

4 APRIL 1931.

BUREAU OF NAVIGATION

BULLETIN

★

NUMBER 154.



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

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# OFFICER PERSONNEL

## DISTRIBUTION OF OFFICERS.

The following table shows the distribution of officers at sea, classes 1907 to 1918, inclusive, except officers assigned to duty in aviation, submarines, and on the Asiatic Station:

	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918
:Comdiv.Dest.:	9	2	:	:	:	:	:	:	:	:	:	:
:CO Dest.	:	3	8	3	9	12	17	9	8	2	:	:
:CO other	:	:	:	:	:	:	:	:	:	:	:	:
: types	9	2	:	:	:	:	:	:	:	:	:	2
:Exec BB	12	:	:	:	:	:	:	:	:	:	:	:
:Exec CL	13	5	:	:	:	:	:	:	:	:	:	:
:Exec other	:	:	:	:	:	:	:	:	:	:	:	:
: types	1	2	3	2	2	2	1	2	2	11	:	3
:Nav. BB	:	12	3	:	2	:	:	:	:	:	:	:
:Nav. CL	:	:	9	2	:	:	3	3	1	:	:	:
:Nav. other	:	:	:	:	:	:	:	:	:	:	:	:
: types	:	:	:	:	:	1	:	2	:	:	6	6
:BB. gunnery	:	:	:	5	7	2	2	2	:	:	:	:
:BB. engineer:	:	:	:	1	1	6	3	6	1	:	:	:
:BB. 1st Lt.	:	:	:	:	2	5	5	6	:	:	:	:
:CL Gunnery	:	:	:	:	:	3	:	4	7	4	:	:
:CL Engineer	:	:	:	:	:	:	:	4	4	8	2	:
:CL 1st Lt.	:	:	:	:	:	:	:	:	1	2	10	4
:Head Dept.	:	:	:	:	:	:	:	:	:	:	:	:
:other types	:	:	:	:	:	:	:	1	2	1	4	2
:BB. Comm.	:	:	:	:	:	:	:	:	3	7	1	4
:BB AFCO	:	:	:	:	:	:	:	:	:	6	3	6
:BB Sen.Asst.:	:	:	:	:	:	:	:	:	:	:	:	:
: Eng.	:	:	:	:	:	:	:	:	:	:	5	8
:Staff	2	:	2	1	6	1	2	1	4	4	9	9
:BB duty	:	:	:	:	:	:	:	:	:	:	:	3
:CL duty	:	:	:	:	:	:	:	:	:	:	:	4
:DD exec	:	:	:	:	:	:	:	:	:	:	15	20
:	:	:	:	:	:	:	:	:	:	:	:	:
:Total	46	26	25	14	29	32	33	40	33	45	55	71

### GOVERNOR OF GUAM SELECTED.

Captain E. S. Root, U.S.Navy, has been selected as Governor of Guam, relieving Commander W. W. Bradley.

### APPOINTED AIDE TO KING.

Rear Admiral Henry V. Butler, attached to the General Board, has been appointed as temporary aide to their Majesties, the King and Queen of Siam, during their official visit to Washington.

WAR COLLEGE.

Composition of Junior Class.

The following officers will compose the junior class at the Naval War College for 1931:

Lieut. Comdr. C. K. Osborne	Lieut. J. P. Curtis
" " P. Hendren	" R. D. Threshie
" " H. J. Ray	" L. Y. Mason
" " J. F. Maloney	" C. L. Tyler
" " D. D. Dupre	" H. Corman
" " C. G. Richardson	" D. Harrison
" " F. C. Denebrink	" O. W. Gaines
" " M. R. Derx	" P. W. Steinhagen
Lieut. C. B. Hunt	" B. A. Hartt
" D. Blanchard	" M. H. Bassett
" R. Snyder	" R. P. Cunningham
" P. G. Wren	" J. L. Wyatt
" S. L. Huff	" W. Hibbs
" H. D. Goldy	" P. R. Sterling
" C. E. Taylor	" J. V. McElduff
" A. B. Kerr	" D. A. Hughes
" R. C. Moureau	" A. D. Ayrault
" D. F. Worth	" G. B. Myers
	" H. C. Patten

STAFF CORPS ASSIGNMENTS.

The Navy Department has directed that the following midshipmen of the present first class be assigned to the Marine Corps and the Supply Corps, on graduation in June 1931:

TO THE MARINE CORPS:

- |                       |                         |
|-----------------------|-------------------------|
| 1. ROGERS, T. W.      | 13. ADAMS, W. H.        |
| 2. BAUER, D. A.       | 14. JONES, C. R.        |
| 3. BRUNELLI, A. R.    | 15. FORNEY, E. H., Jr.  |
| 4. HUDSON, L. C., Jr. | 16. WHITE, J. A.        |
| 5. GAMES, E. B.       | 17. DILLON, E. J.       |
| 6. SCHULTZ, G. F.     | 18. LARSON, H. I.       |
| 7. KELLER, A. J.      | 19. FORDE, G.S.J.       |
| 8. MOORE, L. S.       | 20. TAXIS, S. G.        |
| 9. BROWN, N. K.       | 21. MOSS, C. R.         |
| 10. COOK, J. H., Jr.  | 22. HOLCOMB, B. T., Jr. |
| 11. LEON, H. S.       | 23. WIESEMAN, F. L.     |
| 12. SHUEY, C. H.      | 24. COOPER, H. C.       |

TO THE SUPPLY CORPS:

- |                      |                      |
|----------------------|----------------------|
| 1. CALLAWAY, P. P.   | 8. MUMFORD, S.       |
| 2. COX, M. H.        | 9. TENNEY, J. F.     |
| 3. CRUMPACKER, J. W. | 10. TRENHOLME, E. P. |
| 4. FREEBERG, S. A.   | 11. TRIPI, I. N.     |
| 5. KEITHLEY, C. L.   | 12. WILBUR, R. M.    |
| 6. KINZIE, F. A.     | 13. WRIGHT, W. R.    |
| 7. MORING, W. E.     |                      |

DESTROYER EXECUTIVES.

The following officers have been ordered as executive officers of the destroyers indicated, reporting during the summer of 1931:

Lieut. Comdr. J. J. Bartholdi	U.S.S. Talbot
" L. E. Clifford	" Montgomery
" Comdr. S. Cook	" Breese
" C. R. Crutcher	" Barry
" Comdr. R. B. Dashielle	" Tarbell
" " L. Herndon	" Gamble
" " G. B. Hoover	" Yarnall
" E. V. Iverson	" Greer
" E. H. Krueger	" Schenck
" H. W. Need	" Cole
" S. C. Norton	" Twiggs
" R. S. Riggs	" Blakely
" L. G. Scheck	" Breckinridge
" Comdr. R. F. Skylstead	" Zane
" H. R. Sobel	" Badger
" Comdr. J. R. Sullivan	" Lea
" H. W. Von Hasseln	" Upshur
" Comdr. J. N. Walton	" Bernadou
" " B. O. Wells	" Hovey
" " L. P. Wessell	" Alden
" C. B. White	" Dickerson

ORDERS TO OFFICERS.

The following officers have been ordered to attend the course of instruction at the Army War College, Washington, D. C.:

Captain A. E. Watson,  
" D. L. Howard,  
Commander J. F. Cox,  
" W. T. Mallison,  
" E. J. Foy.

The following have been ordered to attend course of instruction at the Army Industrial College, Washington, D. C.:

Captain A. H. Rice,  
" W. S. McClintic,  
" F. F. Fletcher,  
Commander R. W. Wuest,  
" F. S. Steinwachs,  
" J. T. Alexander,  
Lieut. Comdr. W. H. Porter.

Officers ordered to attend course of instruction at the Marine Corps School, Quantico, Va., are:

Lieut. Comdr. R. Pfaff,  
" " J. H. Felge,  
Lieutenant J. U. Lademan, Jr.

WARRANT OFFICERS.

Length of Sea and Shore Duty.

Attention is invited to Bureau of Navigation Circular Letter No. 50-30, wherein mention was made of the length of tours of sea and shore duties of line warrant officers. As regards machinists and chief machinists, the needs of the Navy require approximately twice as many on sea duty as on shore. With a two-year tour of shore duty, it follows that the sea tour is approximately four years, decreased in length by the proportional weight the number of machinists at sea on their five-year first cruises, bears to the total number of chief machinists at sea.

During the latter part of 1931, the five-year cruises of 15 machinists will expire, and the Bureau plans to order them to shore duty as vacancies occur. Bringing these officers to shore duty, to fill vacancies, will necessitate a tour of approximately four years at sea for chief machinists commencing their present sea cruises in 1927 and 1928.

The tours of sea duty of other line warrant officers remain, as previously stated in the circular letter, about as follows:

Boatswains	3½ years,
Gunners	3 "
Radio Electricians	3 years,
Electricians	" "

# ENLISTED PERSONNEL

## RECRUITS UNDER TRAINING.

The following table shows the number of recruits under instruction at the various Training Stations under date of 21 March 1931:

Ratings	Place					Total
	Great Lakes	Hampton Roads	Newport R.I.	San Diego		
Apprentice Seamen	584	509	553	563		2209
Seamen Second Class	0	6	11	1		18
Other Ratings	0	1	1	1		3
	584	516	565	565		2230

## OBSOLETE PAMPHLET.

### Pamphlet on "Promotion of Enlisted Personnel in the U. S. Navy - April, 1929".

Changes in the Bureau's policy regarding the method of effecting advancement to the lower ratings, and of selections for advancement to chief petty officer ratings, have rendered parts of the subject pamphlet obsolete. As the Bureau does not desire to issue a correction to the pamphlet or reprint it at this time, copies which may be in use on board ships and stations may be destroyed.

## DISTRIBUTION OF ENLISTED PERSONNEL.

The Enlisted Detail Section of the Enlisted Personnel Division has included in its duties:

- (1) Assembling crews for ships, fleets and stations;
- (2) Distribution as between fleets and stations;
- (3) Assembling crews for new construction;
- (4) Assignment to service schools;
- (5) Distribution of enlisted personnel, including recruits and graduates of service schools; upon reenlistment at receiving stations; from general detail at receiving ships and upon discharge from hospital;
- (6) Congressional mail relative to all subjects within the Detail Section;
- (7) Transfers of recommended candidates for appointment to the Naval Academy from enlisted forces;
- (8) Flight orders;
- (9) Application for flight training;
- (10) Individual transfers;
- (11) Assignments to shore stations and individual ships;
- (12) Leave of absence outside the continental limits of the United States of regular Navy enlisted men.

Without interfering with subsequent transfers within the commands charged with distribution of personnel, the Bureau may direct the transfer of men to individual ships or units of such commands, in order to expedite their assignment to duty.

Each ship and shore station is assigned an operating allowance which includes various ratings, the number and character of which are dependent upon the service and mission assigned. Upon mobilization, the distribution of personnel will be in accordance with approved war plans. These war plans call for a "complement" in place of an operating allowance, said operating allowance being a peace-time sort of makeshift which could not properly man the fleet and shore establishments in war time.

Operating allowances are made up from the men allowed by the annual appropriation as designed to meet the requirements of the Chief of Naval Operations' Operating Force Plan and there is a billet for every single rating allowed by "Pay Navy". In other words, there is no pool of enlisted men in peace time which permits of the Bureau's giving some ship or station a single rating in excess of approved operating allowance; an excess on one ship or station means a shortage of that rating on some other ship or station.

The distribution of men depends, therefore, upon the requirements of the various units of the Navy as indicated by their respective approved allowances: - approved complements for mobilization.

The Bureau has delegated certain details of the distribution of enlisted personnel to various administrative commands. These instructions are general and may be modified by the Bureau from time to time to meet the requirements of special situations as they arrive.

The following administrative commands are authorized to distribute personnel and effect transfers among the forces under their command:

- (a) Commander-in-Chief, U. S. Fleet. (The Bureau of Navigation has ruled that inter-Fleet transfers is a matter coming directly under the cognizance of the Commander-in-Chief, U. S. Fleet.)
- (b) Commander Battle Force.
- (c) Commander Scouting Force.
- (d) Commander Submarine Force.
- (e) Commander-in-Chief, Asiatic Fleet and Station, except Naval Station, Guam, and vessels attached thereto.
- (f) Commandants of Naval Districts, excepting:
  - (1) Men on recruiting duty;
  - (2) Hospital corpsmen;
  - (3) Rated men on general detail at receiving stations; and,
  - (4) Men assigned by the Bureau as recruit or service school instructor.

- (g) Senior officer present of vessels in company for effecting exchanges of similar rating, if approved and recommended by commanding officers of men concerned (crews of vessels attached to shore stations not included in this).
- (h) Senior officers present in foreign waters between vessels permanently assigned to foreign stations; and vessels in a company for the purpose of returning short-time men, prisoners, sick, etc., to the United States. (To be continued.)

## NAVAL OBSERVATORY

### CARE OF CHRONOMETERS.

The U. S. Naval Observatory Form Number Four, Daily Chronometer Comparison Book, now being issued to the service, has recently been reprinted. Pages five and six of the book are entirely revised to bring them to accord with present practice. These pages cover the care of the chronometers, their issue and replacement, the use of the rate curves and new time signal code.

Instructions governing the care of chronometers have not been changed in their essentials, but those governing their issue and replacement have. It is interesting, and incidentally a tribute both to the makers of chronometers and those responsible for their care and upkeep, both afloat and ashore, to know that a large number of the chronometers in the U. S. Naval Service today, were purchased between 1860 and 1865 and have been in use since that time. There is apparently no difference between the performance of these instruments and those acquired at a later date.

The new time signal code has been in operation over a year, and is considered a marked improvement over the old one. With the new code any one tuning in after the tick has started can easily identify the minute by noting "the minutes to go" as indicated by the number of dots made after the omission of the identifying tick between the 50th and 55th seconds.

## HYDROGRAPHIC

### SQUADRON VN-9RD9 CONDUCTS ICE PATROLS.

On 2 March, Squadron VN-9RD9, in command of Lieutenant Charles D. Williams, U.S.N., at Detroit, commenced a series of ice patrols made in order to provide the Branch Hydrographic Office at Detroit with information regarding ice conditions prior to the opening of navigation on the Great Lakes. The surveys will cover the lower end of Lake Huron, the St. Claire River, Lake St. Claire, and the western end of Lake Erie. Ice conditions throughout this entire area can be determined during local flights from the Naval Reserve Aviation Base at Grosse Ile, Michigan.

# NAVAL RESERVE

## AVIATION TRAINING.

(Continued from last issue)

For the past several years, funds have been provided in the appropriation for the Naval Reserve to train a certain number of men for commission as Ensigns in the Naval Reserve for aviation duties.

Men who have the required mental, moral and physical qualifications are enlisted as Seamen 2nd class V-5, U.S.N.R., to fill the authorized quota for the District in which they live.

The training of these men takes place in three phases, as follows:

- (a) Elimination flight training as an enlisted man of the Naval Reserve. This training is conducted at the Naval Reserve Aviation bases at Squantum, Massachusetts, Valley Stream, New York, Great Lakes, Illinois, and Seattle, Washington, and its duration is about thirty days.
- (b) Primary and advanced flight training at the Naval Air Station, Pensacola, Florida, as an enlisted man. This course is conducted in accordance with the same syllabus as is used for the regular service and covers a period of about eight months.
- (c) One year's training duty with Aircraft Squadrons of the Battle Fleet or Scouting Fleet as a commissioned officer of the U. S. Naval Reserve after satisfactory completion of the course at Pensacola. The duty in the Fleet commences on the first day of July or on such other dates as vacancies may exist. Selections for this training are limited to the number authorized in the annual appropriation.

Each Ensign A-V(G), U.S.N.R., commissioned upon completion of the course at Pensacola, is designated a Naval Aviator by reason of having completed a course of aviation training prescribed by competent authority for Naval Aviators and of having flown alone in heavier-than-aircraft not less than seventy-five hours and having flown in heavier-than-aircraft a total of not less than two hundred hours, as provided in the Act of Congress approved 24 June 1926.

The Naval Appropriation Act for the fiscal year 1932 increased the funds for the Naval Reserve so as to provide for 140 Naval Reserve Aviators and training duty with the Fleet for one year. This is double the number authorized for the present fiscal year.

# MISCELLANEOUS

## MIDSHIPMEN'S PRACTICE CRUISE.

The Midshipmen's Practice Squadron will consist of the Arkansas (Flagship) and Wyoming. The itinerary is as follows:

<u>Arrival</u>	<u>Place</u>	<u>Departure</u>
	Annapolis, Md.	5 June
23 June	Copenhagen, Denmark	3 July
10 July	Glasgow (Greenock) Scotland	13 "
18 "	Cadiz, Spain	27 "
27 "	Gibraltar	30 "
13 August	Hampton Roads, Va.	17 August
17 "	Drill Grounds (Off Virginia Capes - for target practice)	25 August
26 "	Annapolis, Md.	

The midshipmen of the second class will not make the summer practice cruise but will be retained at the Naval Academy to undergo practical instruction in aviation and engineering subjects.

### PHILATELISTS, ATTENTION!

#### Stamps of Guam Available.

To fill a local need, an Island Mail Service was established in Guam on 8 April 1930, under the title of "Guam Guard Mail". This service will be discontinued on 8 April 1931, as after that time the service will be operated by the Post Office Department. During the year of operation, four issues of stamps have been made, as follows:

#### First Issue.

8 April 1930. Philippine stamps over-printed "Guam Guard Mail" with black ink. 2,000 2-centavos and 3,000 4-centavos. The entire issue was sold out in a short time and now brings a handsome premium.

#### Second Issue.

10 July 1930. Local printing to cover a shortage in stamps pending an additional supply from the Philippines. 1,000 1¢ and 2,000 2¢. This issue lasted about two weeks and now commands a very large premium. The stamps are large and show the seal of Guam, in black on the one-cent stamp and in red on the two-cent variety.

#### Third Issue.

Philippine stamps over-printed "Guam Guard Mail" (with black ink but type different from the first issue) put on sale 10 August 1930. 20,000 2-centavos and 80,000 4-centavos. All of the 2-centavo stamps have been sold for some time, but there are a few of the 4-centavo variety left at this writing.

#### Fourth Issue.

Due to the immense popularity of the Guam Guard Mail stamps, the fourth issue became necessary. It consists of Philippine stamps over-printed "Guam Guard Mail" with the same type used for the third issue but with a purple ink. The issue consists of 50,000 2-centavos, 50,000 4-centavos, 25,000 6-centavos, 25,000 8-centavos, and 25,000 10-centavos. A considerable number of these stamps have been sold and upon the discontinuance of the Guam Guard Mail, on 8 April 1931, any remaining unsold will be turned over to the Government of Guam for sale, all proceeds from such sale to be used in the amortization of indebtedness on property for public recreation purposes. This is the last issue of Guam Guard Mail stamps and members of the Naval personnel desiring to add such stamps to their collections should not delay if they wish to acquire them at face value. Such as are still available may be obtained by addressing the Governor of Guam. Due to the value of the stamps to collectors, the price will be from two to four times the face value.

#### THE NATIONAL ANTHEM.

One of the last acts of the Seventy-first Congress was to designate the Star-Spangled Banner as the National Anthem of the United States. Several attempts of patriotic organizations to secure such action have failed in previous sessions, usually because Congress "lacked evidence of a general desire among the people for such action". The array of such evidence laid before the last Congress was rather formidable. A monster petition signed by more than five million citizens, urgent requests from more than two thousand patriotic, civic, fraternal and professional organizations throughout the country, and petitions from twenty-five governors of states left little room for doubt as to the widespread public interest in securing official sanction of an institution long established as an integral part of our national life.

For the Navy, this act of Congress only confirms a Naval Regulation issued fifteen years ago, and this regulation, itself, only gave official sanction to naval usage that reaches far back beyond the memory of the present generation. A national anthem is not born of regulations or of legislative enactment. It is one of those rare songs which defy time, because they breathe the very essence of the national spirit. The Star-Spangled Banner is a century old hymn which won its way into the heart of our people without official promulgation. It has become entwined with great moments in our history. It is an integral part of our national life.

Dating back to the most humiliating period in our history, when our National Capitol lay in ashes after the pitiful fiasco at the Battle of Bladensburg, the Star-Spangled Banner expresses no vaunting boasts of power - only a sublime faith in cherished institutions and willingness to defend them against all odds. Written by Francis Scott Key during the bombardment of Fort McHenry, while the fate of Baltimore hung in the balance, it was first sung from the stage of a Baltimore theatre, before Admiral Cockburn's fleet was well out of the Chesapeake. Soon the whole country was singing it. We know that it was played by military bands at New Orleans, in the final battle of the war, and in every way in which we have been engaged since then it has been heard on naval ships and with our armies in the field.

Musicians have found much fault with high notes which make the Star-Spangled Banner hard for the untrained voice to sing. Poets have criticized its verse; others have decried its martial spirit, or found fault with the lowly origin of the air, which came to this country set to the words of a British tavern song. Scores of other songs have been proposed to take its place; but each passing year has found it more deeply rooted in our national life and every year other millions of children have learned to sing it and to give it reverence such as they give to the flag, itself. One member of Congress recognized all this when he said that Congress could designate the Star-Spangled Banner as our national anthem, but it would take a greater power than Congress to make it anything else.

## NAVAL ACADEMY ATHLETICS

### INTERCOLLEGIATE CHAMPIONS.

The Intercollegiate Boxing Matches were held at Penn State College on 20-21 March. Final standing of the teams and points won are as follows:

Navy.....	20
Western Maryland.....	16
Penn State.....	11
Syracuse.....	11
Massachusetts Institute of Technology.....	5
University of Pennsylvania....	0

Five midshipmen won in the semi-finals by decision, as follows:

Fulmer	-	135 pounds
Hall	-	145 "
Davis	-	160 "
Andrews	-	175 "
Crinkley	-	Unlimited

In the finals, Fulmer and Crinkley won their bouts. According to accounts of the battle, Fulmer, Navy, retarded the progress of Crosby, Western Maryland Intercollegiate Champion, by healthy wallops. Crosby, in the second round, came back and treated the spectators to some fancy boxing, to the embarrassment of his Navy opponent. Before the round was over, however, Fulmer delivered a knockout punch which was effective enough to make him the Intercollegiate Champion without any further argument.

In the unlimited class, Crinkley, Navy, was pitted against Pincura, Western Maryland. At a previous meeting, they fought to a draw. In this case, however, Crinkley won on a well-earned decision.

GYMNASTIC CHAMPIONS.

The final standing in the Gymnastic Intercollegiate Meet held at Temple University, 21 March, gave the Naval Academy the Intercollegiate Championship. Points scored were as follows:

Naval Academy.....	21
New York University.....	19
Princeton.....	17
Massachusetts Institute of Technology.....	7
Temple.....	6
Dartmouth.....	5
Chicago.....	2

The outstanding star of the meet was Witzig, New York University, who won first in the horizontal bar, parallel bars and all around, and third in side horse and flying rings.



## OFFICER PERSONNEL

### EXAMINATION OF OFFICERS.

The Bureau has learned that there exists in some quarters a measure of uncertainty relative to the procedure to be followed in the examinations of the large group of officers to be examined shortly for promotion to lieutenant commander.

Each officer in the group (excepting those in the Washington area) will be examined before a supervisory board. After the papers are marked, such officers as may be reported not qualified will then be ordered to appear before a Statutory Board for further examination; if again reported on unfavorably by the Statutory Board, suspension from promotion for six months with loss of numbers, will follow with final examination after the period of suspension. Since the Personnel Act provides that all retirements under its provisions will be effective as of 30 June of the current fiscal year, it is anticipated that final action will be completed in the case of disqualification on examination prior to 30 June, 1932, with retirement on that date.

In this connection, the attention of all concerned is invited to the fact that the provisions of general law relative to professional or physical failure on examination are applicable to this group of officers.

As for officers of the Staff Corps, since the new law does not provide for retirement of officers of long service after failure upon professional examination, final action in such cases will be deferred until such time as the Congress has had an opportunity to consider and act upon proposed remedial legislation.

### BOARD OF SELECTION.

A Selection Board to recommend forty-three lieutenant commanders for promotion to commander will meet at the Navy Department on 15 May 1931. The personnel of the Board is:

Rear Admiral	M. M. Taylor,	U.S.Navy, President,
"	"	J.R.Y. Blakely, U.S.Navy,
"	"	D. F. Sellers, U.S.Navy,
"	"	F. H. Brumby, U.S.Navy,
"	"	H. V. Butler, U.S.Navy,
"	"	H. E. Yarnell, U.S.Navy,
"	"	W. D. Leahy, U.S.Navy,
"	"	O. G. Murfin, U.S.Navy,
"	"	W. R. Sexton, U.S.Navy.

OFFICERS FOR CONSTITUTION.

The Bureau contemplates ordering the following officers for duty on board the U.S.S. Constitution:

1 Lieutenant Commander,  
3 Lieutenants,  
1 Lieutenant (MC),  
" " (SC).

Requests for this duty will be given consideration.

POSTGRADUATE APPLICATIONS.

The Bureau will not consider requests for postgraduate courses which were not sent to the Bureau at the time directed by its circular letter. Obviously subsequent requests were not considered by the Board selecting officers for postgraduate courses, nor will the Bureau consider requests from officers who are disqualified by the provisions of circulars sent out to the service during the latter part of last year.

LEAVE.

In view of the large number of shifts to take place in late spring and early summer, the Bureau anticipates a certain number of requests for leave and delay or extension of authorized delay, and in that connection desires to again call the attention of the service to Bureau of Navigation Circular Letter No. 38-30, of 21 May 1930. Paragraph 2, which is considered the pertinent section of that letter, is quoted herewith:

"2. In the future the Bureau desires that requests for modification of orders to officers involving a change of duty which involves a delay in reporting to the new duty or an extension of an authorized delay, be forwarded for indorsement, where practicable, through the commanding officer of the ship or station to which the officer is going. In cases where such a procedure would involve a material delay, such requests from officers should be forwarded to the Bureau as now provided, and a copy of the request and the commanding officer's indorsement should be forwarded to the new commanding officer for information."

## ENLISTED PERSONNEL

### REENLISTMENTS AND DESERTIONS.

Desertions are on the decrease. At the same time, the percentage of reenlistment is found to be rapidly increasing. Reports up to 31 March 1931 show the following:

Percentage of reenlistment for month of March.....	96.2
" " " " fiscal year up	
to 31 March 1931.....	76.5
Net Desertions for fiscal year up to 31 March 1931	36

### COMMENDATION.

The Secretary of the Navy recently addressed letters of commendation to the following men attached to the U.S.S. Concord:

Henry Tilden Johnson, Coxswain, U.S.N. Home address, Clincho, Va., and  
 Horace Anthony Gray, Fireman 3c, U.S.N. Home address, 2225 Ditmas Avenue, Brooklyn, N. Y.

For prompt and efficient action in saving a shipmate from drowning.

### PERSONNEL LOSSES.

Under the above title, a comparison of personnel losses during the first half of the fiscal years 1930 and 1931 was published in Bulletin No. 152. The data given under the year 1931 was incorrectly arranged. The correct data is as follows:

: District :	:First Enlistment: : 1931 :	:Number Discharged : : 1931 :	: Percent : : 1931 :
:Southern :	502 :	7 :	.0139 :
:Western :	759 :	13 :	.0171 :
:Southeastern :	419 :	12 :	.0286 :
:Northeastern :	1086 :	43 :	.0396 :
:Central :	1261 :	55 :	.0436 :

### LIGHTER-THAN-AIRCRAFT TRAINING SCHOOL.

The Bureau of Navigation proposes to assign the following ratings to the Lighter-than-aircraft Training School, U. S. Naval Air Station, Lakehurst, N. J., for instruction in the class convening about 6 July, 1931:

2 CBM	2 ACMM
2 BM2c	2 AMM2c
5 Cox	2 AMM3c
1 EM2c who has completed course of instruction in	

Individual requests from men of above ratings forwarded to the Bureau will be given consideration.

Men should possess the following requirements:

- (a) Have two years remaining service from 1 January 1952.
- (b) Have less than twelve years naval service.
- (c) Have good elementary education up to and including one year of high school (or the equivalent thereof).

Length of course is about six months.

#### DISTRIBUTION OF ENLISTED PERSONNEL.

(Continued from last issue.)

The Bureau of Navigation distributes enlisted personnel as needed from time to time. No special selection from a standpoint of records or desirability can be made for the crew of any particular vessel. While preferences for duty of individual men are given full consideration, these preferences often must be disregarded in order to maintain the allowance of all ships and stations and provide that the Navy as a whole may operate at a maximum of efficiency.

When it has been discovered that a man is incapable of performing the duties of a rating he holds, action must be taken by his superior officers toward reducing him to the one he is qualified to hold. The service does not benefit by the transfer of incompetent men from one command to another and such practice is not authorized by the Bureau of Navigation.

Volunteers only are assigned to submarine duty. Assignments to the Asiatic Station and to other outlying stations are made from volunteers whenever at all practicable. The required tour on the Asiatic Station is two and one-half years, at Samoa eighteen months, and for other outlying stations, two years.

In general, men are considered for assignment to shore duty upon request after six years of continuous sea duty. The period is less than six years for a few ratings, such as yeoman, where there is a greater percentage of that particular rating in the shore allowance. Actual assignments to shore are made as vacancies occur by assigning the man with the longest continuous sea service to his credit. The tour of shore duty is normally two years - three years for the following men when specially recommended for such: (a) Tugboat captains; (b) Recruit and service school instructors, and (c) The leading canvasser at each main recruiting station.

In order to interfere the least possible with the Fleet schedules, transfers of chief petty officers to sea and shore duty, except chief radiomen, chief pharmacist's mates, chief assigned recruiting duty, and bandmasters are made in July and August of each year.

Below are listed some of the items related to and bearing on assignment to shore duty:

- (1) Number of years of continuous sea service required of different ratings before becoming eligible for consideration for assignment ashore.
- (2) Before being ordered to a shore billet, a man must first be eligible for shore duty, and then he must wait until the Bureau reaches his name on the eligibility list which is used in filling vacancies in the shore allowance.
- (3) Family, personal or physical difficulties can have no bearing on assignments ashore.
- (4) The normal tour of shore duty is two years; the Bureau has ruled that twelve months on shore constitutes a tour of shore duty.
- (5) The Commander, Battle Force, relieves radiomen who have finished their tours of shore duty in the Eleventh, Twelfth, Thirteenth and Fourteenth Naval Districts, by transfers in exchange with radiomen serving at sea on the West Coast.
- (6) Shore duty eligibility lists for recruiting duty and for straight duty in the naval districts are necessarily two separate lists.
- (7) Radiomen, aviation ratings, and musicians are not assigned to recruiting duty.
- (8) Commandants of naval districts in which are located receiving ships are authorized to direct transfers of non-rated men of seaman and artificer branches appearing on general detail to fill vacancies in allowance of district or to replace non-rated men who are to be sent to sea.
- (9) It is against the policy of the Bureau of Navigation to transfer a man from one shore station to another shore station for duty.

- (10) Due to there being more billets ashore than there are at sea for a few aviation ratings, a straight routine of 2 years at sea and 2 years ashore cannot be maintained in the ratings of aviation machinist's mates, aviation carpenter's mates and aviation metalsmiths.

Permanence of crews is a matter constantly before the Bureau of Navigation, and the effect on the Fleet of the constant demands for personnel for shore assignments, service schools including Submarining Training School, new cruisers, naval transportation vessels, Special Service Squadron, surveying vessels, the Asiatic Fleet, and other outlying stations is fully realized. The transfers required by the above, combined with losses due to discharges upon expiration of enlistment and discharges other than upon expiration of enlistment, make permanency of crews an ideal rather than a definite state which the Bureau can hope to arrive at. It has been accepted as an undisputed principle of procedure that men should not be required to serve indefinitely in vessels operating outside the continental waters of the United States, or on shore duty beyond the seas, and that the tour of shore duty within the continental limits of the United States be definitely limited. With enlisted personnel allowances pared to the absolute minimum due to restricted appropriations for pay, the turnover in personnel resulting from the above is, of course, a matter of deep concern to individual commanding officers.

## TRAINING

### NAUTICAL ASTRONOMY INTERESTS STUDENTS.

The Department of Naval Science and Tactics at the University of California, besides being popular on account of the general course of instruction given, which makes its graduates eligible for a commission in the Naval Reserve, offers to students not enrolled in the unit, the privilege of attending classes and lectures. During the past fiscal year, 93 students not members of the unit elected to take the course in Navigation and Nautical Astronomy. These courses are exacting and are considered among the more difficult ones given on the campus.

### RECRUITS UNDER TRAINING.

The following table shows the number of recruits under instruction at the various Training Stations under date of 11 April 1931:

RATINGS	PLACE					Total
	Great Lakes	Hampton Roads	Newport R.I.	San Diego		
Apprentice Seaman	603	531	559	733		2426
Seamen Second Class	1	0	23	2		26
Other Ratings	0	0	1	1		2
	604	531	583	736		2454

# NAVAL RESERVE

## RESERVISTS HANDLE RADIO MESSAGES FROM MANAGUA.

During the recent earthquake and fire in Managua, many members of the Communication Reserve rendered highly valuable assistance in handling personal messages from Managua.

When the earthquake was first reported, members of the U. S. Naval Communication Reserve were instructed through the Commandants of various Naval Districts to make an attempt to establish radio communication on amateur frequencies with any high frequency stations in Nicaragua. While the necessity for this communication lasted only a few hours until regular Navy and commercial radio circuits were reestablished, nevertheless, the members of the Naval Reserve who are also owners and operators of amateur radio stations continued to stand by during the emergency.

Early on the morning of 3 April, Lieutenant C. A. Briggs, C-V (S), U.S.N.R., owner and operator of amateur radio station W3CAB was in direct communication with station NN1NIC in Managua. Lieutenant Briggs received fifty-six messages for friends and relatives of persons in Managua during the earthquake. A short time before, Radioman 1st Class Swenson, U.S.N.R., owner and operator of amateur radio station W3PN had received messages also from NN1NIC. The day before, Radioman 2nd Class M. F. Dorsey, owner and operator of W3BAT received twenty-two messages from Nicaraguan station NN7XJ. Among others who assisted in this work was Lieutenant J. E. Waters, owner and operator of amateur station W6EC of Orange, California.

The messages handled were of a reassuring nature and in many cases they gave first information to friends and relatives in this country that their friends in Nicaragua were safe and unhurt. The messages received were handled without charge in accordance with the traditions of American amateur radio.

## NAVY LENDS PROCYON TO NEW YORK STATE.

On 3 April 1931, the Secretary of the Navy approved the loan of the U.S.S. PROCYON to the New York State Merchant Marine Academy for use as a training ship. When turned over to the New York authorities for this service, probably this summer at the Navy Yard, Puget Sound, the PROCYON will be renamed the EMPIRE STATE. Since the New York legislature recently approved admission of boys from other states to the academy, the EMPIRE STATE will become, in effect, a national training school to supply junior officers for the American Merchant Marine. She will replace the old BARKENTINE NEWPORT, which has been used for this purpose since 1908, and will provide the school with a training ship with combined cargo and passenger carrying characteristics.

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THE NAVAL RESERVE.

(Continued from last Bulletin.)

INSPECTIONS.

The Naval Reserve Act of 28 February 1925 requires that an inspection of Naval Reserve Units shall be made at least once each year by officers of the regular Navy detailed by the Secretary of the Navy for that purpose, and said officers shall report to the Secretary of the Navy upon the qualifications, organization and administration of said units.

The Naval Reserve Inspection Board composed of a captain and two additional line officers of the regular Navy who are ordered to that specific duty, inspects all fleet divisions and battalions and aviation divisions and squadrons each year, and in addition, inspects ships assigned to Naval Districts for reserve training and such activities of the volunteer communication reserve as may be inspected on their regular schedule.

A naval officer attached to Naval District Headquarters is ordered as a member of the board in its inspection of Reserve organizations in each district. A naval aviator is ordered as an additional member of the Board when aviation divisions are inspected.

The Inspection Board is required to submit a written report on the inspection of each division and at the end of the fiscal year submits a report to the Secretary of the Navy showing the relative efficiency standing of fleet divisions and battalions and aviation divisions and squadrons in separate lists.

The factors used by the Inspection Board in arriving at the final efficiency multiple of each organization are of two categories, one dealing with performances during the year and the other with the performance of the unit on inspection night. Factors under the first category with their weights are: Number cruising as a unit (15); turnover (15); and average drill attendance (15). In the second category are: Inspection attendance (5); General Appearance (10); Drills and instruction (15); and mobilization efficiency (25).

The factors considered in marking aviation divisions are: General appearance of personnel (16); Flying Ability (32); Instruction and naval knowledge (32); and Average Drill Attendance (20).

The Board recommends such officers as are considered deserving of special commendation for the efficiency of the divisions, battalions or squadrons commanded by them. It also recommends action to be taken to improve the efficiency of the Reserve as a whole and such particular organization as may be below the standard of efficiency set by the Bureau.

Trophies are awarded by the Department for the leading division of each class and for the leading battalion and squadron. The battalion trophy is a bronze plaque presented by the U. S. Naval Reserve Officers Association and awarded annually by the Navy Department to the Battalion of the Naval Reserve having the highest efficiency mark assigned by the Naval Reserve Inspection Board. This trophy has been won by the following organizations:

<u>Battalion</u>	<u>Commanding Officer</u>	<u>Year</u>
2nd Batt., Lynn, Mass.	Lt. Comdr. E. J. Flannigan, U.S.N.R.	1927
6th " New York City	Capt. Charles Boone, U.S.N.R.	1928
6th " " " "	Capt. Charles Boone, U.S.N.R.	1929
3rd " Rochester, N.Y.	Comdr. W. J. Graham, U.S.N.R.	1930

The Fleet Division trophy is a bronze plaque presented by the Naval Reserve Officers Association and awarded annually by the Navy Department to the Fleet Division having the highest efficiency marks assigned by the Naval Reserve Inspection Board. This trophy has been won by the following divisions:

<u>Division</u>	<u>Commanding Officer</u>	<u>Year</u>
13th Fleet Div., Grand Rapids, Mich.	Lt. Cdr. Isaac J. Van Kammen	1927
" " " " " " " " "	" " " " " " " "	1928
9th Fleet Div., Rochester, N.Y.	Ensign H. T. Haidt, U.S.N.R.	1929
9th Fleet Div., Newport, R. I.	Lt. Cdr. R. W. Ehrhardt, U.S.N.R.	1930

The Aviation Division having the highest efficiency rating is awarded the "Noel Davis Trophy". This trophy was presented to the Navy Department by Mr. Harry F. Guggenheim in 1927 for award to the fleet reserve aviation division receiving the highest merit from the Naval Reserve Inspection Board. Mr. Guggenheim was a Naval Reserve Aviator during the world war. The trophy presented by him was named the Noel Davis Trophy at his suggestion in memory of the late Lieutenant Commander Noel Davis, U.S.N.R., who was active as an officer of the regular Navy and Naval Reserve in promoting the interests of Naval Aviation, and who at the time of his death was on active duty in the Navy Department in connection with Naval Reserve Aviation. He was killed in an attempt at a

transatlantic flight. This trophy has been awarded to the following aviation divisions:

<u>Division</u>	<u>Commanding Officer</u>	<u>Year</u>
VN-5RD4, Philadelphia, Pa.	Lt.Cdr. R.S.Hedtler, U.S.N.R.	1927
" " " " " "	" " " " " "	1928
VN-15RD13, Seattle, Wash.	Ensign O. C. Drury, U.S.N.R.	1929
VN-5RD4, Philadelphia, Pa.	Lt.Cdr. R.S.Hedtler, U.S.N.R.	1930

Another trophy known as the Naval Reserve Gunnery Trophy, is awarded to the fleet division of the Naval Reserve which obtains the highest merit in target practice conducted during the annual Naval Reserve cruises. This trophy is the old "Naval Militia Target Practice Trophy" offered by the Navy Department for excellence in gunnery and competed for during the years 1915 and 1916 by the Naval Militia organizations. It was reconditioned, provided with a new inscription in 1928, and is now competed for by the Naval Reserve organizations. It has been awarded to the following divisions:

<u>Division</u>	<u>Commanding Officer</u>	<u>Year</u>
7th Fleet Div., Brooklyn, N. Y.	Lieut. Comdr. W. H. Harrington	1927
19th Fleet Div., Hartford, Conn.	" W. J. MacGregor	1928
6th Fleet Div., Oakland, Cal.	" Comdr. L. M. Edelman	1929
3rd Fleet Div., San Francisco, Cal.	" " Milton H. Anderson	1930

## HYDROGRAPHIC

### WELL MERITED PRAISE.

As an indication of the value in which the Hydrographic Office is held by officers of the merchant marine, the following letter is quoted from the master of a foreign ship:

"North River,  
New York, N. Y.

"To Captain, U.S.Navy (Hydrographic Office)  
New York  
Submitted:

"As the above ship will be on service until December 1931, please do not forward any of your publications until December 1931. I consider the services rendered to the navigator by your office the most valuable and efficient in the world."

## MISCELLANEOUS

### NICARAGUAN RELIEF.

As soon as the news of the Nicaraguan earthquake and fire reached the Department, carrying with it information that families of naval personnel had lost their clothing and other possessions, the Navy Relief promptly despatched the sum of \$1500, to be expended as required.

### SOUND MOTION PICTURES.

A large commercial theatre type sound motion picture equipment was temporarily installed by the RCA Photophone Incorporated on board the ARIZONA for the recent trip of the President (Hoover) of the United States to the West Indies. Various tests were conducted to determine the effects of wind on the projection of sound. The results obtained gave every indication of satisfactory performance with the special type of apparatus now being manufactured for the service. The Navy types of equipment, in addition to being especially adaptable for use on board ship as regards protection against corrosion, will give considerably greater amplification of sound.

Preliminary tests of each of the three types of equipment under Navy contract were made at Boston factory on 6 April 1931. The results give every indication of highly satisfactory performance. This equipment is undergoing further tests at the Material Laboratory, Navy Yard, New York.

The Bureau of Engineering and the Bureau of Construction and Repair will shortly issue instructions covering the installation of sound motion picture equipment afloat, and the Bureau of Navigation will likewise issue instructions regarding shore installations.