

4 FEBRUARY 1933.

# BUREAU OF NAVIGATION

## BULLETIN

★

NUMBER 188.



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

★

## OFFICER PERSONNEL

### SPONSOR FOR RIGID AIRSHIP ZRS-5 (MACON).

The Secretary of the Navy has designated Mrs. William A. Moffett, wife of Rear Admiral William A. Moffett, U.S. Navy, Chief of the Bureau of Aeronautics, as sponsor for the Rigid Airship ZRS-5 "Macon", which is to be launched at the plant of the Goodyear-Zeppelin Corporation, Akron, Ohio, on Saturday, 11 March 1933.

The U.S.S. "Macon" is the second of the Rigid Airships which were authorized by Act of Congress, approved 24 June 1926, to be launched, and she is a sister ship of the U.S.S. "Akron".

### ADMINISTERING OATHS - NAVAL OFFICERS.

Officers of the Navy are not authorized to administer oaths for any purpose other than the administration of naval justice or other naval administrative purposes, according to a decision (3 Comp. Gen. 195) of the Comptroller General of 13 January 1933. Officers of the Navy in command of naval activities have administered oaths on expense vouchers in the case of beneficiaries of the Employees Compensation Commission when such beneficiaries were civil employees of the Navy Department. These payments have been allowed by the General Accounting Office in the audit of disbursing officers accounts and the Comptroller General states that he will not question any such payments heretofore made, but that credit will not be allowed for payments after 1 February 1933.

The traveling expenses payable from the appropriation "Employees Compensation Fund, 1933", Act of June 30, are not matters of naval justice or naval administration. Accordingly, it must be held that oaths to such expense accounts executed before naval officers are not executed before an officer qualified to administer oaths in such cases.

### SELECTIONS FOR POSTGRADUATE INSTRUCTION.

The following officers have been selected for postgraduate instruction in Naval Construction:

Ensign Richard E. Anderson, U.S.N.,  
" Ernest C. Holtzworth, "  
" Albert K. Romberg, "  
Lieut. (jg) Charles E. Trescott, U.S.N.,  
Ensign Alexander C. Veasey, U.S.N.

The following officers were selected in order of acceptability as alternates:

Ensign Ransom A. Pierce, U.S.N.,  
" John G. T. Prescott, U.S.N.

## ENLISTED PERSONNEL

### CONVICTION OF NAVAL PERSONNEL DRIVING WHILE DRUNK.

The following is an extract of a Bureau of Navigation letter written in connection with the undesirable discharge of a continuous service man:

"The Bureau looks with grave concern upon the deaths, injuries, and damage incident to careless and drunken driving; every reasonable effort is being made to minimize such driving and thus reduce accidents. When it is established to the satisfaction of the Bureau that a man is guilty of driving while under the influence of intoxicating liquor, the undesirable discharge of such man is directed. The instance herein concerned, involving the elements of liquor, accident, property damage, and death, is a striking example of the necessity of such action as will tend to safeguard all concerned in the operation of motor vehicles by naval personnel."

### EXAMINATIONS FOR WARRANT GRADES.

An examination will be held during the month of July, 1933, for the promotion of enlisted men to the following warrant grades: Boatswain, Gunner, Electrician, Machinist, and Carpenter.

Candidates who qualified on the last examination for the above warrant grades and who are at present on the waiting lists will be required to again qualify on the next examination in order to be eligible for further consideration if their position on the waiting list is not reached on or about 1 July 1933.

In view of the number of candidates on the waiting list for the warrant grades of Radio Electrician, Pharmacist and Acting Pay Clerk and because of the limited number of prospective vacancies, an examination for promotion to those three grades will not be held until about the summer of 1934, and the present waiting list will therefore remain in effect for another year.

### CORRECTION TO BULLETIN NO. 185, PAGE 2, "YANGTZE SERVICE MEDAL".

In the list of vessels, service on which during certain periods entitles one to the Yangtze Service Medal, appears the U.S.S. PERRY, which should have been the U.S.S. PEARY.

### COMMEMORATION.

The Department forwarded to Thomas M. Lynch, Chief Pharmacist's Mate, U.S.N., and Silas P. Buechlein, Pharmacist's Mate 1c, U.S.N., the Medal of Merit of the Republic of Nicaragua, which was awarded by the President of Nicaragua in recognition of exceptional services rendered by them to the Republic of Nicaragua.

# NAVAL OBSERVATORY

## AIR ALMANAC.

The Naval Observatory has published an initial volume of a Navy Air Almanac.

This book contains many departures from the orthodox type of Nautical Almanac. The Air Almanac is expected to serve the same purpose for the air navigator that the Nautical Almanac serves for the marine navigator.

The need for reducing the time necessary for determination of position by aviators has long been recognized. The Aeronautical Supplement to the Nautical Almanac for 1930 was published as a Lunar Ephemeris for aviators. The object of these tables was the rapid solution of simultaneous observations of the sun and moon. One step in the calculation, the Greenwich hour angle of the moon, was tabulated with variations per minute.

In 1931, the American Nautical Almanac Supplement replaced the Lunar Ephemeris for aviators, providing both surface and aerial navigators with a publication containing all the Ephemeris essential to the solution of navigational position problems. This volume was usable without reference to the Nautical Almanac.

The 1932 Nautical Almanac was changed by incorporating in it the principles followed in the Supplement for 1931, offering in this Almanac a publication designed primarily for the use of surface navigator, but embodying in it features which are especially helpful to the aerial navigator. This gradual evolution of an almanac which furnishes a more rapid means of computing lines of position, culminated in the publication of the present new and separate Air Almanac for the year 1933. This volume is expected to improve the aids for the aviator's navigation previously considered, and contains many changes for his particular benefit.

The right ascension, equation of time, and sidereal time were completely eliminated in the Air Almanac. In place, the tabulation of all celestial bodies, sun, moon, planets, and stars according to their respective Greenwich hour angles was made. This elimination of the conversion of time should be a direct gain to the aviator.

The book also contains tables for interpolation.

The expense of publishing this additional almanac at the present time when every Federal activity is compelled to practice the most exacting economy, has necessitated the publication of a relatively small edition. This was decided upon both for economy's sake and as the book is entirely experimental. Therefore it is impossible to supply all surface vessels with this publication. A small allowance has been mailed to those surface vessels having on board or working with aircraft. These ships, their aircraft, and air stations and other activities working with aircraft will be supplied with the almanac. It is expected that there will be outside

demands for this book also. It is too early to permit a final decision on the distribution. As soon as a better perspective, based on the incoming requests, can be developed, it is hoped that a more liberal distribution may be possible. But at the present time the numerous requests from surface craft cannot be granted.

## MISCELLANEOUS

### UNITED STATES FLEET COMMENDATION.

The following commendatory letter was recently received by the Commander-in-Chief, United States Fleet:

"Office of the Board of Supervisors of the County  
of Los Angeles, State of California,  
Tuesday, December 27th, 1932.

"The Board met in regular session. Present: Supervisors Frank L. Shaw, Chairman presiding, Hugh A. Thatcher, Harry M. Baine, John R. Quinn, and Roger Jessup; and L. E. Lampton, Clerk, by Mame B. Beatty, Deputy Clerk.

IN RE CHRISTMAS ENTERTAINMENT,	)	
GIFTS, CLOTHING, ETC., PROVIDED	)	On motion of Supervisor Jessup,
FOR INDIGENT CHILDREN BY THE UNITED	)	duly carried, it is ordered
STATES FLEET ANCHORED AT SAN PEDRO,	)	that the following resolution
AND PERSONNEL THEREOF: RESOLUTION	)	be, and the same is hereby
OF COMMENDATION.	)	adopted, to wit:

WHEREAS, the United States Fleet anchored at San Pedro, California, acted as host, provided dinners, and played Santa Claus to over two thousand indigent children on Christmas Day, December 25, 1932; and,

WHEREAS, said indigent children were furnished with complete clothing outfits by the personnel of said United States Fleet; and,

WHEREAS, suitable Yuletide Entertainment was provided for said children by said Fleet personnel, including a visit by Santa Claus by Navy airplane, bringing toys, candies and fruits for said children:

NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of the County of Los Angeles does hereby highly commend said United States Fleet and the personnel thereof for the fine, thoughtful and unselfish spirit which was expressed by the entertainment provided and by the furnishing of said children with clothing, toys, candies and fruits, thereby making bountiful provision for said children who might otherwise have been overlooked in the distribution of Christmas gifts, joy and happiness.

The foregoing resolution was adopted by the Board of Supervisors of the County of Los Angeles on Tuesday, December 27th, 1932, and is entered in the Minutes of said board.

L. E. LAMPTON, County Clerk of the County of  
Los Angeles, and Ex-Officio Clerk of the Board  
of Supervisors of Said County,

By /s/ Mame B. Beatty,  
Deputy.

### NAVY RELIEF.

The following is an extract from a letter of appreciation received by the Navy Relief Society from the widow of an enlisted man:

"I wish to thank the Navy Relief for their kindness and help. I find I will not need any more assistance. I know the society must be burdened with appeals for help this winter. I hope this will give some one else the happiness that the other checks have given to me and my boys."

### THRIFT (Cont. from Bulletin No. 187)

The practice of thrift does not mean that one is a miser. Too many people are spendthrifts. Men with dependents cannot and do not fritter away their pay; probably three-fourths of their pay goes for the reasonable essentials of life, perhaps including some insurance. This shows that men without dependents could, if inclined, accomplish worthwhile savings in some form or other - could lay by a substantial nest-egg for the day when they may have dependents, otherwise for the so-called rainy days of hard luck, ill health, or old age.

Certain things are unessential in the life of an enlisted man. Outstanding among these are, jewelry, motor vehicles, and civilian clothing. The man who is interested in his financial future (thrifty) can ill afford to "fall" for the high-powered salesman and the intrigues of the partial-payment-plan. Many an otherwise good record is marred by the non-payment of debts from this imprudent, unwise, unbusinesslike obligation of pay for luxuries and non-essentials that have no place in habits of reasonable thrift. Put this question to yourself: "Am I thrifty, or am I a spendthrift?"



# COMPARATIVE STATISTICAL DATA ON THE NAVIES OF THE WORLD

The following statistical data taken from "Comparative Statistical Data on the Navies of the World" published by the Senate Committee on Naval Affairs, December 31, 1932, is believed to be of general interest to the naval service.

Table I. - Treaty Allowances

	United States	Great Britain	Japan	France	Italy
	Tons	Tons	Tons	Tons	Tons
Battleships	a, b 525,000	a, b 525,000	b, c 315,000	d 175,000	d 175,000
Carriers	135,000	135,000	81,000	60,000	60,000
Cruisers A	g 180,000	146,800	108,400	e	e
Cruisers B	f 143,500	192,200	100,450	e	e
Destroyers	150,000	150,000	105,500	e	e
Submarines	52,700	52,700	52,700	e	e
Total	1,186,200	1,201,700	763,050	-----	-----

a 15 vessels.

b Replacement allowances.

c 9 vessels.

d France and Italy are not limited as to number of vessels, but are limited in tonnage to 175,000 tons.

e France and Italy did not ratify the London treaty fixing allowances in these categories.

f 15,500 tons may be added to this amount if the United States elects to have only fifteen 8-inch gun cruisers instead of eighteen 8-inch gun cruisers.

g 30,000 tons may not be completed until 1936, 1937, and 1938.

Table II. - Underage Completed Vessels on 31 December, 1932.

	United States		Great Britain		Japan		France		Italy	
	No.	tons	No.	tons	No.	tons	No.	tons	No.	tons
Battleships	14	429,000	15	473,650	10	298,400	6	133,134	4	86,532
Carriers	3	77,500	6	115,350	4	68,870	1	22,146	---	---
Cruisers A	9	82,850	19	183,686	12	107,800	6	60,000	5	50,000
Cruisers B	10	70,500	24	114,020	17	81,455	5	33,016	4	19,584
Destroyers	14	16,560	40	52,849	72	93,205	44	75,499	52	60,697
Submarines	51	51,290	34	40,614	69	76,498	62	58,586	28	24,549
Total	101	728,000	138	980,169	184	726,138	124	382,381	93	241,362

Comparative Statistical Data On The Navies Of The World

Table III. - Overage Vessels on 31 December 1932.

	United States		Great Britain		Japan		France		Italy	
	No.	tons	No.	tons	No.	tons	No.	tons	No.	tons
Battleships	1	26,100	--	---	--	---	3	52,791	--	---
Carriers	--	---	--	---	--	---	--	---	--	---
Cruisers A	1	7,350	--	---	2	15,720	5	54,424	4	33,642
Cruisers B	--	---	9	36,885	3	11,920	5	25,625	7	22,386
Destroyers	237	250,910	116	123,490	31	28,680	35	25,706	30	23,750
Submarines	31	16,500	20	10,710	2	1,434	25	16,986	21	8,109
Total	270	300,860	145	171,055	38	57,754	73	175,532	62	87,887

Table IV. - Vessels Building and Appropriated for on 31 December, 1932.

	United States		Great Britain		Japan		France		Italy	
	No.	tons	No.	tons	No.	tons	No.	tons	No.	tons
Battleships	--	---	--	---	--	---	1	26,500	--	---
Carriers	1	13,800	--	---	--	---	--	---	--	---
Cruisers A	9	90,000	--	---	--	---	1	10,000	2	20,000
Cruisers B	--	---	10	66,000	4	34,000	7	49,886	8	48,502
Destroyers	11	16,500	22	30,325	12	16,836	15	36,501	6	6,180
Submarines	2	2,260	10	9,125	9	11,700	24	23,682	26	19,914
Total	23	122,560	42	105,450	25	62,236	48	146,569	42	94,596

Table V. - Vessels Under Age on December 31, 1936, Provided Vessels Now Building and Those Appropriated For Are Completed, Exclusive of Battleships.

	United States		Great Britain		Japan		France		Italy	
	No.	tons	No.	tons	No.	tons	No.	tons	No.	tons
Carriers	3	79,800	6	115,350	4	68,870	1	22,146	--	---
Cruisers A	a 16	152,850	15	144,260	12	107,800	7	70,000	7	70,000
Cruisers B	10	70,500	17	104,980	18	103,895	12	82,902	12	68,086
Destroyers	b 11	16,500	56	76,839	70	96,291	c 58	111,198	48	58,855
Submarines	20	27,070	36	44,059	47	63,972	81	78,927	54	44,463
Total	60	346,720	130	485,488	151	440,228	159	365,173	121	241,404

a 2 additional authorized but not appropriated for and under terms of treaty may not be completed until 1937 and 1938.

b Contracts let for only 8.

c 31 of these are classed as destroyer leaders, but under terms of London treaty would be classed as light cruisers.



Comparative Statistical Data On The Navies Of The World

Table VI. - Ships Laid Down or Appropriated For Since  
Washington Treaty (1922)

	United States		Great Britain		Japan		France		Italy	
	No.	tons	No.	tons	No.	tons	No.	tons	No.	tons
Battleships	--	---	2	67,400	--	---	1	26,500	--	---
Carriers	a 1	13,800	--	---	1	7,600	--	---	--	---
Cruisers	b16	152,900	25	210,260	20	160,275	19	152,902	19	138,086
Destroyers	c11	16,500	54	73,904	63	83,016	58	111,197	42	53,184
Submarines	6	11,970	50	37,664	42	59,871	d81	79,223	54	44,651
Miscellaneous	6	2,470	37	83,083	33	93,105	37	137,915	e29	61,151
Total	40	197,640	148	472,311	134	408,667	196	507,737	144	297,072

- a United States, England, and Japan have each converted 2 ships to aircraft carriers since the Washington Treaty; France, 1.
- b 2 additional authorized but may not be laid down until 1934 and 1935.
- c Only 5 actually under construction, but contracts have been awarded for 3 additional.
- d Includes Prometheus and Ondine, sunk.
- e Includes 1 aircraft tender of 4,862 tons converted from merchant steamer.

18 FEBRUARY 1933.

# BUREAU OF NAVIGATION

## BULLETIN



NUMBER 189.



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



## OFFICER PERSONNEL

### QUALIFICATIONS FOR PROMOTION.

The attention of all officers is again called to the discussion of this subject, published in the Bureau of Navigation Bulletin No. 183, of 5 November 1932.

The Naval Examining Board, in a recent case of a Naval Aviator of the rank of lieutenant (j.g.), who was a candidate for promotion to the grade of lieutenant, recommended that final action in his case be suspended for a period of six months, or such portion thereof, as may be required to establish his professional fitness. The Board certified that the candidate had the mental and moral qualifications to perform efficiently all the duties, both at sea and on shore, of the grade to which he was to be promoted, but that a doubt exists as to his professional qualifications, on account of his lack of general practical experience as a line officer and his failure to demonstrate his ability in deck duties, as shown by his record of service.

The Bureau desires to point out to all commanding officers the necessity of giving an opportunity for officers to become qualified in watch standing, and also that when qualified the officers' records must show this fact affirmatively.

### DECORATIONS.

The Nicaraguan Government has recently conferred decorations upon the officers of the U. S. Navy in recognition of services they have rendered to Nicaragua.

The Nicaraguan Medal of Merit, for exceptional service, was awarded the following officers:

AIKMAN, Roy, Chief Pharmacist,  
BARRINGER, Victor C., Jr., Lt. Comdr.,  
DOUTHAT, Robert L., Lt. (jg) (MC),  
FRENCH, Leon H., Chief Pharmacist,  
HARDING, Harry S., Lieut. Comdr. (MC),  
HARRIS, Freeman C., Lieut. (jg) (MC),  
HERNANDEZ, Vincent, Lieut. Comdr. (MC),  
HUGHENS, Hardy V., Lieut. Comdr. (MC),  
KILBURY, Walter G., Lieut. (MC),  
MANSFIELD, Colonel H., Lt. (ChC),  
MAULDIN, Hugh E., Lieut. (DC),  
MILLS, George H., Lt. (jg) (DC),  
MUELLER, Louis E., Lt. Comdr. (MC),  
SMITH, William W., Comdr.,  
WIEAND, Warren G., Lt. (jg) (MC),  
WITHERSPOON, Maurice M., Comdr. (ChC).

Medals of Distinction, for distinguished service, were awarded the following officers:

BACH, Walter L., Lt. (MC),  
MORROW, Thomas L., Lt. Comdr. (MC),  
HUELLER, Louis E., Lt. Comdr. (MC),  
RIDEN, Victor B., Lt. Comdr. (MC),  
TURVILLE, William H.H., Lt. Comdr. (MC).

The Presidential Medals of Merit were awarded the following officers for services rendered on the occasion of an earthquake at Managua, Nicaragua, 31 March 1931:

BOONE, Horace R., Lt. Comdr. (MC),  
BROWN, Warwick T., Lt. Comdr. (MC),  
HALE, Gordon D., Comdr. (MC).

The Haitian Government, on 29 December 1932, awarded Commander Walter C. Espach (MC), U.S.N., the Order of Honor and Merit in the rank of Officer for distinguished service as Officer of the Garde d'Haiti.

The Italian Government has awarded the grade of Commander of the Order of Saints Maurice and Lazarus to Captain Rolder G. Richardson, U.S.N., (Ret.), on occasion of the Convention in Rome of the Transatlantic Flyers, May, 1932.

On 23 January 1933, the Treasury Department awarded Lt. (jg) Harry B. Heneberger, U.S.N., a Silver Life-Saving Medal in recognition of his service in bravely rescuing from drowning Morris Melvin Black, Seaman 2c, U.S.N., off the U.S.S. EVANS, moored at the Navy Yard, Mare Island, on the night of 1 May 1930.

The Secretary of the Navy addressed Lt. (jg) Heneberger a Special Letter of Commendation in recognition of his conduct on this occasion.

## NAVAL OBSERVATORY

### FATAL ACCIDENT CAUSED BY UNSECURED PELORUS COVER.

A recent fatal accident occurred which resulted from the improper securing of a pelorus stand cover, when the instrument was not in use. In the report of the court of inquiry the fact was brought out that the holding down clips for the cover had been removed from the pelorus stand. The cover in some unknown manner fell from the bridge and fatally injured a man on a deck below. The Bureau directs the attention of all concerned to Article 1951, Navy Regulations, 1920.

### INVENTORY OF NAVIGATIONAL MATERIAL.

Form SN. Nav. 165, Inventory of Navigational Material, recently submitted by individual vessels, list a number of chronometers or other precision time pieces which are due, or overdue, for replacement and cleaning. The procedure for replacement is prescribed in the Bureau of Navigation Manual, Articles G-3101 and G-3102. Some vessels still

report three power Galilean, and ten power prismatic binoculars on board. Bureau of Navigation Circular Letter, file L7-1/S24-7(45), of 4 May 1931, directed that three power binoculars be turned into store for final disposition with replacement by six power glasses. Ten power binoculars were removed from the allowance lists in 1926. Sale of ten power binoculars was authorized by the Bureau of Supplies and Accounts letter file L4/JJ-18(2)(SSU), L11-1(15), of 11 October 1927. Form N.Nav. 165 has been reprinted and now includes magnetic compass material. The Bureau of Navigation will supply all vessels copies of the new forms to be used on the next inventory due 30 June 1933.

#### LOSS OF BINOCULARS, WATCHES, AND SPYGLASSES.

The increasing losses of binoculars, watches, and spyglasses indicate the necessity of more accurate custody accounting and more precautions against theft. Some ships have reduced losses of these articles by frequent inventories. The Bureau of Navigation Manual, Article G-3305, requires the custodian to exercise the same care relative to safeguarding watches and binoculars as might be reasonably expected in the case of equally valuable property belonging to himself. Present conditions therefore seem to warrant keeping watches and binoculars under lock and key when not in use. Spyglasses and binoculars used on the bridge by the watch could be checked when the watch is changed. The habit of passing along binoculars and watches should be reduced to the minimum as this practice tends toward considerable losses.

#### SUBMERGED TIMEPIECES.

The Naval Observatory has recently been conducting some very interesting experiments in methods of preserving timepieces that have been submerged and it is proposed to incorporate the following instructions in the Bureau of Navigation Manual:

Submerged Timepieces: All timepieces that have been submerged in water should be opened back and front and immersed in glycerine for at least one hour. They should then be tightly closed with as much glycerine as possible retained in the case, carefully packed and shipped to the Naval Observatory or to a repair ship for immediate overhaul.

### ENLISTED PERSONNEL

#### EMIL O. PFAFF, EX-CHIEF YEOMAN, U.S.N.

Pfaff has been soliciting and receiving loans from various officers and the Navy Relief Society under false pretenses. He has been very active in New York City recently.

The above-named individual was given an undesirable discharge on 14 June 1912 as Chief Yeoman.

It is requested that anyone previously or at any time in the future contacted by Pfaff notify the Commandant, Third Naval District.

WORDING ORDERS TO CHIEF PETTY OFFICERS AND  
PETTY OFFICERS FIRST CLASS.

In issuing orders to Chief Petty Officers and Petty Officers First Class, it should be considered that the wording of their orders may affect their own transportation, the transportation of their dependents, and the transportation of their household effects. When a man elects to travel commercially or by automobile when government conveyance is available, he is required to perform his own travel at his own expense. This, however, does not deprive him of transportation for his dependents unless government conveyance is likewise available for them. In neither case is he required to forego the transportation of his household effects. Therefore, the expression "at his own request" will not be used in framing orders. The specific transportation a man is required to forfeit should be stated, as for instance, "your own personal travel will be at your expense", or "travel of yourself and dependents will be at your expense", or "your own travel will be at your expense but you may submit claim for reimbursement for the travel of your dependents".

Where a transfer is authorized purely for the man's personal convenience, he, of course, forfeits all claim to transportation for himself, his dependents, and his household effects.

The attention of all commands is invited to Article D-7001(8) of Bureau of Navigation Manual and the necessity for careful compliance with it. Carelessness in regard to this matter not infrequently works to deprive men of transportation to which they are legally entitled or makes reimbursement for such transportation a matter attended by much delay and correspondence.

SILVER LIFE-SAVING MEDAL.

The Secretary of the Navy recently forwarded silver life-saving medals, awarded by the Secretary of the Treasury in recognition of services in bravely rescuing shipmates from drowning, to the following-named men:

FISHER, Arthur Erich, Signalman 2c, U.S.N.,  
HART, Charles Boostrom,  
LALLY, Joseph A., Fireman 1c, U.S.N.,  
RIGG, Gabriel T., Signalman 2c, U.S.N.

MARITAL STATUS ENTRY ON DISCHARGE CERTIFICATE.

It has come to the Bureau's attention that entries of marital status are not being made on discharge certificates. This subject is covered in Bureau of Navigation Circular Letter No. 11-32.

VACANCIES - NAVAL STATION, TUTUILA, SAMOA.

The following chief petty officer replacements are required at the Naval Station, Tutuila, Samoa:

Chief Machinist's Mate	May, 1933
Chief Radioman	June, 1933



Chief Machinist's Mate	July, 1933
Chief Commissary Steward	October, 1933
Chief Storekeeper	November, 1933

There is a position for a school teacher for station children, paying from fifty to seventy-five dollars per month, open to the wife of a station chief petty officer.

Favorable consideration will be given the request of any of the above ratings whose wife is a qualified grade school teacher and desires to accept the above position.

#### COCO SOLO BOXING MEET.

The Submarine Base, Coco Solo, recently staged a boxing meet with a team of amateur champions of the Catholic Youth Organization of Chicago.

The visitors were opposed by local Army and Navy boxers. Of the eight bouts, Catholic Youth Organization won 5, Army 1, Navy 2.

The local press referred to the meet as the greatest sporting meet ever held on the Isthmus. The hospitality and well-executed arrangements on the part of the Navy, as well as the fine spirit of sportsmanship which prevailed, has been commented upon most favorably.

### MISCELLANEOUS

#### THRIFT.

As a general rule, the man who in his years of earning capacity does not save a part of his income is going to die poor; in the meantime he may have become a burden to relatives, friends, or charitable agencies.

Compound interest is a consistent little worker that manifests itself in various forms of savings and investments, including life insurance. But it is the HABIT of saving that is important - habits of reasonable thrift - and the thrifty man is going to think twice or thrice before he leaps into the financial quagmire of partial-payment-plan buying of luxuries and non-essentials. Such purchases look simple, easy, inviting; however, experience and business sense tell us otherwise. You might be surprised at the savings that can be accomplished through "discount for cash". Anyway, partial-payment-plan outfits and their frequently traveling salesmen must "make theirs"; and are they interested in YOUR financial welfare or future? Not at all - but they ARE interested in living at your expense.

The Bureau of Navigation booklet on the subject of THRIFT was originated and promulgated to assist naval personnel in the matter of financial soundness.

NAVY RELIEF SOCIETY.

The following amounts were disbursed by Headquarters of the Navy Relief Society during the month of January, 1933:

Beneficiaries.....	\$5,490.00
Gifts in lieu of monthly allotments.....	200.00
Auxiliaries for emergencies.....	1,095.29
Loans, Enlisted Men.....	160.00
Education.....	108.00