

TRAINING DIVISION.

2 AUGUST 1930.

BUREAU OF NAVIGATION

BULLETIN

NUMBER 137.

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

OFFICER PERSONNEL.

DESPATCH ORDERS NECESSARY.

Confirmation Not Essential.

Although the Bureau is continuing its efforts to determine assignments of officers and issue orders as far in advance of effective date as possible, it appears impossible to avoid the issuance of a very considerable number of orders by despatch.

When despatch orders are issued it is impossible, without adding enormously to the volume of traffic, to include as information addressees all stations that may be interested. Despatch orders are therefore addressed normally only to the present station of the officer concerned.

Despatch orders are all that is necessary to enable an officer to proceed to a new station. They are also all that is necessary to enable the old station to proceed with the furnishing of transportation for dependents and household effects.

Following the issuance of despatch orders written confirmations are issued as soon as possible. However, the clerical force of the Bureau is limited and the work load variable. In consequence, at certain periods of the year, notably in June and July, the issuance of confirmation orders necessarily lags behind the despatches. Every effort is made to reduce this lag to a minimum.

When, although despatch orders have been issued, it is manifest that confirmation orders can reach the officer prior to departure from his old station, such orders are mailed to the old station. Should there be any doubt the confirmation orders are mailed to the new station.

As confirmation orders are not necessary to enable the officer to proceed or to permit the transportation of dependents and household effects, the Bureau considers that the great number of requests made for the expediting of forwarding confirmation orders constitute a wholly unnecessary burden upon the communication system.

RADIO STUDENTS SELECTED.

Begin Course in October.

In accordance with the Bureau of Navigation Circular Letter No. 26-30, of 25 February, 1930, the following chief radio electrician and radio electricians have been selected for an eight months' course

of instruction in communication engineering at the U. S. Naval Research Laboratory, Bellevue, D. C., beginning about 1 October, 1930:

Radio Electrician Philip R. Zimmerman, U.S.N.,
from U.S.S. OMAHA.
Radio Electrician Robert E. Trapeur, U.S.N.,
from U.S.S. MEMPHIS.
Radio Electrician Merrill M. Holt, U.S.N., from
U.S.S. OKLAHOMA.
Radio Electrician Chester S. Denton, U.S.N., from
U.S.S. NEVADA.
Radio Electrician Elmer T. Stone, U.S.N., from
Receiving Station, Puget Sound, Wash.
Chief Radio Electrician Dec A. Merritt, U.S.N.,
from Staff, Commander in Chief, United States Fleet.

ENLISTED PERSONNEL.

COOLNESS UNDER FIRE.

Commended by the Secretary.

The Secretary of the Navy, on 23 July, addressed a letter of commendation to William Matthew Weldon, Yeoman first class, U. S. Navy, U.S.S. PANAY, home address, 3002 N. Ruth Street, Philadelphia, Pa. The following extract from the Secretary's letter is quoted:

"1. The Commanding Officer, U.S.S. PANAY, has brought to the attention of the Department your meritorious actions while serving as a member of the Armed Guard on board the SS CHI PING on 12 and 14 March, 1930.

"2. It appears that while the SS CHI PING was making passage on the Yangtze River near Ichang, China, the vessel was under heavy fire on several occasions from groups of unattached Chinese soldiers. During this time you rendered valuable aid to the Commanding Officer of the Armed Guard and displayed alertness, leadership, and presence of mind, under fire."

MESSIAN BRANCH VACANCIES.

"Long Service" Defined.

There are now a few vacancies existing in the Navy as a whole in the officers' steward and officers' cook groups. The Bureau will be pleased to receive recommendations for advancement to officers' steward third class and officers' cook third class in the cases of mess attendants first class who are exceptionally well qualified and who have served an extremely long period of time in rating or who have extremely long total naval service. In this connection, in view of the large number of mess attendants first class in the service,

1269 as of 30 June, 1930, the service is informed that the Bureau in the case of those ratings interprets "extremely long" as not less than eight (8) years in rating or not less than twelve (12) years total naval service. This action is necessary in order to prevent a flood of recommendations being received and the necessity of disapproving practically all of them.

TRAINING.

RECRUITS UNDER TRAINING.

The following table shows the number of recruits under instruction at the various Training Stations under date of 19 July, 1930.

:	:	Great:	Hampton:	Newport:	San	:	:				
:	:	Lakes:	Roads	:	R.I.	:	Diego	:	Total:		
:	Recruit Training	:	:	:	:	:	:	:	:		
:	Apprentice Seamen	:	437:	562	:	536	:	404	:	1939	:
:	Seamen Second Class	:	2:	15	:	21	:	4	:	42	:
:	Other Ratings	:	39:	69	:	29	:	47	:	184	:
:		:	478:	646	:	586	:	455	:	2165	:

NEW SLIDEFILMS AVAILABLE.

The Bureau of Navigation (Training Division) has issued on 15 July a slidefilm titled: "The Service of a 5-inch, 51-caliber Gun (For Official Use Only), parts I and II", to destroyers owning projectors. The regular distribution of this slidefilm is scheduled for 1 August, but in view of the large number of destroyers making reserve cruises, the film has been sent to them as it is believed it will be of assistance in training the reservists. Distribution to other owners of slidefilm projectors of this film will be made on 1 August.

Attention is invited to Bureau of Navigation Circular Letter No. 45-29. A slidefilm projector costs \$35.23, but the film service to owners of projectors is free.

SUGGESTIONS WELCOMED.

Bureau Wants Constructive Comments.

The following quotation is characteristic of a number of comments recently received from ships in regard to slidefilms:

"...The Bureau's slidefilm projector.....has proved itself of much interest. We have also been receiving the regular supply of films and find them very satisfactory. It is the intention of the commanding officer to comment on such after six months with one or two ideas as to beneficial suggestions."

The Bureau invites suggestions from all who are interested.

LAUDS TRAINING EFFORTS.

A Mother Shows Her Appreciation.

A recent communication from the mother of an enlisted man, expressing her appreciation for what Navy training has done for her son, is quoted:

"Dear Sir:

"As my son is about to complete his training, I again want to humbly thank each and every officer for the splendid training he has received. For the last three years I have been a nervous wreck, trying so hard to bring my one spoiled son up as his dying daddy wanted him to be. Just in six weeks you have taught him so much. I am so proud of him. He is a gentleman in every way. You don't know what it means to me. I should not bore you with these letters, but thanks again to each officer. I can never repay the Navy; only a boost shall always come from me to every mother.

"Sincerely."

Letters from mothers are the best evidence the Navy can have of the interest the Navy would like every citizen to evince in its personnel.

NAVAL RESERVE.

NAVAL RESERVE INSPECTION

MAINTAINS EFFICIENCY.

The present Naval Reserve is based upon legislation enacted February 28, 1925. This act of legislation, among other things, provides for an inspection "at least once each year" by the Naval Reserve Inspection Board, appointed by the Secretary of the Navy. The act provides that this board shall report to the Secretary of the Navy upon "the qualifications, organization and administration of said units."

The unit referred to is a division of 55 fleet reservists with their assigned complement of officers. There are 148 of these units in the United States and 1 in Hawaii; also, there are 29 reserve aviation divisions. The fleet divisions are, in many cases, organized into battalions, particularly where there are more than one division in the same city. The aviation divisions are, in almost every case, organized into squadrons.

In view of the number of units to be inspected and the area to be covered, at least two members of the regular Naval Reserve Inspection Board inspect each unit in the continental limits of the United States once a year. The result of this inspection, combined with marks for yearly drill attendance, turnover, inspection attendance, cruise attendance and mobilization efficiency, determines the yearly standing of each division.

A typical annual inspection of a fleet division is somewhat as follows: At the time set for the inspection, usually 3:00 p.m., the Board is received on the drill floor with the division drawn up ready for military inspection. The division is presented as ready for inspection and the Board proceeds in much the same manner as for Captain's inspection aboard ship. The following points are carefully noted: manner in which officers give commands, general cleanliness, appearance and method of wearing white hats, leggings, trousers, belts, campaign ribbons, watch marks, tape on cuffs, guns, gun slings, etc.

Following this military drill, emergency drills - consisting of fire, collision and abandon ship - are held. Conditions aboard ship are simulated as much as possible and it would surprise many officers to see how valuable, for instructional purposes, a well-simulated drill in an armory can be made.

Following emergency drills, various men are picked at random from the division and are examined in their knowledge of first aid.

Following this, the engineers are sent to classroom instruction. The deck force are drilled at knotting and splicing, gun drill, loading drill, radio drill, and signal drill, and are then sent to classroom instruction.

Sometimes a special drill is staged such as man overboard, getting under way, etc.

The various groups of classroom instruction are attended by the Board, and useful suggestions are given to increase the efficiency of methods employed. This is one of the most valuable phases of the inspection.

If time permits, the Board holds an informal conference with the Division Commander and officers to point out the most glaring faults and suggest remedies. Praise is also given when due. At these informal talks, the Board is able to acquire much special information pertaining to the division.

In the cases of battalion inspections, the same procedure is gone through with as for a single unit, except that usually the emergency drills are performed one by each division, all divisions receiving the mark of the division performing the drill. Lots are drawn to determine the drill each division shall hold.

During the ensuing year, it is intended to reduce somewhat the drills conducted, probably eliminating physical drills, and spend the time thus gained in questioning carefully the various groups of petty officers. This will aid considerably in assigning mobilization efficiency marks, as these marks are based, in part, not only on the balance of ratings in the division, but also the knowledge displayed by men in the various ratings.

The foregoing brief description of an inspection, as stated, applies to a fleet division. The inspection of a reserve aviation division is somewhat different. These divisions are given two distinct inspections; one - the personnel inspection - in the evening; and another - the operating inspection - during an afternoon. At the personnel inspection, much the same procedure is gone through as described for a fleet division. At the operating inspection, planes are serviced and flown both singly and in formation. Where possible, the two inspections are to be combined in one afternoon session.

At the inspections of aviation units, the regular board is augmented by an officer qualified in aviation.

As an adjunct to the inspection, the reserve officers usually try to make the visit of the Inspection Board to the community of as much value to the Navy and the local reserve division as possible. The Board's entertainment sometimes begins at breakfast and continues throughout the day with visits to prominent officials, luncheon clubs where speeches by the Board members are usually required, and winds up with dinner before the inspection. This is generally true throughout the middle west. While the experience is very tiresome when repeated every day for a week, it is felt that it is very valuable in creating a kindly feeling and sentiment toward the Navy, and is a necessary function of the Board.

RESERVES ENTER ACADEMY.

Thirteen Fully Qualified.

The law authorizes twenty-five appointments annually to the Naval Academy from the Naval Reserve to be selected as a result of a competitive examination. In the mental examination held in April, 1930, forty-eight reported for the examination and fifteen passed (31.25%). Thirteen qualified physically, and entered the Naval Academy, their names and home addresses being as follows:

<u>Name</u>	<u>Home Address</u>
ADAMS, Parks Madden	144 N. Carondolet St., Los Angeles, Cal.
DAVIS, George Fleming	3263 Nuuanu Ave., Honolulu, T.H.
DISSETTE, Edward Farwell	4285 Leslie Ave., Detroit, Mich.
FAHY, Edward Joseph	1454 Shakespeare Ave., New York, N. Y.
GREER, Harry Holt, Jr.	Marshall Road and Powell Lane, Upper Darby, Pa.
HYDE, John Milton	32-05 154th Street, Flushing, N.Y.
LATHAM, Richard Clark	170 Pennsylvania Ave., Crestwood, N. Y.
LeCLERQ, Norman Charles	27 Arundel Ave., St. Louis, Mo.
PRESLER, Irving Stahl	4311 Hayes St., N. E., Washington, D. C.

<u>Name</u>	<u>Home Address</u>
RUSH, Samuel Opdyke, Jr.	4302 Ashland Ave., Baltimore, Md.
SELLARS, Robert Frederick	781 E. 19th St., No., Portland, Ore.
WALKER, George Pearson	173 North Parkway, East Orange, N.J.
WILLIAMS, Robert Russell, Jr.	251 Barton St., Buffalo, N. Y.

LEGISLATION.

PUBLIC WORKS PROJECTS.

The Public Works Bill, known as Senate 649, which was passed in this Congress, authorizes the following public works of interest in connection with the housing or training of personnel:

Barracks and mess hall, Submarine crews at Navy Yard, Mare Island; physical instruction gymnasium and welfare building, Naval Air Station, San Diego; barracks, mess hall, and galley for enlisted men, Naval Training Station, San Diego; barracks and mess hall, Naval Training Station, Hampton Roads; bachelor officers' quarters at the Naval Air Station, Coco Solo; office, barracks, mess hall, Naval Air Station, Anacostia; quarters for Commandant, Canal Zone; officers' quarters, Submarine Base, Pearl Harbor; officers' quarters, Submarine Base, Coco Solo; officers' quarters, Naval Base, Canal Zone.

The Naval Appropriation Bill contained a special addition to the general bill of about \$3,000,000 toward starting the public works authorized in S. 549. With this money it is expected that work will be started on all of the projects mentioned above, with the exception of the barracks at the Naval Air Station, Anacostia, and officers' quarters, Submarine Base, Pearl Harbor.

In addition to the above, the Naval Appropriation Bill for 1931 provides funds for improvement to the water front and the railway system, Naval Academy; improvements in old buildings and the water front, Navy Yard, Mare Island; improvement of the power plant and heating systems, Training Station, Great Lakes; improvement of the water front, Receiving Station, San Francisco; and quite a number of other public works not directly connected with the Bureau of Navigation.

MISCELLANEOUS.

NAVAL VICTORY.

Leech Cup Team Again Wins.

The Navy tennis team again defeated the Army in the seventh annual tennis match played for the Leech Tennis Trophy at the Chevy Chase Country Club on July 19.

The team was victorious by a score of 6-1.

The results of the singles were as follows:

Lt. R. M. Watt, (CC) U.S.N., repeated his performance of last year by defeating Army's number one player, Major R. C. Van Vliet, U.S.A., in straight sets, 6-0, 6-3.

Lt. (jg) G. W. Smith, (MC) U.S.N., defeated Lt. D. D. Hedekin, U.S.A., number two Army player in straight sets by the scores of 6-2, 6-3.

Ens. J. M. Farrin, Jr., U.S.N., after winning the first set by a score of 6-4 from Lt. S. K. Robinson, U.S.A., dropped the other two sets 6-3, 8-6, thus permitting the Army its only score.

Ens. W. E. Howard, Jr., U.S.N., defeated Major W. M. Robinson, U.S.A., 6-4, 6-4.

In the doubles a clean sweep was made in the following order:

Comdr. C. C. Gill, U.S.N., and Lt. G. W. Smith, (MC) U.S.N., defeated Majors R. C. Van Vliet and T. D. Finley, U.S.A., by default after the former had won the first set at 6-4 and the latter had won the second at 15-13.

Ens. W. E. Howard and J. M. Farrin, U.S.N., defeated Lts. S. K. Robinson and D. D. Hedekin, U.S.A., by a score of 6-4, 6-1.

Lts. R. M. Watt (CC) and R. W. Dole, U.S.N., defeated Majors J. H. Hills and L. S. Hobbs, U.S.A., 6-8, 6-3, 6-3.

COMMANDER BRATTON HONORED.

Appointed Denver's New Safety Manager.

Commander Leslie E. Bratton was appointed by the Mayor of that city as Safety Commissioner and Excise Manager of Denver, Colorado, on July 16, 1930. Commander Bratton, who is on the retired list, has resided in Denver for about eighteen months.

Commander Bratton, upon being interviewed, expressed his gratification at the confidence shown by the Mayor in honoring him with the appointment, but declined to make any statement as to policies.

The following extract from the Rocky Mountain News, descriptive of the new Safety Manager, shows that the writer correctly sized up the object of his sketch:

"Leader of men--that, in a phrase, is the description of Denver's new manager of safety and excise, Leslie E. Bratton. Broad shouldered and 5 feet 10½ inches tall, he carries his 180 pounds with the physical poise that bespeaks his 23 years of military service. A strong chin combines with his jaws to give a stern expression to his face. The fancy is changed in a

moment by his smile, however.

"Steel gray eyes that are wide open have a quick, appraising glance and, naturally enough, there comes the picture of a man on a ship's deck issuing decisive orders as a destroyer pounds thru heavy seas. But once more the ready smile. Then there are little creases at the corners of the eyes that catch the happy expression and the gray eyes themselves seem to become part of the smile. He is a man to command attention, and he gives the impression of demanding obedience to his orders. 'I realize perfectly that I am not on the deck of a ship,' he said, and his voice was pleasant. His poise indicates he would be at ease in any situation, in any company. His engaging smile cannot help but bring him friends. His forcefulness commands respect. His quiet, unassuming demeanor invites confidence."

INTERESTED IN TRAVEL.

Girl Wants First-Hand Information.

The best place to go for information is to the source, as the young lady who addressed the following letter to the Bureau evidently realizes:

"Dear Boys:

"I am expecting an answer to this letter. I am very anxious to receive some views of the different places where you go. I think it would be awfully interesting, don't you? I want all of you to answer this letter that can.

"I correspond with lots of boys, but that is not as thrilling as corresponding with boys who travel everywhere. Would you think so? I knew you would like to hear from a few girls. Some of my friends are going to write to you later on. Answer real soon.

"Sincerely,

"_____."

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OFFICER PERSONNEL.

TIME ALLOWANCES UNDER ORDERS.

Unauthorized Delay Expensive.

Recently a Lieutenant (junior grade) was detached from duty at the Naval Air Station, Pensacola, and ordered to temporary duty in the Hydrographic Office, and upon completion to Philadelphia to report for duty on the U.S.S. HANNIBAL.

Due to ignorance of Navy Regulations, Article 132, and Bureau of Navigation Circular Letter P16-4(D)(55), of 12 January, 1930, this officer took two days in which to start travel from Pensacola and four days in Washington in which to start travel to Philadelphia. The Comptroller General consequently checked him for four days pay for absence without leave, totaling \$36.00.

NAVY CROSSES AWARDED.

Lieutenant (j.g.) Winslow and Lieutenant Commander Davis (M.C.) Decorated.

The President has recently awarded Navy Crosses to Lieutenant (j.g.) Cameron McR. Winslow, U.S.Navy, and to Lieutenant Commander Brython P. Davis (M.C.) U.S.Navy, for services as set forth hereinafter.

Lieutenant (j.g.) Cameron McR. Winslow, U.S.Navy, for services as set forth in the following

Citation:

"For distinguished service in the line of his profession while in command of the armed guard on board the S. S. Chi Ping from 12 March to 14 March, 1930, on the Yangtze River near Ichang, China. While making passage on the river, the vessel was under heavy fire on several occasions from groups of unattached Chinese soldiers, sometimes in considerable numbers, using rifles, machine guns and, on one occasion, a field piece and at very short ranges. Lieutenant (j.g.) Winslow caused the fire to be returned promptly and with telling effect so that in each instance the attack was repulsed and the vessel permitted to continue its voyage.

"During an attack on the vessel on 14 March, Lieutenant (j.g.) Winslow was struck in the thigh by a rifle bullet. He did not give up the active command of his detachment but continued operating a machine gun until all danger had passed. The vessel was struck in the hull about two hundred and fifty times by rifle and machine gun bullets. Lieutenant (j.g.) Winslow's leadership and courage during the voyage were in keeping with the highest traditions of the service and resulted in the saving of valuable property and the lives of those on board the vessel."

Lieutenant (j.g.) Winslow's home address is Narragansett Ave., Newport, R. I.

Lieutenant Commander Brython P. Davis (M.C.) U.S.Navy, for services as set forth in the following

Citation:

"For distinguished service in the line of his profession as Commanding Officer of the Field Hospital, Managua, Nicaragua, and as Brigade Surgeon, Second Brigade, U. S. Marine Corps, serving in the Republic of Nicaragua from 24 February, 1929, to 25 April, 1930. In all his duties, Lieutenant Commander Davis displayed marked executive and professional ability, judgment and tact, and was untiring in his ministrations to the military as well as the civilian population. His efforts not only resulted in the Brigade being kept in a high state of physical effectiveness but he rendered great assistance to the Nicaraguan Government in the capacity of an adviser in matters pertaining to sanitation, and particularly at a time when an epidemic of smallpox was threatened. His ministrations and advice were of great assistance to the furtherance of friendly relations between the United States and the Nicaraguan people."

Lieutenant Commander Davis' home address is Mill Valley, Cal.

COMMENDATION AND RECOGNITION.

Letters Addressed Officers Entitled To
Distinction For Past Engineering Competition Year.

The Secretary of the Navy is forwarding letters of commendation and letters of recognition to officers attached to ships which won the engineering trophy of their class, the greatest improvement prize, or which made the second highest final merit in engineering, for the competition year 1929-1930.

Letters of commendation are to be issued to the following officers of the UTAH, winner of the Engineering Trophy and the Greatest Improvement Prize, 1929-1930, in the battleship class:

Commanding Officer, Captain C. R. Train, U.S.N.

Engineer Officer, Lieutenant Commander H. J. Reuse, U.S.N.

Letters of recognition have been issued to six officers of the MISSISSIPPI, which made the Second Highest Final Merit in Engineering, 1929-1930, in the Battleship Class.

Letters were awarded to:

Lieutenant Commander C. A. Bailey, U.S.N.,
" " H. P. Samson, U.S.N.,
" " M. H. Spriggs, U.S.N.,
Lieutenant W. W. Fife, U.S.N.,
" D. H. Johnston, U.S.N.,
" T. J. Kelly, U.S.N.

The following six officers of the MEMPHIS were awarded letters of commendation for winning the Engineering Trophy of the Light Cruiser Class and the Greatest Improvement Prize:

Captain George J. Meyers, U.S.N., Commanding Officer.
Engineer Officer, Lieutenant Commander W. P. Portz,
U.S.N.,
Lieutenant G. H. Lyttle, U.S.N.,
Chief Machinist J. S. Glover, U.S.N.,
Chief Machinist W. H. Muelhouse, U.S.N.

Captain A. B. Cook, U.S.N., Commanding Officer, and Lieutenant N. H. McDonald, U.S.N., Engineer Officer, of the LANGLEY were awarded letters of commendation for winning the Engineering Trophy and Greatest Improvement Prize for the Cruiser Class.

Letters of commendation were awarded to the following officers of the EAGLE 58 for winning the Engineering Trophy and Greatest Improvement Prize for the Gunboat Class:

Lieutenant Commander L. R. Moore, U.S.N., Commanding Officer,
Lieutenant F. R. Dodge, U.S.N., Commanding Officer,
Lieutenant (j.g.) J. S. Smith, Jr., U.S.N.

Lieutenant Commander J. W. Reeves, Jr., U.S.N., Commanding Officer, and Lieutenant (j.g.) F. L. Tedder, U.S.N., Engineer Officer, of the PARROTT, were awarded letters of commendation for winning the Engineering Trophy for the Destroyer Class.

Lieutenant Commander A. W. Ashbrook, U.S.N., Commanding Officer, and Lieutenant (j. g.) E. R. Winterhaler, U.S.N., Engineer Officer, of the BULMER were awarded letters of commendation for winning the Greatest Improvement Prize in Engineering for the Destroyer Class.

Letters of commendation were awarded to the Commanding Officers and Engineer Officers of the Submarine S-16, which won the Engineering Trophy, and of the Submarine V-2, which won the Greatest Improvement Prize in the Submarine Class.

USS S-16 - Lieut. F. M. O'Leary, U.S.N., Commanding Officer,
" (j.g.) R. A. Sentman, U.S.N.

USS V-2 - Lieut. Comdr. L. D. McCormick, U.S.N., Commanding Officer,
Lieutenant W. D. Leggett, U.S.N., Engineer Officer.

Letters of recognition were awarded to two officers of the S-45, which had the Second Highest Merit in Engineering in the Submarine Class.

USS S-45 - Lieut. Comdr. W. V. Shown, U.S.N., Commanding Officer,
Lieutenant (j.g.) D. E. Roth, U.S.N., Engineer Officer.

ENLISTED PERSONNEL.

RECOGNITION FOR FIVE FOR FAIRFAX-PINTHUS COLLISION AID.

Commended by Secretary for Services on Occasion of Disaster.

The Secretary of the Navy has forwarded letters of commendation to five enlisted men of the Navy in recognition of the aid rendered by them following the collision of the steamer FAIRFAX with the oil tanker PINTHUS on 10 June, with a loss of 49 lives.

All of the letters commended the personnel listed below for their aid, as they "assisted in fighting the fire which followed the collision, in helping the passengers with life belts and in assisting them in and out of life boats."

Letters were addressed to the following named men:

Edward George Joseph Cullen, Chief Quartermaster, U.S.N.,
U.S.S. LEXINGTON, Home address, 68 Foster St., Everett,
Mass.,
George Francis Farrell, Chief Signalman, U.S.N., U.S.S.
LEXINGTON, Home address, 38 High Street, Everett, Mass.,
John William Popp, Chief Radioman, U.S.N., U.S.S. LEXINGTON,
Home address, 68 Putnam Street, Paterson, N. J.,
Frederic Henry Jamp, Electrician's Mate, 2nd Class, U.S.N.,
U.S.S. LEXINGTON, Home address, 97 North St., Quincy, Mass.,
John Frederick Wintter, Aviation Carpenter's Mate, U.S.N.,
U.S.S. DETROIT, Home address, 84 Green St., Pawtucket, R.I.

PRAISED FOR CONDUCT DURING FIRE.

Letters Addressed Men for Work during Conflagration at Hampton Roads Base.

Letters of commendation have been forwarded by the Secretary of the Navy to the following enlisted men stationed in the Fifth Naval District, in recognition of their services during the fire which destroyed Pier #7 at the Naval Operating Base, Hampton Roads, Va., on 4 May, 1930:

Volney Clarence Cruise, Machinist's Mate, 2nd class, U.S.N.,
Home address, Clinchco, Va.

Ray Martin Bovis, Quartermaster, 1st class, U.S.N.,
Home address, Monrovia Falls, Wilkes, N. C.
Frank Quimby, Seaman, 1st class, U.S.N., Home address,
Tuscaloosa, Alabama.
Courtney Walker Harris, Fireman, 1st class, U.S.N.,
Home address, Route 2, Westminster, Oconee, S. C.
Clayton Hathy Middleton, Fireman, 1st class, U.S.N.,
Home address, Waverly, Campbell, Georgia.

RECOGNITION FOR LIFE SAVING.

Two Men Awarded Letters of Commendation For Prevention of Drowning.

The Secretary of the Navy recently addressed a letter of commendation to Leo Stanley Slivinski, B.M.1c, U.S.N., U.S.S. BORIE, home address, 3030 Alameda Street, El Paso, Texas, for prompt and efficient performance of duty on 18 November, 1929, which was largely instrumental in saving the life of Donovan F. Landreth, U.T. 2c, U.S.Navy. At about 2100, on 18 November, 1929, Landreth fell overboard from the fantail of the U.S.S. BORIE, which was anchored in the Yangtze River, Wuhu, China, and was rapidly carried down stream by the river current. Julius J. Jasnosz, F. 2c, U.S.Navy, dived overboard to his rescue and started swimming down stream. Slivinski threw a life ring to Jasnosz, got the motor launch under way, and promptly picked up the two men.

The Chief of Bureau of Navigation has forwarded a letter of commendation to John Joseph Lutter, C.T.M., U.S.Navy, Navy Recruiting Station, Omaha, Nebr., home address, Pacific Junction, Mills County, Iowa, for his commendable action in saving the life of a child. On 22 June, 1930, Lee Ebsen, a three-year old boy, fell in about three feet of water at a beach near Watertown, S. D. Lutter rushed into the water, rescued the boy and applied artificial respiration.

Life-saving Medals Forwarded to Five.

Life-saving medals awarded enlisted men by the Secretary of the Treasury have been forwarded to them by the Secretary of the Navy, as follows:

Owen Alfred Freeman, Photographer, first class, U.S.Navy, U.S.S. CAMDEN, home address, 12 Charles Street, Bath, Maine, a gold Life-saving Medal, in recognition of his heroic daring in rescuing Lieutenant D. M. Gurley, U.S.Navy, from drowning, on 14 August, 1925.

Biggers Glenn Davidson, C.B.M., U.S.Navy, U.S.S. UMPQUA, home address, Nacoochee, Ga., a silver Life-saving Medal, in recognition of his service in bravely rescuing Private Henry Fisher, U.S. Marine Corps, from drowning, on 12 December, 1928.

Simon Jerome Murphy, C.R.M., U.S.Navy, U.S.S. WYOMING, home address, 311 Second Street, Jeannette, Pa., a silver Life-saving Medal, in recognition of his service in bravely rescuing a shipmate from drowning, on 13 April, 1927.

Louis Finegold, M.M.2c, U.S.Navy, U.S.S. WHITNEY, home address, 1429 Fairfield Avenue, Chicago, Ill., a silver Life-saving Medal, in recognition of his service in bravely rescuing a shipmate from drowning, on 2 September, 1928.

Mahlon Sentom Gerard, Coxswain, U.S.Navy, U.S.S. LEXINGTON, home address, 7 East Park Street, Long Beach, Long Island, a silver Life-saving Medal, in recognition of his service in bravely rescuing a shipmate from drowning, on 20 February, 1929.

TRAINING.

HOSPITAL CORPS HANDBOOK BEING DISTRIBUTED.

Intended as General Guide for Medical Corps Ratings and all Naval Personnel.

A Handbook of the Hospital Corps, United States Navy, 1930, has been prepared and approved by the Bureau of Medicine and Surgery. Distribution of this Handbook has previously been made to Naval Hospitals. It is now being distributed by the Bureau of Navigation to all ships and stations, making the publication generally available to naval personnel.

The Handbook is to be considered as a general guide to the hospital apprentice and pharmacist's mate in preparation for advancement in rating. For men of the higher ratings it should be supplemented by the use of reference books listed at the end of each subject, by the Manual of the Medical Department, the United States Medical Bulletin, Bureau of Navigation Manual and the Hospital Corps Quarterly. The requirements for advancement in Hospital Corps ratings are set forth in the Bureau of Navigation Manual, Article D-5244.

Navy Training Courses for the ratings of hospital apprentice and pharmacist's mate are being prepared. The Handbook will serve as the text for these courses, which will be arranged with instruction tests, progress tests, and examination questions to conform to the standard adopted by the Bureau.

This Handbook is published by the Bureau of Navigation for the instruction and guidance of all naval personnel.

RECRUITS UNDER INSTRUCTION.

Number at Training Stations on 2 August 1930.

The number of recruits under instruction at the various Training

Stations on 2 August 1930 was as follows:

:	:	Great:	Hampton:	Newport:	San :	:
:	:	Lakes:	Roads :	R.I. :	Diego:	Total :
:Recruit Training	:	:	:	:	:	:
: Apprentice Seamen	:	571 :	533 :	520 :	572 :	2196 :
: Seamen Second Class	:	8 :	8 :	28 :	4 :	48 :
: Other Ratings	:	47 :	50 :	25 :	51 :	173 :
:	:	626 :	591 :	573 :	627 :	2417 :

A DECIDED CHANGE OF HEART.

Father Voices Admiration for Naval Training.

The following letter, recently received by an officer from the father of an enlisted man, can but prove a source of gratification to the Service at large as it has to the Bureau of Navigation:

"My dear Commander _____:-

"May I take this means to express to you, personally, my sincere gratitude and appreciation for the interest you have shown my son _____, while he served aboard the _____ and _____, during his enlistment period in the United States Navy?

"Frankly, we opposed his enlistment four years ago on the grounds of his youth and the wish for him to complete his academic work preparatory to higher college work. Now we do not regret the period he has spent in the Navy. He came home to us with a wonderful development and equipment, mentally and physically. We are proud of the record he bears upon his discharge and of the clean, manly way in which he deports himself. We feel that it was through your supervision and leadership, Commander _____, with other commissioned officers of the ship, that this training and development was made possible for him. I want to thank you again. I can now unqualifiedly recommend the Navy to any young man desiring such training. Please accept my sincerest personal regards to yourself.

"Very truly yours,

" _____."

DISCIPLINE.

TROUBLE AHEAD.

Debts of Enlisted Men Viewed with Concern.

The Commanding Officer of a major fleet unit, recently commissioned, reported to the Bureau that 46% of his crew had allotments registered to loan companies, thus laying the foundation for future

troubles for themselves and their officers.

It appears from this that more notice should be taken of this phase of a seaman's education by Receiving Barracks, Training Stations, and Receiving Ships.

HYDROGRAPHIC.

NAVY DEPARTMENT REPRESENTATIVE AT STOCKHOLM.

Senior Scientist Attending Assembly of International Geodetic and Geophysical Union.

Mr. G. W. Littlehales, Senior Scientist, Hydrographic Office, sailed from New York, on 29 July 1930, to represent the Navy Department at the Fourth General Assembly of the International Geodetic and Geophysical Union, at Stockholm, Sweden, 15 to 23 August 1930.

The Hydrographic Office representative is principally interested in that phase of the conference which deals with the advancement of oceanography and kindred branches of geophysical investigation.

Various other departments of the Government will also be represented at this Conference, as well as the National Research Council and the National Academy of Sciences.

NAVAL OBSERVATORY.

DEAD RECKONING TRACER SYSTEMS FOR EACH BATTLESHIP AND LIGHT CRUISER.

Brief Description of Present and Prospective Installations in these Ships.

The Bureau has authorized the installation of an Arma dead reckoning tracer system on each battleship and each light cruiser not already so equipped. The following brief description of the instruments and their functions is published for information of the service in general.

The dead reckoning tracer system includes the following instruments:

- Course Component Recorder
- Revolution Transmitter
- Tracking Table
- Latitude and Longitude Indicator

The Course Component Recorder consists of the electrical and mechanical mechanism for converting the total average shaft revolutions obtained from the Cummings Counter and the ship's course by gyro compass, into the distance components, "miles east" (or west) and "miles north" (or south). A "revolutions per mile" dial on the instrument must be properly set by the Navigator in order to obtain

accurate indications. The revolutions per mile of any ship vary with its speed and also with the length of time that the vessel has been out of dock. A table showing the "revolutions per mile" at each speed should be prepared by the Navigator in order that the proper "revolutions per mile" setting may be made by the gyro compass operator at the same time that he alters the speed setting on the master gyro compass. The course component recorder is accurate to within one half of one per cent.

The Revolution Transmitter is mechanically connected to the all-shaft average spindle of the Cummings shaft revolution counter. This transmitter, by means of an A.C. self-synchronous system, operates the revolution converter mechanism in the course component recorder.

The Tracking Table reproduces on a plotting paper the distance components "miles east" (or west), and "miles north" (or south), transmitted from the course component recorder by a D.C. step by step system. The scale at which the track of the ship is reproduced may be varied from 1 mile to the inch to 3 miles to the inch.

The Latitude and Longitude Indicator converts the distance components into changes of latitude and departures and indicates the dead reckoning latitude and longitude at all times. The dials can be reset to the correct latitude and longitude each time a fix is obtained by observation. The tracking table and the latitude and longitude indicator make no allowance for current.

LT.COMDR. C. H. ROPER. U.S.N.

TRAINING DIVISION.

30 AUGUST 1930.

BUREAU OF NAVIGATION

BULLETIN

NUMBER 139.

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

OFFICER PERSONNEL

RETIREMENT OF OFFICERS.

Scheduled Separations from Active List for Fiscal Year 1931.

The following numbers of officers, by ranks and corps, are scheduled to be placed on the retired list during the fiscal year ending 30 June, 1931.

LINE - 6 Rear Admirals.
MEDICAL CORPS - 2 Rear Admirals, 1 Commander.
SUPPLY CORPS - 1 Rear Admiral.
CIVIL ENGINEER CORPS - 1 Lieutenant Commander.

ENLISTED PERSONNEL

ENLISTED PERSONNEL LOSSES SHOW IMPROVEMENT.

Attrition from Losses Other Than Expiration of En- listment Smaller This Fiscal Year.

Losses of enlisted men, from causes other than expiration of enlistment, for this fiscal year to date, and for the same periods of previous fiscal years since 1928, are tabulated below. It will be noted that there is considerable reduction in the losses for the present fiscal year.

: Fiscal Year	: 1928	: 1929	: 1930	: 1931	:
:Inaptitude discharges	: 20	: 16	: 20	: 7	:
:Undesirable "	: 87	: 73	: 95	: 73	:
:Underage "	: 23	: 7	: 5	: 2	:
:B.C.D.	: 258	: 248	: 347	: 241	:
:Dishonorable "	: 98	: 48	: 60	: 54	:
:Medical Survey "	: 265	: 198	: 221	: 177	:
:Special Order "	: 229	: 234	: 182	: 150	:
:Fleet Naval Reserve	: 155	: 104	: 183	: 150	:
:Deserters (net)	: 236	: 197	: 185	: 58	:
:Canceled	: 3	: 1	: -	: 1	:
:Retired	: 3	: 2	: 1	: 4	:
:Died	: 29	: 27	: 39	: 35	:
:	:	:	:	:	:
:Totals	: 1406	: 1155	: 1338	: 952	:

SAVES PLANE AND CREW IN EMERGENCY.

Pilot Commended for Conduct under Hazardous Conditions.

The Chief of Bureau of Navigation recently addressed a letter of commendation to James David Myers, Chief Aviation Pilot, U.S.Navy, Naval Air Station, Pearl Harbor, T. H., home address, 1615 East Mallory Street, Pensacola, Fla., for his action in landing his plane and saving

the lives of the plane crew after an accident. On 17 February, 1930, while Myers was piloting T3M-2 plane A-7278 in formation, at about 1500 feet altitude, the connecting rod of the engine carried away. Myers left the formation, cut the switch, turned off the gasoline, and glided down to about 500 feet altitude when he noticed fire coming from the engine. He then side-slipped the plane down to the water and made a normal landing in the open sea off Waikiki Beach, Oahu, T. H. Myers and the crew abandoned the plane immediately and were rescued by a fishing boat. The plane burned to a complete wreck. It is considered that Myers' action in landing his plane and bringing the crew safely to the water was, under the circumstances, prompt, skillful, and courageous.

EDUCATIONAL QUALIFICATIONS OF RECRUITS.

Statistics of Western Recruiting Division for Fiscal Year 1930 Reveal High Standard.

The following excerpts from a report submitted by the Inspector of the Western Recruiting Division for the year ending 30 June, 1930, are an index to the high caliber of educational qualifications possessed by men who are at present being accepted for first enlistments.

"EDUCATIONAL QUALIFICATIONS* - First Enlistments											
GRAMMAR SCHOOL:				HIGH SCHOOL				COLLEGE			
7th	8th	1 yr.	2 yr.	3 yr.	4 yr.	1 yr.	2 yr.	3 yr.	4 yr.		
28	396	336	631	249	265	25	24	5	2		

* No record available from Denver; figures cover other stations.

"One hundred percent of the first enlistments in the Western Division during the last fiscal year had completed seven years of schooling, and approximately eighty percent had high school or higher experience. These are very remarkable facts.

"The average age of first enlistments (18 years, 11 months), is another point of interest. It is apparent that the raw material is obtained in the early formative period and molded into trained sailormen by our own methods and personnel. We depend in no degree on any source of trained men. We make our own."

COMMENDED FOR PERFORMANCE OF DUTY.

Mechanic in Charge of Landplane Line Awarded Letter for Excellent Record.

The Chief of Bureau of Navigation recently addressed a letter of commendation to Comer Vincent, Aviation Chief Machinist's Mate, U.S. Navy, Aircraft Squadrons, Battle Fleet, home address, 2631 South Carlisle Street, Philadelphia, Pa., for his excellent performance of duty while attached to the Naval Air Station, Naval Operating Base, Hampton Roads, Va. Vincent, while assigned to that station, was assigned as Mechanic in Charge of the Landplane Line, and in this capacity he not only had cross-country planes of the station,

but also all visiting planes, arriving and departing, under his supervision. During the two-year period he served on this assignment, there was not a single plane coming under his supervision which suffered a forced landing. This is considered a remarkable record and speaks highly of the care, thoroughness and the mechanical ability of this man. It is further considered a direct contribution to the excellent record of safety in the air in the Navy and to the efficiency and preservation of Navy material. Records of excellent performance of duty of this nature are a source of much gratification to the Bureau.

TRAINING

INAUGURATION OF NEW SCHOOLS.

Classes for Aviation Ordnancemen School and Electrical Interior Communication School Convene 1 September.

The Bureau is establishing an Aviation Ordnancemen School at the Naval Training Station, Hampton Roads, Va., to assist training of men for the fleet by providing graduates capable of operating and maintaining aviation ordnance material, except torpedoes. The course of instruction will require nine months. Aviation Chief Ordnancemen and Aviation Ordnancemen, 1st, 2nd, and 3rd classes, are eligible for assignment to this school. Quotas of eleven for the Battle Fleet and of four for the Scouting Fleet have been established for the first class. Qualifications of men ordered to this school are prescribed in the Bureau of Navigation Manual, Article D-7016.

An Electrical Interior Communication School is to be established at the Navy Yard, Washington, D. C., beginning 1 September, 1930. The necessity for this school became apparent after reviewing data on casualties and on cost of upkeep of the electrical interior communication apparatus installed on naval vessels. The course will be an advanced one for Chief Electrician's Mates and for Electrician's Mates, 1st and 2nd classes, in the upkeep, care, and operation of interior communication instruments and circuits. There is sufficient data available to indicate that these instruments are accurate and reliable when under the supervision of properly trained personnel, but that enormous expenditures for repairs and numerous casualties are due primarily to the lack of training of naval personnel charged with their upkeep and repair. The course at the new school will require a four months' period, devoted to practical instruction in upkeep, repair, and operation of the following instruments and their circuits:

- Automatic telephones,
- Battle telephones,
- Selsyn systems as applied to telegraphs,
- Pitot tube type of logs,
- Chronometric shaft revolution systems,
- Salinity indicating systems,
- Search lights,
- Visual and sound signalling systems.

One Chief Electrician's Mate, one Electrician's Mate first class, or one Electrician's Mate second class, for each of the following ships and stations, will constitute the first class at this school:

ARGONNE, HOLLAND, BUSHNELL, MELVILLE, ALTAIR, WHITNEY, DOBBIN, MEDUSA, PENSACOLA, SALT LAKE CITY, NORTHAMPTON, CHESTER, HOUSTON, S/M Base, New London, Conn., S/M Base, Coco Solo, C. Z., BLACKHAWK, CANOPUS, LOUISVILLE, CHICAGO AUGUSTA.

NEW SLIDEFILM READY.

"Burners, Oil Fired Boilers" to be Mailed 1 September.

A slidefilm, entitled "Burners, Oil Fired Boilers", will be mailed from the Bureau on 1 September, to all owners of slidefilm projectors. This slidefilm should be of particular interest to men in the Engineering Force and prove beneficial for the instruction of all men in the ratings of watertender and fireman. Commanding Officers of ships and stations exhibiting this film are requested to forward any comments they may have thereon to the Bureau. In case anyone is not so informed, it may be well to state here that these slidefilms become the property of the ship without charge, and may be shown repeatedly.

RECRUITS UNDER INSTRUCTION.

Number at Training Stations on 16 August 1930.

The number of recruits under instruction at the various Training Stations on 16 August 1930 was as follows:

	Great Lakes:	Hampton Roads:	Newport R.I.:	San Diego:	Total:
: Recruit Training :	:	:	:	:	:
: Apprentice Seamen :	368:	554 :	531 :	583 :	2036 :
: Seamen Second Class :	10:	8 :	16 :	0 :	34 :
: Other Ratings :	46:	77 :	29 :	27 :	173 :
:	424:	639 :	576 :	610 :	2249 :

NAVAL OBSERVATORY.

HISTORY OF OBSERVATORY.

Development Traced from Early Conceptions of Institution.

General service knowledge concerning the Naval Observatory is comparatively limited, and with this in mind a brief history and summary of present day activities of the Observatory are believed to be of general interest. The summary of the present day activities of the Observatory will be published in the next issue of the Bulletin; its history is briefly as follows:

William Lambert, an amateur astronomer, presented a memorial to Congress in 1809, recommending the establishment of a First Meridian

in the United States, at the permanent seat of Government. Lambert had determined the longitude of Washington and submitted his calculations with his memorial to Congress. His proposal was repeatedly referred to various committees and commissions, and in 1812 the Secretary of State, James Monroe, took the first positive action in recommending the establishment of an observatory. Congress acted on this question in 1815, but no action was taken by the President. John Quincy Adams, in his first message to Congress in 1825, urged the establishment of a national university and the erection of an astronomical observatory, either separate from or as a part of the proposed university. As a result, \$14,500 was appropriated for the erection of buildings and \$4,000 to cover the cost of operation. This appropriation, however, did not accomplish the desired results, and despite the repeated entreaties of the then Secretary of the Navy and John Quincy Adams, determined opposition prevented the desired establishment being founded as originally contemplated. The actual establishment of the Naval Observatory was accomplished in an entirely different manner.

Prior to 1830, each vessel of the Navy when fitting out obtained its instruments and charts by requisition on the Board of Naval Commissioners, the purchases being made by a Navy agent from foreign governments or from private dealers. No tests of either instruments or charts were made prior to their purchase. When a ship went out of commission, her instruments and charts were piled in a store house where they were neglected until another ship went into commission and needed them. They were then frequently found unfit for use.

This state of affairs led the Secretary of the Navy, in 1829, to make a definite recommendation covering the inspection, testing, and preservation of instruments and charts not in use. Lieutenant Goldsborough, in 1830, made a definite recommendation that a suitable place be designated for the stowage of all chronometers, instruments of precision, theodolites, circles, telescopes, charts, etc., and that a competent officer be made personally responsible for all instruments submitted to his charge. Based on this recommendation, the Secretary of the Navy, in 1830, ordered a depot of charts and instruments to be established in Washington, D. C. Among the functions of this depot was the ascertaining of errors and rates of chronometers. This was accomplished by means of sextant and circle observations, the required instruments being mounted in a circular building near a rented house, situated on the present G Street, between 17th and 18th Streets, Northwest, Washington. When this depot was established, charts and books were purchased abroad and were frequently in foreign languages. The Navy Commissioners ordered Goldsborough, upon the latter's recommendation, to make modifications in charts, reduce them all to the meridian of Greenwich, and to translate all notations into English. Goldsborough was relieved by Lieutenant Wilkes who, in 1834, overcame the procrastination and opposition to an observatory by providing a building 16 feet square for this purpose, at his own expense. In 1842, the Secretary of the Navy was finally authorized to contract for the building of a suitable house as a chart and instrument depot.

Lieutenant Maury, in 1844, relieved Wilkes and was ordered to take charge of the new quarters and to move all instruments, charts, etc., into the new quarters. Wilkes was at heart an astronomer; Maury was more inclined to work in the hydrographic and meteorological fields. It was Maury who really laid the foundations of an extensive system for hydrographic work in the Navy Department, although considerable work had been done along these lines by Wilkes and other officers. Maury organized the system for collection of information from the logs of both naval and merchant ships. He collected information from all over the world, covering ocean currents, wind, air, pressures, temperatures, water temperatures, and other meteorological phenomena from which he made charts. This system still continues, and on it is based the present work of our Hydrographic Office, whose publications are now so eagerly sought by mariners all over the world.

It was not until 1845 that systematic observations of the sun, moon, planets, and brighter stars, were begun, and these were continued from that time forward. The results of the first year's observations were published in 1846 and the publication characterized as "The first volume of astronomical observations ever issued from an institution properly entitled to the name of an observatory on this side of the Atlantic". Since 21 March, 1846, when work was begun on the first catalog of stars with three meridian instruments, the mural circle, the meridian circle and the transit instrument, definite programs have been followed. The mural circle is now in the museum and is an interesting object to all visitors.

The Observatory gained considerable prominence among astronomers in 1847 through discovery by one of the staff that the planet Neptune, which had been discovered 23 September, 1846, was identical with a star seen twice by Lalande in May, 1795. The researches which resulted from the Observatory's discovery afforded means of accurately determining the orbit of Neptune. Between 1854 and 1860, three minor planets were discovered by the Observatory.

New instruments and appliances have been provided the Observatory as time advanced, to keep abreast of the progress of science. A new meridian circle was mounted in 1865, which enabled the Observatory to measure right ascensions and the polar distances at the same moment and with equal exactness. In 1870, Congress authorized the construction of the largest size refracting telescope of American manufacture of that day, to cost not more than \$50,000, and passed a subsequent act providing for the housing of the telescope. This refracting telescope, a 26 inch clear aperture affair, mounted equatorially on the German plan with all the usual counterpoises, other easy motion devices, driving clock, etc., was available in 1873. This instrument is still in use.

Captain Wilkes, in 1842, was the first to use the telegraph for ascertaining differences of longitude. His first attempt was to obtain the difference between the longitudes of Baltimore and Washington. The Observatory, in 1868 and 1869, with the aid of the Western Union Telegraph Company, undertook the determination of longitudes of a station in Havana and of several stations in the conti-

mental United States, by telegraph. The Superintendent of the Observatory, in 1912, arranged the determination of the differences of longitude between the Naval Observatory, Washington, and the Observatory at Paris, by means of radio time signals. This was done in 1913 and 1914, the Naval Radio Station at Arlington and the Eiffel Tower installation in Paris being used for communication. These observations were the first direct determinations of the difference of longitude and the velocity of transmission of radio waves between the United States and Europe; this also marked the first occasion on which radio was used for trans-Atlantic longitude determination.

The Naval Observatory, under its present name, dates from 1 September, 1866. The Re-organization Act of 5 July, 1862, replaced the Bureau of Ordnance and Hydrography with the Bureau of Ordnance, and created the new Bureau of Navigation, to which Bureau the Depot of Charts was transferred. This Depot was replaced, in 1866, by the Hydrographic Office and the United States Naval Observatory, whose names remain unchanged to this day.

CHANGE IN PUBLICATIONS.

Almanac Supplement to Replace Nautical Almanac and Lunar Ephemeris for Aviators.

For the year 1931, the Ephemeris Department will issue an Almanac Supplement to take the place of the Nautical Almanac and Lunar Ephemeris for Aviators. It contains all of the data now given in the Nautical Almanac, with a few changes and additions.

The right ascension and declination of the Moon is given for every hour instead of for every two hours, and the columns of differences discontinued. The hour angle of the Moon is given for every hour in a column parallel to the declination, and the variation per minute discontinued. To take the place of the difference and variations a table of multiples of the variations of these quantities is given for the middle of each day. Table II in the back of the Almanac is omitted and Table III is given in a condensed form at the bottom of pages 2 and 3 of the Sun. Tables for bubble sextant corrections are given, in addition to the other tables now given in the Lunar Ephemeris for Aviators.

This arrangement, if it meets the approval of navigators, will in future avoid issuing two volumes instead of one.

NAVAL RESERVE

S. S. VENTURA FLIES NAVAL RESERVE FLAG.

Seven Officers of Vessel Which Effected TAHITI Rescue Hold Naval Reserve Commissions.

The Matson S.S. VENTURA, which went to the assistance of the British S.S. TAHITI in the South Pacific on 17 August, is a warranted

ship of the United States Merchant Marine Naval Reserve. She was warranted on 27 May, 1929, and given permission to fly the Naval Reserve flag. Her Master, William Robert Meyer, is a Lieutenant Commander in the Naval Reserve, and the following six other officers aboard hold Naval Reserve Commissions:

Lieutenant Commander C. J. Knudsen, E-M, U.S. Naval Reserve,
Chief Engineer,
Lieutenant C. S. Robbins, D-M, U.S. Naval Reserve, Chief Officer,
" W. Cassens, E-M, U.S. Naval Reserve, First Assistant
Engineer,
Lieutenant N. Matheson, D-M, U.S. Naval Reserve, First Mate,
" (j.g.) D. R. Haskin, E-M, U.S. Naval Reserve, Third
Assistant Engineer,
Ensign W. H. Stewart, D-M, U.S. Naval Reserve, Third Mate.

The VENTURA took all passengers and crew from the TAHITI aboard and abandoned the sinking vessel. The VENTURA then proceeded to Pago Pago, American Samoa.

NAVAL RESERVE GUNNERY TROPHY AWARDED.

Sixth Fleet Division of Oakland, Cal., Attains Highest Merit in Modified Short Range Battle Practice.

The Sixth Fleet Division, U. S. Naval Reserve, of Oakland, California, Lieutenant Commander L. M. Edelman, U. S. Naval Reserve, Commanding, attained the highest merit in Modified Short Range Battle Practice during the summer of 1929, and has been awarded the Naval Reserve Gunnery Trophy for the coming year. During the past year the Trophy has been held by the Nineteenth Fleet Division, U. S. Naval Reserve, of Hartford, Conn. It has been ordered shipped to the Commanding Officer of the Sixth Fleet Division at Oakland, and suitably engraved to show the name of the current winner.

RESERVISTS PARTICIPATE IN RESCUE.

Three Saved from Burning Craft.

The press of 19 August, 1930, carried an account of the rescue of three men from a blazing cabin cruiser by Lieutenant E. L. Johansen, A-V, U.S. Naval Reserve, and Ensign V. W. Randecker, A-F, U.S. Naval Reserve. These Naval Reserve officers were on a flight over Lake Michigan when they sighted smoke, and on investigation found the 38-foot cabin cruiser Orion on fire from stem to stern. The three men aboard had donned life jackets and jumped overboard when forced to do so by the heat of the fire. Lieutenant Johansen landed his plane near the burning craft and pulled one of the men in the water into the cockpit of his plane. Ensign Randecker flew on for about two miles and signalled the Steamer Roosevelt. Additional planes and boats were signalled and within a short time the rescue of the three survivors of the flaming cabin cruiser was completed.

MISCELLANEOUS

VESTAL AUXILIARY AND TENDER CLASS EFFICIENCY PENNANT WINNER.

Added Accomplishment for One of Navy's Oldest Ships.

The U.S.S. VESTAL, one of the oldest ships in commission in the United States Navy, was recently awarded the Trophies for the Auxiliary and Tender Class in both engineering and gunnery competitions, and therefore wins the Efficiency Pennant.

Authorized as ERIE, 17 April, 1904. Fleet Collier No. 1; name changed to VESTAL, October, 1905. Built Navy Yard, New York. Launched 1908. Completed 1 August, 1909. Commissioned and placed in service as Fleet Collier, 4 October, 1909. Placed out of commission 25 October, 1912. Recommissioned as Fleet Repair Ship, AR4, 3 September, 1913. Service off Vera Cruz, 2 May, 1914 - 20 September, 1914. With Atlantic Fleet World War, 1917-19. In Pacific with Battle Fleet until February, 1923. Repair Ship, Scouting Fleet, 1923----- Salvage work on S-51, 19 October, 1925 - 6 December, 1925. Again S-51, 27 April, 1926 - 5 July, 1926.

It will be noted that she was the first Navy-built collier constructed, the first converted repair ship, and took part at Vera Cruz, in the World War and in the S-51 salvage operations. She has been in pioneer work throughout her history.

She took part in the decommissioning and recommissioning of destroyers at the Philadelphia Navy Yard in November, December, and January, 1929-30. The vessels of this destroyer squadron, (seven), had much important work done on them by the VESTAL.

The VESTAL did all of the repair work at the concentration of the U. S. Fleet in 1930, including aviation repair, for both the Scouting and Battle Fleets.

Her baseball team won the Base Force Championship and played in the finals of the Scouting Fleet against the WRIGHT which won the Fleet Baseball Championship in 1930. Her basketball team played in the finals for the Scouting Fleet championship.

PRAISED FOR TREATMENT OF CAISSON DISEASE.

Chief Warrant Officer and Four Enlisted Men Receive Letters of Commendation from Secretary of the Navy.

The Secretary of the Navy has addressed letters of commendation to the following-named personnel for their respective parts in the treatment of George M. Peck, Quartermaster first class, U.S.Navy,

while the latter was suffering from caisson disease:

Chief Gunner F. J. Kaiss, U.S. Navy, U.S.S. ORTOLAN, home address, 422 Asquith Street, Baltimore, Md.,
Arthur Osmun Gairing, Chief Torpedoman, U.S. Navy, U.S.S. ORTOLAN, home address, 4338 Barnes Ave., Bronx, N. Y.,
Floyd Hilton Shrock, Pharmacist's Mate first class, U.S. Navy, Naval Training Station, San Diego, Cal., home address, 26 Monroe Street, San Diego, Cal.,
Wade Caldwell, Torpedoman second class, U.S. Navy, U.S.S. ORTOLAN, home address, Route #2, Union City, Tenn.,
Joe Francis McMullen, Shipfitter third class, U.S. Naval Reserve, home address, Route 1, Box 20, Great Bend, Kansas.

On 7 June, 1920, Peck was brought on board the ORTOLAN, suffering from caisson disease as a result of diving from the U.S.S. PARTRIDGE. The naval personnel to whom letters of commendation have been awarded in this case went into the recompression chamber with Peck and remained there, constantly administering to his comfort, for a period of about 13 hours. It is believed that Peck owes his life to their efforts. The performance of duty of those named above on this occasion is considered in keeping with the best traditions of the Naval Service.