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THE SERVICE.



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COMMENDATIONS.

On 6 July, 1939, the Chief of the Bureau of Navigation forwarded letters of commendation to the following named men for the zeal and industry they displayed in designing a check valve, semi-automatic, for possible naval use with air hammers and other apparatus:

GALGANA, Joseph, Water tender, second class, U.S.N., U.S.S. LARK,
Next of kin: Wife, Mrs. Mary C. Galgana, 1335 Middle Street,
Honolulu, T.H.

OXEN, John C., Machinist's mate, second class, U.S.N., U.S.S. LARK,
Next of kin: Wife, Mrs. Eleanor R. Oxen, 535 Soto Street,
Los Angeles, California.

SPONSOR

The Acting Secretary of the Navy Edison has designated Mrs. Clarence Dillon of 124 East 80th Street, New York, New York, as sponsor for the U.S.S. WATKINS (DD416) named in honor of her great-uncle, the late Rear Admiral Henry A. Watkins, U.S. Navy.

The U.S.S. WATKINS (DD416) is scheduled to be launched at the Navy Yard, Boston, Massachusetts, 2 September, 1939. This vessel was authorized by Act of Congress dated March 27, 1934, and is the second vessel of that name.

NEW SHIPS

The Acting Secretary of the Navy Edison recently announced the assignment of names to the twenty-three naval vessels of the 1939 building program. Funds for commencing them were provided by the Naval Appropriation Act of May 25, 1939, and contracts for the building of nineteen of them were awarded on June 2. Two of the destroyers are being assigned names which are appearing on the Navy List for the first time: Destroyer No. 439 to be U.S.S. EDISON, in honor of the late Thomas Alva Edison, and Destroyer No. 443 to be U.S.S. SWANSON in honor of the late Secretary of the Navy, the Honorable Claude Augustus Swanson.

Fifteen of the ships: two battleships, two light cruisers, eight submarines, two seaplane tenders (small) and one repair ship were authorized by the Naval Expansion Act, May 17, 1938. The eight destroyers were authorized by the Act of Congress March 27, 1934.

BATTLESHIPS-

Battleship #61 - IOWA - Named for the State of Iowa.
Fourth Naval Vessel so called.
Building at Navy Yard, New York.

Battleship #62 - NEW JERSEY - Named for the State of New Jersey.
Second Naval Vessel so called.
Building at Navy Yard, Philadelphia.

CRUISERS-

- Cruiser #55 - CLEVELAND - Named for the City of Cleveland, Ohio.
Second Naval Vessel so called.
- Cruiser #56 - COLUMBIA - Named for the City of Columbia, South
Carolina.
Sixth Naval Vessel so named.

Bids for the construction of these two cruisers will be advertised
for at a later date.

DESTROYERS-

- Destroyer DD437 - WOOLSEY - Named in honor of the late Captain
Melancthon Taylor Woolsey, U.S.N.
Second vessel so called.
Building at the Bath Iron Works Corp., Bath, Maine.
- Destroyer DD438 - LUDLOW - Named in honor of the late Lieutenant
Augustus C. Ludlow, U.S.N. Second
vessel so called.
Building at the Bath Iron Works Corp., Bath, Maine.
- Destroyer DD439 - EDISON - Named in honor of the late Thomas Alva
Edison, Inventor. First vessel so called.
Building at the Federal Shipbuilding & Dry Dock Co., Kearny, N.J.
- Destroyer DD440 - ERICSSON - Named in honor of the late John Ericsson,
Inventor. Third vessel so called.
Building at the Federal Shipbuilding & Dry Dock Co., Kearny, N.J.
- Destroyer DD441 - WILKES - Named in honor of the late Rear Admiral
Charles Wilkes, U.S.N. Third vessel
so called.
Building at the Navy Yard, Boston, Mass.
- Destroyer DD442 - NICHOLSON - Named in honor of the Late Captain
Samuel Nicholson, U.S.N., and his two
brothers Captain John Nicholson, U.S.N.
and Captain James Nicholson, U.S.N., his
nephew, Commodore William C. Nicholson,
and his grandson, Commodore James W. A.
Nicholson, U.S.N. Third vessel so
called.
Building at the Navy Yard, Boston, Mass.
- Destroyer DD443 - SWANSON - Named in honor of the late Honorable
Claude Augustus Swanson, Secretary of
the Navy. First vessel so called.
Building at the Navy Yard, Charleston, S.C.

DESTROYERS-

Destroyer DD444 - INGRAHAM - Named in honor of the late Captain Duncan N. Ingraham, U.S.N. Second vessel so called.

Building at the Navy Yard, Charleston, S.C.

Attached are biographies of the men for whom the above destroyers are named.

SUBMARINES-

Submarine SS204 - MACKEREL - Contract not yet awarded.

Submarine SS205 - MARLIN - Building at the Navy Yard, Portsmouth, New Hampshire.

Submarine SS206 - GAR - Building at the Electric Boat Co., Groton, Conn.

Submarine SS207 - GRAMPUS - Building at the Electric Boat Co., Groton, Conn.

Submarine SS208 - GRAYBACK - Building at the Electric Boat Co., Groton, Conn.

Submarine SS209 - GRAYLING - Building at the Navy Yard, Portsmouth, New Hampshire.

Submarine SS210 - GRENADIER - Building at the Navy Yard, Portsmouth, New Hampshire.

Submarine SS211 - GUDGEON - Building at the Navy Yard, Mare Island, California.

SEAPLANE TENDERS-

Seaplane Tender - AVP12 - (Small) - CASCO - Named for a Bay near Portland, Maine.

Building at the Navy Yard, Puget Sound, Washington.

Seaplane Tender - AVP13 - (Small) - MACKINAC - Named for a Strait between Lake Michigan and Lake Huron.

Building at the Navy Yard, Puget Sound, Washington.

REPAIR SHIP-

Repair Ship AR5 - VULCAN - Named for the Roman god of the fiery element. Third vessel so called.

Bids for the construction of this ship will be opened noon, July 19, 1939.

DD437 - WOOLSEY -

Captain Melancthon Taylor Woolsey was born in New York 1782; died at Utica, New York, May 18, 1838. Appointed midshipman April 9, 1800; commissioned captain April 27, 1816; superintended construction of vessels

on Great Lakes in 1808; laid keel of ONEIDA, first naval vessel built on the Lakes; in 1809 made first display of American ensign in waters of Niagara River; served under Commodore Chauncey in War of 1812; July 19, 1812, landed part of his battery and repelled a British attack by five vessels; participated in attack on Kingston, November, 1813, and operations off False Rocks, captured, with assistance of Army, 3 gunboats, 2 barges, 1 gig, 6 guns, and 186 men.

Destroyer No. 77 was named WOOLSEY.

DD438 - LUDLOW -

Lieutenant Augustus C. Ludlow was born in Newburgh, New York, 1792. Appointed a midshipman April 2, 1804; Lieutenant June 3, 1810; died of wounds received while directing the fighting in the engagement of the CHESAPEAKE and the SHANNON.

Destroyer No. 112 was named LUDLOW.

DD439 - EDISON -

Thomas Alva Edison, Inventor - Born Milan, Ohio, February 11, 1847 and died Llewellyn Park, West Orange, New Jersey, October 18, 1931. Son of Samuel and Nancy Edison; received some instruction from his mother (Hon. Ph.D. Union College, 1878; D.Sc. Princeton University 1915, LL.D., University of the State of New York, 1916).

At twelve years of age became newsboy on the Grand Trunk Railway, later learned telegraphy; worked as operator at various places in U.S. and Canada; invented many telegraphic appliances, including automatic repeater, graduplex telegraph, printing telegraph, etc. Established workshop at Newark, New Jersey, removing to Menlo Park, New Jersey, 1876 and later (1877) to West Orange, New Jersey.

Invented machines for graduplex and sextuplex telegraphic transmission; the electric pen and mimeograph; the carbon telephone transmitter, the microphone; the microtasometer for detection of small changes in temperature; the megaphone, the phonograph, the incandescent lamp and light system, the electric valve (at first called the "Edison effect"), now fundamentally essential in wireless telegraphy; a system of wireless telegraphy to and from moving railway trains; motion pictures; the telescribe, alkaline storage battery; after commencement of European War, 1914, designed, built and operated successfully benzol plants; also 2 carbolic acid plants, also other chemical plants for making myrbane aniline oil, aniline salt, and paraphenylenesdiamine; has received patents for more than 1000 inventions.

Was made Chevalier, Officer, and afterwards Commander Legion of Honor, by French Government, appointed 1903, Hon. Chief Consulting Engineer, St. Louis Exposition, 1904. Awarded John Fritz medal, 1908; Rathenau medal (German) Am. Mus. of Safety, 1914; Congressional gold medal 1928 for de-

velopment and application of inventions that have revolutionized civilization in the last century. President Naval Consulting Board from July, 1915. Made many war inventions for U.S. Government.

DD440 - ERICSSON -

John Ericsson, Inventor - was born July 31, 1803, Wernland, Sweden; died March 8, 1890, New York, N.Y. Invented and put in use the screw propeller, the caloric engine, the solar engine, and devised and built the U.S.S. MONITOR, the first vessel of her type. He was the most prolific inventor of his time in regard to naval and marine mechanisms. His body was transported to Sweden and interred in his birthplace, where a huge monument was erected for him.

Destroyer No. 56 and Torpedo Boat No. 2 were named ERICSSON.

DD441 - WILKES -

Rear Admiral Charles Wilkes, U.S.N. was born in New York, April 3, 1798. Appointed a midshipman 1818. In 1838-1842 he commanded the wonderfully successful exploring expedition that went around the world. He was author of Meteorology, Western America, and Theory of the Winds. In 1861 he was in command of the SAN JACINTO and took from the English passenger steamer Trent the Confederate Commissioners to England, Mason and Slidell. He was complimented by the Secretary of the Navy, although the prisoners had to be given up. In 1862 he commanded the James River Flotilla. In 1863 he commanded a special blockade squadron in the West Indies.

Destroyer No. 67 and Torpedo Boat No. 35 were named WILKES.

DD442 - NICHOLSON -

Captain Samuel Nicholson was born in Maryland in 1743; died at Charlestown, Massachusetts, December 29, 1811. Was a lieutenant on the BON HOMME RICHARD. He was appointed captain in 1794. He commanded the frigate DEANE and captured three sloops of war. He was the first commander of the frigate CONSTITUTION. His two brothers, Captain John Nicholson, U.S.N. and Captain James Nicholson, U.S.N. also served with distinction in the Revolutionary War. Commodore William C. Nicholson, U.S.N. (son of John) was midshipman under Decatur on the PRESIDENT, War of 1812; served also in Civil War. Commodore James W. A. Nicholson, U.S.N. (grandson of Captain Samuel) was with Perry in the expedition to Japan, 1853-1855.

Destroyer No. 52 was named NICHOLSON,, also Torpedo Boat No. 29.

DD443 - SWANSON -

Secretary of the Navy Claude A. Swanson, of Chatham, Virginia; was born at Swansonville, Pittsylvania Co. Va; attended public schools until he attained the age of 16, at which time he taught public school for one year; then attended the Virginia Polytechnic Institute for one session; not having the means to complete his college course, he held a position in Danville as a clerk for two years; made arrangements to enter college after that time; matriculated at Randolph-Macon College, Ashland, Va., and remained there three sessions; graduating with the degree of A.B.; studied law at the University of Virginia, graduating with the degree of LL.B.;

practiced law at Chatham, Va., until he was nominated and elected to the Fifty-third Congress; was reelected to the Fifty-fourth, Fifty-fifth, Fifty-sixth, Fifty-seventh, Fifty-eighth, and Fifty-ninth Congresses; was a candidate in the Democratic primary for Governor of the State of Virginia in 1905; was nominated and elected in November, 1905; resigned his seat in Congress and was inaugurated as Governor of Virginia, February 1, 1906, and served until February 1, 1910; on August 1, 1910, he was appointed by Gov. William Hodges Mann to fill the vacancy in the United States Senate occasioned by the death of Senator John Warwick Daniel for the remainder of his unexpired term ending March 3, 1911; reappointed by Governor Mann from March 4, 1911 until the meeting of the General Assembly of Virginia, which elected him to fill the unexpired term beginning March 4, 1911, and ending March 3, 1917; was nominated by the Democratic Party as its candidate for the United States Senate without opposition at the election held November 7, 1916, and reelected without opposition for the term beginning March 4, 1917, and ending March 3, 1923; reelected for the term beginning March 4, 1923, and ending March 3, 1929; and again reelected without opposition for the term beginning March 4, 1929.

Secretary Swanson was appointed a member of the Naval Affairs Committee of the Senate in April 1911 and continued to serve with that committee until he was appointed Secretary of the Navy on March 4, 1933. He served as Secretary of the Navy from that date until his death on July 7, 1939.

He was a delegate to the General Disarmament Conference at Geneva from February 2, 1932 until July 23, 1932.

DD444 - INGRAHAM -

Captain Duncan N. Ingraham was born in Charleston, South Carolina, December 6, 1802; died there October 16, 1891. Appointed midshipman June 1812; commissioned captain September 14, 1855. While in command of the sloop of war ST. LOUIS in the Mediterranean in July 1853 he interfered at Smyrna with the detention by the Austrian consul of Martin Koszta, a Hungarian, who had declared in New York his intention of becoming an American citizen, and who had been seized and confined on board the Austrian ship HUSSAR. For his conduct in the matter he was voted thanks and a medal by Congress. Chief of the Bureau of Ordnance and Hydrography of the Navy Department from 1856 to 1860.

Destroyer No. 111 was named INGRAHAM.

NAMES ASSIGNED TO SUBMARINES SS204-211.

- SS204 - MACKEREL - A name applied to several well known and important food and game fishes. They are characterized by having streamlined bodies and semi-lunar tails.
- SS205 - MARLIN - Several species of this name are among the best known and sought for gamefish. They reach a very large size and are related to the well known sailfish and swordfish.
- SS206 - GAR - American fishes. Three species known, one of which attains a very large size. Have a characteristic arrangement of unusually heavy scales, in the form of an armorlike covering. Predaceous species. Live in fresh and brackish water.

- SS207 - GRAMPUS - The scientific name applied to a species of dolphin. This is a species of marine mammal.
- SS208 - GRAYBACK - A local name sometimes applied to the lake herring, a rather small species of much commercial importance found abundantly in some of the Great Lakes and neighbor-waters.
- SS209 - GRAYLING - Fresh water species of rather small size allied to the salmon and trouts. Well and very favorably known as food and game fishes. Occurs in American as well as European waters.
- SS210 - GRINADIER - Name applied to a number of deep water marine species of small to medium size, especially characterized by a long tapering, posteriorly pointed body.
- SS211 - GUDGEON - A name applied in restricted localities in this country to a small species of fresh water minnow.

LEECH TROPHY MATCHES

The twelfth match for the Leech Trophy was held on the courts of the Army Navy Country Club, Arlington, Virginia, 8 July, 1939, in the presence of a large gallery.

The Army defeated the Navy 5-2, breaking the Navy's series of nine consecutive victories. The Army now has four excellent young players, and prior to the next scheduled tournament in 1941 will acquire one or two more, who will dominate Leech Trophy competition for a number of years unless some of the Navy's best players who did not play this year are able to participate.

The personnel of the Navy Team was as follows:

Lieut-Comdr. L. T. Haugen (CC)
 (Non-playing team captain)
 Lieut-Comdr. R. M. Watt (CC)
 Lieutenant G. W. Smith (MC)
 Lieutenant W. E. Howard (CC)
 Lieutenant J. M. Farrin (CC)
 1st Lieut. W. S. McCormick, USMC

Ensign E. A. Grantham
 Ensign P. B. Moore
 Ensign R. V. Laney
 Ensign D. S. Bill

Substitutes

Lieutenant G. K. Huff
 LINDEJEM, N.H., FC2c

LEECH TROPHY MATCHES (Cont'd)

Detailed scores for the matches were as follows:

<u>Navy</u>	<u>Singles</u>	<u>Army</u>	<u>Score</u>
Farrin	lost to	Muehleisen	6-8, 0-6
Johnson	lost to	Russell	4-6, 5-7
Grantham	lost to	Rollins	1-6, 1-6
Watt	won from	Drake	6-2, 8-10, 7-5
<u>Doubles</u>			
Farrin - Howard	won from	Muehleisen - Robinson	6-3, 3-6, 8-6
Johnson - Smith	lost to	Rollins - Russell	6-3, 4-6, 2-6
Moore - Laney	lost to	Brooks - Thatcher	2-6, 6-4, 4-6

Information relative to the transfer from the Waiting Lists
to Appointment Lists of candidates eligible for appointment
to warrant rank

The following candidates are being transferred from the Waiting to the Appointment lists:

(a) Eligible for Boatswain

FLANAGAN, James A., SMLc
SIGLEER, Harry L., QMLc
PARSONS, James C., SMLc
LEE, Jesse E., SMLc

(b) Eligible for Gunner

MATECKI, Thaddeus J., QMLc
WILLHOITE, Robert B., FCLc

All other candidates for all grades of Warrant Rank whose names appear on a waiting list and who have not been previously notified of transfer from the waiting to the appointment lists must again qualify by examination in September in order to be eligible for subsequent lists. (Attention is called to Bureau of Navigation Bulletin #269).

TRAINING COURSES.

Navy Training Course, "Instructions for Use in Preparation for the Rating of Yeoman first class and Chief Yeoman" is now available for distribution.

Appropriation "Instruments and Supplies, Navy".

The Bureau suggests that more care be exercised in making charges to the appropriation "Instruments and Supplies, Navy". The sphere of this appropriation is quite wide and the funds must therefore be expended with care.

Recent requests for information as a result of apparently excessive expenditures afloat revealed that a large quantity of Construction and Repair material and stationery had been charged to "Instruments and Supplies". The Construction and Repair material should have been charged to a Bureau of Construction and Repair appropriation and the stationery to a Bureau of Supplies and Accounts appropriation.

SHIP'S SERVICE ACTIVITIES

As pointed out in Bureau of Navigation "Regulations for Ship's Service Department (Ashore)" the object of the ship's service department is, primarily, to meet the requirements of the naval personnel for articles, not supplied by the Government, necessary or desirable for their health, comfort, or amusement, and, secondarily, through accrued profits to provide additional funds for their recreation and amusement. These regulations limit ship's service sales within the continental limits of the United States to personnel of the Navy and Marine Corps, active and retired, and their immediate families, and members of the Naval Reserve on active duty.

The Bureau is frequently called upon to explain ship's service activities and to justify their scope. In addition, it is frequently charged that civilians or others who are not authorized to use ship's service facilities actually do use them, even though indirectly.

Not only should the letter and intent of the regulations for ship's service activities be complied with exactly but every effort should be made to prevent misunderstanding and unfair criticism of these activities.

SHIP'S SERVICE INSURANCE

The Bureau of Navigation is advised that the following policies and bond are considered to offer protection comparable with that offered by others previously listed by the Bureau of Navigation and have been placed on file in the Office of the Judge Advocate General:

(a) Hartford Fire Insurance Company, Hartford, Connecticut - Master or key policy, numbered 201 - insurance on ship's service activities.

(b) Hartford Accident and Indemnity Company, Hartford, Conn. -

1. Master or key bond, numbered 1724200 - protection against fraudulent or dishonest acts of ship's service personnel.

SHIP'S SERVICE INSURANCE Cont'd

2. Master or key policy, unnumbered - protection against loss due to robbery, or attempt thereat, burglary, and holdup from personnel and premises of ship's service activities.

The Washington Service Branch, Hartford Accident and Indemnity Company, located 925 Fifteenth Street, N.W., Washington, D.C., is the agent of record in connection with the foregoing and certificates thereunder will be issued by any local agent of the underwriting company.

The Judge Advocate General has received and placed on file an endorsement to the previously listed master or key policy issued by the Fidelity and Guarantee Fire Corporation. This endorsement offers, at no additional premium, protection against loss of money or securities due to fire or sinking of vessel.

INFORMATION CONCERNING THE OBTAINING OF LICENSES AS MASTER OR CHIEF ENGINEER BY NAVAL OFFICERS

The following extracts from a letter of the Director of the Bureau of Marine Inspection and Navigation, Department of Commerce, is quoted for the information of the Naval Service:

"From time to time since I have been in this office, retired naval officers or ex-naval officers have made inquiries as to ways and means of obtaining licenses of this Bureau as master or chief engineer. In some cases the officers concerned were qualified to sit for the desired examination and in some cases they were barred because of long absence from the sea. It is apparent that officers on the active list when they are in position to get such licenses with very little difficulty, do not realize that at some future time the possession of such licenses might be of value to them.

"The provisions of the Regulations of the Bureau of Marine Inspection and Navigation governing the application of naval officers who desire to obtain licenses from the Bureau of Marine Inspection and Navigation as master or chief engineer are quoted as follows:

"Any person who has served at least one year as master, commander, pilot or engineer of any steam vessel owned and operated by the United States, in any service in which a license as master, mate, pilot or engineer was not required at the time of such service, shall be entitled to license as master, mate, pilot or engineer if the Inspectors, upon written examination as required for applicant for original license, may find him qualified, provided that the experience of any such

applicant within three years of making application has been such as to qualify him to serve in the capacity for which he makes application to be licensed.'

"Any officer of the Navy who is interested in sitting for such examination may obtain detailed information by applying at the office of the Local Inspectors of the Bureau of Marine Inspection and Navigation, which offices are located in most of the seaports of continental United States and at San Juan, Puerto Rico, Honolulu, Hawaii, Juneau and St. Michael, Alaska.