

CAPT.E.E.R. SHIPP, USN.,

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BUREAU OF NAVIGATION

BULLETIN



NUMBER 162.



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



OFFICER PERSONNEL

COMMANDER JOHNSON (MC) RECEIVES NAVY CROSS.

On 17 July 1931, Commander Lucius W. Johnson (MC) U.S. Navy received from the President of the United States, the Navy Cross for distinguished service in the line of his profession in the Dominican Republic immediately following the disastrous hurricane of 3 September 1930.

COMMENDATIONS.

The Secretary of the Navy, on 13 July, addressed a letter to Lieutenant Arthur A. Ageton, U. S. Navy, Bureau of Navigation, commending him for his zeal and industry and original research in deducing and evolving the necessary formulae and calculations which made possible the publication of the "D. R. Altitude and Position Tables".

On 16 July, the Secretary of the Navy addressed a commendatory letter to Lieutenant (jg) John A. Edwards, U.S. Navy, U.S.S. Nokomis, because of his rescue of S. H. Carpenter, S.C. 3c, U.S.N., on 17 January 1931, in Neuvites Grande channel.

The Secretary of the Navy, on 16 July, sent a letter of commendation to Lieutenant (jg) Gerald B. Creagh (MC) U. S. Navy, Naval Hospital, Parris Island, S. C., for his rescue of O. L. Chancellor, H.A. 1c, U.S.N., from drowning on 9 May 1931.

MEDICAL OFFICERS ON RECRUITING DUTY TO BE LIEUTENANT OR ABOVE IN RANK.

The Bureau of Navigation is contemplating the early promulgation of a policy which will require that a medical officer for recruiting duty be a Lieutenant (MC), or above.

NAVY REGISTER ERRORS SHOULD BE REPORTED.

Due to the great amount of detail necessary in the make up of the annual Navy Register, it frequently happens that errors are included or that officers are not given credit for certain qualifications. All officers should make it a practice to examine the register for errors and report such as are found to the Bureau of Navigation. Such corrections will be included in the subsequent issue.

PROBABLE VACANCIES AT SEA AND ON SHORE, 1932.

A survey of the expected vacancies at sea, normally to be filled by Commanders and Lieutenant Commanders, discloses the following condition until September, 1932:

<u>Battleships</u>		<u>Light Cruisers</u>	
Executive	11	Executive	12
Navigator	10	Navigator	11
Gunnery	11	Gunnery	7
Engineer	11	Engineer	8
First Lieutenant	7	First Lieutenant	5
Communication	2	Total	43
AFCO	5		
Sen. Asst. Eng.	4	<u>Destroyers</u>	
Total	61	Division Commanders	6
		Commanding Officers	30
		Total	36
<u>Miscellaneous (CO)</u>		<u>Auxiliaries (Executive)</u>	
Gold Star, Oglala, Fulton, Kittery, Constitution		Medusa, Henderson, Kittery, Dobbin, Neches, Ramapo, Altair, Salinas, Brazos, Antares, Han- nibal, Nokomis, Constitution	
Total	5	Total	13
<u>Miscellaneous (Navigator)</u>		<u>Asiatic and Staffs</u>	
Relief, Medusa, Holland, Vega		Total	45 (est)
Total	4		
<u>Repair Officer</u>			
Whitney, Dobbin, Medusa, Altair			
Total	4	Total billets available -	211

The following estimated numbers of officers, by classes, are due for sea during the same period as above:

'07	-	16	'12	-	14
'08	-	9	'13	-	26
'09	-	13	'14	-	18
'10	-	20	'15	-	19
'11	-	12	'16	-	7
		70	'17	-	6
			'18 (NA)	-	7
			'18 (NNA)	-	32
			129	Total	199
				To Subs(-)	4
				From Aviation	5
				(+)	200

Some of this deficiency will probably be made up by re-assignment of recently promoted Lieutenant Commanders who are now filling Lieutenants' billets and who are remaining at sea through 1932.

The following vacancies on shore in billets normally to be filled by Commanders and Lieutenant Commanders are expected to be filled in 1932:

Navy Department

Office of Naval Operations	4
" " " Intelligence	2
" " " Communications	5
" " Fleet Training	3
General Board	2
J.A.G. Office	2
Asst. Secretary's Office	3
Naval Examining Board	1
Board Inspection and Survey (Pacific)	2
Total	24

Bureau of Navigation	10
" " Ordnance	10
" " Construction and Repair	1
" " Engineering	5
Duty under Bureau of Ordnance, outside Washington	15
Duty under Bureau of Engineering, outside Washington	2

Naval District Headquarters

First	2	Fourth	4	Sixth	1	Twelfth	1	
Third	2	Fifth	1	Ninth	1	Thirteenth	1	13

Navy Yards

Portsmouth	1	Norfolk	2	
Boston	2	Charleston	2	
New York	2	Puget Sound	3	
Philadelphia	1	Washington	4	Total 17

Naval Training Stations	4
Receiving Ship, San Francisco	1
Naval Academy	21
P. G. School Staff	4
War College (instruction)	25
Army War College (instruction)	4
" Industrial College (instruction)	6
Marine Corps School (instruction)	4

(Cont'd from preceding page)

Recruiting Service	23
R.O.T.C. Units	8
Branch Hydrographic Offices	5
Edgewood Arsenal	1
N. A. S., Pensacola	1
Total billets to be filled	206
Available from War College	14
To be filled from sea	192
Officers available from sea	200 (approx.)

ENLISTED PERSONNEL

COMMENDATIONS.

The Secretary of the Navy, on 17 July 1931, addressed commendatory letters to the following men for the reasons shown below:

Albert Joseph Davis, Aviation Machinist's Mate third class, U.S.N.
Home address, 23 D Edgewater Camp, Bronx, New York, N. Y.

For the rescue from drowning of F. A. Chinni at Guantanamo Bay, Cuba, while serving on board the U.S.S. Langley.

George Henry Drown, Aviation Carpenter's Mate first class, U.S.N.,
Naval Air Station, San Diego. Home address, 4076 Landis Street,
San Diego, Cal., and

~~James~~
Edward McCollum, Chief Electrician's Mate, U.S.N., Naval Air
Station, San Diego. Home address, Reseda, Cal.

For assisting in the rescue of a woman from drowning
at Tent City, Coronado, California, on 22 March 1931.

SENTENCE INCLUDING BOTH REDUCTION IN RATING AND A FIXED LOSS OF PAY.

The Bureau notes that many officers, acting in their capacities as Convening and Reviewing Authorities of summary courts-martial and deck courts, fail to follow the instructions contained in Section 701, Naval Courts and Boards, when acting on sentences involving both reduction in rating and a fixed loss of pay.

If it is considered that the offense or offenses of which an enlisted man is found guilty are such as to justify both reduction in rating and a fixed loss of pay, full and complete reasons for approval of such sentences should be given.

In practically all cases where this is not done, the Bureau makes recommendation to the Secretary of the Navy that either the loss of pay or the reduction in rating be remitted.

ENLISTED MEN PRAISED BY NEWSPAPER.

In a recent edition of the Astorian Budget, Astoria, Oregon, the article below appeared on the editorial page:

"The Improved Gob

"A local resident, who had picked up a couple of sailors from a visiting warship in the harbor to give them a ride, was surprised at the character and intelligence revealed in the young men during the brief contact.

"They were just plain gobs but they were anything but low caste sailormen. They plainly came from good families, exhibiting good breeding and more than average education. They were using their shore leave to see some of the interesting places in the community, and the questions they asked concerning the historical and industrial background of the city indicated a lively interest in such matters.

"These young sailors were not exceptional. They were just fair samples of the modern-day gobs as they run. The standards of the personnel of our Navy has advanced very measurably in recent years, and any officer of a warship will attest this fact. Captain Post of the Detroit, now in the harbor, who has served more than a quarter of a century on active duty, confirmed this impression yesterday in talking before one of the service clubs. The average enlisted man in Uncle Sam's Navy rates high in character and intelligence, he said.

"The explanation is not far to seek. The warships of our present day call for something more than a strong back and an adventurous spirit. The jobs aboard these ships call for many men of technical training or ability to absorb instruction in technical lines. The modern warship is comparable to a big machine shop equipped with the very latest electrical and mechanical equipment, and many of the tasks are highly specialized. It is no idle boast of the Navy that a period of service in this branch of the country's armed forces is a period of vocational training where the enlisted man has an opportunity of learning many trades which will fit him later for civil life.

"Fortunately the Navy is able to get the type of men it requires. There are enough applicants at recruiting stations to permit of a selection of the fittest. Of 90,000 applicants during a given period last year, only 50 percent passed the physical examination, and of this 50 percent less than a third were accepted. Those who were accepted met the exacting requirements of the Navy.

"It is no wonder, then, that the resident who made the casual acquaintance with two of the gobs was impressed by the evidence of character and intelligence in them."

NAVAL OBSERVATORY

NIUAFOU SOLAR ECLIPSE EXPEDITION.

While the solar eclipse expedition was based at Niuafoou, Doctor H. C. Kellers performed some very remarkable work for the Smithsonian Institution. In fact, he found one of the numerous missing links about which the National Museum reported in very complimentary terms.

Among other things, the Smithsonian Institution stated that thanks to Dr. Kellers' labors they are now in possession of excellent specimens of several rare species of which adequate representation was heretofore lacking, and of large series of other forms which, because of the absence of sufficient material in the museums of this country and of Europe have not been properly understood. The letter states as follows:

"More important than this, however, is the discovery by Dr. Kellers of one of the most remarkable new genera of sea-urchins that has ever come to light, - a curiously generalized form from which three wholly dissimilar types might possibly be assumed to have radiated.

"The first species of *Heterocentrotus* was described in 1705, and the genus itself was described in 1835. The first species of *Colobocentrotus* was described in 1758, and the genus was described in 1835. The first species of *Echinometra* was figured in 1554 and the genus was described in 1825.

"The discovery of a wholly new and unexpected type among these animals, especially a new type belonging to a group (the family *Echinometridae*) the other outstanding types of which have all been known since 1758 cannot but be regarded as most unusual.

"It is no exaggeration to say that Dr. Kellers' discovery of this interesting creature is one of the most important discoveries that has been made in the well-worked field of shallow water sea-urchins in the past hundred years.

"The significance is emphasized by the fact that Dr. Kellers discovered not a single species but two quite distinct species."

The Smithsonian Institution has named these new sea-urchins *Zenocentrotus*, and the two included species are *Zenocentrotus kellersi* and *Zenocentrotus paradoxus*.

At the time that the ex-German warships were brought to America, the Chief of the Bureau of Ordnance requested the Commanding Officer to send him a large quantity of souvenirs from the Ostfriesland but added "don't send me any six inch guns". The Superintendent of the Naval Observatory requested

Doctor Kellers to bring some samples of odd wood from the island of Niuafoou, but failed to tell Doctor Kellers not to bring any six inch guns, with the result that among the 123 odd cases that returned from Niuafoou were four cases containing a type of wood which grows in the lava on the island of Niuafoou. On receipt of this wood, the tools at the Observatory were all blunted and dulled when attempts were made to cut the wood. The wood was therefore turned over to the Smithsonian Institution with reports that cutting and polishing the wood would be extremely difficult due to some substance in it which very rapidly wears away the cutting edge of all instruments. It took three men to carry one piece of wood upstairs, although the piece was only about 5 feet long and six or eight inches in diameter. When a small piece was thrown into water it sank like a rock.

NAVAL RESERVE OFFICERS' TRAINING CORPS

N.R.O.T.C. GRADUATES COMMISSIONED IN THE SUPPLY CORPS OF THE NAVY.

The following-named graduates of the N.R.O.T.C. have been commissioned in the Supply Corps as Assistant Paymasters with the rank of Ensign:

Harvey C. Hope (of Yale University),
58 Lafayette Street,
Stamford, Conn.

Frederick deBoom Witzel (of Univ. of California),
576 17 Avenue,
San Francisco, Cal.

Bernhard Tieslau (of Univ. of California),
2814 Grove Street,
Berkeley, Cal.

Francis B. Risser (of Univ. of Washington),
552 Fourth Street,
Bremerton, Wash.

Arnold J. Carlson (of Univ. of Washington),
4126 2nd Avenue, N. W.,
Seattle, Wash.

MISCELLANEOUS

CHANGE IN UNIFORM REGULATIONS.

Blue chambray shirts have recently been the subject of extensive tests with the view to improving their appearance and wearing qualities, and, as a result, the Secretary has approved certain changes in the Uniform Regulations covering this shirt.

The new issue of shirts which will be issued as soon as the present stock is exhausted will be of coat style, V-shaped collar and made of material that has been "sanforized", i.e., pre-shrunk to the point where shrinkage will be practically nil on subsequent laundering.

All the best features of standard commercial shirts of this type have been incorporated, and in the place of the black rubber button, an inexpensive flat aluminum button that will not break in laundering will be used.

These changes make the shirt much more dressy and it is believed that they will go far to meet the complaints that have been made about these shirts.

ITEMS OF HISTORICAL VALUE SHOULD BE REPORTED.

It is essential that report be made to the Department or the Bureau concerned, of any occurrences intimately affecting the naval service and particularly where it may have historical value.

There have been occasions from time to time where no report has been made to the Bureau of an occurrence of vital interest, with the result that when an inquiry is made years later there is no official record, resulting in embarrassment to the Department and the Bureau. No event of any significance should be permitted to pass without an official report.

Recently, upon the contemplated visit to a ship of prominent officials of a state which had some years before presented to that ship a silver service, inquiries were made as to the value, presentation ceremonies, the meaning of legends and inscriptions on the silver service, etc., - exhaustive search of all records developed the fact that the only report of the presentation of this silver service, purported to be valued at \$10,000, was a two-line entry in the log book stating that the Commanding Officer had accepted a silver service on behalf of the ship.

LEECH TENNIS TROPHY.

Navy Wins Leech Tennis Trophy By Defeating Army 4 Matches to 3.

After a closely contested match on the "en tous cas" courts of the Chevy Chase Club, Washington, the Navy Leech Tennis Team emerged the victor over Army for the sixth consecutive year.

SINGLES

Private Dolf Muehleisen, U.S.A., defeated Lieutenant Richard M. Watt, Jr., (CC), U.S.N. - 6-4, 6-1.

Lieutenant (jg) John K. McCue, U.S.N., defeated Lieutenant S. K. Robinson, AC., U.S.A. - 6-3, 6-1.

Lieutenant (jg) Gerald W. Smith (MC) U.S.N. defeated Lieutenant D. D. Hedekin, Inf., U.S.A. - 6-3, 6-4.

Major R. C. Van Vliet, Inf., U.S.A., defeated Ensign William E. Howard, (CC), U.S.N. - 3-6, 6-1, 6-3.

DOUBLES

Lieutenant S. K. Robinson, AC., and Private Dolf Muehleisen, U.S.A., defeated Ensign William E. Howard, Jr., (CC), and Ensign James M. Farrin, Jr., U.S.N. - 6-2, 6-1.

Commander C. C. Gill and Lieutenant (jg) Gerald W. Smith, (MC), U.S.N., defeated Major R. C. Van Vliet, Inf., U.S.A., and Major T. D. Finley, Inf., U.S.A. - 6-2, 6-4.

Lieutenant Commander Vincent E. Godfrey and Lieutenant Richard M. Watt, Jr., (CC), U.S.N., defeated Major L. S. Hobbs, Inf., U.S.A., and Major J. R. Hills, A.G.D., U.S.A. - 5-7, 6-4, 6-0.

PITTSBURGH PERSONNEL GO SIGHTSEEING.

During the recent cruise of the U.S.S. Pittsburgh from Manila to the United States, via Europe, the personnel on board were given opportunities to go sightseeing during visits made by the ship at Colombo, Suez, Alexandria, Naples and Villefranche. These trips were arranged by the American Express Company representatives at these ports, who worked in close cooperation with the ship's officers and their efforts aided materially in the success of the trips.

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OFFICER PERSONNEL

WARRANT OFFICER BILLETS.

A survey of the assignments, and the available number of all grades of warrant officers recently completed indicates that the number available is not adequate to meet fully the demand of the naval service "ashore and afloat". A total of 1455 officers is now allowed, while 1496 are required. The shortage cannot be corrected until the fiscal year 1933, and in the meantime vacancies both ashore and afloat will exist.

The Bureau plans to represent to the Congress the present status of warrant officers and to request authorization to increase the number to 1496.

The service needs and distribution to grades is shown in Table I.

TABLE I.

<u>Grade</u>	<u>Service Needs</u>			<u>Naval</u>	<u>In Ser-</u>	<u>Available</u>
	<u>Sea</u>	<u>Shore</u>	<u>Total</u>	<u>Aviator</u> <u>Pilots</u>	<u>vice</u> <u>1 May '31</u>	<u>to meet</u> <u>needs.</u>
Boatswain.....	170	100	270	11	248	237
Gunner.....	90	74	164	2	161	159
Electrician.....	71	34	105	0	110	110 (excess)
Radio Electrician.	74	36	110	1	107	106
Machinists.....	214	126	340	6	314	308
Carpenters.....	64	57	121	2	118	116
Pharmacists.....	5	129	134	-	137*	133
Pay Clerks.....	153	99	252	-	258	258 (excess)
			1,496	22	1,453	1,427

*Four paid and employed by Veterans Bureau.

A study of Table I indicates that the greatest shortages exist in the grades of Machinists and Boatswains, which shortages are partially due to the number of these officers now performing duty as Naval Aviators.

With the supply of naval aviators from line commissioned officers and petty officers now reaching the point where there are more applicants than are required, the Bureau has concluded that the employment of warrant officers as naval aviators is no longer necessary.

The plans of the Bureau do not contemplate any discrimination against the capable, deserving enlisted man, who has spent a long period of time with aviation activities. The warrant officer group has now many excellent officers who have served for long periods as enlisted men in submarines, destroyers, or other special classes of vessels. These officers have, almost without an exception, fitted themselves for other duties at sea and on shore. It is believed that the warrant officer who has qualified in an aviation rating can do equally as well as a warrant officer in some other duty.

The Bureau's policy in regard to warrant officers may be briefly stated as follows:

- (a) To maintain the several grades of warrant officers now allowed at strengths to meet the needs of the naval service and in sufficient numbers to permit, after the first five-year cruise, a rotation of duty between shore and afloat, of two and three years, respectively.
- (b) To keep the several grades open to applicants on examination without any discrimination as to previous service as enlisted men.
- (c) To assign warrant officers newly appointed from aviation personnel to general service, regulating any future return to aviation by the needs of that service for pilots.
- (d) To discontinue further designation of warrant officers as Naval Aviators.
- (e) To accomplish a gradual return of present warrant officer Naval Aviators to the general service, where their services are in demand.

OPTICAL SCHOOL FOR CHIEF MACHINISTS AND MACHINISTS.

The Bureau plans to assign two to four Chief Machinists or Machinists for the long course in optical instruction at the Navy Yard, Washington, D. C. This course will start about 1 January, 1932, and will last for about six months. The orders of those selected will provide for the transportation of their dependents, if any, to Washington, D. C., from present stations.

Applications for this assignment should reach the Bureau by 1 October 1931.

Commanding officers are requested to require candidates to take an examination for normal vision and to include in their forwarding endorsements an estimate of the candidate's qualifications for the course, with a report of the results of the eye examination.

DIVING SCHOOL APPLICANTS DESIRED.

The Bureau plans to order two to four Chief Gunners or Gunners to the Navy Yard, Washington, D. C., for a course of instruction in diving. The course will start about 1 January 1932 and will last for about six months. The orders of those selected will provide for the transportation of their dependents, if any, to Washington, D. C., from present stations. Those completing the course will be assigned to duty on submarine rescue vessels, the U.S.S. Holland, or to submarine bases.

Applications for the course should be submitted so as to arrive in the Bureau of Navigation not later than 1 October 1931.

Commanding officers are requested to include in their forwarding endorsements a statement as to their opinion of the applicant's fitness for the course, together with a report of a medical officer as to the applicant's physical qualifications.

ENLISTED PERSONNEL

COMMENDATION.

The Chief of the Bureau of Navigation, on 1 August 1931, addressed a commendatory letter to Peter Asha Chang, Torpedoman 2c, U.S.N., U.S.S. California, home address, 1210 Jones Street, San Francisco, Calif., for his prompt action in administering first aid to a small child who had been rescued from Lake Washington.

The Secretary of the Navy, on 3 August 1931, sent a letter to John Francis Neary, Fireman 3c, U.S.N., U.S.S. Memphis, commending him for rescuing a man from drowning in Brickyard Falls, Manlius, New York.

ELIGIBILITY FOR FLEET NAVAL RESERVE.

The large number of inquiries, official and unofficial, being received indicates that there is rather widespread lack of knowledge as to the law governing the transfer of enlisted personnel to the Fleet Naval Reserve. The usual inquiry is, "Do I come under the 'old law' or under the 1925 law?"

In order to answer this inquiry, it is necessary only to determine one fact, i.e., what was the man's status on the one day and date of 1 July 1925. If on that date he was:

- (a) Serving in the regular Navy; or
- (b) Had been discharged from the regular Navy and subsequently reenlisted within three months of date of discharge; or
- (c) Was serving in the Naval Reserve Force in an enrollment entered into within four months of the date of discharge from the regular Navy, and reenlisted within three months of date of discharge from the Naval Reserve;

he is eligible for transfer to the Fleet Naval Reserve after sixteen or twenty years' service and will receive the benefits of the Act of August 29, 1916 (frequently referred to as the "old law") regardless of the fact that service might not have been continuous either prior or subsequent to 1 July 1925. These classes are designated F-4-C and F-4-D, respectively. Any man who does not meet one of these requirements - and only one is necessary - is eligible only for the twenty-year Reserve established by the Act of 1 July 1925, designated as class F-5.

Another common inquiry is: "Does my broken service (service in the Marine Corps, etc.) count for transfer?" The answer to this inquiry is set forth in the following statement which shows what service may be credited for transfer to the Naval Reserve:

- (a) All service as an enlisted man of the regular Navy regardless of the fact that it may not have been continuous, and regardless of character of discharge received;
- (b) All service in the United States Marine Corps regardless of continuity or character of discharge;
- (c) Service in the United States Coast Guard only while operating under the jurisdiction of the Navy Department in time of war;
- (d) All active service in the U. S. Naval Reserve Force or U. S. Naval Reserve except active service for training purposes;
- (e) Service as an officer of the regular Navy or active service as a Reserve officer.

Another feature which seems to be not generally understood by commanding officers as well as the enlisted personnel is the difference between service for transfer to the Fleet Naval Reserve and service for pay purposes. Probably the main difficulty is failure to understand the constructive service allowed on minority enlistments and in the case of three months' early discharges for the convenience of the Government in accordance with the provisions of the "old law".

It is also interesting to note that while service in the Marine Corps may be credited for transfer, it does not count for pay; whereas all service in the United States Coast Guard, regardless of date, may be counted for pay but only between the dates of 6 April 1917 and 28 August 1919 does it count for transfer to the Reserve. Also, that while all service as an officer counts for transfer, only service between the dates of 6 April 1917 and 31 December 1921 is credited in computing a man's pay. Service in the United States Army does not count for pay or transfer to the Reserve, but it does count for retirement after thirty years' full active service and for thirty-year retirement after transfer to the Reserve upon the completion of sixteen or twenty years' service.

The Bureau desires that this information be disseminated among the personnel interested in order to reduce the volume of correspondence being received.

NAVY TRAINING COURSES AVAILABLE.

The following is a list of complete Navy Training Courses available for issue:

SEAMAN BRANCH

Apprentice Seaman	Gunner's Mate 1c	Torpedoman 3c
A to N	Chief Gunner's Mate	Torpedoman 2c
Aviation Seamanship	Quartermaster 3c	Torpedoman 1c
Coxswain	Quartermaster 2c	Chief Torpedoman
Boatswain's Mate 2c	Quartermaster 1c	Seaman Signalman
Boatswain's Mate 1c	Chief Quartermaster	Signalman 3c
Chief Boatswain's Mate	Compasses and Piloting	Signalman 2c
Gunner's Mate 2c		

ARTIFICER BRANCH (E.R.)

Fireman 2c	Boilers Coal Fired	Gasoline Engines
Fireman 1c	Oil Burning Boiler	Main Propelling Re-
Machinist's Mate 2c	Operation	ciprocating Engines
Watertender 2c	Diesel Engines	Mechanical Measuring
Bearings and Lubrication	Distilling Plants	Instruments
Blowers	Electric Propulsion	Pumps
Boiler Care and Repair	Main Drive Installa-	Storage Batteries
	tion	
	Gas and Electric Welding	

ARTIFICER BRANCH

Carpenter's Mate 3c	Shipfitter 2c	Painter 1c
Carpenter's Mate 2c	Shipfitter 1c	Patternmaking
Carpenter's Mate 1c	Chief Shipfitter	Molders Course
Chief Carpenter's Mate	Painter 3c	Chief Radioman
Shipfitter 3c	Painter 2c	

OTHER BRANCHES

Chief Storekeeper	Yeoman 3c	Aviation Machinist's
Ship's Cook 1c	Yeoman 2c	Mate 2c
Baker Ratings	Hospital Apprentice 1c	Navy Speller
Messman Branch	Pharmacist's Mate 3c	Methods of Instruction
Chief Commissary Steward	Pharmacist's Mate 2c	Gregg: Shorthand Lessons
Office Procedure	Aviation Machinist's	Gregg: Progressive Exercises
	Mate 3c	Gregg: Rational Typewriting

The following courses are now ready for issue. Progress tests and examination questions for them are being printed and will be issued when available:

Seaman 1c	Machinist's Mate 1c
Storekeeper 3c	Aviation Machinist's Mate 1c
Storekeeper 2c	Aviation Chief Machinist's Mate

SERVICE SCHOOLS.

The following Service Schools to which the Bureau assigns men from vessels not under Force Commanders and allots quotas to Force Commanders, will have classes assembling on 4 January 1932. Requests for these schools should be submitted as indicated above in sufficient time to permit the Bureau and Force Commanders to make selections.

<u>School</u>	<u>Place</u>	<u>Length of Course</u>	<u>Allocation</u>	<u>Men sent from</u>
Aviation Mechanics (Aviation Metalsmith)	Great Lakes	24	15	Forces Afloat & Air Sta.
Aerographer	Lakehurst	16	8	" " " " "
Optical	Washington	26	10	" " " East Coast
Radio Material	Bellevue, DC	25	50	" " " " "
Gyro Compass	New York	8	16-	" " " " "
Cooks and Bakers	Hampton Rds.	16	16	" " " " "
Aviation Instrument	Philadelphia	16	5	" " " Air Sta.
Photographer	Pensacola	26	6	" " " " "
Photographer (Slide film)	Washington	26	6	" " " " "
Electrical Interior Communication	Washington	16	20	" "

<u>School</u>	<u>Place</u>	<u>Length of Course</u>	<u>Alloca- tion</u>	<u>Men sent from</u>
Fire Control (Primary)				
	Washington	18	20	Forces Afloat
Buglemaster	San Diego	24	4	" "
Deep Sea Divers	Washington	26	20	" "
Aviation Ordnancemen	Hampton Rds.	35	15	" " & Air Sta.
Parachute Material	Lakehurst	12	8	" " " "
Ford Fire Control	Long Is.,			
Instrument	City, N.Y.	---	---	" "
Sound Motion Pic- ture Technicians	New York	6	30	East Coast Ships & Sta. assigned Machines.
Officers' Stewards and Officers' Cooks	Hampton Rds.	10	12	Forces Afloat

RECOMMENDED CHANGE IN FLEET NAVAL RESERVE LAW.

At the time Circular Letter No. 61-31 was issued to the Service, the Bureau had under consideration recommendation for a change in existing law as regards eligibility of Filipinos and other citizens of the insular possessions of the United States for transfer to the Fleet Naval Reserve.

It has now been decided to make such recommendation. The change suggested to the Secretary of the Navy reads as follows:

"No citizen of the insular possessions of the United States who shall be permitted to serve in the regular Navy for a period of sixteen or twenty years shall be denied the right of transfer to the Fleet Naval Reserve under the provisions of existing law on the ground that he is not a citizen of the United States."

The Bureau desires that this article be given the widest publicity among the personnel involved.

RECRUIT TRAINING.

The following table shows the disposition of recruits at Training Stations for the month of July 1931:

<u>Training Station</u>	<u>Newport</u>	<u>H.R.</u>	<u>S.D.</u>	<u>G.L.</u>	<u>Total</u>
: Completed recruit training total :	51	: 99	: 0	: 385	: 535 :
: Sent to sea :	0	: 0	: 0	: 151	: 151 :
: Sent to service schools :	12	: 52	: 0	: 50	: 114 :
: Number of recruits under training :		:	:	:	:
: 31 July :	307	: 339	: 490	: 376	: 1512 :
: First Enlistments received during :		:	:	:	:
: month :	100	: 103	: 176	: 148	: 527 :

(Continued from preceding page)

: Training Station	: Newport:	H.R.:	S.D.:	G.L.:	Total:
: Total number who completed re-	:	:	:	:	:
: cruit training during fiscal	:	:	:	:	:
: year to date	: 51	: 99:	0	: 385:	535 :

NAVAL RESERVE

PROGRESS TESTS AND EXAMINATION QUESTIONS.

The Bureau has received a letter from the commanding officer of a Naval Reserve Division which states that these progress test pamphlets have been used every drill night with the instruction of a boatswain's mate 1st class and a coxswain of that division. These men have been greatly interested in the results attained, and on certain occasions when time was sufficient only for the regularly assigned drill, they reported one hour in advance of drill to take the progress test. The other men in the division have become interested and have requested that they be permitted to take progress tests and complete the Navy training course for their ratings.

The commanding officer further states that the progress tests afford the division office the best method of checking and recording progress of enlisted men in grasping their duties that he has yet seen in use in the Navy or Naval Reserve.

HYDROGRAPHIC OFFICE

SURVEY OF BARTLETT DEEP.

The Board of Oceanography of which Rear Admiral Frank H. Schofield, U. S. Navy, was senior member, on 22 March 1929, among other recommendations, recommended that - "When the nature of naval operations permit, suitably equipped vessels operating in the vicinity of ocean deeps be directed to make survey of these deeps, that they be directed to do so, and that a standardized plan be prepared by the Hydrographic Office for the conducting of these special examination of deeps, so that the data furnished will meet the requirements of those scientists specially interested in ocean deeps".

In carrying out this recommendation, the Hydrographic Office has studied and tentatively planned a survey of the eastern portion of Bartlett Deep in that portion of its extent which lies close to the southward of the Coast of Cuba in the vicinity of the Guantanamo Naval Station, this work to be undertaken at such time as suitably equipped vessels may be available. The probability is that this work cannot be taken up in the immediate future but when suitable ships are available it is intended to prosecute this study of the Bartlett Deep.

It is found to be advisable to map the sub-oceanic physiography of this region in the interests of the United States, because of the occurrence in modern times of severe earth-quakes from epicenters a short distance off the south coast of the eastern part of Cuba, indicating the presence of a zone of instability in which adjustments are still going on in the bordering scarps of the Bartlett Deep. While statistics are meager in relation to the sparsely populated regions near Guantanamo, history records that the city of Santiago de Cuba has been repeatedly damaged by earth-quakes; and that like visitations have been experienced in Haiti and Jamaica. These earth-quakes have not been limited to the immediate vicinity of land areas and hence cannot be attributed to adjustments resulting from changes in surface loading due to erosion and deposition. The evidence points to their occurrence from movements of displacement in the fault zones forming the side boundaries of the Bartlett Deep, and the destructive sea waves that have accompanied many of them indicate that these displacements have been vertical.

NAVAL R.O.T.C.

CRUISE.

Students of the Naval Reserve Officers' Training Corps Units at Yale University, Harvard University, Northwestern University, Georgia School of Technology, University of Washington, and University of California, have recently returned from their annual practice cruise.

The Naval R.O.T.C. students of the Universities of California and Washington cruised in the U.S.S. Oklahoma from San Francisco and Seattle to Hawaii and return. One hundred and ninety-two students of all classes engaged in this cruise during which they were instructed in and performed the manifold duties required of officers serving in a naval vessel. Seamanship, Navigation, Engineering, and Gunnery were part of the subjects in which the young gentlemen were instructed. A target practice was fired by the students in the vicinity of Hawaii, guns of all batteries being used.

On the East Coast, the Naval R.O.T.C. students of the junior class cruised in the destroyers, Evans, Fairfax, Philip and Tillman, from the Delaware Breakwater to Bermuda and return. The students were instructed in all phases of the duties of a destroyer officer, handling the vessels during maneuvers and firing a special target practice, during which they performed the duties of the gun crew. On the Bermuda cruise, there were nineteen students from Northwestern, thirty-nine from Georgia Tech, twenty-eight from Yale, and twenty-seven from Harvard.

In August, a cruise will be taken on the battleship Arkansas by the freshmen and sophomores of the N.R.O.T.C. of Northwestern, Georgia Tech, Yale and Harvard.

NAVAL OBSERVATORY

ARGENTINE MIDSHIPMEN VISIT OBSERVATORY.

Fifty Argentine Midshipmen from the Training Vessel Presidente Sarmiento visited the Naval Observatory on 4 August. The Midshipmen showed great interest in the activities of the Observatory and were apparently very sorry to have to curtail their visit to a very short period, due to many other engagements.

MISCELLANEOUS

AMERICAN OLYMPICS, 1932.

The Xth Olympiad.

The games of the Xth Olympiad will be held in Los Angeles, California, from July 30th to August 14th, 1932.

Thirty-five nations have already signified their intention to participate in these games and the interest and pride of the entire country will be centered in the Olympic Team which is to represent the United States in this great international competition.

The Navy will be looked upon to take part and the prestige to be gained through representation on the Olympic Team should not be lost sight of. Those who may represent the service will compete against world champions, many of whom are in constant training. It is, therefore, recommended that voluntary training of candidates be started at an early date and continued conscientiously until the American Olympic Team is selected.

It will probably be necessary for the Bureau to request contributions from the service towards the financing of the Navy's participation in the Olympic Games.

Information concerning the selection and training of candidates and other details will be issued.

The hearty cooperation of the entire service is urged in stimulating interest in the Navy's participation.

OFFICERS AND MEN OF BYRD ANTARCTIC EXPEDITION
RECEIVE MEDALS.

The Secretary of the Navy, on 29 July 1931, forwarded to Rear Admiral Richard E. Byrd, U.S. Navy, (Retired), a gold medal commemorating the Byrd Antarctic Expedition, 1928-1930. The list of the other officers and men who received gold, silver or bronze medals is given below:

Gold Medals (66)

Harry Adams	James A. Feury	Alton N. Parker
Bernt Balchen	Carroll B. Foster, Jr.	A. Walker Perkins
Haldor Barnes	Edward E. Goodale	Carl O. Petersen
Leland L. Barter	Charles F. Gould	Louis Reichart
John J. Bayer	Laurence M. Gould	Martin Ronne
Lloyd V. Berkner	Lloyd K. Grenlie	Benjamin Roth
Arthur Berlin	William C. Haines	Jos. T. Rucker
G. Hamilton Black	Malcolm P. Hanson	Ralph F. Shropshire
Quin A. Blackburn	Henry T. Harrison, Jr.	Paul A. Siple
Christoffer Braathen	Bendik Johansen	Dean C. Smith
Gustav L. Brown	Harold I. June	Sverre Strom
Kennard F. Bubier	Charles L. Kessler	John L. Sutton
Jacob Bursey	Richard W. Konter	Alan Innes-Taylor
John Buys	Charles E. Lofgren	George W. Tennant
Richard E. Byrd	Howard F. Mason	Elbert J. Thawley
Arnold H. Clark	Fredk. C. Melville	Geo. A. Thorne, Jr.
Francis D. Coman	Thos. B. Mulroy	Willard Van der Veer
Fredk. E. Crockett	Chas. J. McGuinness	Norman D. Vaughan
Victor H. Czegka	Ashley C. McKinley	Vaclav Vojtech
Frank T. Davies	Frank McPherson	Arthur T. Walden
Joe de Ganahl	Esmonde M. O'Brien	
E. J. Demas	John S. O'Brien	
D.S.I. Erickson	Russell Owen	

Silver Medals (7)

John R. Bird	William Gavronski	H. N. Shrimpton
Arthur B. Creagh	Walter Leuthner	Hilton L. Willcox
	S. Edward Roos	

Bronze Medals (9)

Max E. Boehning	Sydney Greason	George Sjogren
Ben Denson	John Jacobson	Percy Wallis
Frank Fritzon	John Olsen	Lyle Womack

SOUND MOTION PICTURE EQUIPMENT.

The following information is given with the view of a better understanding of the problems confronting the Bureau in providing sound motion picture apparatus for the entire service.

The special appropriation made by Congress, of \$332,000.00 for sound picture apparatus was sufficient for the purchase of only half the number required to outfit the service. It was, therefore, necessary to call upon various ships and stations for financial assistance in carrying through the project. As expected, the larger ships and shore activities, by contributing to the project, enabled the Bureau to provide for the numerous smaller activities having little or no source of income.

The total amount thus obligated, plus that appropriated by Congress, was the basis upon which the Bureau determined the number and types of equipment which could be purchased and for which the contract was let. In this connection, the high cost of the large, type I, class A sets made it necessary to acquire an intermediate and less costly type I, class B, equipment. The limit of satisfactory projection for the intermediate, type I, class B, apparatus is seventy feet, and that for type II, portable equipment, is sixty feet. While it is realized that the type I, class B, equipment is not entirely satisfactory for certain vessels and shore activities, it should be borne in mind that it was necessary to compromise on a number of this type or deny many activities of the acquisition of any apparatus whatever.

Instructions relative to the accountability and maintenance of this apparatus are prescribed in recent changes in Bureau of Navigation Manual and have been issued to the service in Bureau of Navigation Circular Letter No. 65-31.

The installation is to be made by Navy personnel. If good sound reproduction is not obtained under normal conditions, ships and shore stations should notify the nearest R.C.A. representative and ask for advice or assistance in correcting the trouble, but are not to incur charges for services without special permission of the Bureau of Engineering in the case of ships and from the Bureau of Navigation in case of shore stations. Calls for assistance will be made only from localities on the Atlantic and Pacific Coasts of the Continental United States and from Cavite, P. I. The Contractor is required to furnish assistance in clearing initial trouble only. The importance, therefore, of selecting capable and efficient men for attendance at the Sound Motion Picture Technicians Schools is readily seen.

Rigid laboratory tests have been conducted on the contract equipment, which has resulted in changes and delays not originally anticipated, but deemed necessary to insure satisfactory operation under service conditions.

The delivery of type I, class B apparatus will commence during August and it is expected that the type II will commence the latter part of October, 1931.

The Bureau considers it inadvisable at this time to permit individual activities to purchase, independently, equipment of various commercial types. The specifications for the Navy equipment were carefully considered to meet service requirements, and, while other types may give satisfactory performance ashore, it is highly desirable in consideration of spare parts, maintenance and repairs, and the instruction of Technicians, to standardize the equipment throughout the service.

The entire project has been faced with many difficulties and it is expected that those who are charged with duties in connection with this equipment will exert their best efforts in the solution of its problems to the end that the project may be carried through successfully and prove an added factor to morale.

PHOTOGRAPHS OF NAVAL SUBJECTS DESIRED.

As a part of its recruiting campaign, the Recruiting Service furnishes photographs of general naval subjects to news syndicates for publication in newspapers throughout the country. Commanding officers having ships photographers can greatly assist in this if they will forward prints, in triplicate, of timely naval subjects, ranking officers, unusual scenes, etc., to the Navy Recruiting Bureau, Washington & Christopher Streets, New York City. These photographs are also greatly in demand when important events occur in different parts of the world, as well as where naval vessels are concerned.

When such photographs are published, the vessel concerned will be notified and informed of the extent of the circulation.