



13 SEPTEMBER 1930.

BUREAU OF NAVIGATION

BULLETIN

NUMBER 140.

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



	LINE	MEDICAL CORPS	SUPPLY CORPS	CONSTR. CORPS	CIVIL ENG. CORPS
	R. Admiral Captain Commander Others				
Mo.	1: 8:13:128:	1: 3: 25:	1: 2: 1:11:		4: 1: 2:
Kans.	1: 4: 7: 70:		1: 3:		1:
Nebr.	1: 5: 56:	1: 1: 8:	1: 4:	1: 2:	
N.D.	2: 56:	1: 1:		1: 1:	1:
S.D.	1: 5: 32:	1: 4:	2:	1:	
Ida.	3: 3: 30:	4:	1:		
Wyo.	1: 21:	1:	2:	1:	
Colo.	1: 3: 3: 49:	1: 11:	4:	3:	1:
New.	1: 3: 24:				
Utah	1: 5: 30:	4:			
N.M.	1: 1: 18:	1: 1:		1:	
Ariz.	1: 2: 19:			1:	
Wash.	5: 83:	1: 6:	1: 13:	4:	
Oreg.	58:	19:	5:		1:
Calif.	3: 4: 0:164:	4: 45:	1: 3: 2:35:	19:	5:
AtLarge	2:11: 8:246:		3:	1:	1:
D.C.	2: 31:	7: 2: 18:	7: 1:10:	2:	4:
P.R.	3:	2:			
Alaska	7:			1:	
T.H.	5:		1:		
P.I.		1:			
TOTAL	59 242 410 4782 4	83 75 736 3	75 19 453 1	22 20 195 3	9 8 90

LETTERS OF COMMENDATION AWARDED.

Addressed to Officers of Vessels of Tender, Transport and
Minesweeper Classes for Distinction in Engineering, 1930.

The Secretary of the Navy has forwarded letters of commendation to officers entitled to distinction for winning the Engineering Trophy, or the Greatest Improvement Prize, for vessels of the Tender, Transport, and Minesweeper Classes, for the competition year 1929-1930.

Letters of commendation have been issued to the following officers of the VESTAL, winner of the Engineering Trophy in the Tender Class for the past competition year:

Commanding Officer, Captain J. R. Van Auken, U.S.N.
 Engineer Officer, Lieutenant D. B. Boykin, U.S.N.
 Chief Machinist E. L. Gench, U.S.N.

Captain F. H. Sadler, U.S.N., Commanding Officer, Lieutenant R. F. McCall, U.S.N., Engineer Officer, and Machinist W. H. F. Terrio, U.S.N., of the DOBBIN, were awarded letters of commendation for winning the Greatest Improvement Prize in engineering for the Tender Class.

Letters of commendation have been issued to the following officers of the KITTEBY, winner of the Engineering Trophy in the Transport Class, for the competition year 1930:

Commander S. L. Henderson, Commanding Officer from 1 July, 1929 to 21 November, 1929.
Commander, H. M. Jensen, Commanding Officer from 21 November, 1929 to 30 June, 1930.
Lieutenant C. R. Johnson, U.S.N., Engineer Officer.
Lieutenant G. C. Ellerton, U.S.N.

The Greatest Improvement Prize in engineering for the Transport Class was won by the U.S.S. BRIDGE. Letters of commendation have been issued to her officers as follows:

Captain C. C. Soule, Jr., U.S.N., Commanding Officer.
Lieutenant G. Schneider, U.S.N., Engineer Officer.

Lieutenant S. H. Hurt, U.S.N., Commanding Officer, and Machinist C. W. Hart, U.S.N., Engineer Officer, of the HERON, have been awarded letters of commendation for winning the Engineering Trophy in the Minesweeper Class.

Letters of commendation have been issued to the following officers of the U.S.S. SCIOTA, winner of the Greatest Improvement Prize in engineering in the Minesweeper Class:

Chief Boatswain J. H. Kevers, U.S.N., Commanding Officer.
Chief Machinist E. O. Kessler, U.S.N., Engineer Officer.

PRAISED FOR INVENTION

Lieutenant L. H. Bibby, U.S.N., Commended for
Devising Method of Timing Diesel Engine Spray Valves.

The Secretary of the Navy, on 6 September, 1930, addressed a letter of commendation to Lieutenant L. H. Bibby, U.S.Navy, Navy Yard, Washington, D. C., for the invention of a device which is noteworthy for its simplicity of design and the basic intelligent understanding of the machinery to be adjusted. The invention provides a substitute for the method of timing Diesel engine spray valves by air. The letter of commendation was awarded upon the recommendation of the Bureau of Engineering and states that the Department desires to commend this officer for his interest and ingenuity in devising such a simple method for the proper adjustment of machinery.

ENLISTED PERSONNEL

MANY NEW CRUISER RATING ALLOWANCES FILLED.

No Further Vacancies on CHICAGO, AUGUSTA, and LOUISVILLE for Many Specialties.

The Bureau announced to the Recruiting Service, in a letter dated 2 September, 1930, that no further requests for details to the U.S.S. AUGUSTA, LOUISVILLE, and CHICAGO, from men holding the ratings indicated below, will be approved. This action was taken in view of the fact that the allowances of these cruisers in the ratings indicated have been filled:

<u>CHICAGO</u>		<u>AUGUSTA</u>		<u>LOUISVILLE</u>	
CBM	EM 1c	CBM	CM 1c	CBM	CCM
BM 1c	CCM	BM 1c	CM 3c	BM 1c	CM 1c
BM 2c	CM 1c	BM 2c	SF 1c	BM 2c	SF 1c
Cox.	CM 2c	Cox.	SF 2c	Cox.	SF 2c
CGM	SF 1c	CGM	SMM	CGM	SF 3c
GM 1c	SF 2c	GM 1c	CMH	GM 1c	SMM
GM 2c	SF 3c	CTM	MM 1c	GM 2c	Eng. 1c
GM 3c	Eng. 1c	TM 1c	Eng. 1c	CTM	Bnkr
CTM	Ptr. 1c	TM 2c	Eng. 2c	TM 1c	Csmth
TM 1c	Bnkr	TM 3c	WT 1c	TM 3c	Y 2c
TM 2c	Bsmth	CTC	Bnkr	TC 1c	CSK
TM 3c	Csmth	COM	Csmth	COM	SK 1c
CTC	Y 1c	QM 1c	Y 1c	QM 1c	SK 2c
COM	Y 2c	CSM	CY	QM 2c	Buglers
QM 1c	Y 3c	SM 1c	Y 2c	CSM	CCStd
QM 3c	CSK	SM 2c	Y 3c	SM 1c	SC 1c
CSM	SK 1c	FC 1c	CSK	SM 2c	Bkr. 3c
SM 1c	SK 2c	FC 2c	SK 1c	FC 1c	
SM 2c	SK 3c	FC 3c	SK 2c	FC 2c	
FC 1c	Buglers	CEM	CCStd	FC 3c	
FC 2c	CCStd	EM 1c	SC 1c	CEM	
FC 3c	SC 1c	CRM	Bkr. 1c	EM 1c	
CEM	Bakers	COM	OS 1c		

July Enlistments

One Enlisted for Each 7.73 Applicants

Applicants for enlistment at all Recruiting Stations during July, 1930, reached a total of 12,683. There were 1,630 first enlistments, and 350 reenlistments, at Recruiting Stations during the month.

RECRUITS LOST BY MEDICAL SURVEYS

Twenty Discharged from Training Stations for
Physical Defects During July.

Twenty recruits, of a total of 1,558 received at all Training

Stations during July, 1930, or a percentage of .0128, were discharged due to medical surveys. These recruiting losses were distributed among Training Stations as follows:

HAMPTON ROADS:		NEWPORT		GREAT LAKES		SAN DIEGO							
Rec.	Dis.	Rec.	Dis.	Rec.	Dis.	Rec.	Dis.						
July	284	1	.004	311	3	.010	:458	15	.033	:505	1	.002	:.0128

COMMENDED FOR LIFE SAVING

Three Awarded Letters for Prevention of Drowning.

The Chief of Bureau of Navigation has addressed letters of commendation to the following named enlisted men for their conduct in saving Emmitt Aldrege Kearney, Slc, U.S.N., from drowning:

William John Brady, Slc, U.S.N., U.S.S. WRIGHT,
Home address, 351 Johnson Ave., Brooklyn, N.Y.
Thomas Boggs Cook, Slc, U.S.N., U.S.S. WRIGHT,
Home address, 1606 Ganson Ave., Jackson, Mich.
Gordon Lightner Dowda, S2c, U.S.N., U.S.S. WRIGHT,
Home address, Post Office Box #622, Palatka, Fla.

It appears that on 23 July, 1930, Kearney, who was attached to the Yard Service Derrick No. 1 (MARY ANN), Naval Air Station, Hampton Roads, Va., was suddenly seized by cramps while swimming between the MARY ANN and the runway used by Patrol Plane Squadron Eight-S, Aircraft Squadrons Scouting Fleet, a distance of about 50 yards. These three enlisted men promptly jumped overboard and brought Kearney to the runway, and each man is commended by the Bureau for his prompt action in effecting this rescue.

BAD CHARACTER DISCHARGES ARE BEST AVOIDED.

Many Handicaps Await Men having Service with Discreditable Records.

Men who receive Undesirable, Bad Conduct, or Dishonorable discharges are not eligible for reenlistment. However, in very exceptional cases when justified in so doing, the Bureau has waived this ineligibility.

An average of some fifteen requests per day is received in the Bureau from men who have been discharged in one or another of these categories. Many of such requests come after the men have been out of the Service for some time and have begun to realize the effect of such discharges upon their chances of finding billets in civil life. The information cannot be too broadly disseminated throughout the Navy that records in the Navy have very pertinent bearing upon their ability, or inability, to find positions in civil life.

Men holding disciplinary discharges are not only barred from enlistment in other military organizations of the Government, but,

also, as stated above, they find much difficulty in securing employment in civil life.

As one instance, the following is quoted:

"An ex-service man with a Bad Conduct discharge was appointed on the Police Force of Boston, Mass. He steadied down, performed his work well and maintained an excellent record. When he became due for promotion to sergeant it was necessary that he furnish references covering his employment for a period of nine years. This he was unable to do and in investigating the case the police officials learned of his discharge from the Navy. He was immediately dropped from the Police Force instead of being promoted, and he stated that it was impossible for him to secure a position in that section of the country."

TRAINING

GENERAL CLASSIFICATION TEST VALUES

Evidence of Usefulness as Index to Ability in Many Lines of Endeavor Accumulates.

New values of the General Classification Test, sometimes odd ones, crop up from time to time. At the Diving School correlations averaging about sixty are found between the General Classification Test and Class Standing. No doubt this is due to the marks being governed by the study part of the course rather than by diving itself.

An odd case is reported from Newport, where a competitive drill platoon to take part in an annual competition was selected by first eliminating all recruits below a certain height, and then from that group eliminating practically all below 75 on the General Classification Test. This platoon competed in Boston with units from the various military organizations, and won - the first time the Navy has won this contest. The platoon went through some sixty odd evolutions without orders. A Marine Officer, one of the judges, pronounced it the best drilled unit he had ever seen.

NAVAL OBSERVATORY

ACTIVITIES OF OBSERVATORY.

Present Day Functions of Institution Summarized.

The Naval Observatory is a national institution. By the time it was established in its present location, it had become recognized as one of the highest ranking observatories in the world, due to the character of its astronomical research work. The Observatory has dual responsibilities. It serves the Navy in many ways with which the service is familiar. It also serves the general public through-

out the nation in equally important ways.

Its primary task is the determination of absolute positions of celestial bodies, by astronomical observations, and the maintenance of a continuous series of observations of the sun, moon, planets, and the standard stars of the American Ephemeris, in order to enable the preparation of the necessary tables for the Ephemeris. It also maintains a series of such additional stars as may be necessary to serve possible future needs. Its mission includes the procurement and supply of adequate instruments for the navigational requirements of the service. The work of the Observatory accordingly naturally divides itself into astronomical work and instrument supply.

Under the latter department, time service, one of the most important functions of the Naval Observatory, is assigned. Time signals were originally intended for the use of navigators; they are now used for multitudinous purposes, many of which are strange. It is a well known fact that longitude can be determined from the signals, but it is perhaps not so well known that the same signals are used in the determination of gravity. Also, they are used by mineralogists for locating deposits of oil and minerals hundreds of feet below the surface of the earth. The use of these signals for checking and regulating time keepers to accurate time is nation-wide.

The three standard clocks upon which the time signals are based are kept in a clock vault in the center of the Naval Observatory reservation. They are sealed airtight, maintained at a constant temperature and are never reset, but accurate records of their rates are maintained. These clocks keep local sidereal time. The present site of the Observatory on Massachusetts Avenue, Washington, was, by act of Congress, made circular in form around the clock vault with a 1,000 foot radius, in order to prevent the vibrations of passing traffic from adversely affecting the rates of the standard clocks, and astronomical instruments of precision on the reservation.

A specially designed small transit instrument is used for the determination of time. A series of transits of a definite group of fixed stars across our celestial meridian is made. An automatic attachment causes the transit eye piece to travel so that the stars appear stationary. The observer keeps the stars exactly on a spider line by use of a differential mechanism. The automatic attachment sends out a series of electrical impulses which indicate the time the stars cross the meridian. These are recorded graphically by a chronograph, together with the second ticks from one of the standard clocks. By measurement of this record, the exact instant of transit can be determined by the standard clock's time, and the error of the clock easily determined therefrom.

Two Mean Time clocks, whose rates can be electrically controlled, are located in the room from which the time is sent out. These Mean Time clocks and the standard clocks in the vault make simultaneous

records on a chronograph drum. The difference between these records is measured before sending out each tick, and a correction applied which makes the Mean Time clock record the exact Standard Mean Time equivalent to the corrected local sidereal time. The Mean Time clock is then accurate to less than 1/100th of a second. The switch for sending out the time is thrown in at the proper interval before the hour, and the remainder of the operation is automatic. The tick as sent from Arlington is checked by the Observatory to determine its accuracy and the lag of the radio broadcast. Bulletins giving the daily corrections to the tick are forwarded to certain special correspondents desiring extremely accurate results.

Preparation of allowance lists, procurement, inspection, and upkeep of navigational instruments, including both magnetic and gyro compasses, binoculars, spyglasses, sextants, chronometers, etc., are conducted by the Nautical Branch of the Observatory. The development of navigational instruments is included in this department; as an example, indirect fire requires greater accuracy of the gyro compasses and the contractors are constantly striving to improve and lessen the errors inherent to this instrument. A recently projected development is the fitting of repeaters to magnetic compasses. When this has been accomplished, magnetic compasses at various stations will be replaced by magnetic repeaters.

Eclipse expeditions are under the cognizance of the Naval Observatory. At the present time, an expedition has been sent to the Island of Niaufou, 300 miles from Samoa. Months are required in landing and setting up the apparatus on a strange volcanic island; the actual observations, of course, require a comparatively brief interval of time. Professor Robertson, in charge of the Ephemeris Section of the Observatory, recently predicted the position of a total solar eclipse within 200 feet of its actual track. This feat is still being remarked upon by other astronomers.

Advancement in aeronautics has necessitated appointing an assistant to the Equipage Officer of the Nautical Branch, for the purchase, test and development of navigational equipment for aircraft.

This description of the present day activities of the Observatory is necessarily very brief and abridged. All Naval personnel visiting Washington are cordially invited to pay the Observatory a visit and to have a look at the stars.

NAVAL RESERVE

PROGRESS OF ARCTIC EXPLORATION PARTY.

MORRISEY Sails from Ancessillik.

News of the progress of Lieutenant Commander Robert A. Bart-

lett, D-V(G), U. S. Naval Reserve, who is returning from an Arctic Exploration Expedition, appeared as an item in the press on 3 September, 1930. The account stated that a message, broadcast by Lieutenant Commander Bartlett, had been received by a local radio station at Halifax, Nova Scotia, stating that the schooner MORRISEY, bearing the exploration party, had left Angas-sillik on 31 August, and expected to reach their next prospective stop at Brigus, Newfoundland, in 12 to 15 days.

LEGISLATIVE

INTERDEPARTMENTAL BOARD MEETS.

Considers Equalization of Promotion in Services.

The Interdepartmental Board, of which Rear Admiral Luke McNamee, U.S. Navy, is Senior Member, met at 1000, Tuesday, 9 September, for the representatives of the Army, Navy, Marine Corps, Coast Guard, Coast and Geodetic Survey and the Public Health Service to consider the several plans for equalization of promotion in the Services. The next meeting of this Board will be held on Friday, 19 September.

As soon as the several plans can be made to agree substantially, as directed by the Congressional Committee, the preparation of a new Pay Bill, following the accepted scheme of promotion, will be taken up. Both the promotion plan, and the pay plan in legislative form, are to be in the hands of the Comptroller General by 1 November, 1930.

MISCELLANEOUS

"THERE WAS NO SECOND".

AMERICA'S Race in 1851 Left No Doubt as to

Successful Contender.

The eyes of the world of sport are focused on the International Yacht Race for the AMERICA'S Cup, while the original winner of that famous trophy rides quietly at the dock at the U.S. Naval Academy, a proud relic of the skill of American shipbuilders of the first half of the nineteenth century and a tribute to the courage and sportsmanship of the men who built and sailed her against a fleet of yachts around the Isle of Wight, 22 August, 1851.

The yacht AMERICA'S sailing from New York at the turn of the half century, during the first great international exposition held in the Crystal Palace, London, to compete against British rivals, marked the United States' entry into international sports. The letter in which it was suggested that an American designed and built boat compete against the schooled yachtsmen of the Old World has not been preserved, but yellowed old pamphlets and magazines of that date

record in fact and fancy the triumph of the glorious yacht.

All of the AMERICA's laurels were not won in the field of sport. Scarcely a decade had passed after the date of her victory over her British rivals when, after being sunk in a southern river, she was fitted out for her country's service during the Civil War. In fair weather and foul, she kept watch off the eastern coast of the United States, aiding in the blockade against vessels bound for ports of the South Atlantic states. A number of prizes taken by her were sent north as trophies of war.

For several years after the Civil War, the AMERICA was used as a training ship for midshipmen at the Naval Academy. Again, in 1870, she took her place in line to defend the trophy she had won at Cowes. Finally, neglected and forgotten, she sank in the mud at her berth at Chelsea Bridge, Boston, Mass., there to remain until she was rescued and presented to the Naval Academy by members of the Eastern Yacht Club.

Last Spring an attempt was made to restore the famous yacht so that she might be present as a distinguished guest during the race for the AMERICA's Cup off Newport this month. Upon being towed to the Norfolk Navy Yard, however, it was found that the repairs required to enable her to be present at the races as the guest of honor were estimated to cost some four times her original cost, and so she was regretfully returned to her berth at the Naval Academy.

The AMERICA has been repaired and rebuilt so many times that she today but little resembles the yacht of 1851. She was originally inspired by the records of fast pilot boats which had made the port of New York famous, and led an English merchant in the Autumn of 1850 to suggest that one of these boats be sent over in the Summer of 1851 to sail against the speedy English schooners in the regattas that were to be a feature of the great industrial exposition, then being prepared in the Crystal Palace, London. Acting upon the suggestion, two of the founders of the New York Yacht Club, Commodore John C. Stevens and Mr. George L. Schuyler, decided to build a boat and send her over as the American contestant. The yacht was designed and constructed by Mr. George Steers, designer of the fastest of the New York pilot boats, and was formally delivered to her owners on 17 June, 1851. She sailed from New York on 21 June, 1851, for Havre, France, where she was to be outfitted for the race. This was completed on 31 July, 1851, and the AMERICA sailed for Cowes.

Upon her arrival at Cowes, Commodore Stevens sent a direct challenge to the Earl of Wilton, Commodore of the Royal Yacht Squadron, to run the yacht against any number of schooners belonging to any of the yacht squadrons of the United Kingdom. No meeting was offered in response to this challenge so that a week later Commodore Stevens issued a second and more sweeping challenge to run the AMERICA against any

cutter, schooner, or vessel of any other rig of the Royal Yacht Squadron. Being unsuccessful in obtaining a match for the AMERICA, her skipper next entered his boat in the Royal Yacht Squadron Regatta, scheduled for 22 August, 1851, but before this was run his challenge was taken by Robert Stevenson, owner of the TITANIA, a schooner of one hundred tons, to be run on 28 August, six days after the race in which "there was no second".

There were eighteen entries for the Royal Yacht Squadron Regatta, of which three did not start, so that the actual contestants numbered fifteen, seven schooners and eight cutters. At the start of the race at 0955 the AMERICA lagged for a few moments and then, as better yachting weather whitened the water, the American ship overtook her opponents, and some of her rivals, seeing her slipping ahead, went back to Cowes in despair. At 1740 that evening the AMERICA was fully seven and one-half miles ahead of her nearest follower and when the breeze died out soon after that she finally crossed the line.

Innumerable yachts were anchored off Cowes and from every side came the following hail:

"Is the AMERICA first?"

The answer, "Yes".

"What is second?"

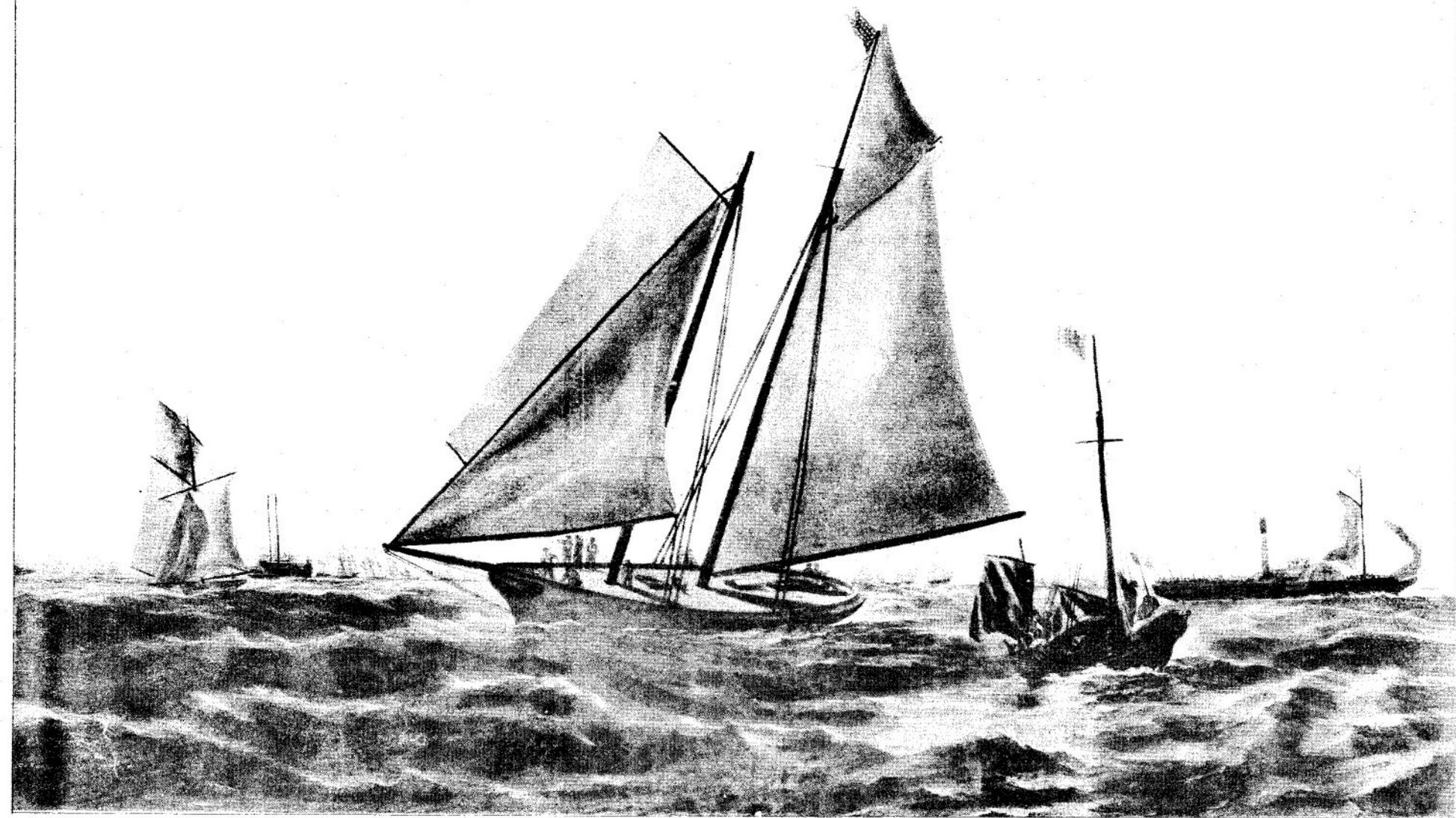
The reply, "Nothing".

The race with the TITANIA scheduled for 28 August gained the yacht another victory and her mission ended, she was offered for sale. On 1 September, 1851, she was sold to Lord John de Blaquiere for five thousand pounds.

SPECIAL NOTICE

It is reported that one or more persons, not known to the Service, propose to collect from officers money to use in influencing pay legislation.

Commanding Officers are requested to advise all hands not to contribute funds for any such purpose.

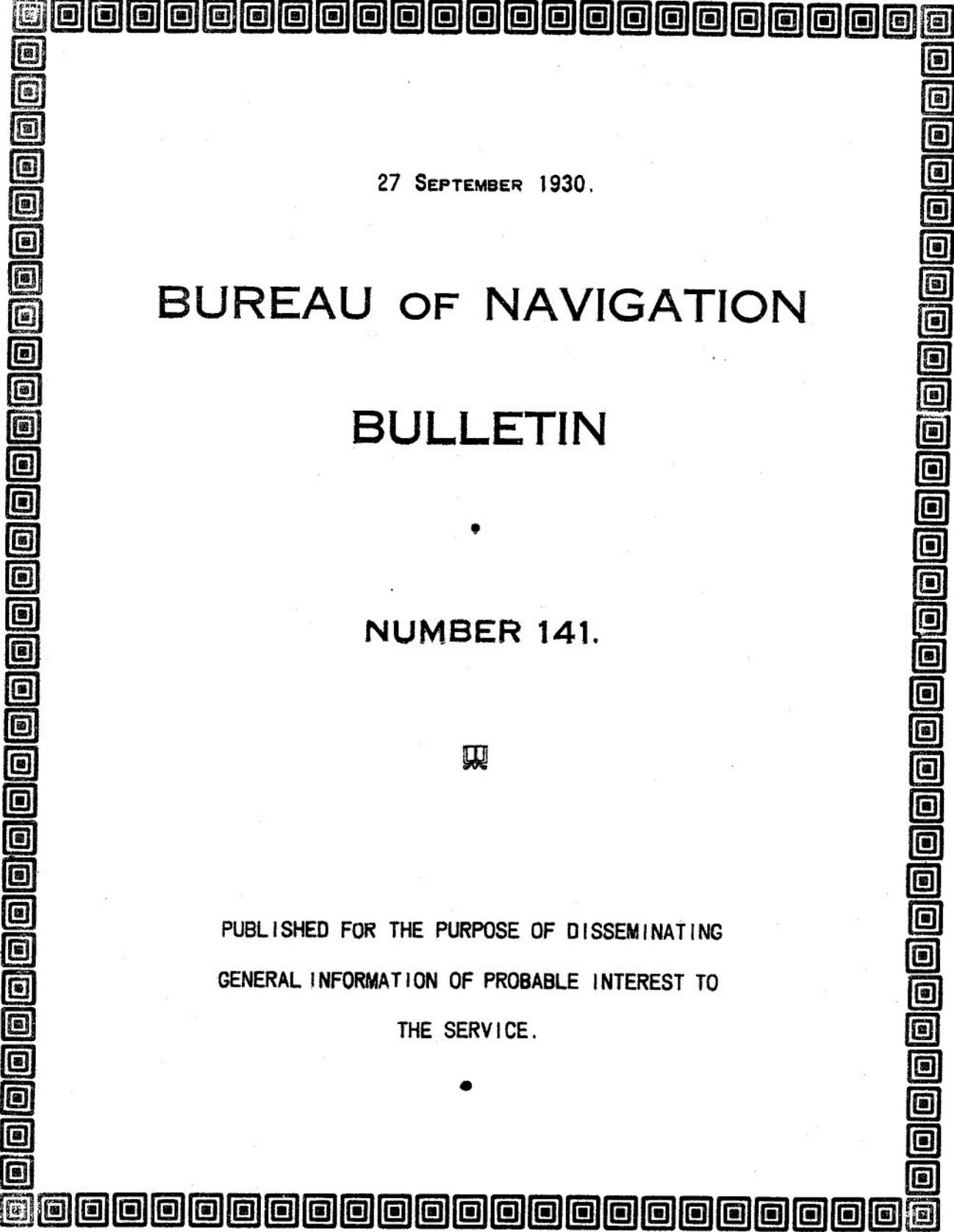


THE "AMERICA".

WINNING THE MATCH AT COWES FOR THE CLUB CUP.
open to Yachts of all Classes and Nations. August 22nd 1851.



FROM THE ORIGINAL SKETCH TAKEN ON THE SPOT BY OSWALD W. BRIERLY.



27 SEPTEMBER 1930.

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OFFICER PERSONNEL

CHANGES IN HIGH COMMAND.

On 17 September, Admiral W. V. Pratt, U. S. Navy, relieved Admiral C. F. Hughes, as Chief of Naval Operations. Admiral J. V. Chase, U. S. Navy, relieved Admiral Pratt, as Commander-in-Chief of the United States Fleet.

ADMIRAL WILLIAM VEAZIE PRATT, U.S.NAVY.

Admiral Pratt was born in Belfast, Maine, on 28 February, 1869, and was appointed Naval Cadet from the 3rd Congressional District of Maine by the Honorable S. L. Milliken on 9 September, 1885. He graduated from the Naval Academy in June of 1889.

At the beginning of the World War he held the rank of Captain and was attached to the office of Naval Operations, Navy Department, and was assistant to Chief of Naval Operations from 12 August, 1918, to January, 1919. In December, 1918, he accompanied President Wilson to France; from 1919 to 1920, he was in command of the U.S.S. NEW YORK; promoted to Rear Admiral, 3 June, 1921; from 1920 to 1921 commanded Destroyer Force, Pacific Fleet, and was a member of the General Board from 1921 to 1923. Rear Admiral Pratt was Naval expert assistant to the American Commission at conference on Limitation of Armaments, 1921 and 1922. From 1923 to 1925 he was in command of Battleship Division Four, Battle Fleet, and again returned to duty with the General Board in 1925. He served as President of the Naval War College at Newport, R. I., from 1925 to 1927 and assumed command of Battleship Divisions, Battle Fleet, with the rank of Vice Admiral in September, 1927. In June, 1928, he was commissioned Commander in Chief, Battle Fleet, with the rank of Admiral and in May, 1929, was designated Commander in Chief, United States Fleet, with the rank of Admiral. He was commissioned Chief of Naval Operations, Navy Department, with the rank of Admiral, from 17 September, 1930.

For services during the World War he was awarded the Distinguished Service Medal by both the Army and Navy; awarded "Officer of the Legion of Honor" by France and the insignia "Al Merito" by the Chilean Government. His citations are as follows:

Navy D. S. M.

"For exceptionally meritorious service in a duty of great responsibility as Assistant to the Chief of Naval Operations."

Army D. S. M.

"For exceptionally meritorious and conspicuous service as Assistant to the Chief of Naval Operations. His untiring energy and close cooperation with the Army in connection with its overseas movements of troops and supplies and especially in the making up and routing of convoys overseas, resulted in the successful movement of over two million men without material loss of life."

ADMIRAL JEHU VALENTINE CHASE, U. S. NAVY.

Admiral Chase was born in Pattersonville, Louisiana, on 10 January, 1869, and was appointed Naval Cadet in September, 1886. He graduated from the Naval Academy in 1890 and was commissioned Ensign in 1892. He was promoted to Lieutenant in 1899, Lieutenant Commander in 1905, Commander in 1911, Captain in 1916, and Rear Admiral in 1922. During the Spanish-American War he served on the U.S.S. NEWPORT and subsequently was in command of the U.S.S. WHIPPLE from 1902 to 1905 and the U.S.S. HULL, 1905; Commander Naval Torpedo Station, Newport, R. I., 1905 to 1907; navigator KEARSARGE 1907 to 1908, flag secretary to commander Third Squadron, Pacific Fleet 1908 to 1910; Aid on Staff Commander in Chief Pacific Fleet 1910; commander TALLAHASSEE 1910 to 1911; inspector of ordnance Whitehead Torpedo Works, Weymouth, England, 1911 to 1912; commander MONTEREY, 1912 to 1913; U.S.S. CINCINNATI from 1913 to 1914. He was a member of special board of ordnance, Navy Department, from 1914 to 1917, and at the outbreak of the World War was in command of the MINNESOTA from which he was detached in 1919 when he reported for duty at the Bureau of Ordnance, Navy Department. In 1921 he was in command of the ARIZONA, and in December of that year assumed command of Base Force, Pacific Fleet. In 1924 he reported for duty as Commandant, Thirteenth Naval District, and from 1926 to 1928 he was in command of Battleship Division Four, Battle Fleet, and from September, 1928, to 1930, he was on duty with the General Board at the Navy Department. He was designated Commander in Chief, United States Fleet, with the rank of Admiral from 17 September, 1930.

For services during the World War, Admiral Chase was awarded the Distinguished Service Medal, citation as follows:

"For exceptionally meritorious service in a duty of great responsibility as Commanding Officer of the U.S.S. MINNESOTA and also for the splendid seamanship shown in bringing the MINNESOTA safely into port after being mined, with a hole in her underwater body approximately thirty feet long and extending athwartships from port side of keel to starboard armor shelf and protective deck, without loss of life."

REAR ADMIRAL CHARLES FREDERICK HUGHES, U. S. NAVY.

Rear Admiral Hughes was born in Bath, Maine, on 14 October, 1866, and at the age of 17 years was appointed Naval Cadet from the second District, Maine, by the Honorable N. Dingley, Jr. He completed the four years' course in June, 1888, and commenced a long and distinguished Naval career that terminates on his retirement 1 November, 1930, as he will have attained the statutory retirement age of sixty-four years on 14 October.

During the Spanish-American War he was attached to the U.S.S. MONTEREY and participated in the battle of Manila. From 1904 to 1906 he had duty with the Bureau of Equipment, Navy Department; Recorder Board of Inspection and Survey, Navy Department, from 1909 to 1911; was in command of U.S.S. BIRMINGHAM from 1911 to 1912 and in command of U.S.S. DES MOINES in 1912. He was at Vera Cruz, Mexico, during the Diaz revolution in 1912, and again when the city was captured in 1914. From 1913 to 1914 he was Chief of Staff, Atlantic Fleet and later member of the General Board to 1916. He was in command of the U.S.S. NEW YORK from 1916 to 1918; serving with the British Grand Fleet in the North Sea from November, 1917, to October, 1918. While serving as Commandant of the Navy Yard, Philadelphia, Pennsylvania, he was temporarily appointed Rear Admiral from 11 October, 1918, and reported for duty as Commander of Battleship Division Four, Atlantic Fleet, in September, 1920. In January, 1921, he assumed command of Battleship Division Three, Squadron Two, Battleship Force, Atlantic Fleet, and was designated permanent Rear Admiral from 11 February, 1921. He had additional duty in command of Squadron Two, Battleship Force, Atlantic Fleet, from March, 1921, and reported in September of that year in command of Battleship Division Seven, Pacific Fleet. This title was changed to Commander Division Four, Battleship Divisions, Battle Fleet, in January, 1923, and he attended a course of instruction at the Naval War College, Newport, Rhode Island, from July, 1923, to July, 1924, when he was assigned duty as Director, Division Fleet Training. This duty terminated in October, 1925, when he was commissioned Commander in Chief, Battle Fleet, with the rank of Admiral. In September, 1926, he was designated Commander in Chief, U. S. Fleet, with the rank of Admiral. In November, 1927, he assumed the duty of Chief of Naval Operations. This duty terminated on 17 September, 1930.

He was awarded a Distinguished Service Medal for services during the World War as set forth in the following:

Citation -

"For exceptionally meritorious service in a duty of great responsibility in command of the U.S.S. NEW YORK, operating in the War Zone in association and cooperation with the British Grand Fleet."

He was decorated with the order of Leopold by the King of the Belgians.

COMMENDED BY ACTING SECRETARY.

The Acting Secretary of the Navy recently addressed letters of commendation to the Commanding Officer of the U.S.S. GUAM, in substance as follows:

For meritorious action of the personnel of the U.S.S. GUAM against armed Chinese communists off Yochow, China, on 4 July, 1930.

On 4 July, 1930, the GUAM was en route to Yochow and Chenglin to insure the safety of American missionaries and other foreigners at those places. Near Yochow, rifle fire was directed at the GUAM from shore. Fire was immediately returned by machine guns and by the three-inch battery. While thus engaged, the GUAM made five runs past the city. Forty-one or more bullets hit the vessel, one fatally injuring Samuel Elkin, Seaman first class, U.S.N., who died about five minutes after being hit. The report of the action shows that the gun crews and ammunition party worked smoothly and efficiently during the entire action, and that all hands performed their duty with all possible zeal and thoroughness.

ADMIREES WORK OF AVIATORS.

Major General Parker Pleased by Performance.

Major General Frank Parker, Commanding the Sixth Corps Area, Chicago, Ill., recently addressed the following letter to the Chief of the Bureau of Aeronautics:

"My dear Admiral:

"It is a most agreeable duty for me to express to you, officially, my admiration for the great feats performed by your Navy Air Force during the recent Air Meet in this City.

"The work has been so fine, both in the case of the officers of the flying personnel and of those officers and men connected with the upkeep of the planes, that I would be glad to have each member of the personnel furnished a copy of this letter as a testimonial of the Army's admiration for the skill and courage of these representatives of the Air Force of the Navy."

The following aviators participated in the exhibition at Chicago:

Fighting Plane Squadron Five.

Commander R. G. Davis, (MC), U.S.N.,
Lieutenant Commander J. H. Campman, U.S.N.,
Lieutenant David Rittenhouse, U.S.N.,
" Emile Chourre, U.S.N.,
" F. R. Whitmore, U.S.N.,
" W. G. Tomlinson, U.S.N.,
" F. J. Bridget, U.S.N.,
" D. S. Cornwell, U.S.N.

Lieutenant (j.g.) C. B. Gill, U.S.N.,
 " " " J. P. deShazo, U.S.N., (Deceased),
 " " " Fitzhugh Lee, U.S.N.,
 " " " Yates Stirling, U.S.N.,
 " " " P. A. Wyckoff, U.S.N.,
 " " " J. F. Greenslade, U.S.N.,
 " " " B. M. Cornell, U.S.N.,
 " " " C. J. Pfingstag, U.S.N.,
 " " " G. S. Cooper, U.S.N.,
 Ensign W. D. Rowley, U.S.N.,
 " D. B. Overfield, U.S.N.,
 " E. E. Lindsey, U.S.N.,
 " J. P. Burkhart, U.S.N.R.,
 Chief Pay Clerk E. B. Parker, U.S.N.

Naval Air Station, Anacostia, D. C.

Lieutenant M. B. Gardner, U.S.N.,
 " A. P. Storrs, 3rd, U.S.N.,
 " Frederick M. Trapnell.

ENLISTED PERSONNEL

RECRUIT LOSSES BY MEDICAL SURVEYS
SHOW IMPROVEMENT.

During the first two months of the present fiscal year the total number of recruits received at all Training Stations amounted to 2388. The total number discharged by reason of medical surveys was 37. This is a percentage of .0155 for the period in question, and is a distinct improvement over past records.

COMMENDED BY CHIEF OF BUREAU OF NAVIGATION.

The Chief of Bureau of Navigation recently addressed letters of commendation to William John Brady, Seaman first class, U.S.N., Thomas Boggs Cook, Seaman first class, U.S.N., and Gordon Lightner Dowda, Seaman second class, U.S.N., all attached to the U.S.S. WRIGHT. The letter of commendation reads as follows:

"1. The Commanding Officer, U.S.S. WRIGHT, has brought to the attention of the Bureau your conduct in saving Emmitt Aldrege Kearney, 336-44-45, Seaman first class, U. S. Navy, from drowning.

"2. It appears that on 23 July, 1930, Kearney, who was attached to the Yard Service Derrick No. 1 (MARY ANN), Naval Air Station, Hampton Roads, Virginia, while swimming between the MARY ANN and the runway used by Patrol Plane Squadron Eight-S, Aircraft Squadrons, Scouting Fleet, a distance of about fifty yards, was suddenly seized by cramps. You, together with two other enlisted men, promptly jumped overboard and brought Kearney to the runway.

"3. The Bureau commends you for your prompt action in assisting in this rescue."

"TO FAIR REQUEST
SILENT PERFORMANCE MAKETH BEST RETURN."

The Recruiting Service receives many requests of varied nature but none perhaps of more interest than the following:

"U. S. Navy Recruiting,
Washington, D. C.

Sir:

"I would love to visit your city and be examined for the Navy. Would you be kind enough to fly here to the town Piqua where I think you could land and carry me to Wash., D. C., to your recruiting station where you could examine me. How much the gasoline, etc., would it take to return to Wash., D. C. My father had a war record and was wounded at Lexington, Ky., civil war veteran. Now what would it cost for gasoline to return to Wash., D. C. I have an Oliver Typewriter and a Atwater Kent Radio and Electric stove that would like to take along. Could it be possible to take them there. Could I run a filling station there under any circumstances. Should you have a truck or other car maybe you could come and get me and Radio in your car should you let me know how much gasoline etc., it would take to come and get the goods and myself as times have been dull and would like for you to send word how and what would be the best way to get there. May come this fall should you come after me. We could use the radio and typewriter in the office. Be sure and send word. How would be the best way to get there either this autumn or next spring. Hoping to hear from you soon.

"Yours very truly"

TRAINING

RECRUITS UNDER INSTRUCTION.

Number at Training Stations on 20 September 1930.

The number of recruits under instruction at the various Training Stations on 20 September, 1930, was as follows:

	Great Lakes	Hampton Roads	Newport R.I.	San Diego	Total
Recruit Training	:	:	:	:	:
Apprentice Seamen	: 531:	537	: 608	: 687	: 2363
Seamen second class	: 3:	11	: 34	: 6	: 54
Other ratings	: 34:	51	: 15	: 24	: 124
Totals	: 568:	599	: 657	: 717	: 2541

STANDARD TESTS AVAILABLE FOR ISSUE.

Results Aid Personnel Officers.

The Bureau of Navigation has been conducting some very interesting investigations in the matter of instructing and training of enlisted personnel. It has been found exactly how much this instruction and training is facilitated and made more productive by the proper selection of suitable material for this training. Men especially adapted for certain work, or men with special abilities and capacities are selected for the field in which they have the most promise, and to which they are best adapted. A series of different tests have been prepared which indicate an individual's best abilities. One test will provide a reliable indication of the individual's scholastic capacity or ability, while another test will indicate the extent of his mechanical ability. The tests, therefore, serve to indicate the natural abilities of the individual, which when supplemented by attention and effort are productive of proportionate results, which can be quite accurately predicted.

In the Bureau of Navigation Pamphlet "Suggestions on Methods of Instructions" (Note on Page 4), it is stated that the Standard Bureau Tests may be had on request to the Bureau of Navigation. But for the sake of convenience and in order to insure standardization and uniformity in giving the tests, the Commander-in-Chief, Battle Fleet, and the Commander Scouting Fleet have requested that these tests be sent to certain designated ships where the tests will be given and marked. In the Battle Fleet the ships designated are the U.S.S. MEDUSA, ALTAIR, MELVILLE, ARGONNE, and HOLLAND. In the Scouting Fleet the ships designated are the U.S.S. VESTAL, WHITNEY, and DOBBIN.

The following tests will be available:

The General Classification Test - Form A (Which shows the individual's scholastic aptitude).

Mechanical Aptitude Test (Which demonstrates extent of interest and knowledge of mechanical processes).

O'Rourke Non-Language Test (Which tests the individual's mechanical aptitude in assembling and adjusting).

Arithmetic Test - Form A (Which indicates the individual's knowledge of elementary arithmetic).

English Test - Form A (Which indicates an individual's knowledge of simple English).

These tests are being given to all recruits at the Training Stations and the results are entered in the service records. Hereafter these tests will be available for all other men and can be used in making selections for service schools, and in selecting men for various stations and duties.

NAVAL RESERVE

NAVAL RESERVES INSPECTED.

Creditable Showing Made.

Captain C. A. Blakely recently visited Muskegon, Michigan, for the purpose of inspecting the crews and vessels of the Naval Reserve on the Great Lakes. The vessels assembled in the harbor were the HAWK, WILMETTE, WILMINGTON, DUBUQUE and PADUCAH.

The ships entered the harbor in formation and anchored about 1 p. m. At the same time, a squadron of airplanes, consisting of three Reserve Divisions from Great Lakes, Minneapolis and Detroit, respectively, maneuvered overhead. The crews and ships presented an excellent appearance. The ships were reported as well kept and in an excellent state of cleanliness. This is indeed creditable, in view of the fact that the Reserve crews had been aboard only one week.

The appearance of the shore patrol, consisting of Reserve personnel, was commented upon by the local press, which likewise expressed pleasure at the good conduct of the liberty parties and the efficient methods used by the patrol. Officials and leading citizens of Muskegon provided frequent entertainments for the officers and men during the week-end stay of the vessels.

COMMENDED BY SECRETARY.

The Secretary of the Navy addressed the following letter of commendation to Lieutenant Commander William Robert Meyer, U. S. Naval Reserve, master of the Matson Liner VENTURA:

"The Department has received reports of the successful rescue on or about 18 August 1930 of the Master, Passengers and Crew of the Union Line S. S. TAHITI of British registry, to the number of 317 persons, by the S. S. VENTURA, warranted to fly the Merchant Marine Naval Reserve flag and under your command.

"From these reports it appears that the S.S. TAHITI had been in distress for about 3 days and that you acted with admirable promptness and quick decision. Abandoning the schedule laid down by the Matson Line, and proceeding eight hundred miles off the direct course of your voyage through the waters of the South Pacific to the rescue, you brought your ship alongside the TAHITI and took off the passengers, crew and master, less than an hour before that vessel sank.

"The Department notes with pleasure the highly efficient and seamanlike manner in which this rescue was accomplished and takes great pleasure in commending you for your prompt decision in the premises, your efficient carrying out of your chosen mission and the successful issue of this humane undertaking, which is in keeping with the highest traditions of the Navy and of the American Merchant Marine."

ARCTIC EXPLORER RETURNS.

The Schooner Morrisey, bearing the arctic exploration party led by Lieutenant Commander Robert A. Bartlett, D-V(G), U.S.N.R., is reported as having left Amgassilik on 31 August and is expected to reach Wiscasset, Maine, the latter part of the present month. Lieutenant Commander Bartlett has been engaged in arctic exploration for many years. He was a member of the Peary Expedition at the time Rear Admiral Peary made his final dash to the North Pole.

MISCELLANEOUS

NAVY GOLF TOURNAMENT.

Annual Contest Begins 25 September.

The Annual Navy Golf Tournament began on 25 September at the Army, Navy and Marine Corps Country Club. The handicap committee, composed of Rear Admiral W. H. Standley, U.S.N., Major L. W. Hoyt, U.S.M.C., and Lieutenant Commander R. O. Glover, U.S.N., all experts in the art of chasing the elusive pill, has been working hard for the past two weeks, assigning handicaps to entrants. The tournament was conducted in the same manner as last year - 18 holes, handicap medal play. Numerous prizes will be awarded and the trophy cup, known as the "Washington and Vicinity Annual Navy Golf Tournament Trophy" will be engraved with the names of the officers winning in the "Low Gross" and "Low Net" scores. The results of the tournament had not been received in time for inclusion in this issue of the Bulletin. They will be published in the next issue.

RECOMMISSIONING OF DESTROYERS.

Naval Personnel Does Efficient Work.

The report of the decommissioning of Squadron Nine and modernizing and recommissioning of Squadron Seven by Forces Afloat has been received in the Department. The part played by Naval Personnel in the undertaking should be of interest to the service.

Work was commenced at the Philadelphia Navy Yard on 21 September, 1929, and on 15 May, 1930, the work at that yard was finished. The final work of completion of the project was accomplished at the Navy Yard, Charleston, S. C., during the period, 22 May to 24 June, 1930.

Among the difficult tasks accomplished were -

(1) The removal of the old Terry blowers where they were found in bad condition, and the substitution of Sturtevant blowers removed from decommissioned ships.

(2) The transfer of low pressure evaporator plants from decommissioned to the recommissioned ships.

(3) Alteration of bridges and installation of fire control and other wiring.

Through the efficiency of Naval Personnel the job which ordinarily would have entailed an expenditure of about \$5,000,000 was accomplished for approximately \$800,000. The assistance rendered by Navy Yard forces amounted to approximately \$1,000 per vessel.