigerating engineer
Chauffeur	Hotel steward	Rug cleaner
Cloth inspector	Ice man	Scale mechanic
Club manager	Ink maker	Sexton
Commercial aviator	Lawyer	Ship inspector
Cook, private car of President		Shoemaker
of Seaboard Air Line	Laundryman	Shoe shine parlor
Cook, Boy Scout Camp	Letter carrier	Sugar sampler
Customs guard	Lieutenant, Highway Patrol	Taxi owner
Draw bridge tender	Life insurance agent	Tent maker
Dredging inspector	Lighthouse keeper	Ticket agent
Embalmer and undertaker	Lunchroom owner	Upholsterer
Federal Prohibition Agent	Meat cutter	Water meter reader
Federal Narcotic Agent	Metal polisher	Yacht captain
	Meter prover	

Desertions Lessen With Months of Service.

An examination of the records of the last 173 deserters reported to the Bureau shows that 25% of them had been in service less than 6 months, 50% less than 11 months, and 75% less than 21 months. Desertions occur most frequently within 5 to 6 months, or during the first quarter after leaving the training station;

and for the ensuing half year they continue at a rate greater than during any subsequent period. This is the period of homesickness and adjustment when the most effort is needed to tide men over.

The percentages of desertions for successive periods of 6 months after enlistment are as follows: 29, 25, 15, 13, 7, 4, etc.

TRAINING

A Source of Gratification.

The Commanding Officer, Naval Training Station, Hampton Roads, receives frequent letters, of which the one following quoted is a recent typical example, expressing the appreciation of relatives for the progress and enthusiasm of enlisted men under training. This reflection of the men's whole-hearted, enthusiastic absorption in their work, and of relatives' active and sympathetic attention to their progress, indicates the soundest kind of foundation to build upon and is a source of no little satisfaction to the Bureau.

"Dear Sir:

"My son-----, who expects to graduate next week from the Electrical School at the Hampton Roads Training Station, has often told us, in his letters to his mother, how well he was treated, and that he was glad he joined the Navy.

"In fact, he stated that it was just like going back to high school and getting paid for it at the same time. He always speaks well of his officers, of his electrical training, of his food, and also the entertainment.

"I trust that when my boy completes his enlistments that he will be a credit to us as well as the U. S. Navy, and that can only be done by close cooperation between his instructors and the boy.

"This letter should have been written to you sooner. However, my boy's mother and the writer wish to thank you as the Commanding Officer of the Base, for the care and kindness to the boy.

"We have no reason to believe that the boy has misstated anything to us in reference to his training, and a reply from you will be appreciated.

"Yours very truly,

"-----"

Slidefilm Projector Supply and Demand.

There seems to be some misunderstanding as to the price of slidefilm projectors. Bureau of Navigation Circular Letter No. 45-29 stated that the projectors would cost about \$35.00 each. The projectors had not been purchased at that time and this figure was the Bureau's guess. The contract price is \$36.00 with two percent discount for cash, therefore ships desiring these projectors should forward a check for \$35.28, if purchased with unofficial funds.

The number of slidefilm projectors issued to date is about 100 and more are being called for daily. In addition to those issued to ships, various shore activities find them valuable. They are used, for example, at the Naval Academy for the instruction of midshipmen. A recent request for one of these projectors from the Commandant of the Mare Island Navy Yard read in part as follows:

"The projector described in reference (a) would be of great use to the Yard as a whole, and to the Industrial Department in particular, in research work, in instructing civilian employees in the rigging and use of safety appliances, safety precautions, first aid, shop processes and methods, etc."

HYDROGRAPHIC.

Static Recorders.

For many years scientists have been busily engaged in the study of static and its relation to disturbances of the atmosphere. With the idea in mind that research work in this field has been somewhat handicapped by the lack of suitable instruments, specifications for a machine to automatically record static disturbances were drawn up by the Hydrographic Office in conjunction with the Bureau of Engineering.

The first of these machines, developed and manufactured for the U.S. Navy by the Westinghouse Electric and Manufacturing Company, has recently been completed, and should represent a considerable improvement over any type of static recorder in operation up to the present time.

The purpose of this equipment is continuous automatic recording of static disturbances, with the record indicating the direction from which the static disturbance originates, the time at which the signal is received, and the intensity of the signal. There is also provided a means of converting the recorded intensities into standard units, which in this case are micro-volts per meter.

It has been planned to install these recorders at several strategic points along the Atlantic seaboard; in the Gulf of Mexico and the Caribbean waters for the detection of tropical storms. By means of simultaneous cross bearings from the various stations it is hoped that storm centers, with which heavy static sources are believed to be associated, may be located when still far distant, and the movements of storms followed continually.

TRANSPORTATION.

Naval Transports.

There are two vessels in commission which are rated as Naval Transports, namely, the U.S.S. CHAUMONT and U.S.S. HENDERSON. These vessels, together with the U.S.S. KITTEERY, (which is rated as a cargo vessel, operating between Hampton Roads and the West Indies), are the only Naval vessels which carry women and children as passengers.

Beginning in June, 1930, the CHAUMONT and HENDERSON will be operated between Hampton Roads, Va., and the Asiatic Station, via the Canal Zone, Nicaragua, California ports, Honolulu and Guam.

Detailed information and instructions regarding transports may be found in the U.S. Navy Travel Instructions. In view of the relative lack of familiarity on the part of officers, enlisted men and their dependents with regard to assignment of passengers, their eligibility, and similar matters which are handled by the Bureau, the following general statement will be of interest.

It is a matter of common knowledge that commercial transportation may be purchased by the Bureau in cases of official travel, only when space by Government carrier is not available. The transport service is inadequate to handle all overseas travel demanded by the Navy and Marine Corps, and a great deal of commercial transportation is purchased by the Bureau of Navigation for the former, and by the Quartermaster's Department, Marine Corps, for the latter.

Other things being equal, preference is given to senior officers, and dependents accompanying them, in purchasing commercial overseas transportation.

Normally, all transports are booked to rated cabin capacity with personnel under orders about two weeks or more before date of sailing. The sailing list is mailed to the Commanding Officer at that time, a copy of same going to the Commandant of the Naval District which includes the port of departure. Included in the letter containing the sailing list is a waiting list, made up of persons not legally entitled to transportation, but connected in some manner with Government service.

It is the policy of the Bureau to definitely furnish personnel who are legally entitled to it, with transportation, whether Government or commercial. Therefore, the waiting list never includes persons legally entitled to transportation.

The waiting list includes the addresses of the persons listed, and the Commanding Officer is authorized by standing orders to communicate by despatch or letter with members of the waiting list, in case cancellations from the regular sailing list at a late date before sailing make their accommodation possible.

Assuming that the regular sailing list is made up entirely of personnel under orders, as is normally the case, obviously, persons on the waiting list can only be accommodated when cancellations from the sailing list occur at such a late date before sailing as to render the issuance of new orders impracticable. From this, it will be evident that a member of the waiting list, in order to be accommodated must be prepared to act on extremely short notice. Obviously, those who are living a long distance away from the port of departure are at a great disadvantage on account of the short notice available and the time required for travel.

Passenger eligibility and priority are covered on pages twelve and thirteen of the U.S. Navy Travel Instructions. Other detailed instructions with regard to Government transports, both Army and Navy, may be found on pages thirteen to sixteen, inclusive, of the same book.

The Commander-in-Chief, U.S. Asiatic Fleet, books all passengers in case of returning transports from the Asiatic Station, including Guam. Obviously, this arrangement is necessary as the Commander-in-Chief distributes his own personnel within the limits of the Station under his command. The transport actually operates under his command when West of the one hundred eightieth meridian. The

same difficulty exists on the Asiatic Station with regard to space requirements. The Bureau's policy is to warn all persons, not legally entitled to transportation, to the effect that if they are fortunate enough to get aboard an outgoing transport from the waiting list, they still take a serious risk of finding it necessary later to purchase return passage at their own expense. Recent return sailings of transports from the Asiatic have accommodated extremely few persons not traveling under orders.

LEGISLATIVE.

Status of Legislation.

Further action in the Joint Pay Committee has been held up because of the Tariff in the Senate, but with the Tariff temporarily out of the Senate and in conference, it is believed that the Joint Committee will commence sessions.

For the same reason the Senate Naval Committee has not held sessions recently.

The House Naval Committee has considered a number of private bills and has held several days' sessions on a bill for a new Naval Hospital at League Island, Philadelphia.

MISCELLANEOUS.

Applications For 1912 Nicaraguan Campaign Medal Lacking.

To date, very few applications have been received for the 1912 Nicaraguan Campaign Medal for service on the U.S.S. MARYLAND, which vessel was recently added to the list of vessels whose crews were entitled to the medal. Service on board the U.S.S. MARYLAND between 29 July, 1912 and 14 November, 1912, entitles one to this medal. Notice of this addition was published in Bureau of Navigation Bulletin No. 117, dated 9 November, 1929.

New Covers for Rough Deck Logs Under Test.

The Bureau of Navigation is now testing out in the Fleet, new covers made of reinforced fabricoid for deck logs, which, if they prove satisfactory, are intended to replace the old oil cloth cover. The oil cloth covers have been a source of complaint as they peel and stick in damp or hot weather.

Design for Second Nicaraguan Campaign Medal Approved.

The design for the Second Nicaraguan Campaign Medal has been approved by the Fine Arts Commission and accepted by the Navy Department. It is now in the hands of the designer, who is making the model. The medal will then be sent to the Fine Arts Commission for its final approval.

A Word To The Wise.

The Commandant of the Third Naval District has submitted a report to the Bureau regarding alleged irregular business dealings of one S. W. Rice, a clothing salesman of Brooklyn, New York. Several complaints have been received from men who have made deposits on clothing, that although full payments have

been made, the clothing has not been delivered. It is alleged that Rice is operating under the name of "Anchor at Sams", also that he represents the "G & S Uniform Company". The Commandant's investigation discloses that there is no firm by the name of "Anchor at Sams", and further that Rice is not an agent for the G & S Uniform Company. The Commandant of the Third Naval District has issued orders prohibiting future admittance of Rice into the Navy Yard, New York.

Intercollegiate Boxing Championship Tournament.

In the first round of the Intercollegiate Boxing Championship Tournament held in Philadelphia on Friday, 21 March, the Naval Academy placed five of its seven entries for the second round.

Following is a summary of the bouts in which Naval Academy entries were successful:

115-Pound Class

Jack Dempsey (Navy) gained decision over Girard McAllister (Georgetown) in three rounds.

125-Pound Class

John Fitzgerald (Navy) gained decision over Julius Epstein (Penn State) in three rounds.

145-Pound Class

Norman Hall (Navy) gained technical knockout over Lewis Rosenbloom (Penn) in second round.

160-Pound Class

Paul Moret (Navy) gained a decision over Jack Tierney (Georgetown) in three rounds.

175-Pound Class

Ben Swan (Navy) won decision over Raymond in three rounds.

Three Naval Academy entries won out in the semi-final round on 22 March. Jack Dempsey in the 115-pound class, Norman Hall in the 145-pound class, and Ben Swan in the 175-pound class.

Results of the final events in which the Naval Academy placed entries were as follows:

115-Pound Class

Stoops (Penn State) gained decision over Dempsey (Navy) in three rounds.

125-Pound Class

Fitzgerald (Navy) gained third place by forfeit.

145-Pound Class

Hall (Navy) gained a technical knockout over Lewis (Penn State) in the first round.

160-Pound Class

Swan (Navy) won first place by defeating Penn State (Penn State).

175-Pound Class

McAndrews (Penn State) gained decision over Swan (Navy), in four rounds.

The Naval Academy finished third in the tournament with a total of 15 points, Penn State winning first place with 19 points, and Western Maryland College second with 14 points.