

11 OCTOBER 1930.

BUREAU OF NAVIGATION BULLETIN

NUMBER 142.



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

OFFICER PERSONNEL

NAVAL R.O.T.C. GRADUATES ENTER SUPPLY CORPS.

Three members of the Class of 1930, the first Naval Reserve Officers' Training Corps class to graduate, have been commissioned as Ensigns in the Supply Corps. Three other graduates are under consideration. This is in line with the new policy inaugurated by the Department, by which the Naval R.O.T.C. is utilized as an additional source from which supply officers of the United States Navy may be drawn. The officers who have been commissioned are, Ensign James W. Boundy, U.S.N., University of Washington; Ensign Thomas L. Becknell, U.S.N., Georgia School of Technology; Ensign James Henry Payne, U.S.N., Harvard University.

The above officers are now undergoing a short course of instruction ashore, preparatory to being assigned to duty on board battleships.

NEW INSTRUCTORS WANTED.

Seven Vacancies at Naval Academy.

Seven assignments will be made to the Naval Academy for duty as instructors in the Department of Modern Languages. Five of the officers to be selected will go as French instructors, and two as Spanish instructors. Requests for this duty from officers due for shore duty in 1931 are invited.

MIDSHIPMEN INCREASE.

Student Body Largest Since 1923.

On the beginning of the Academic Term at the Naval Academy on October 1st, the Regiment of Midshipmen contained the largest number of midshipmen since 1923, divided by classes as follows:

1st Class	-----	449
2nd Class	-----	458
3rd Class	-----	511
4th Class	-----	<u>647</u>
TOTAL	-----	2030

No changes have been made in the entrance requirements during the past year. The certificate and substantiating examination method of qualifying mentally continues the most popular and each year the number of certificates submitted have increased.

German and Italian will be added to the curriculum to meet the service needs for linguists in these languages. Instruction in these languages will be given in lieu of French and Spanish to midshipmen who so elect. Hygiene, which was formerly given to the senior class, will hereafter be included in the course for the fourth classmen. The physical training of midshipmen has as in the past been given careful consideration and supervision.

A permanent Aviation Unit was established and organized during the Spring of 1929. Its purpose is to furnish indoctrinal flight training to the members of the second class during the summer, and for spring and fall training for members of the senior class.

NAVAL ACADEMY CLASS OFFICERS.

First Class Selection Held.

Midshipmen of the First Class, United States Naval Academy, recently elected class officers for the ensuing year. The successful candidates, all of whom are members of the football squad, are:

Gannon, J. W.	President	Lodi, California.
Brought, C. F.	Vice President	Lancaster, Pa.
Hagberg, O. E.	Secretary	Follansbee, West Va.

ENLISTED PERSONNEL

FAVORITISM HINTED.

Specification Not Proved.

From time to time the Bureau has received complaints regarding the selection of chief petty officers, in that it has been stated that battleships do not receive a proportionate share of advancements, due perhaps to the more difficult examinations given to men serving on that type of vessel. A survey of the facts in the case develops the following:

Of all the petty officers first class in the Navy, 17% are in the allowance of battleships, plus the Saratoga, Lexington, and Pittsburgh. Of the 366 selections of all ratings during the current year, 18.8% were from these ships. It would seem, therefore, that men serving on battleships have had a slightly more favorable rather than unfavorable opportunity for advancement.

DESTROYER PERSONNEL COMMENDED.

The Secretary of the Navy recently addressed a letter to the Commanding Officer of the U.S.S. WHITNEY, in which he commended certain enlisted personnel who exhibited special aptitude and initiative during the decommissioning of Destroyer Squadron Nine and the recommissioning of Destroyer Squadron Seven. The personnel thus honored are:

AUSTIN, John Arnold	Csmth. 1c	Warrior, Ala.
DIEHL, Harvey F.	Bsmth. 1c	122 West Wildey St., Philadelphia, Pa.
HILLS, Ernest	Mldr. 1c	4520 Pilling St., Philadelphia, Pa.
BAXTER, William J., Jr.	MM. 1c	2010 Oakford St., Philadelphia, Pa.
EDWARDS, William R.	MM. 1c	732 So. Walnut St., Fairmount, Ind.
OLIVER, Otis Clay	MM. 1c	Reynolds, Ga.
WILSON, Neil M.	MM. 1c	719 No. 16th St., Philadelphia, Pa.
HARDY, Dewey L.	Bmkr. 1c	Lumberton, Miss.
MACE, Willis W.	Bmkr. 1c	2909 S. Sydenham St., Philadelphia, Pa.
HERBERT, Oscar	SEM. 1c	1814 14th St., S. E., Washington, D. C.
BEULOMY, William G.	SK. 1c	Hitchins, Ky.
PRIESTLY, Andrew F.	SK. 1c	9 Hill St., Charlestown, Mass.
QUINN, Luke A.	SK. 1c	119 Ellsworth St., Philadelphia, Pa.
WEEKS, Frank W.	SK. 1c	Snowville, Va.
BREECE, Archie O.	Bmkr. 1c	Delaware, Ohio.
MARRAMA, Daniel H.	TM. 1c	27 South Ave., Revere, Mass.
VICKENS, George F.	TM. 1c	309 Park Ave., Norfolk, Va.
GILLIGAN, William J.	SF. 1c	866 N. 48th St., Philadelphia, Pa.
COLLINS, Dennis E.	TM. 2c	1 Potter St., Newport, R. I.
FOGARTY, William P.	GM. 2c	22 Elm St., Newark, N.J.
OLLIVER, George R.	SF. 2c	525 No. 31st St., Louisville, Ky.
BROWN, William T.	Cox.	Watkinsville, Ga.
WACNER, Richard O.E.	MM. 2c	305 E. Santa Fe St., Garden City, Kans.
BOEHR, George H.	Csmth. 2c	West Hanover, Pa.
LOONEY, Paul J.	Sea. 1c	South Pittsburgh, Tenn.
FULLER, William H.	F. 2c	542 Pains Ave., Atlanta, Ga.
ROWELL, John H.	F. 3c	Hendham, N. J.
BACKE, William F.	SK. 2c	970 Greenfield Ave., Milwaukee, Wis.

NAVAL DISCIPLINE.

Aims of Bureau Set Forth.

At a recent conference in the Bureau of Navigation, Commander F. C. Sherman, U.S. Navy, in charge of the Section of the Enlisted Personnel Division known as the Discipline and Discharge Section, outlined the duties and aims of the Bureau with respect to this most important subject. A summary of Commander Sherman's talk brought out the following points:

The activities embodied comprise review of all general courts-martial; review of such summary courts-martial as involve bad conduct discharges and require Bureau's approval; review of recommendations for undesirable discharge which require Bureau's approval; preparation of recommendations for trial by general court-martial in cases convened by the Secretary of the Navy (all general courts-martial at shore stations within the continental limits of the United States); issuance of all declarations and rewards for deserters; and in general all matters pertaining to discipline of enlisted personnel handled by the Bureau.

In addition to the above activities, and which comprise purely disciplinary matters, this section also handles the following:

- Consideration of requests for reenlistment of men holding disciplinary discharges.

- All examinations for warrant rank.

- Awards of medals of all kinds, and issuing of letters of commendation.

- Special Order discharges.

- Medical Survey discharges, three months early, and underage discharges.

- Transfer to Fleet Naval Reserve, Classes F-3, F-4, and F-5.

- Cancellation of Enlistments, or extensions.

- Appointments of Navy Mail Clerks.

- Complaints regarding non-support and indebtedness.

- Authorization of allowances in lieu of quarters, and subsistence, and granting of commuted rations.

Roughly, around 60% of all offenses committed by enlisted personnel, are for unauthorized absence in some form. This includes desertion, absence over leave or liberty, absence without leave, and breaking arrest. The other 40% of offenses comprise military and moral offenses, such as drunkenness, defiance of authority in some form, such as disrespect, disobedience of orders, and striking superior officer, theft, etc.

In regard to unauthorized absences, the Department's general method of handling these cases may be of interest. A man over liberty or leave for a period of twenty-four hours is declared a straggler by the ship or station from which he is absent and a reward of twenty-five dollars is offered for his delivery to naval authorities. This reward expires nine days after its issuance.

After ten days absence he is declared a deserter by the ship or station and so reported to the Bureau. The Bureau then issues a Declaration and Reward of fifty dollars for his delivery to naval authorities. This deserter's reward expires two months prior to the expiration of the time set by the Statute of Limitations within which the man can be tried. In peace time, this limit is two years from the expiration of enlistment; in war time, it is two years from the date of desertion.

Payment of all rewards is checked against the man's account, so that technically they are not a charge against the government. In many cases, however, the man has no money on the books, in which case the government from necessity pays the reward. When an absentee is returned to his own command, and if his absence is less than thirty days, disciplinary action is left to the discretion of the Commanding Officer. If he is returned to other than his own station and if the absence is less than thirty days, the Bureau directs his trial by summary court-martial, and the mark of desertion is removed from his record. If the absence is over thirty days, trial by general court-martial on the charge of desertion is directed unless the man is under 18 years of age, in which case, he is tried by summary court-martial for absence over or without leave and the mark of desertion is removed. The reason for this is that it is contrary to the Department's policy to send a man under 18 to prison for a purely military offense; trial by summary court-martial can therefore accomplish all that a general court-martial could. The schedule of punishment for desertion is roughly five months confinement plus the number of months absence and plus three months if delivered rather than voluntarily returns. The maximum sentence is 18 months irrespective of length of absence or conditions of return.

The expense connected with these unauthorized absentees is a considerable item and accounts for many of the methods of handling these cases. It would be advisable in many ways to return an absentee to his own ship or station for punishment. Technically, if he is returned to his own ship, his transportation could be checked against his account. But in most cases there is no money on the books and the government would have to foot the bill. In all cases, if he is returned under guard, the guard's expense is a charge to the government. As a consequence, it is the policy to transfer absentees to the nearest Receiving Ship and have the disciplinary action taken there. This is particularly applicable where the absence is over thirty days and the man is tried for desertion and the probable sentence is confinement and dishonorable discharge. Therefore, people afloat very seldom have evidence of the fact that practically 75% of all absentees are apprehended or surrender and the effect on the other personnel of the ship is lost. An advantage, however, is that the forces afloat are relieved of the job of trying all of these cases by general or summary court-martial, as they are largely tried by permanent courts at shore stations.

The reward system has resulted in obtaining excellent cooperation on the part of civil authorities in arresting and returning absentees. There are some private detective agencies who have endeavored to specialize in this work and have requested to be placed on the

mailing list to receive copies of all notices of deserters rewards. This has been refused by the Bureau, however, as it is considered bad practice to have men of this class, more or less preying on enlisted personnel, perhaps enticing them to become deserters so that they can claim the reward for returning them. We accept the return of deserters by private detectives and pay the rewards, but the notices are mailed only to regular police departments and sheriffs in public service.

When a deserter is arrested by civil authorities for other causes than his desertion, his delivery to naval jurisdiction is not sought and no reward is payable until conclusion of the civil proceedings against him. In case of conviction by civil authorities, the Bureau directs his discharge as undesirable for desertion without trial and the mark of desertion remains upon his record. The discharge is usually mailed to his place of confinement for delivery. This is done because we consider that civil offenses as a rule take priority over military offenses and we prefer to close the case rather than have our charges pending until completion of the punishment by the civil authorities.

In cases of old time deserters in whose cases the Statute of Limitations prevents trial, when the man applies for a discharge it is the policy to issue an undesirable discharge for desertion without trial, and leave the mark of desertion on his record. This closes their cases as far as the Navy is concerned. Otherwise, they are carried forever on the rolls as deserters and are always liable to arrest, although they could not be tried.

One impression made by duty in this section is the effect on a man's life of a bad conduct or dishonorable discharge from the Navy. We get hundreds of applications from men with disciplinary discharges for permission to reenlist and clear their records by getting an honorable discharge. With all of these are heart rending stories of inability to get a job, consciences bothering them, loss of jobs, inability to go home, etc. The fact that a man has such a discharge in most of these cases seems to act like an "old man of the sea" - they can never get away from it. Somebody who knows about it always shows up or it is reported in some manner to their boss. The sad part is that before they get this discharge they don't realize all this, and other men now in the service don't realize it. Talks, etc., on the subject do not particularly impress them and actual experience on the outside with these discharges seems to be the only way it can be brought home to them. Every year, there are hundreds of bills introduced in Congress to change the discharges of these men and most of these fail of passage due to the opposition of the Navy Department.

Most of the officers who have held this desk have become impressed with the fact that the disciplinary discharge is the strongest and most effective form of punishment we have. Confinement in Naval prisons probably has some stigma attached to it, but they get good food, a good place to sleep, recreation, including movies, theatricals, and athletics, work not much harder as a rule than the

work on board ship, and discipline not much different from that on board ship. And it costs the government approximately \$700.00 a year to maintain each prisoner in a naval prison. I do not believe that this sort of confinement of itself has any very great deterrent effect on commission of military offenses. But when these people go out with dishonorable or bad conduct discharges, they very soon appreciate what a good place the Navy is and their requests to the Bureau, coupled with stories of their experiences and the effect on their lives, are eloquent testimonials of the effect of this form of punishment.

The following excerpts from letters taken from the files at random show the effect of discharges other than honorable:

"On June 11th this year I received a Dishonorable Discharge from the Navy after serving 6 months of a nine months sentence at Portsmouth, New Hampshire. My offense was desertion due to the fact that from the beginning I associated with the wrong crowd. I did not realize the seriousness of the offense until too late. After deserting I worked at various jobs with some success until I realized that I would not feel right until I had squared myself with the Navy. This I did when on or about October 1, 1929, I turned myself in at the receiving ship in Boston, Mass.

"From the time I left Portsmouth I have had a very good job here in Ohio and while the job pays well and my work seems satisfactory, I would still like to get back, first because I like the Navy, and secondly to square myself with my relatives."

".....I have lost a dozen or more opportunities and positions. For that reason I was very young, and I did nothing dishonorable. It is astonishing and terrible how people magnify the stigma of a dishonorable discharge, and every place I go where identifications are necessary I have to explain where I was at those five years, and I can't lie, and the honorable discharge is ruined by the dishonorable one, so I lose the situations I want altho I served about four years without trouble, every one imagines I was something terrible the whole five years. So far as punishment is concerned, in my case the Navy should be satisfied. I am young, twenty-seven years. The discharge is a millstone around my neck. It can no longer serve any but an unfair purpose. In some men's cases, their environments may be such that a dishonorable discharge don't annoy them. Unfortunately such is not so in my case. If I were a criminal, I would have no right to protest, but as I have never stole or did anything dishonorable, I feel that I am being unnecessarily prosecuted and imposed upon, and the only result is lost opportunities when I am trying to lead an honest and honorable life."

NAVAL RESERVE

MERCHANT MARINE NAVAL RESERVE GROWS.

2800 Now Enrolled.

The Bureau recently published an approved list of vessels upon which Merchant Marine Naval Reserve Officers may be commissioned on a volunteer basis. There is also included a list of vessels authorized to fly the Merchant Marine Naval Reserve Flag. The summary shows that officers of 1146 vessels are eligible to commissioning, and that 127 vessels are eligible to fly the flag. The officer personnel of the Marine Reserve is now approximately 2800.

RAPID TRANSIT.

Reserve Aviator to Rescue of U.S.S. HOUSTON.

Recently an urgent request came to Naval Reserve Aviation Base, Valley Stream, Long Island, from the Brooklyn Navy Yard, to ferry a main injection valve casting from Boston. Due to its size and weight, the valve could not be carried in a training plane, so Ensign Browning volunteered to ferry it in his Waco taper wing. A letter from the commanding officer of the HOUSTON to the Chief of the Bureau of Navigation states that "as a result of this service, the HOUSTON was enabled to leave dry dock and proceed on a cruise to European waters at least five days earlier than would otherwise have been possible."

TRAINING

RECRUITS UNDER INSTRUCTION.

Number at Training Stations on 27 September.

The following table shows the number of recruits under instruction at the various Training Stations under date of 27 September, 1930.

:	:	Great:	Hampton:	Newport:	San :	:
:	:	Lakes:	Roads :	R.I. :	Diego:	Total :
: Recruit Training	:	:	:	:	:	:
: Apprentice Seamen	:	484 :	535 :	574 :	595 :	2188 :
: Seamen Second Class	:	0 :	10 :	11 :	5 :	26 :
: Other Ratings	:	28 :	50 :	11 :	22 :	111 :
:	:	512 :	595 :	596 :	622 :	2325 :

"DEEP SEA DIVING"

Interesting Slidefilm Issued.

The Bureau of Navigation (Training Division) issued on 1 October a slidefilm entitled "Deep Sea Diving", to all owners of slidefilm projectors. This film was made by the Bureau in collaboration with the Deep Sea Diving School, Navy Yard, Washington, D. C.

The slidefilm does not attempt to teach diving, but will be of great assistance in the instruction of men who may be detailed to assist on the surface diving operations. The film will also be valuable for general instruction of deck ratings and for preliminary instruction of men for the designation of divers, second class, on board ship, or at naval stations.

PRACTICAL TEST.

General Classification Test Proves Useful.

A recent issue of the Bulletin mentioned the use of the General Classification Test in selecting members of a recruit drill squad which won in competition with Army, Marine, and National Guard units. The officer who had charge of this selection invites attention to the fact that the drillmaster, C. T. C. Hubbard, whom he credits with the victory, had a G. C. T. score of 92. He comments, in part, as follows:

"The use of the G. C. T. was the greatest single factor in making it possible for Hubbard to make this margin and I am certain that without the research work done by the Bureau of Navigation and the development of the General Classification Test the cup could not have been won by the Training Station last year.

"And furthermore, I believe that the excellent research work being done by the Bureau of Navigation now, against all obstacles, will some day make it possible for sea captains to win battles at sea."

TRAINING COURSE PROGRESS.

The Bureau's Training Course Printing Program for the year is well under way. The following courses, all of them with progress and examination questions of the objective type, are in the hands of the printer and should be ready shortly:

Carpenter's Mate 1c	Water Tender 2c
Commissary and Chief Commissary Steward	Aviation Machinist's Mate 3c
Year Book of Enlisted Training	Painter 3c
	Yeoman 3c

The Year Book of Enlisted Training will take the place of the

"Announcement of Courses", but will be far more inclusive and will give a complete picture of the training activities for enlisted men, including Training Stations, Trade Schools, Training Courses, Slidefilms, Methods of Instruction, Selection of Candidates for Trade Schools, Aptitude Tests, etc.

As soon as a training course is ready for distribution it will be announced in the Bulletin.

NAVAL OBSERVATORY

NAVIGATION KINKS.

Drafting Machine Illumination Improved.

The Bureau has received a letter from the NEW MEXICO in regard to the use of lights on the Universal drafting machine, part of which is published as a matter of useful information, as follows:

"In the use of the drafting machine on the bridge, difficulty is often experienced in obtaining sufficient light for accurate plotting. This is particularly true if the plotting is required at night or in the early morning twilight when the ship is getting underway or anchoring. Strong lights in the chart desk interfere with the vision of the officer of the deck. A drafting machine rigged with flash-lights has been in use on this ship for several months and the rig has been found efficient. Two small pocket flash-lights were obtained. The top of the wooden knob in the center of the machine was cut off and two parallel slots made in the wood to receive the flash-lights. After flash-lights were put in the slots, the lights were held in place by a piece of copper, bent to fit over them and secured to the wood by screws. The lights shine on the scale of the drafting machine and the snap cover prevents glare in the eyes. One light illuminates the zero, and the other 180° from the zero mark. With intermittent use the flash-lights last several months."

MISCELLANEOUS

NAVY BAND APPRECIATED.

Park Concerts Largely Attended.

In appreciation of the band concerts given by the U. S. Navy Band, Colonel U. S. Grant, 3d, Director of Public Buildings and

Public Parks at Washington, recently addressed the following letter to the Secretary of the Navy:

"My dear Mr. Secretary:

"At the close of the park concert season, it is desired to express to you the appreciation of this office of the excellent services rendered to the people of Washington by the U. S. Navy Band during the past summer. Seventeen concerts were played at which the total attendance was approximately 17,100."

NAVY GOLF TOURNAMENT.

Lieutenant (j.g.) A. E. Chapman, U.S.N., won the Annual Navy Golf Tournament, with Lieutenant Colonel T. C. Turner, U.S.M.C., a close second. The names of these two officers have accordingly been inscribed on the cup. Lieutenant Chapman's final score was 67, while that of Lieutenant Colonel Turner was 66.

The entries were divided into five sections. The low net and second low net score in each section is shown below. Low net received as a prize an order on Spaulding to the value of \$12., while the second low net received an order to the value of \$8. The officers awarded the prizes are accordingly now classed as professionals. As such they are ineligible to compete with Bobby Jones in any amateur tournament.

	: Out :	: In :	: Gross :	: Handicap :	: Net :
<u>1st Section</u>	:	:	:	:	:
: Low Net Comdr. T. C. Bogart, USN.	: 43:	: 44:	: 87 :	: 14 :	: 73:
: 2nd Low Net Capt. M. K. Metcalf, USN.	: 40:	: 46:	: 86 :	: 12 :	: 74:
<u>2nd Section</u>	:	:	:	:	:
: Low Net Lt (jg) A. E. Chapman, USN.	: 43:	: 41:	: 84 :	: 17 :	: 67:
: 2nd Low Net Lt (jg) J. P. B. Barrett, USN.	: 45:	: 40:	: 85 :	: 16 :	: 69:
<u>3rd Section</u>	:	:	:	:	:
: Low Net Lt. Col. T. C. Turner, USMC.	: 41:	: 45:	: 86 :	: 20 :	: 66:
: 2nd Low Net Lt (jg) J. P. Bennington, USN.	: 45:	: 47:	: 92 :	: 18 :	: 74:
<u>4th Section</u>	:	:	:	:	:
: Low Net Lt. Cdr. H. O. Roesch, USN.	: 44:	: 48:	: 92 :	: 22 :	: 70:
: 2nd Low Net (Capt. H. K. Cage, USN.	: 47:	: 51:	: 98 :	: 24 :	: 74:
: (Cdr. C. M. Cooke, USN.	: 48:	: 47:	: 95 :	: 21 :	: 74:
<u>5th Section</u>	:	:	:	:	:
: Low Net Cdr. J. M. Schelling, USN.	: 55:	: 47:	: 102 :	: 28 :	: 74:
: 2nd Low Net Lt. Cdr. C. R. O'Leary (SC) USN.	: 50:	: 55:	: 105 :	: 30 :	: 75:

TALKING PICTURE PROSPECTS.

Installation to be Made Soon.

The final printing of the specifications and schedule for Talking Picture Reproducers, representing as it does months of work by both the Bureau of Engineering and the Bureau of Navigation makes possible mailing this week invitations for bids for furnishing this equipment to the Navy. The total amount of funds involved will be approximately \$550,000.00. Bids will be opened at 1000 on October 31, 1930, and if the successful bidder meets the rigid requirements of the Navy test, talking picture machines should be on their way for installation aboard ships by the end of November, 1930.

The battleship type of equipment is so radically different from the commercial types that little hope is entertained by the Bureau of having any deliveries of this type of equipment before the battleships sail for their winter cruise; the chance of getting delivery on the cruiser type of equipment before the fleet sails is also doubtful, but the Bureau intends to provide battleships and cruisers with portable sets, if they are available, as a make shift until the regular sets are available. Portable sets will be a poor substitute for the equipment battleships and cruisers will finally receive and not too much should be expected of them.

The question of training electricians' mates for installation and upkeep of this equipment is now a live subject in the Bureau and on award of contract many of the electrician's mates will be ordered to schools to be established by the successful bidder.

It is contemplated that no extra charge will be made for talking picture service. This is made possible by the new contracts entered into with twelve of the largest reproducers of entertainment films, whereby the Navy receives talking pictures at a cost slightly less than is now paid for silent film.

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OFFICER PERSONNEL

MIDSHIPMEN OFFICERS APPOINTED.

The following appointments of Regimental Officers and Staff were recently made by Naval Academy authorities:

Midshipman Commander	Hibschman, M. W.	Reg. Comdr.
" Lt.Comdr.	Tyra, T. D.	Reg.Sub.Comdr.
" Lieutenant	MacKenzie, G.K., Jr.	Reg. Adjutant
" Lieutenant	Gray, A. D.	Reg. Sig. Officer
" Lieut.(j.g.)	Needham, R. C.	Reg. Commissary
" " "	Powell, P. G., Jr.	Color Bearer (National)
" Ensign	Jung, K. E.	" " (Regimental)
" Chief Petty Officer	Kirkpatrick, C. C.	Reg.Chief Petty Officer

INSTRUCTION AUTHORIZED.

The following Chief Warrant and Warrant Officers have been selected to take special courses of instruction in the classes which convene at the Navy Yard, Washington, D. C., on or about 5 January, 1931:

- (a) Diving - Chief Gunner Charles E. Keptner
 " " W. J. Love
 Gunner J. L. Holloway
- (b) Optics - Chief Mach. J. J. Cuvelant
 " " Eric O. Kessler
 Mach. C. S. Grover
 " S. G. Moore

New classes in both of the above courses will be convened in July, 1931. Prior to that time the Bureau will publish a letter of instructions regarding applications, quotas, etc.

PROMOTION TO WARRANT GRADES.

Forty Candidates Successful.

In July, 1930, ninety-nine enlisted men were examined for promotion to various warrant grades. Sixty-nine were found qualified. Inasmuch as vacancies for only forty candidates exist at the present time, forty who made the highest average mark on the examination were issued appointments as of 16 October, 1930. They are as follows:

Boatswains.

<u>Name</u>	<u>Rating</u>	<u>Present Station</u>
Morgan, Sam P.	C.Q.M.	Naval Training Station, Newport, R.I.
Knopp, Charles L.	Q.M.1cl	U.S.S. AROOSTOOK
Lawson, Jacob F.	S.M.M.1cl	U.S.S. NEVADA
Linderman, Francis M.	C.Q.M.	U.S.S. SANDS
Knight, Seigel	B.M.1cl	U.S.S. WIDCEON
Cooley, Theodore R.	A.P.1cl	Naval Air Station, Pearl Harbor, T.H.
Pointer, Paul E.	C.B.M.	U.S.S. RIGEL

Gunners.

<u>Name</u>	<u>Rating</u>	<u>Present Station</u>
Wickens, George F.	T.M.1cl	U.S.S. WHITNEY
Tagtmeyer, Laurence E.	G.M.1cl	U.S.S. PENNSYLVANIA
Fickes, Ted D.	G.M.1cl	U.S.S. GAMBLE

Electricians.

Goshorn, Howard S.	C.E.M.	U.S.S. R-4
Deaton, Charlie	C.E.M.	U.S.S. MISSISSIPPI
Broadfoot, George C.	E.M.1cl	U.S.S. MARYLAND
Durham, Clavis W.	E.M.1cl	U.S.S. CINCINNATI
Schumacker, Carl W.	E.M.1cl	Submarine Base, New London, Conn.
Stacey, John R.	E.M.1cl	U.S.S. S-20

Radio Electricians.

George, Myron M.	C.R.M.	U.S.S. MELVILLE
Campbell, Joseph S.	C.R.M.	14th Naval District
Hamlin, Frank E.	R.M.1cl	11th Nav. Dist. Communication Service

Machinists.

Baker, Robert F.	M.M.1cl	U.S.S. WEST VIRGINIA
Lindsey, Howland G.	A.M.M.1cl	VP Squadron 88, Naval Operating Base, Hampton Rds., Va.
Petsche, Rudolph A.	M.M.1cl	U.S.S. UTAH
Ott, Lawrence W.	C.M.M.	U.S.S. REINA MERCEDES
McLean, James W.	C.M.M.	Naval Station, Guam
Cravens, John P.	C.M.M.	U.S.S. ALDEN
Hope, Harry S.	C.M.M.	U.S.S. CAMDEN
Miller, Herman	M.M.1cl	U.S.S. BEAVER
Hinson, Edwards R.	M.M.1cl	U.S.S. NOROMIS
Noonan, James L.	M.M.1cl	U.S.S. 42
Faherty, Bartholomew H.	M.M.1cl	U.S.S. AARON WARD
Bell, Charles E.	C.M.M.	U.S.S. HOUSTON
Worden, Clifford L.	M.M.1cl	U.S.S. HULBERT
Buzby, George W.	C.M.M.	Receiving Station, Hampton Rds., Va.
Reynolds, Carl F.	M.M.1cl	U.S.S. MELVILLE

Carpenters.

Tuttle, Emmett N.	C.M.1cl	U.S.S. AARON WARD
Ray, John F.	C.M.1cl	U.S.S. REINA MERCEDES

Pharmacists.

Foley, Sylvester R.	C.P.H.	Naval Hospital, Chelsea, Mass.
Cornett, Francis M.	C.P.H.	Naval Medical School, Wash., D.C.

Acting Pay Clerks.

<u>Name</u>	<u>Rating</u>	<u>Present Station</u>
Stratton, Roy O.	CY	Naval Training Station, Newport, R.I.
Smith, Edward J.	C.S.	" Station, Tutuila, Samoa.

The twenty-nine candidates who also qualified but for whom no vacancies exist, have been placed on the waiting list, pending vacancies which may occur prior to the next examination. They are as follows:

Boatswains.

<u>Name</u>	<u>Rating</u>	<u>Present Station</u>
Branyon, Howard H.	O.M.1cl	U.S.S. HANNIBAL

Gunners.

DeHeck, Anandus J.	C.T.C.	U.S.S. TEXAS
Schafer, Henry J.	C.T.C.	Naval Mission to Brazil
Bradley, Albert P.	P.C.1cl	U.S.S. TENNESSEE

Electricians.

Walker, Millard P.	C.E.M.	U.S.S. SARATOGA
Hartman, Frank H.	C.E.M.	U.S.S. MEDUSA
Rader, William J.	C.E.M.	U.S.S. PITTSBURGH
North, Joseph H.	E.M.1cl	U.S.S. TENNESSEE
Giard, Louis G.	E.M.1cl	Receiving Ship, New York, N.Y.
Overstreet, Hugh C.	C.E.M.	U.S.S. LEXINGTON
Coss, Walden F.	E.M.1cl	U.S.S. RICHL
James, Andrew L., Jr.	C.E.M.	U.S.S. MARYLAND
Bates, Vaughn G.	E.M.1cl	U.S.S. PITTSBURGH
Crawford, Adna R.	E.M.1cl	U.S.S. PENNSYLVANIA
Hill, Arlie D.	E.M.1cl	U.S.S. SARATOGA
Williams, Millard G.	E.M.1cl	U.S.S. MANOPAC
Guill, Richard A.	C.E.M.	U.S.S. CHESTER

Radio Electricians.

Stelts, Elmer H.	R.M.1cl	U.S.S. OGLALA
Schnoor, Kirke G.	R.M.1cl	U.S.S. BRIGHT
Cook, August B.	C.R.M.	Naval Radio Station, Arlington, Va.

Carpenters.

Sarcono, Michael P.	C.S.F.	U.S.S. MELVILLE
Doyle, James C.	S.F.1cl	U.S.S. SARATOGA
Seward, Jack	C.S.	U.S.S. MEDUSA
Edwards, Benjamin F., Jr.	S.F.1cl	U.S.S. IDAHO
Carpenter, Irvin E.	C.M.1cl	Submarine Base, Coco Solo, C.Z.

Pharmacists.

<u>Name</u>	<u>Rating</u>	<u>Present Station</u>
Cunningham, Russell P.	C.P.M.	U.S.S. CANNET
Washburn, William A.	C.P.M.	Hospital Corps Training School, San Diego, Cal.
Simons, Alfred T.	C.P.M.	Naval Hospital, Great Lakes, Ill.
Young, Addie	C.P.M.	Naval Hosp., New York, N.Y.

ENLISTED PERSONNEL

COMMENDED BY SECRETARY.

The Secretary of the Navy recently addressed letters of commendation to the following enlisted personnel:

Herbert Peirce Mench, Fireman 2c, Submarine Base, Coco Solo, home address, 2020 East Dauphin Street, Philadelphia, Pa., for life saving. On 19 July, 1930, Mench dived into the water off the sea wall near the Submarine Base and rescued Mr. A. Bascom, employee of the station who, while riding his bicycle along the sea wall, fell overboard into eighteen feet of water. Mench has been recommended to the Secretary of the Treasury for a silver life-saving medal.

Joseph Anthony Lally, Fireman 3c, U.S.S. SACRAMENTO, home address, 361 East 8th Street, Boston, Mass., for diving into shark-infested waters to rescue William J. B. Essman, Coxswain, U. S. Navy, who fell overboard from a motor launch tied at the boom. As he fell, he struck his head and was partially stunned. The accident occurred at Corinto, Nicaragua. Lally has been recommended to the Secretary of the Treasury for a silver life-saving medal.

MacAllen Dearstyne, Quartermaster 2c, U.S.S. HOKOMIS, for diving overboard from the Hokomis and rescuing George F. Angell, Seaman 2c, from drowning, at Puerto Manati, Cuba, on 27 April, 1930.

COMMENDED BY CHIEF OF BUREAU OF NAVIGATION.

The following enlisted personnel were recently commended by the Chief of the Bureau of Navigation for great assistance rendered in connection with relief work at Santo Domingo City, following the recent hurricane which caused great damage and loss of life:

Jack Paul Reeves, Ph.M. 2c, Hdq., 1st Brigade, U.S. Marine Corps, Port au Prince, Haiti.
Charles Henry Redfield, Ph.M. 1c, Hdq. 1st Brigade, U.S. Marine Corps, Port au Prince, Haiti.
Reuben Samuel Nixon, Chief Pharmacist's Mate, Hdq. 1st Brigade, U.S. Marine Corps, Port au Prince, Haiti.

PARRIS ISLAND PRISON NEEDS YEOMAN.

Volunteer Desired.

A vacancy will exist at the Naval Prison, Parris Island, South Carolina, on or about 1 December, 1930, for a chief yeoman. As there is at present no chief yeoman on the eligibility list for shore duty in the Sixth Naval District, any chief yeoman who desires the billet and is eligible for shore duty should submit his application to the Bureau without delay. It is understood that quarters are available for a married man.

ENLISTMENTS CURTAILED.

Due to the recent reduction in enlisted personnel, but one-eighth of the standard quota will be taken in during the month of November. It is quite probable that this reduction will continue until March, 1931.

MEDICAL SURVEYS DECREASE.

Recruit Losses Lessen.

Recruit losses at Training Stations, due to medical surveys, during the present fiscal year, show a loss percentage of .0142. 3,178 recruits were received at all Training Stations, and but 45 have been discharged by medical surveys to date.

PETTY OFFICERS NOT REDUCED.

The recent cut of 4,800 men in the Navy's enlisted personnel does not mean a decrease in the number of petty officers, and ALNAV 24 should not be so construed. The same actual number, and a greater relative number, of petty officers will be maintained for the remainder of this fiscal year. However, the first-class petty officer rating had gradually grown top-heavy over a long period of time, so that on 30 September, 1930, first class petty officers (second pay grade) were some 324 in excess. ALNAV 24 was therefore issued to reduce this excess in order to protect the appropriation for Pay against over-expenditure and to allow the Bureau to make some adjustments in allowances among the various rating groups, caused by changes in the Operating Plan and by excesses and shortages in some groups. It is not the intention of the Bureau to continue this quota system in effect longer than necessary, and when developments clarify the personnel situation, the former system will be resumed.

RECRUITING DUTY.

Eligibility Requirements High.

The following information regarding assignment to recruiting duty may be of interest to enlisted men whose names are placed on the eligibility list.

The selection of qualified men is made in accordance with the length of continuous sea service since last tour of shore duty, or since first enlistment or reenlistment after broken service. This is a fair and impartial system and cannot be deviated from because of personal or family reasons.

The recruiting duty eligibility list contains the names of approximately 800 men, of whom less than 250 are assigned to recruiting duty each year. As many applications are received from men immediately upon the completion of the minimum amount of sea service necessary for eligibility, it is obvious that men having less than 8 years' sea service have a very slight opportunity for detail. Furthermore, this opportunity varies with the station at which recruiting duty is desired. As an instance, there is at present an eligible on the waiting list for the Recruiting Station, Los Angeles, who has 18 years' sea service to his credit. When it is realized that there are others who have 12 or more years service, the futility of men who have completed the minimum amount of such service in securing early detail must be apparent.

TRAINING

POOR MATHEMATICIANS.

Officers' Cooks and Stewards Need Instruction.

Some months ago there was established at the Naval Training Station, Hampton Roads, a class for Officers' Cooks and Stewards. Two or three classes have graduated from that school. It has been found that the standard of qualifications of the cooks and stewards is remarkably low. This is not unexpected, but an examination into just how low their qualifications are suggests that a reasonable amount of attention to certain elementary requirements would enable these ratings to serve the officers' messes better. Many of these men are so completely lacking in the elements of arithmetic that they are quite unable to keep any kind of accounts. There has been at least one case of a man who could not even count his money when he was paid. There have been many cases of men who could not figure how much of the various ingredients to put into a batch of dough made from a recipe when the size of the batch was not the size given in the recipe. These are items which the men get around in some fashion, but it cannot be doubted that they would be able to serve their messes with greater economy if they had the ability to do the very elementary figuring necessary to keep track of stock, to estimate quantities and to handle money intelligently. A training course for Officers' cooks and stewards now being prepared will cover this matter, and in the meantime there should be no difficulty in finding suitable instructors in arithmetic on board ship.

RADIO MATERIAL SCHOOL REPORTS

Aptitude Tests Vindicated.

Previous bulletins have mentioned the use of certain tests in prophesying the fitness of candidates for the Radio Material School to successfully complete the course there. These tests are designed to indicate natural aptitude for the advanced work required plus general scholastic aptitude. The present class of 59 men which was convened on 1 July was given these tests at the beginning of the course and a list made up in the estimated order of their suitability. Their standing on this list was not given to those in charge of the school. To date eleven men have failed from that class, all of whom stood in the bottom half of the list. The school reported that one of these men has the aptitude but lacked the education. This man stood 35. The others stood 37, 41, 43, 47, 49, 50, 51, 52, 56, and 57 on the list, respectively.

The recent designation of examining ships for school candidates in the Battle and Scouting Fleets should assist in reducing the number of unprepared and unsuitable candidates sent to schools, with consequent economy and raising of the standards of the schools.

NAVAL OBSERVATORY

ECLIPSE EXPEDITION ESTABLISHED.

The Eclipse Expedition sent by the Navy Department to Niuafoou Island, Tonga, is established and ready for business. The following extract from a letter recently received from Commander Keppler is of interest:

"The expedition is well up to date and all hands are well and being kept busy. The 65 foot camera is practically completed and the 2400 lb. Einstein Camera mounted on its concrete pillars - the sand for the concrete had to be brought in wheel barrows over a mile after being hoisted in buckets up the 75 foot cliff. The landing was exciting and at times precarious, but we got our 400 odd pieces of gear and some 12,000 feet of lumber ashore in two days, with the aid of the native boats and ideal weather conditions.

"The Tanager has been indispensable and they have fulfilled every expectation most creditably. The weather ashore has been excellent, 60° F. at night and up to 85° in day time. No flies, no mosquitoes, and the natives hospitable, amiable and curious.

"In best regards and hopes for a clear day on 21 October!!"

BRONZE BUST PRESENTED TO CHILE.

Will be Mounted in National Observatory.

The Secretary of the Navy has forwarded to the Ambassador Extraordinary and the Minister Plenipotentiary at Santiago, Chile, a bronze bust of the late Lieutenant James Melville Gilliss, United States Navy.

Congress, on June 9, 1930, passed an act providing an appropriation to procure for presentation to the Chilean National Observatory, through the Secretary of the Navy, in the name of the United States Naval Observatory, a bronze bust of the late Lieutenant Gilliss whose memory is revered by officials of Chile as the "father of astronomy".

Lieutenant Gilliss, in 1842, succeeded in getting a bill through Congress for the building of a suitable house as a "depot of charts and instruments" and this was the birth of the present Naval Observatory.

His connection with astronomical observations, covering the period from 1838 to 1842, brought him in contact with Dr. Gerling of Marburg University. Dr. Gerling proposed a new method of deducting the solar parallax from observations of Venus taken from points as far apart as possible in opposite hemispheres, but nearly on the same meridian.

These requisite physical conditions suggested to Lieutenant Gilliss that the obvious place for the other Observatory was in Chile. Lieutenant Gilliss' efforts finally brought authorization for funds from Congress, the project awakening world-wide interest, and he was assisted in his plans and assembling of equipment by some of the most prominent scientists of the day.

In August of 1849 he sailed for Valparaiso at the head of a scientific expedition. He located at Santiago, Chile, where he found atmospheric conditions, the necessary physical comforts and availability of repair facilities ideal. The Chilean Government rendered every assistance and Lieutenant Gilliss and his party were accepted into the lives of the Chilean people.

When Lieutenant Gilliss' work was finished, the interest he had awakened in astronomy did not flag. Chileans desired to found a National Observatory. The Observatory which Lieutenant Gilliss had established was turned over to Chile as the Chilean National Observatory, hence the Chileans affectionate reference to the late Lieutenant Gilliss as "the father of astronomy in Chile".

The bronze bust was made by Mrs. Louise Kidder Sparrow of Hyannis, Massachusetts.

MISCELLANEOUS

TRANSPORTATION TIPS.

Adherence to Instructions Suggested.

Many officers and men incur delays in the settlement of travel claims by failure to follow instructions. There are certain little things which must be done in order that prompt action by the Bureau can be taken, or, in fact, any action at all satisfactory to the claimant.

Section 5, Chapter 4, U. S. Navy Travel Instructions, explains fully the proper method. These instructions are in the hands of supply officers. Special attention is invited to the provisions regarding the oath, certificate of dependency of children, and proper endorsement upon orders.

Approximately three hundred travel claims are received by the Bureau each week. About two-thirds of this number are returned as not containing the information necessary to enable the Bureau to certify them for payment.

ANIMAL IMPORTATION PROHIBITED.

The Secretary of Agriculture recently advised the State Department that the importation of cattle, sheep and other domestic ruminants, including swine, into the United States is prohibited. An extract from this letter is quoted as follows:

"The tariff act of 1930 specifically prohibits the importation into the United States of cattle, sheep, other domestic ruminants and swine from any country in which either foot-and-mouth disease or rinderpest has been determined by this Department to exist and a permit of the Secretary of Agriculture is required under our regulations for all ruminants and swine prior to their shipment to the United States from various countries. In view of the circumstances, it would be helpful to have your Department, if possible, issue instructions to those operating airplanes which will tend to guard against any irregular or unlawful movement by them of animals from a foreign country into the United States as in this particular instance."

The attention of naval units, which includes aircraft, is invited to the necessity of strict compliance with the above quoted provisions of law.