

BUREAU OF NAVIGATION BULLETIN NUMBER 92

1 DECEMBER 1928

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

OFFICER PERSONNEL

Light Cruiser Assignment.

Considerable interest has been manifested in the new 10,000 ton light cruisers as evidenced by numerous requests received for assignment to those vessels upon completion. Light Cruiser No. 26 is apparently the favorite thus far. The Secretary of the Navy recently selected the name of "Northampton" for that vessel, after the city of Northampton, Massachusetts, the home of President Calvin Coolidge. The probable date of completion of the Northampton is 13 June 1930.

Postgraduate Selections.

The Board for selection of officers to take the Postgraduate and General Line Courses at the Postgraduate School Naval Academy, will meet early in December. Many applications have been received and apparently great interest is being shown by officers of the service in postgraduate instruction.

Commendation.

On November 8, the Chief of Bureau addressed a letter of commendation to Harvey Sugust Griesy, Aviation Pilot, Aircraft Squadron Battle Fleet. The following extract from the letter is quoted for the information of the service:

"On 25 September 1928 at about 9:30 A. M., while Ensign W.C.King, USNR, was flying a 1-T-5 at an altitude of about 800 feet, on which plane you were serving as gunner, the yoke in the front cockpit became disconnected. The plane nosed up and was about to fall off in a spin when you left the firing position, climbed out over the fuselage into the rear cockpit, took the controls and righted the plane. Your quickness of thought and action are directly responsible for preventing a crash and serious attendant consequences.

"2. Your action on this occasion under extreme difficulty and in face of grave hazard is in keeping with the best traditions of the Navy, and it is with pleasure that the Bureau commends you."

ENLISTED PERSONNEL

Enlistments.

A recent analysis in the Bureau of Navigation shows that the enlistments of 12,772 enlisted men will expire during the period 1 November 1928 to 30 June 1929.

By months these expirations are as follows:

November.....	1565
December.....	1816
January.....	2156
February.....	1201
March.....	1068
April.....	1282
May.....	1830
June.....	1854

Distribution.

A certain number of men are required for the shore activities of the Naval establishment which do not vary with the number of men afloat. After this basic allowance is made, for every 100 men allowed to the whole Navy, 18.52 of these men must be allowed ashore and in transit, as follows:

Patients.....	2.40
Hospitals, operating force.....	1.00
General Detail.....	1.99
Receiving Ships, operating force.....	.50
In transit, at sea and ashore.....	2.40
In training at Training Stations.....	5.67
Training Stations, operating force.....	1.00
Under instruction at Service Schools.....	2.40
Service Schools, operating force.....	.29
Recruiting.....	.87

Total 18.52

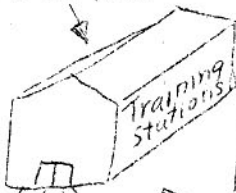
Therefore, for every 100 men allowed to ships or fixed units on shore, 22.7 must be allowed to above indeterminates. The above figures are graphically represented in the following diagram.

Op. Force
.87

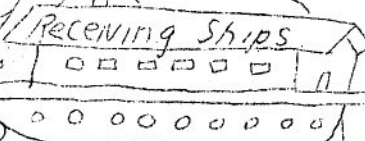
Men in tram. 5.67
Op. Force 1.00

Under Instr. 2.40
Op. Force .29

Air Stations



Numbers
vary
with
aircraft
activities
afloat

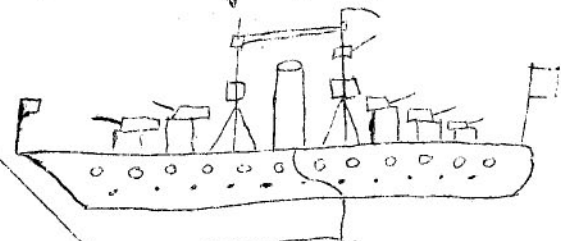


General Detail 1.99
Op. Force .50

Patients 2.40
Op. Force 1.00



Men in Transit
2.4



Do not vary with
size of Navy

- District vessels
- Prisons
- S/M Bases
- Navy Yards
- Naval Stations
- Communications
- Ammunition Depots
- Torpedo Stations
- Miscellaneous

For every 100 men allowed the whole Navy, 18.52 remain inside the wall
and 81.48 serve outside of the wall.

Maryland - Utah Cruise.

The U.S.S. Maryland sailed from San Pedro, California, at 1110, 19 November, with President-Elect Herbert Hoover on board, for a cruise which will include stops at Mexican, Central American and South American ports. Mr. Hoover's personal party included the following:

Mrs. Hoover, Mr. Allan Hoover, Ambassador Henry P. Fletcher, Mr. George Akerson, Secretary to Mr. Hoover, Mr. John Griffin Mott, Mr. George Barr Baker, Miss Ruth Fessler, Secretary and companion to Mrs. Hoover, Kosta Boris, Valet to Mr. Hoover, Mr. Frank Kay and Mr. William J. McEvoy, stenographers for Mr. Hoover, Mr. G. Butler Sherwill, Interpreter, State Department, Commanders A. T. Beauregard and H. C. Train.

The national press is represented as follows:

Mark Sullivan, New York Herald Tribune Syndicate, Will Irwin, North American Newspaper Alliance, Edward Price Boll, Chicago Daily News, William Phillip Sims, Scripps Howard Alliance, James L. West, Associated Press, Clarence Dubois, Associated Press, Thomas L. Stokes, United Press, Harry Frantz, United Press, Lawrence Sullivan, International News Service, Arthur Hackton, Universal News Service, L. C. Spiers, New York Times, Edwin McIntosh, New York Herald Tribune, Phillip Kinsloy, Chicago Tribune, Richard Beamish, Philadelphia Inquirer, Rex Collier, Washington Star, Thomas Hesley, Philadelphia Public Ledger, Robert Allen, Christian Science Monitor, James L. Wright, Buffalo Evening News, Rodney Dutcher, News Enterprise Association, Robert McManus, New York Sun.

Camera men included in the party are:

J. C. Brown, International News Reel, Arthur Betitta, Fox News Reel, Robert Denton, Paramount News Reel, Morlo Lavoey, Pathe Representative, Leroy SAMPOLD, Kinogram News Reel, Berkely Waynes, Associated Press Photos, Thomas Howard, P and A Photos.

The Treasury Department sent the following Secret Service men:

W. S. McSwain, W. Ashe, Grady L. Boatwright, Walter C. Fisk.

The U.S.S. Utah sailed from Hampton Roads 21 November for Montevideo, where she is due to arrive 9 December for the purpose of transporting Mr. Hoover and party on the journey north.

TRAINING.

Thrift.

The Bureau has recently issued a pamphlet on Thrift which gives general information and suggestions in connection with the handling of financial matters such as insurance, savings accounts, investments, budgeting, and wills. In the compilation of this pamphlet the Bureau has had the advice and assistance of men and institutions of high standing in the country. It is believed that the information set forth may be of value to those who have not been fortunate enough to receive proper advice or assistance in these subjects. The Bureau

will be glad to receive comments and suggestions on the subjects brought out in this pamphlet.

ATHLETICS

Amoy Cup.

The Secretary of the Navy has recently presented the "Amoy Cup" to the President for display in the White House. This is a gold vase of Chinese workmanship and was presented by the Imperial Chinese Government to the U.S. Navy on the occasion of the visit of the Second Squadron of battleships to Amoy, China on the battleship Cruise around the World in 1908. This cup was presented as a football trophy and was competed for by the following ships:

USS LOUISIANA	USS KEARSAGE	USS MISSOURI
USS OHIO	USS CULMACI	USS ILLINOIS
USS WISCONSIN	USS VIRGINIA	USS KENTUCKY

The records indicate that the "Amoy Cup" was first won by the U.S.S. VIRGINIA. While no authentic record is available showing what happened in later years, it is believed that after the decommissioning of the Virginia it was sent to the Asiatic Fleet. There it remained until 1927 when it was returned to the United States to be placed in safe keeping in the Navy Department. This cup will now be viewed by visitors to the White House from all parts of the country.

President's Cup Football Game.

The fifth annual President's Cup Match will be played at Griffith Stadium 2:00 P. M., Saturday 1 December 1928.

The "President's Cup" was presented by President Calvin Coolidge on 18 October, 1924 as a football trophy to be played for by teams representing the Army and Navy. On April 10, 1925 the Marine Corps was included in the "Deed of Gift" and this year the Coast Guard made application to have their team included but no definite decision has so far been made regarding the application.

The results of the matches to date are as follows:

1924 played for by Army-Navy; won by Army, score 12-6.
1925 played for by Marines-Army; won by Marines, score 20-0.
1926 played for by Marines-Army; won by Marines, score 26-7.
1927 played for by Marines-Army; won by Marines, score 14-0.

The Marine Team has been made up from all posts and represents the Marine Corps. It has been trained at Quantico and has played many strong teams. The team representing the Navy is the Newport Training Station Team which has been augmented by a number of players drawn from the officer coaches at the Naval Academy and from the Scouting Fleet. It has been trained under the general direction of Commander E. D. Washburn, Executive Officer of the Newport Training Station.

It is expected that President and Mrs. Coolidge will attend again this year, and that numerous other high officials will be present.

N.A.A.F.

The Bureau is taking an active interest in assisting the National Amateur Athletic Federation in its work of promoting amateur athletics throughout the country. Recently the Bureau received cheques from the Battle Fleet, Scouting Fleet, Naval Academy and Marine Corps to aid the Federation in carrying on its work during the coming year. The Army, Navy and Marine Corps have been contributors since the beginning of this organization in 1923. It is composed of the Army, Navy, Marine Corps, American Legion, Intercollegiate Athletic Association, Y.M.C.A., Boy Scouts, Catholic Boys' League, Jewish Welfare Association and a number of similar organizations. In addition, there is a Women's Division of which Mrs. Herbert Hoover is the Head. A great effort is being made to encourage athletics among the youth of the country.

The Navy has a representative on the Executive Committee of the Federation and has additional representatives on the Atlantic and Pacific Coasts. The next annual meeting will be held in Washington in January, 1929.

The Bureau feels that the Navy in cooperation with the other branches of the service should be able to materially aid in this movement; and through cooperation with the other organizations mentioned it is believed that the personnel of the forces afloat will find that the facilities of the Y.M.C.A., American Legion and other organizations will be of material assistance to the Fleet.

Rail Transportation.

The Bureau of Navigation completed preliminary arrangements with transportation companies at a joint conference in Chicago the first of November, for a contract which will benefit both the Navy Department and the service.

One of the provisions of the new arrangement, which is effective January 1st, provides for the Department receiving a 5% deduction from railroad fares for non-military traffic which includes dependents, and civilian employees of the Department.

Under the old ruling, issuing officers were required to furnish dependents transportation from New York to Chicago and points west by the cheapest, or so-called differential, routes. But if transportation was desired by the New York Central, or the Pennsylvania, or the Baltimore and Ohio, which are the standard routes, the officer or enlisted man is obliged to pay the difference in rate.

Under this new agreement the same rates will apply via all lines; that is, the dependents can be furnished transportation via the standard lines without collection of any additional amount from the officer or enlisted man, and in addition the Department will secure a 5% deduction in the rate. This deduction on a ticket from New York to the West Coast will amount to approximately \$5.00, and a very substantial saving should be made by both the personnel and the Department in the course of a year.

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OFFICER PERSONNEL

VIATION.

There appears to be a wide spread belief that the Service is in need of a number of additional senior officers in the Aeronautic Organization. Apparently many officers have the idea that a course as Student Naval Aviation Observer can be taken at the end of a tour of shore duty or at the end of a tour of sea duty while waiting for a vacancy to occur in a billet that they especially desire.

Of course, it is to the advantage of the Navy to train in aviation as many officers as possible, but there is a limit to the appropriation available for training and to the capacity of Pensacola.

Studies made by the Bureau of Aeronautics and the Bureau of Navigation indicate that there are now enough senior officers qualified as Naval Aviation Observers to fill the requirement of the Navy, in this respect, until 1932; and that in view of the necessity of fully utilizing the capacity of Pensacola to train young active aviators, no senior officers should be ordered to take the course as a Student Naval Aviation Observer.

Naval Aviators may be ordered to any duty involving flying but Naval Aviation Observers, while they may command aircraft carriers, cannot, on account of legal restrictions, command Naval Air Stations. Furthermore, a senior officer may be trained as a Naval Aviator along with younger officers without any increase in the work load on Pensacola or any reduction in the output of young aviators except the one younger student whom he displaces; but the training of a Naval Aviation Observer either increases the work load on Pensacola or interferes with the training of Naval Aviators.

In order to balance the list as to senior officers and provide senior Naval Aviators for command of Naval Air Stations the prospective need with respect to senior officers is for officers of the classes of 1902, 1903, 1904, and 1905, to qualify as Naval Aviators. However, if the necessary candidates for training as Naval Aviators are not forthcoming, it will be necessary in 1931 to train additional Captains as Naval Aviation Observers in order that they may be available for sea duty in 1932.

COMBINATION.

The following excerpt received from the Collector General of Customs and Resident High Commissioner, Republic of Nicaragua, is quoted for information of the service:

"The Customs Service in the name of the Government of the Republic of Nicaragua, takes this opportunity to thank the Admiral Commanding the Special Service Squadron, also Captain H. A. Baldrige, Commander, U. S. S. ROCKHISTON, and Captain R. P. Craft, Commander, U. S. S. CALVESTON, for their excellent work in making a complete survey of Corinto Harbor, conveying the new buoys from Panama and planting them free of charge to the Nicaraguan Government."

MINISTER PLACQUET

AWARD OF MEDAL OF HONOR.

On Saturday, December 28th, at the Executive Office, the President presented, in the name of Congress, a Medal of Honor to William Russell Huber, Machinist's Mate, first class, U. S. Navy. The citation reads as follows:

"For display of extraordinary heroism in the line of his profession on 11 June 1928 after a boiler accident on the U.S.S. BRUCE then at the Navy Yard, Norfolk, Va. Immediately on becoming aware of the accident, Huber, without hesitation and in complete disregard of his own safety, entered the steam filled fire room and at grave risk to his life succeeded by almost superhuman efforts in carrying Charles H. Bryan, yard machinist, to safety. Furthermore, although having received severe and dangerous burns about the arms and neck, he again descended to the fire room with a view toward rendering further assistance. The great courage, grit, and determination displayed by Huber on this occasion characterizes conduct far above and beyond the call of duty."

Huber was born in Harrisburg, Pennsylvania, in July, 1902, and first enlisted in the Navy in 1920. He holds two good conduct awards for which certain high marks in professional qualifications and perfect marks in conduct are required for the entire period of the enlistment.

PRIORITY OF NAVAL BILLS

The House Committee on Naval Affairs conferred with representatives of the Navy Department on December 3rd, regarding priority of pending measures. The priority list as agreed upon is as follows:

"H. R. 11616. Alterations and repairs to the 'Pennsylvania' and 'Arizona.'"

"H. R. 13884. Public works bill."

"H. R. 14039. Distribution and promotion of line officers."

"H. R. 5528. Chief electricians, electricians, chief radio electricians, eligible for ensign."

"H. R. 8537. Relief of retired and transferred reserves."

"H. R. 7209. Use by naval patients of other Government hospitals."

"H. R. 13370. (S.4402). Quarters for Chief of Operations at the Naval Observatory."

The Committee also agreed upon a priority list of legislation which has not yet been introduced. On this essential list are the following:

- Increase in the cost of Submarines V-5 and V-6.
- Amendment of the five year aviation program, with authorization for additional planes.
- Alterations to the California.

Other bills proposed, listed as desirable but not yet introduced are:

- To increase the value of clothing allowance on first enlistment.
- Authorizing the Secretary of the Navy to furnish transportation and traveling expenses of dependents of civilian employees abroad.
- To provide for loss of numbers of officers failing on professional examination for promotion.
- Authorizing removal of wrecks in Virgin Islands.
- Extending to naval personnel in Nicaragua the benefits of the World War Veterans' Act of 1924.
- Allowing appointments of pay clerks from petty officers, first class.
- To authorize payment to enlisted men of allowances for quarters and subsistence while sick in hospitals.
- To reimburse enlisted men who lost effects as result of fire in Unit J, Number B, Hampton Roads Training Station.
- Providing for retirement of Naval Academy Professors.
- Private Measures.

ATHLETICS.

AMOY CUP

The following additional information regarding the "Amoy Cup" recently presented to President Coolidge by the Secretary of the Navy is published:

The "Amoy Cup" is a solid gold case of Chinese workmanship presented by Prince Lang, representing the Imperial Chinese Government to the U. S. Navy on the occasion of the visit of the Second Squadron of battleships to Amoy, China, on the Battleship Cruise Around the World in 1908.

The Second Squadron under Rear Admiral William H. Emory, U.S. Navy, consisted of:

The Third Division

U.S.S. Louisiana	Captain K. Niles, USN, (Flagship)
U.S.S. Virginia	Captain A. Sharp, USN,
U.S.S. Ohio	Captain T. B. Howard, USN,
U.S.S. Missouri	Captain R. L. Doyle, USN.

and the Fourth Division under Rear Admiral Seaton Schroeder, U.S.N.

U.S.S. Wisconsin
U.S.S. Illinois
U.S.S. Kearsage
U.S.S. Kentucky
U.S.S. Culgoa

Captain F. E. Beatty, USN, (Flagship),
Captain J. M. Boyer, USN,
Captain H. Hutchins, USN,
Captain W. C. Coles, USN,
Lt. Comdr. J. B. Patton, USN.

The "Amoy Cup" was presented as a football trophy and was first won by the U.S.S. Virginia. No authentic record is available showing what became of the "Amoy Cup" after its arrival on the U.S.S. Virginia, but it is believed that on the decommissioning of the U.S.S. Virginia it was sent to the Asiatic Fleet where it remained until 1927 when it was returned to the United States to be placed in safe keeping in the Navy Department.

PRESIDENT'S CUP FOOTBALL GAME.

For the first time in its history, the President's Cup Trophy, emblematic of the football championship of enlisted personnel of the armed forces of the United States, was captured by the Navy. Before a large crowd of several thousand spectators the team representing the Newport Training Station, augmented by officers and men from the Scouting Fleet, defeated the crack Marine Corps team by the score of 10-0.

Among those attending the game were Secretary of the Navy Curtis D. Wilbur, Nicholas Longworth, Speaker of the House, Senator Hale of Maine and Representative Britton of Illinois, Chairmen of the Senate and House Naval Committees, respectively, former Secretary of the Navy, Edwin Denby, Representative French, Chairman of the Sub-Committee in charge of Navy Appropriations, Rear Admiral Richard H. Leigh, Chief of Bureau of Navigation, and Major General John A. Lejeune, Commandant of the Marine Corps. After the game, Mr. Longworth presented the Cup to J. G. Ponchak, quarterback captain of the winning team.

The Naval Academy football squad attended the game, bringing with them the Navy Goat.

The game was never in doubt. Led by Ensign Hamilton, fullback, Edwards and Seoley, halfback, and Ponchak, quarterback, the Navy team was not long in getting under way. After a punting exchange early in the first quarter, the Navy took possession of the ball on their thirty-yard line. Immediately Hamilton crashed through for thirty yards. Edwards took a lateral pass and advanced the ball twenty-two yards. Edwards again took a lateral pass from Hamilton, circled the Marine left flank and planted the ball on the five-yard line. After two short gains, another lateral pass, Hamilton to Edwards, resulted in a touchdown. Hamilton dropkicked for the extra point.

In the second quarter, aerial play predominated, but all passes were intercepted. Lovey then punted to Edwards and the shifty halfback ran through a broken field for twenty-five yards. By line plays, the Navy moved the ball to the seventeen-yard line where Hamilton executed a nice dropkick for an additional three points. After the kick-off, Lovey of the Marines made a fine return. The Marine team then attempted several forward passes, two of which were successful, finally lodging the Marine team on the Navy's seven-yard line. The Navy's line held, and the Marines attempted a forward pass but Hamilton broke through and intercepted the ball on the Navy's thirteen-yard line. He immediately punted out of danger, sending the ball down the field

a distance of sixty-five yards.

In the third quarter, the Marines again threatened by a mixed aerial and running attack which brought them to the Navy's twenty-yard line, but the Navy team called a halt and took the ball on a fourth down incompleated pass. The remainder of the period consisted of a punting duel with the Navy as the gainer.

In the fourth quarter, both teams fought hard, but neither was able to advance the ball with any degree of success, except in one instance when Levey returned a punt thirty-five yards before he was finally downed by Ponchak, the Navy's safety man. Here again the Navy held and took the ball on downs. The Navy team then advanced the ball, chiefly by line attack, until it was well in enemy territory when the game ended.

The Navy football squad was composed of the following:

AIBERSTADT, E. R., Guard, Sea 2c.	JELLISON, J.H., Center, BM2c.
BORN, A. S., guard, Ensign.	KREPS, I. P., Center, Sea2c.
BROWDY, H., Tackle, Ph.Mate 2c.	KOZIK, J. J., Halfback, App.Sea.
CALL, A. A., End, App. Sea.	LAPINSKI, T. C., Halfback, B.A.1c.
CARLIN, T. G., Halfback, Sea 2c.	MCDONALD, R. W., Tackle, Sea2c.
CHRISTIAN, W. G., Jr., Guard, Ph.M.2c.	McKENNA, T. F., Guard, TM2c.
CONLON, A. A., Tackle, Sea2c.	MARKER, E. F., Back, TM2c.
CULLEN, B., End, BM.2c	MORANO, J. J., Guard, Engineman 1c.
DE ROME, J. W., End, Sea2n.	MULLEN, J. S., fullback, Mus1c.
DILL, C. C., Guard, MM3c.	PENCZENIK, J., End, GM1c.
EDWARDS, T., Halfback, Mus2c.	PONCHAK, J.G., Quarterback and captain, 1st Mns.
FURTEK, S. J., Guard, Sea2c.	OBLETUS, M.G., Quarterback, Sea2c.
GIBSON, W., Halfback, W.T.1c.	RICHARDSON, W.R., Halfback, Sealc.
GORMAN, J.F., End, App.Sea.	RIMMER, W.S., Tackle, MM2c.
HAMILTON, T. J., Back, Ensign	RUTH, N.W., guard, Sealc.
HANNEGAN, E. A., Fullback, Ensign	SEELEY, J.W., Halfback, Storekeeper 3c.
HIGGINS, A. J., Tackle, Sea2c.	SMITH, E.A., Tackle, Sea2n.
HOARD, C. P., Center, Bug2c.	TAYLOR, G.W., End, Ch.GM.
HOOVER, M. C., Halfback, Mus2c.	WESCHLER, I.F. Halfback, App.Sea.
HUGHES, F. M., Lieutenant.	WESA, E.R., End, Sealc.

STANDING OF THE NAVAL ACADEMY FOOTBALL TEAM

The close of the football season finds the Naval Academy team near the top of the list of Eastern colleges. The following extract from an associated press article gives the leadership jointly to Annapolis and West Point:

"Backly beaten though it was at the hands of Stanford's mighty men, the Army football eleven has finished the season as one of two top-ranking teams in what might be called an unofficial 'big ten of the East.'"

"Strangely enough the Army shares leadership with the Navy, its traditional rival until relations were broken off this season.

"After the service elevens, which lost not a single game in 'conference' competition, but did not meet each other, come Pennsylvania, Princeton, Harvard, Brown, Yale, Dartmouth, Columbia and Cornell in that order.

"Last season Yale was first, with five victories and no defeats in games within this group, while Pennsylvania, Dartmouth, Army, Princeton, Navy, Harvard, Columbia, Cornell and Brown were next in line.

"There are enough major college football elevens in the East to make several such 'big tens.' The ten named here play a goodly share of their games against one another and from a natural, if unpremeditated, 'conference,' although none has ever been organized among them and probably never will be. In fact, the tendency seems to be the other way, with such fractures of relations as those between the Army and Navy and Princeton and Harvard."

A prominent sportswriter, in reviewing the games played during the latter half of the season, gives the Naval Academy team the edge on other Eastern teams through its defeat of the strong Pennsylvania and Princeton elevens.

It may be of interest to know that the All American Team selected by Roper of Princeton, Zuppke of Illinois, Jones of Southern California, and McGugin of Vanderbilt, includes Mizell of Georgia School of Technology in the position of halfback. Mizell is a Cadet Lieutenant in the Naval Reserve Officers' Training Corps unit at that institution.

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The Chief of Bureau of Navigation sends to all in the
Naval Service his hearty good wishes for a Merry Christmas,
and a happy and prosperous New Year.

COMMENDATION

The Secretary of the Navy recently addressed letters of commendation to the following officers and enlisted men:

Commander Henry B. LeBourgeois, U.S.N., Naval Station, Tutuila, Samoa. -

Commended for thoroughness of plans for fighting fire in the hold of the British Steamer PORT NAPIER, laden with a cargo of combustible material, such as, matches, paints, oils, acetylene, naphthalene, and cresol. The prompt action taken resulted in bringing the fire under control in a very short time without accident or loss of life.

Lieutenant John P. Dix, U.S.N., Naval Station, Tutuila, Samoa. -

Commended for prompt and vigorous action in fighting fire on board the British Steamer PORT NAPIER, during which Lieutenant Dix, with two enlisted men, entered the burning hold and removed the burning cargo.

Lieutenant John J. Chew, (CEC), U.S.N., Naval Station, Tutuila, Samoa. -

Commended for the assistance given in preparing plans for fighting a fire on board the British Steamer PORT NAPIER and forethought exhibited in providing for any emergency that might have arisen.

Roy W. Akers, Chief Quartermaster, U.S.F.N.R., Naval Station, Tutuila, Samoa,
Quincy T. Heslep, Machinist's Mate, 1st class, U.S.N., Naval Station, Tutuila, Samoa,
Harry E. Stevens, Gunner's Mate, 1st class, U.S.N., " " " "
William B. Webster, Chief Machinist's Mate, U.S.N., " " " "

Commended for voluntarily entering the hold of the British Steamer PORT NAPIER and rendering valuable aid in throwing burning cargo overboard, regardless of personal danger involved.

Alvin Matteson, Seaman, 2nd class, U.S.N., U.S.S. NIAGARA. -

Commended for meritorious conduct while operating the triangulation light at Rey Island, Gulf of Panama. About 1400, 18 September, while alone at this isolated tower, Matteson was stung on the right arm by a scorpion. Regardless of pain and the dangers of poisoning, he continued to operate the light for two days before he was finally able to send a distress signal to the NIAGARA.

Walter Braxton Walker, Engineman, 2nd class, U.S.N., U.S.S. HATFIELD. -

Commended for saving a shipmate from drowning at Havana, Cuba, on 15 July 1928. Also recommended for life saving medal.

Louis Finogold, Machinist's Mate, 2nd class, U.S.N., U.S.S. WHITNEY. -

Commended for saving John Randolph Pirscher, Seaman, 1st class, U.S.S. FLUSSEN, from drowning. Also recommended for life saving medal.

Raymond A. Brown, Seaman, 2nd class, U.S.N., Aircraft Squadrons, Asiatic Fleet. -

Commended for saving Francis G. Musser, Radioman, 1st class, U.S.S. JASON, from drowning on the night of 2 September 1928.

Mahlon S. Gerard, Coxswain, U.S.N., U.S.S. MACLEISH. -

Commended for saving the life of John J. Schultz, Torpedoman, 3rd class, in the outer harbor at Chefoo, China, on 28 June 1927. While stepping from a

sampan to the gangway, Schultz fell overboard, and in some manner was caught beneath the sampan. Gerard jumped from the rail of the MACLEISH, dived under the sampan and dragged Schultz, who was unable to swim, to the gangway.

Peter Stefan, Watertender, 1st class, U.S.N.R., Third Naval District. -

Commended for saving Herbert Smith, a seven-year old child, from drowning in East River, Brooklyn, New York, on 26 May 1928. Recommended for life saving medal.

LIFE SAVING MEDALS

The Secretary of the Treasury awarded silver life-saving medals to the following:

Andre Paul Walker, Machinist's Mate, 1st class, U.S.N., U.S.S. O-6. - For attempting to save the life of Kumazo Kaneko, on 25 March 1928.

Benjamin Edward Scott, Fireman, 3rd class, U.S.N., U.S.S. GANNET - For rescue of a shipmate from drowning.

Louis William Bare, Seaman, 1st class, U.S.N., U.S.S. KANAWHA - For the rescue of a shipmate from drowning.

ENLISTED PERSONNEL

Recruiting.

It is of interest to know that the Recruiting Service maintains thirty-nine main stations and two hundred and thirty substations, total two hundred and sixty-nine, throughout the United States. Monthly quotas are assigned each main station, and an endeavor is made to obtain a certain number of recruits from each station in order to give all parts of the United States a chance to be represented in the Service.)

The Bureau requires that thorough investigation of character, police records and home conditions be made before an applicant is enlisted. This method of recruiting has been used for the past eighteen months, and from reports received, a high quality of recruit is being enlisted at the present time. Training Stations serve to weed out undesirable material which is not detected at recruiting stations.

The present method should place only the very best men on ships of the fleet. Last month all recruiting stations succeeded in obtaining their quotas, and reports from training stations indicate that the quality of these recruits is increasing monthly.

Christmas Presents.

Due to the stagnation in the advancement to certain chief petty officer ratings and in accordance with the usual annual custom the following number of advancements have been authorized in excess of allowances for the whole Navy:

Rating	Number
Aviation Chief Machinist Mate	6
Aviation Chief Metalsmith	1
Aviation Chief Carpenter's Mate	1
Chief Photographer	2
Total	10

A Gift to Ship's Writers.

In view of the Bureau's policy to reduce paper work, the abolishment of the issue of permanent appointments to first and second class petty officers is being considered.

Rating of Petty Officers.

That ambitious men are being rated in large numbers is indicated by the report of training of petty officers in the Battle Fleet which shows that since July 1, 1928, 1114 new petty officers have been produced in that Fleet, including 265 in October. In the same force there are 9,169 men taking Navy Training Courses.

As there still remains in the Battle Fleet a petty officer shortage of 631, there is still plenty of room for advancement of those who qualify.

Personnel Assignment - Reliefs.

That commanding officers are zealous in their efforts to insure having a full allowance of personnel on board at all times, is evidenced by the numerous letters received by the Bureau requesting immediate reliefs for men transferred to shore or other duty. Unfortunately, the Bureau cannot render assistance in the matter for it has no pool or reserve of enlisted personnel to draw from. Every man authorized by Congress is a part of some ship's or station's regular allowance.

As men become available on general detail aboard receiving ships they are, unless required for duty aboard vessels not attached to an organized force, immediately made available for assignment by administrative commands afloat. Therefore, unless the Bureau specifically indicates in transfer orders that relief will come from a shore billet (transfer in exchange) or other source, the commanding officer must request relief from the officer in administrative command of the force to which the vessel concerned is attached, as indicated in Bureau of Navigation Manual, Article D-7003.

TRAINING

Service School Attrition.

The Bureau has been active in investigating means for reducing the number of failures at service schools. An important contribution to this end is the careful selection of suitable men to go to the schools. That service cooperation has been obtained in this effort is evident from an examination of the figures for the quarter ending 30 September, which show a reduction in the rate of losses of 40 percent at Class A schools, 49 percent at Class B schools, and 20 percent at Class C schools. In spite of this reduction, however, 173 failed during the quarter at Class A schools.

West Coast Gyro School.

To facilitate qualification of Electrician's Mates in the Pacific in gyro compass work, a Class B Gyro School will be opened at San Diego about 1 July 1929.

Training Station Instruction.

The mission assigned to Training Stations is four-fold -- infantry, swimming, boats, and ability to live cleanly under naval conditions. A fifth item is rapidly coming to the front -- classification of recruits for future training. While selections for trade schools have long been made there, the methods are now under close scrutiny, and better selective methods are confidently expected. In addition, on the request of the Personnel Officer of the Battle Fleet, San Diego now enters in records all test data on recruits. As reliable information as to the value of such tests comes to hand the service will be informed.

Value of Machinist's Mates School.

A study has just been made of the past history of certain Machinist's Mates who were discharged within a recent short period of time. An equal number of graduates and non-graduates of the Machinist's Mates School were chosen, the object being to determine whether graduates of the Machinist's Mates School advanced further and faster than non-graduates during first enlistment. Selections were made at random. All men considered were eligible to re-enlist and continue their naval career. While the results are not conclusive they are indicative.

In this connection, it is of interest to note that the graduates were handicapped for 9 months while at the Machinist's Mates School where all were held in the rating of F3c, while men not at the school were advancing through the lower ratings. On the other hand, a good many graduates were advanced from F3c to EM3c or MM2c.

It is significant that 18 graduates, 85%, reached the rating of MM2c in 24 months, whereas 10 non-graduates, 48%, reached that rating in 36 months. Four graduates, 19%, reached the rating of EM1c in 30 months, whereas 2 non-graduates, 10.5%, reached that rating in 48 months. More extensive studies will be made but, in the meantime, it is believed that the graduates advance enough further and faster to justify the existence of the Machinist's Mates School. The accompanying graph shows complete results of the study.

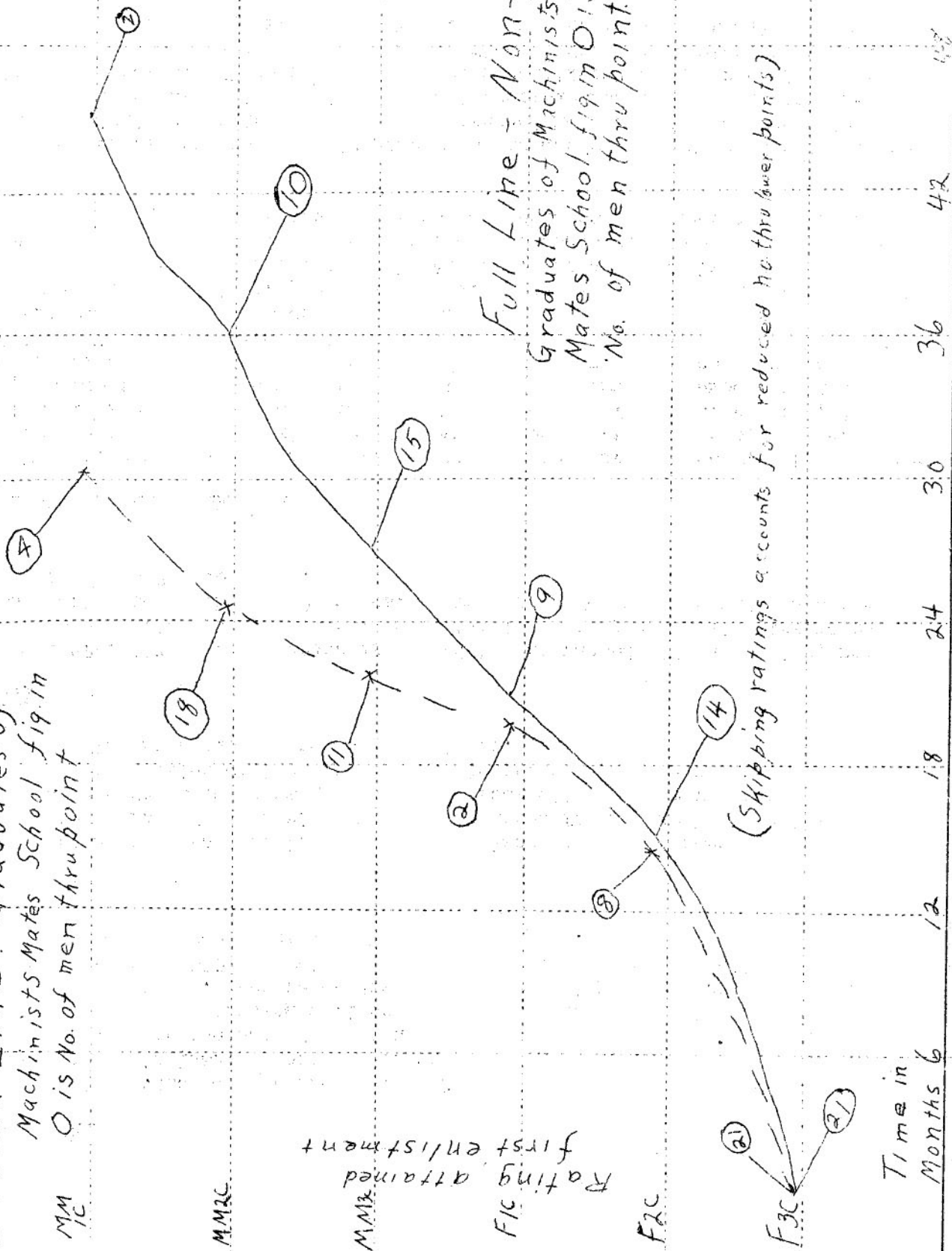
Broken Line - Graduates of
Machinists Mates School fig in
MM O is No. of men thru point

Rating attained
first enlistment

Full Line - Non-
Graduates of Machinists
Mates School fig in O is
No. of men thru point.

(Skipping ratings accounts for reduced no thru lower points)

Time in
Months



Diving School.

The first class at the Deep Diving School at the Washington Navy Yard will graduate early in 1929. These divers are all well trained, not only in deep diving but also in the use of tools under water. They can all use both gas and electric under-water cutting devices and are accustomed to using tools when under great pressure. Before graduation their ability to withstand pressure to depths as great as 300 feet will be determined, and the Bureau will know who to call on in case of need for diving at great depths.

Training Courses.

A training course for Firemen, second class, is in the hands of the printer. This is the first of the series of rating courses for Engine Room Artificers. The prospects for a large range of such courses within the next year are bright--although distribution will be delayed due to the amount of congressional and other work in the hands of the Public Printer.

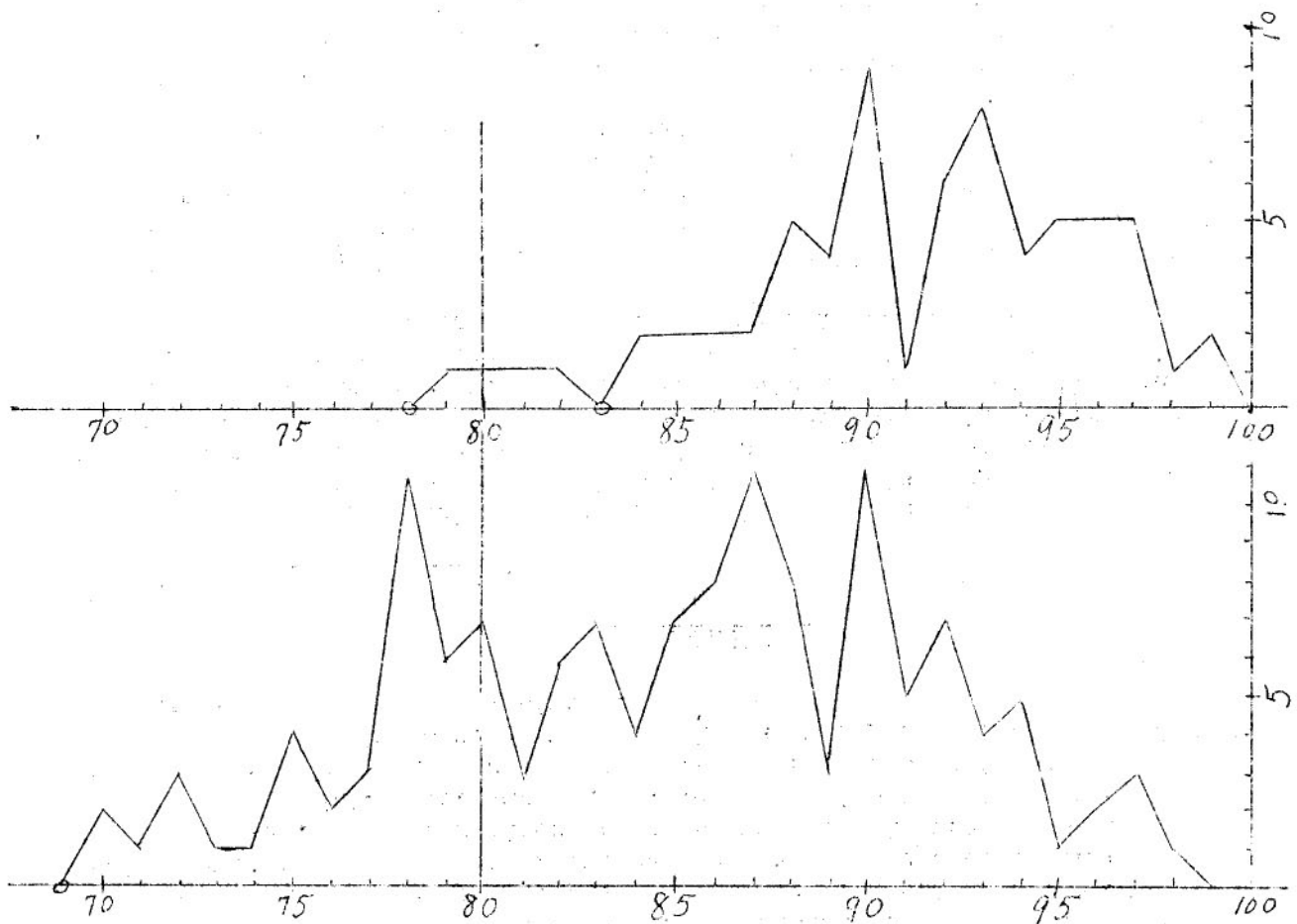
Thrift.

The "Thrift" pamphlet recently issued has attracted wide attention, not only in the service but elsewhere. Recently the Metropolitan Life Insurance Company asked to purchase 100 copies. Large calls for this pamphlet are reported from the Battle Fleet.

Naval Academy Preparatory School.

This year 94 enlisted men were admitted to the Naval Academy. The preparatory school classes for next year are now getting started at Hampton Roads and San Diego. Thanks to the cooperation of commanding officers everywhere, it was possible this year to withdraw from the fleet a smaller number of candidates with the expectation of getting more into the Academy. The accompanying graph will be of interest as indicating one means that was used in the selection of candidates. This graph shows the general classification test marks of candidates for last year's preparatory school. Those shown by the upper curve passed the entrance examination to the Academy. Those shown by the lower curve did not. It will be noted that only one of the successes made below an 80 on the general classification test, whereas, a considerable number of the failures made a lower mark than 80.

The preparatory schools this year with the assistance of the Navy's educational specialists are introducing some advanced methods of education which are expected to assist in getting the best possible results out of each individual candidate. There are bound to be a considerable number of failures and many of these will be returned to the fleet before the winter maneuvers. The prospects, however, are bright for obtaining the full quota allowed by law for the next class.



The total number of men admitted to the preparatory schools was 310. In the above graph the horizontal scale shows marks on the General Classification Test. To find how many men made a given mark, measure the height of the curve at the appropriate point by the vertical scale at the right of the graph. The top curve shows those who succeeded on the Naval Academy Entrance Examination, the bottom curve those who did not.

MORALE

Ship's Papers.

The Bureau of Navigation desires to express its appreciation of the general excellence of ship's newspapers. Besides serving their local purpose, these papers supply the Bureau of Navigation with much interesting matter and many news items which aid in keeping the Bureau in closer personal touch with the service.

Motion Picture Service for Capital Ships.

With the approval and cooperation of the Commander-in-Chief, U. S. Fleet, the Bureau of Navigation, commencing 1 January 1929, will charge battleships, the U.S.S. Lexington and Saratoga, 35 cents per man per month for the Navy Motion Picture Service, this being an increase of 5 cents per man per program. It is estimated that this increased rate will make available over \$20,644.80 per year, which sum will be used to improve the Navy Motion Picture Service in the Asiatic Fleet.

Picture Producers Help.

In order to prevent withdrawal from circulation of many of our latest and best motion picture programs for use on President-Elect Hoover's South American Cruise, East and West Coast producers were asked to cooperate in supplying these programs. The magnificent response made by all producers resulted in furnishing the U.S.S. Maryland and U.S.S. Utah with the latest and best programs available without cost to the Navy, thereby preventing severe crippling of the Motion Picture Service which would naturally have resulted had most of our better programs been withdrawn.

LEGISLATION

Bachelor Officers' Pay Bill.

On Wednesday, December 5, while the Line personnel bill was under discussion on the floor of the House, the question was raised by a member as to the status of the bill introduced by Mr. Fletcher Hale, of New Hampshire, to grant allowances to the unmarried officers of the Navy and Marine Corps on sea duty and on overseas expeditionary duty. The Chairman of the Committee on Naval Affairs stated that the Committee would hold a hearing on the Hale bill in time to take some action prior to the next calendar Wednesday, December 12, 1928.

The Naval Committee held a hearing on this bill on Monday, December 10, and the Chief of the Bureau of Navigation and Rear Admiral McNamoe, the Chairman of the Board appointed recently by the Secretary to make a study of the pay situation, were witnesses before the Committee. Representatives from the other services affected by the Joint Service Pay Act were present at the hearing.

In view of the fact that no reply had been received from the Director of the Budget on the Navy Department's request for comment on this legislation, and in view of the facts brought out at the hearing that the provisions of the Hale bill would affect a discrimination as between certain services covered by the Joint Service Pay Act, the Committee took no action towards reporting the Hale bill to the House. The Chairman, however, intimated that a Joint Committee, composed of members of the committees of Congress handling the various services affected by the Joint Service Pay Act, might be appointed as was done in 1921. If this

action is taken, it is probable that the entire subject of pay legislation will be reviewed from the point of view of all services affected and of married and unmarried officers alike. In such a case, of course, legislation cannot be secured during the present Congress.

House Action, December 5.

On Wednesday, December 5th, the Naval Affairs Committee had the first of its two days in which it could present to the House of Representatives all pending naval legislation. The following bills passed the House and were sent to the Senate where favorable action is hoped for before the end of the session unless unforeseen legislative jams occur:

The bill authorizing the modernization of the Pennsylvania and Arizona. This is highly important and will permit bringing these ships up to date in fire control, deck protection and increased gun elevation.

The outstanding public works program for the improvement of various Navy Yards and Naval Stations.

The Line Personnel Bill, the Britten Bill. This has recently been discussed in a circular letter by the Bureau giving its probable effect upon the promotions in the Navy.

Bill authorizing electricians and radio electricians to qualify for promotion to ensign similar to the present possible promotion of gunners, boatswains and machinists.

Bill allowing the Chief of Naval Operations to occupy the house originally constructed at the Naval Observatory for the Superintendent of the Naval Observatory.

Bill confirming the Department's action in the retirement of certain Naval Reserve Officers and the transfer of certain enlisted men to the retired list who have been transferred to the Fleet Reserve. This will rectify injustices to the officers and men affected, caused by adverse rulings by the Comptroller General.

Bill to allow the treatment of naval patients, that is, officers and men on the active or retired list, in other Government hospitals than naval hospitals. This will permit the treatment of retired members of the Naval Reserve and the Marine Corps Reserve in governmental hospitals, such as, the Veterans' Bureau hospitals and the War Department Hospitals; which had been in considerable doubt before without the authority of some such act.

House Action, December 12.

On December 12th, the second "Navy Day" occurred in the House and the following bills were passed:

Authorization of increased cost of modernization of Oklahoma and Nevada, thus permitting the completion of the modernization work now in progress on those vessels.

Authorization of alterations, notably the installation of five-inch anti-aircraft battery and flag battle station, on the California.

Authorization of increased cost of construction of the fleet submarines V-5 and V-6 now nearing completion.

The Marine Corps personnel bill, which introduces into the commissioned officer promotion system of the Marine Corps the Navy method of promotion by selection in the upper grades. Certain other essential rules for promotion and retirement are contained in this bill and are generally similar in principle if not in detail to those in the Britten Bill for the line of the Navy.

Warrant officers pay bill adjusting pay increases throughout the career of a warrant officer and a commissioned warrant officer as follows:

- (1) Warrant officers on shore duty to receive same pay as those on sea duty.
- (2) Warrant officers on promotion to commissioned warrant to receive pay and allowances of 2nd pay grade but not to exceed \$3158, \$3258 and \$3358, respectively, for the first, second and third three-year periods thereafter.
- (3) Advance to third pay grade to be made after ten years commissioned service provided their record is creditable.
- (4) Advance to 4th pay period, but not to exceed total of \$5000 pay and allowances, after 20 years' commissioned service.

Bill authorizing appointment as acting chaplains up to the maximum age limit of 35 years. This is in amendment of existing law which requires that chaplains must be less than thirty-five years on appointment, and which might at some time be construed that acting chaplains after some years service in the Navy must still be less than 35 years before they could be permanently commissioned as chaplains.

Bill permitting disposition of obsolete ordnance materials; which by an item in an appropriation act of some years ago had been forbidden.

Bill amending the date of filing claims for retainer pay for Reserve service to three years after the service for which the claim is made was performed. This to permit the Department's disposal of a large number of old files.

Bill permitting warrant officers who served in commissioned grades before original appointment as warrant officers to count such service toward promotion to chief warrant, and, in cases where their promotion has already been accomplished, allowing the pre-dating of present commissions to give credit for that service.