



## OFFICER PERSONNEL

### VACANCIES TO BE FILLED.

The following vacancies will occur during the ensuing year:

Naval Attaché, Berlin, Germany (Captain or Commander).

Requirement: Knowledge of German or French.

Naval Attaché, Buenos Aires, Argentina (Captain or Commander). Requirement: Knowledge of Spanish.

Chief of Mission to Peru, and Assistant to Chief of Mission to Peru (Captain and Lieutenant Commander).

Requirement: Knowledge of Spanish.

Naval Attaché to Rome (Captain or Commander).

Requirement: Knowledge of Italian or French.

Officers desiring any of these duties should forward applications as soon as practicable.

### SEPTEMBER FITNESS REPORTS.

Attention of all officers is invited to the fact that the Bureau of Navigation uses the preferences indicated on fitness reports for making up slates. For the coming year, it is planned to use the preferences indicated on the September reports as the basis for assignments.

In order to assist in making details, officers are requested to state three choices for next duty in the September report.

Commanding officers are requested to circularize this Bulletin to all officers.

### EXAMINATIONS FOR PROMOTION.

Questions are now appearing in Practical Navigation Examinations for promotion requiring the use of an adjacent vessel as a horizon and the calculation of the correct altitude from such observation. A clear description of this problem was printed on the back of the Pilot Chart of Central American waters for April, 1932, under the heading of Creating a Horizon by Lieutenant Commander J. Y. Dreisonstok, U.S. Navy.

### POSTGRADUATE INSTRUCTION.

The Bureau has already received numerous requests for postgraduate instruction and special training. Attention is invited to the fact that a circular letter will be issued at a later date giving all the details as well as the date such requests are due.

In order that excess correspondence may be curtailed, Commanding Officers are requested to call the attention of all officers to this notice prior to forwarding any requests for subject duty.

WEARING OF AIGUILLETES BY OFFICERS ON SHORE DUTY.

It has come to the attention of the Bureau that some officers who have been assigned administrative duties by flag officers on shore duty are wearing aiguillettes. With reference to Art. 222, Uniform Regulations, U. S. Navy, the only officers who are to be considered as performing duty as aides to flag officers are the officers who are specifically designated as "aides" in their orders issued by the Department.

LOAN COLLECTION, BUREAU OF NAVIGATION.

The total number of books loaned through the Loan Collection for the last fiscal year was 1669. There was a steady increase in the number of books loaned from November on. The number loaned from January to June of the calendar year 1931, which is usually the heaviest six months, was 677. For the same period this year, it was 1127.

CONGRESSIONAL MEDAL OF HONOR.

On 1 August 1932, the Secretary of the Navy, for the President of the United States, awarded the Congressional Medal of Honor to Commander Claud A. Jones, U.S.Navy, and Mechanist Charles H. Willey, U.S.Navy, (Retired).

Citations are as follows:

"For extraordinary heroism in the line of his profession as senior engineer officer on board the U.S.S. MEMPHIS at a time when that vessel was suffering total destruction from a hurricane while anchored off Santo Domingo City, 29 August 1916. Lieutenant Jones did everything possible to get the engines and boilers ready, and if the elements that burst upon the vessel had delayed for a few minutes, the engines would have saved the vessel. With boilers and steam pipes bursting about him in clouds of scalding steam, with thousands of tons of water coming down upon him and in almost complete darkness, Lieutenant Jones nobly remained at his post as long as the engines would turn over, exhibiting the most supreme unselfish heroism which inspired the officers and men who were with him. When the boilers exploded, Lieutenant Jones, accompanied by two of his shipmates, rushed into the fire rooms and drove the men there out, dragging some, carrying others to the engine room where there was air to be breathed instead of steam. Lieutenant Jones' action on this occasion was above and beyond the call of duty."

"For extraordinary heroism in the line of his profession while serving on board the U.S.S. MEMPHIS at a time when that vessel was suffering total destruction from a hurricane while anchored off Santo Domingo City, 29 August 1916. Machinist Willey took his station in the Engineer's Department and remained at his post of duty amidst scalding steam and thousands of tons of water coming into his department, as long as the engines would turn and until he was ordered to leave. When the boilers exploded he assisted in getting the men out of the fire room and carrying them into the engine room where there was air instead of steam to breathe. Machinist Willey's conduct on this occasion was above and beyond the call of duty."

#### COMMENDATIONS.

Lieutenant Commander Thomas L. Morrow, (MC), U.S. Navy, received a letter from the Secretary of the Navy, commending him for his zeal, efficiency, and timely service in the line of his profession as head of the Medical Relief Unit at Belize, British Honduras, from 12 September 1931 to 1 October 1931, following the hurricane in Belize.

Ensign Frank F. Gill, U.S.N.R., 2559 Le Conte Avenue, Berkeley, Calif., received a letter from the Secretary of the Navy, commending him for his unselfish effort in rescuing the body of Joseph E. Green, Seaman first class, U.S.N.R., following parachute jumps of the two into the water from a landplane which was out of control.

### ENLISTED PERSONNEL

#### MEDAL AND COMMENDATION.

A silver Life-Saving Medal of Honor Second Service Bar has been awarded by the Secretary of the Treasury to Stephen Dunn, Jr., 250-01-26, Chief Aviation Pilot, Naval Reserve, Class F-2, for bravely attempting to rescue a man from drowning on 1 March 1930.

The following men received letters of commendation for reasons indicated:

Richard Everette Douglas, 228-26-35, Seaman first class, U.S. Navy, U.S.S. Wickes, for rescuing a shipmate from drowning.

Henry Friedlander, 311-02-70, Fireman third class, U.S. Navy, Submarine Base, New London, Conn., for rescuing a shipmate from drowning while attached to U.S.S. Trenton.

Clarence Nelson, 320-65-19, Seaman first class, U.S. Navy, U.S.S. MEDUSA, for rescuing a woman from drowning.

William Henry Robinson, Jr., 243-06-70, Coxswain, U.S. Navy, U.S.S. Nokomis, for the good judgment, able seamanship, and prompt action displayed in cutting tow line from his motor launch to boat ahead when the latter sank, and in getting his engine started and in rescuing all four men from the sunken boat.

## NAVAL OBSERVATORY

### ISSUE OF NAVIGATIONAL MATERIAL.

The new Federal Standard Stock Catalogue, class 13, lists carrying, distributing, and issuing points for navigational material. If a carrying point or points are designated in the catalogue, the material is not stocked elsewhere for issue. All vessels and stations should requisition on the nearest Navy Yard or Supply Depot stocking the material required in order to reduce delay and cost of shipments. The Navy Yard Washington constantly receives requisitions from vessels operating on the west coast which should have been submitted to the Navy Yard, Mare Island. Furthermore, it is intended that the Navy Yard, Mare Island, carry a sufficient stock to supply the Navy Yards Pearl Harbor and Cavite. The Observatory only stocks for issue a limited number of items and certain spare parts as specified in the catalogue. Requisitions should be submitted to the Bureau of Navigation for approval if the material is in excess. For items stocked only at the Observatory, the requisition should be submitted directly to the Observatory. The Bureau of Supplies and Accounts is covering these details in a circular letter.

## HYDROGRAPHIC OFFICE

### DIP CORRECTION.

The formula for the dip correction, as printed in the Pilot Chart for Central American Waters, April, 1932, is incorrect in that a decimal point should appear before the number 565.

## MISCELLANEOUS

### NAVY RELIEF SOCIETY.

The following extracts from letters are of interest as indicating the excellent work carried on by the Navy Relief Society:

"I hardly know how to find the words to express my appreciation to you for the help you have given me in this my greatest loss and severe need.

"(signed)-----"

"Received your check today for \$25.00.....it was a life saver to me. There are so many expenses connected with a death.

"(signed)-----"

PHOTOGRAPHS FOR RECRUITING BUREAU.

The Recruiting Bureau, Washington & Christopher Streets, New York, reports that a number of films (stills) have been received from photographers of the Fleet who were not attached to the Recruiting Bureau. Photographs sent in by the photographer on the CHICAGO and the photographer on the WYOMING have been very successful as publicity photographs. It is urged that all photographers in the Fleet send unusual photographs to the Recruiting Bureau so that they can be used for recruiting publicity purposes.

NAVAL POSTMARKS.

The Bureau is receiving many inquiries from collectors of naval postmarks relative to first day cancellations, special cachets, etc., in some cases stamped envelopes are sent along with a request that they be sent to some ship for cancellation. The operation of the Navy Mail Service on vessels of the Navy is purely a local matter entirely under the control of the commanding officer of the vessel and is an activity of which this Bureau has no knowledge at all as regards special cancellations, etc., The clerical force of the Bureau being limited, the work involved in answering such inquiries is rapidly becoming a handicap to the necessary official business.

PROPER SPIRIT OF COMPETITION.

The following letter of the Commander Cruisers, Scouting Force, is quoted:

"San Pedro, California,  
22 June 1932.

"From: Commander Cruisers, Scouting Force.  
To : Cruisers, Scouting Force plus AUGUSTA and VESTAL.  
Subject: Spirit of Competition.

1. On 1 July we enter a new competition year in Gunnery, Engineering, Communications, and Athletics. It will be the effort of each competing ship and individual to excel in these competitions.

Below is quoted the Athletic Code of Ethics of one of our Universities. Such a code is an excellent guide in our every endeavor. Let us apply the spirit and where applicable the letter of this code to all our competitions to the end that, though we lose the game, we

win the admiration and respect of our competitors for fair play and sportsmanlike conduct:

- '1. Consider all athletic opponents as guests and treat them as such.
- '2. Accept all decisions of officials without protest.
- '3. Never hiss or boo a player or official.
- '4. Never utter abusive or irritating remarks from the side lines.
- '5. Applaud opponents for good plays and good sportsmanship.
- '6. Never rattle an opposing player.
- '7. Seek to win by fair means only.
- '8. Love sport for the game's sake and not for what a victory may bring.
- '9. Apply the Golden Rule.
- '10. Win without boasting and lose without excuse."

2. It is desired that the above be published at quarters and printed in all ship's papers.

"W. H. Standley."