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SPONSORS.
U.S.S. GRAYLING.

The Secretary of the Navy has designated Mrs. Herbert F. Leary of 1868 Columbia Road, N.W., Washington, D.C., as sponsor for the U.S.S. GRAYLING (SS209).

Mrs. Leary is the wife of Rear Admiral Herbert F. Leary, U.S. Navy, Director of Fleet Training, Naval Operations, Navy Department.

The U.S.S. GRAYLING (SS209) is scheduled to be launched at the Navy Yard, Portsmouth, N. H., September 4, 1940.

This vessel was authorized by Act of Congress dated May 17, 1938.

U.S.S. MACKEREL.

The Acting Secretary of the Navy, Honorable Lewis Compton, has designated Mrs. W. R. Furlong of 3611 Lowell St., N.W., Washington, D.C., as sponsor for the U.S.S. MACKEREL (SS204).

Mrs. Furlong is the wife of Rear Admiral W. R. Furlong, U.S. Navy, Chief of the Bureau of Ordnance.

The U.S.S. MACKEREL (SS204) is scheduled to be launched at the plant of the Electric Boat Co., Groton, Conn., September 28, 1940.

This vessel was authorized by Act of Congress approved May 17, 1938.

NEW NAVAL VESSELS.

The Acting Secretary of the Navy, Honorable Lewis Compton, announced recently that the President of the United States has selected the following names for the 24 naval vessels of the 1941 Building Program. Funds for commencing them were provided by the Naval Appropriation Act, 1941. Two of the destroyers are being assigned names which are appearing on the Navy List for the first time - Destroyer DD445, to be the U.S.S. FLETCHER, in honor of the late Rear Admiral Frank Friday Fletcher, U.S. Navy, and Destroyer DD451, to be the U.S.S. PRINGLE, in honor of the late Vice Admiral Joel Roberts Poinsett Pringle, U.S. Navy.

Nineteen of the vessels, one Battleship, BB63, 1 Aircraft Carrier, 2 Cruisers, 8 Destroyers, 2 Submarines, SS212 and SS213, 1 Submarine Tender, 1 Seaplane tender (large), 2 Seaplane tenders (small), and 1 Mine Sweeper were authorized by the Naval Expansion Act of May 17, 1938. Battleship BB64 and Submarines SS214 to SS217, inclusive, were authorized by the Replacement Act of March 27, 1934.

U.S.S. MISSOURI.
Battleship BB63

(Named for the State of Missouri - 3rd vessel so called).

The U.S.S. MISSOURI (1st of that name) was a Steam Frigate, authorized by Act of Congress approved March 3, 1839. She was 229 ft. long over all; 220 ft. long between perpendiculars; 40 ft. broad; 23½ ft. deep in hold, and had a mean draft of 19 ft. She was estimated as being of 1700 tons, and 3220 tons displacement at mean draft. The MISSOURI was launched January 7, 1841 and completed early in 1842. Made a cruise to the Gulf of Mexico from which she returned in the spring of 1843.

On August 6, 1843, under Capt. John T. Newton, the MISSOURI sailed for the Mediterranean, carrying out to Alexandria, Egypt, the United States Commissioner for China. She reached Gibraltar on August 25. On the evening of August 26, while at anchor at Gibraltar, a jar of turpentine broken in the storeroom ignited and the fire spread so rapidly that there was no hope of saving the ship and the crew barely escaped with their lives.

The second vessel of that name was a first class battleship, named for the State of Missouri, authorized by Act of Congress dated May 4, 1898. She was built at the Newport News Shipbuilding Company, Newport News, Virginia. Launched December 28, 1901. Normal displacement 12,500 tons. Commissioned December 1, 1903, Captain William S. Cowles, commanding. She was ordered to the North Atlantic Fleet and the following years were spent mostly in taking part in various fleet maneuvers, routine target practice and cruises along the Atlantic Coast and in West Indian waters. After a period of repairs at the Boston Navy Yard, the MISSOURI took part in the Hudson-Fulton Celebration from September 17th to 20th, 1909, and then resumed her regular station with the Fleet. On October 16, 1912, at the Navy Yard, Philadelphia, was again assigned to the Atlantic Reserve Fleet. Placed in reserve at the Navy Yard, Philadelphia during the winter months of 1916.

Placed in commission early in 1917, the MISSOURI operated in Chesapeake Bay area as a training ship. Attached to the Cruiser and Transport Force; after the Armistice the MISSOURI made four trips to Europe bringing back 3,278 men.

Placed out of commission September 8, 1919 and sold January 26, 1922 with the provision that she be scrapped in accordance with the Washington Treaty limiting Naval Armaments. The MISSOURI was rendered incapable of further warlike service on December 17, 1923, and broken up and scrapped.

U.S.S. WISCONSIN.
Battleship BB64

(Named for the State of Wisconsin. - 2nd vessel so called).

The first U.S.S. WISCONSIN was built in 1897-1898, by the Union Iron Works at San Francisco. She was of 12,150 tons displacement and was named for the State of Wisconsin.

After being placed in commission February 4, 1901, she was attached to the Pacific Fleet and from 1902 to 1906, she was on duty with the Asiatic Fleet. She cruised with the Atlantic Fleet in April 1908 until 1911.

When the United States entered the World War the WISCONSIN was at Philadelphia and soon after being placed in full commission, joined the Fleet at Yorktown, Va. During the entire period of the war, the WISCONSIN was engaged in training personnel to man merchant ships taken over by the Navy, in various exercises and maneuvers in the Chesapeake Bay area and off the Atlantic coast. She joined the Fleet at New York December 26, 1918, for review. She proceeded with the Fleet to winter maneuvers off Cuba and in the summer of 1919 made a cruise with the Midshipmen from the Naval Academy to the Caribbean.

Placed out of commission May 15, 1920 and sold January 26, 1922.

U.S.S. MONTPELIER.
Light Cruiser CL57.

(Named for the Capital of Vermont - 1st vessel so called).

U.S.S. DENVER.
Light Cruiser CL58.

(Named for the Capital of Colorado - 2nd vessel so called).

The first cruiser DENVER was named in honor of the city of Colorado that name. She was built by Neafle and Levy at Phila., Pa., between 1900 and 1904. 3200 tons displacement.

Placed in commission May 17, 1904; joined the Caribbean Squadron and was in Haitian waters protecting American interests.

In 1906 after being present at Annapolis for the burial ceremonies of John Paul Jones, she embarked the Midshipmen for their summer cruise to the Azores. In May 1907, the DENVER sailed with the Fleet for European Waters and continued on to the Far East to join the Pacific Fleet. She remained on this station until March 1910 when she returned to the West coast and was placed out of commission at the Navy Yard, Mare Island, Calif.

When the United States entered the World War, the DENVER was en-route to the East coast. A stop was made at Key West, Florida, enroute and after arriving at New York was assigned to duty as ocean escort to merchant convoys. At the conclusion of her war service, this vessel joined the Pacific fleet in Brazilian waters.

She was present at the Guatamala Centennial exercises and later transported back to Liberia the President who was on a courtesy visit to this country.

She took food and clothing to the earthquake stricken people of Chile in 1922; was at New Orleans for the opening of the Pontchantrainian Canal.

In 1924 and 1925 she was again in the Caribbean. A trip to Chile was made in 1926 with the American delegation to the Tacna-Arica plebiscite. She continued the protection of American citizens in the Caribbean and Central American waters until December 1930, when she entered the Phila. Navy Yard and was placed out of commission February 14, 1931. She was disposed of in accordance with the terms of the London Treaty for Limiting Naval Armament of 1930.

U.S.S. ESSEX.
Aircraft Carrier CV9.

(Named for 3 famous ships of that name - 4th vessel so called).

The U.S.S. ESSEX, the first of that name, was a ship of 36 guns, 300 men and 860 tons. She was built by Enoch Briggs at Salem, Mass., in 1799, and launched September 30, 1799. On December 17, 1799 she was presented to the United States and accepted by Captain Edward Preble, U.S.N., at Salem, Mass.

The ESSEX sailed from New York for Batavia, Dutch East Indies on January 6, 1800, under the command of Captain George Little, in company with the CONGRESS. The purpose of the voyage was to bring back a convoy of American Merchant ships as the United States was at that time engaged in a naval war with France.

The CONGRESS was dismantled six days out in a heavy storm and the ESSEX was obliged to continue alone. She was the first United States man-of-war to double the Cape of Good Hope which she did on March 28, 1800, repassing it homeward bound on August 27th of the same year and reaching New York with her convoy on November 28th.

The second cruise of the ESSEX was made under the command of Capt. William Bainbridge, in the squadron of Commodore Richard Dale which was the first squadron sent by the United States to the Mediterranean to impress the Barbary Powers. The squadron arrived at Gibraltar on July 1, 1801. The ESSEX remained in the Mediterranean convoying American merchantmen and blockading the Tripolitan ships until June 17, 1802, when she was sent home for repairs. Sent back to the Mediterranean under command of Capt. James Barron in 1804 and attached to the Mediterranean squadron, first under Commodore Samuel Barron and later under Commodore Rodgers. She remained on this duty until the spring of 1806 after the conclusion of peace. Participated in capture of the town of Derne, April 27, 1805.

July 3, 1812 she sailed from New York carrying a flag inscribed with the words "Free Trade and Sailors' Rights". She cruised first to the southward and in a short time captured several British merchantmen and a transport bearing troops to Halifax. On August 13 she was attacked by the British armed ship ALERT, which, after an action of 8 minutes, surrendered in a sinking condition. This was the first British war vessel captured in the conflict. On Dec. 11. the British Government packet NOCTON was captured with \$50,000 in specie on board.

Having heard that the British Government had sent out vessels under Capt. James Hillyer with orders to take the ESSEX, Capt. Porter sailed to the Marquesas Islands to refit, and on his way captured other British vessels. He anchored in the Bay of Nukahivah, where the ESSEX was the first to carry the American flag and named it Massachusetts Bay. He assisted in subduing the hostile natives and on November 19, 1813, took possession of the island in the name of the United States.

The U.S.S. ESSEX, the second of that name, was a ferry boat called the NEW ERA. Built by Page and Bacon, St. Louis, Mo., in 1856. Purchased from Wiggins Ferry Co., St. Louis, Mo., September 20, 1861 and converted into an ironclad, center wheel steamer, tonnage 614.

Served in the Flotilla on Western Waters which later became the Mississippi Squadron, 1862-1865, under Flag Officer A. H. Foote, Commodore C. H. Davis and Rear Admiral D. D. Porter.

While under command of Commander William D. Porter engaged the Confederate gunboats near Lucas Bend, Mississippi River, January 11, 1862, participated in the capture of Fort Henry, Tenn., Feb. 6, passed the batteries at Vicksburg and attacked the C.S. Ram ARKANSAS, July 22, cooperated with the Army in repelling the Confederate attack on Baton Rouge, La., Aug. 5, and again on Aug. 6 attacked the ARKANSAS which was driven ashore and destroyed by her officers and crew.

Under Commander C.H.B. Caldwell engaged in the bombardment of Port Hudson, La., May 8 to June 26, 1863. Under Commander Robert Townsend engaged the battery at White Hall Point, La., in relief of the U.S.S. MONONGAHELA, July 9 and 19, 1863 and took an active part in the Red River Expedition, March 12 to April 18, 1864. Sold at public auction at Mound City, Ill., Nov. 29, 1865.

The U.S.S. ESSEX, the third of that name, was a wooden screw steamer, built at East Boston, Mass., by Donald McKay and U.S. Government. Tonnage 615, length 185 feet, beam 35 feet, draft 14 feet, 3 inches.

Placed in commission at the Navy Yard, Boston, Mass., October 3, 1876, Commander Winfield Scott Schley commanding; assigned to North Atlantic Station.

In 1877 cruised to Liberia and West Coast of Africa. 1878-1879 attached to South Atlantic Station. Ordered to Asiatic Station January 1, 1883. In October, 1886 visited Ponapi, East Caroline Group, to investigate reported massacre of Spaniards and afford protection to American missionaries. Used as Apprentice Training Ship until placed out of commission at the Navy Yard, Portsmouth, N. H., April 1898. On duty in Ninth Naval District 1917-1926. Loaned to State of Minnesota, August 20, 1927, for use of Naval Reserve. Stricken from the Navy List October 27, 1930, sold December 23, 1930.

U.S.S. FLETCHER.
Destroyer DD445.

(Named in honor of the late Rear Admiral Frank Friday Fletcher, U.S.Navy. 1st vessel so called.)

REAR ADMIRAL FRANK FRIDAY FLETCHER, U.S.N.

Rear Admiral Frank Friday Fletcher, U.S.Navy, was born at Oskaloosa, Iowa, November 23, 1855. He was appointed a Cadet Midshipman September 23, 1870; Ensign, 1876; Rear Admiral, December 15, 1914. Served on the TUSCARORA, PORTSMOUTH, CONSTELLATION, TICONDEROGA, PASSAIC, POWHATAN, QUINNEBAUG, CUSHING, ST. LOUIS, KANAWHA, EAGLE, OHIO, RALEIGH and VERMONT. In 1898 was Assistant Chief of the Bureau of Ordnance; Inspector of Ordnance in charge of Torpedo Station, Newport, Rhode Island, 1902; 1905, Commander-in-Chief, Asiatic Station; 1907, Member, Special Board on Naval Ordnance; 1908, Additional duty as Member, General Board; 1909, Brigade Commander, Atlantic Fleet; 1914, Commander-in-Chief, Atlantic Fleet. Transferred to Retired List, November 23, 1919; temporary additional duty, Naval Operations, Washington, D.C., 1920 and on September 17, 1925, assigned special temporary duty as Member of Board to study and advise as to best means of developing and applying aircraft in national defense. Awarded Medal of Honor for distinguished conduct in battle, engagements of Vera Cruz, April 21 and 22, 1914; Distinguished Service Medal for services during the World War; Spanish Campaign Medal, Mexican Service Medal, and Victory Medal. Rear Admiral Fletcher died November 28, 1928, New York City, N. Y.

U.S.S. RADFORD
Destroyer DD446.

(Named in honor of the late Rear Admiral William Radford, U.S.N. 2nd vessel so called.)

REAR ADMIRAL WILLIAM RADFORD, U.S.N.

Rear Admiral William Radford was born in Fincastle, Botetourt County, Va., March 1, 1808 and died at Washington, D. C., January 8, 1890. He is buried in Oak Hill Cemetery. Appointed midshipman March 1, 1825, and commissioned Rear Admiral July 25, 1866. During the Mexican War he commanded the party from the U.S.S. WARREN that cut out and captured the Mexican man-of-war MALEK ADHEL at Mazatlan and took part in the operations at Mazatlan and other places in Lower California, 1846-1847. He commanded the U.S.S. CUMBERLAND at the time she was sunk by the C.S.S. VIRGINIA (ex-MERRIMACK) in Hampton Roads, but was ashore and unable to get on board before the attack, March 8, 1862. Commanded the NEW IRONSIDES in attacks on Fort Fisher December 24-25, 1864, and January 13-15,

1865 and was highly praised for the high order of ability displayed on that occasion.

He was included in the thanks of Congress to Admiral Porter, his officers, and men for their gallant conduct on those occasions.

Commanded the European Squadron 1869-70.

Destroyer No. 120 was named RADFORD.

U.S.S. JENKINS.
Destroyer DD447.

(Named in honor of the late Rear Admiral Thornton A. Jenkins, U.S.N. 2nd vessel so called.)

REAR ADMIRAL THORNTON A. JENKINS, U.S.N.

Rear Admiral Thornton A. Jenkins, U.S.Navy, was born at Orange Court House, Va., December 11, 1811. In the fall of 1862 he commanded the ONEIDA, blockading off Mobile. He was next appointed fleet captain and chief of staff of Farragut's fleet and was present at the passage of Port Hudson and fight with Grand Gulf batteries, Warrenton and Grand Gulf, in March 1863.

On the MONONGAHELA he was wounded while in command of three armed vessels on convoy duty. He was in command of the RICHMOND, and senior officer in command of the naval forces below, at the surrender of Port Hudson, July 9, 1863. He was in command of a division on the Mobile blockade from December, 1863, to the Battle of Mobile Bay, August 5, 1864, in which and all the subsequent operations he took part.

He was Chief of the Bureau of Navigation, Navy Department, from August 24, 1865 to April 11, 1869. He attained the rank of Rear Admiral in 1870 and died on August 9, 1893.

Destroyer No. 42 was named JENKINS.

U.S.S. LA VALLETTE.
Destroyer DD443.

(Named in honor of the late Rear Admiral Elie A. F. La Vallette, U.S.N. 2nd vessel so called.)

REAR ADMIRAL ELIE A. F. LA VALLETTE, U.S.N.

Rear Admiral Elie A. F. La Vallette, U.S.Navy, was born in Alexandria, Va., May 3, 1790 and died in Philadelphia, Pa., November 18, 1862. He is buried in Laurel Hill Cemetery, Philadelphia.

Appointed acting lieutenant May 20, 1814 and detailed to the SARATOGA. While on that vessel he took a conspicuous part in the battle of Lake Champlain; was awarded a silver medal, included in the thanks of Congress October 20, 1814, and promoted for his gallantry. In 1821-22 he commanded the PEACOCK and the FLAG and rendered efficient

service in the suppression of piracy in the West Indies.

Appointed commander March 3, 1831; captain February 23, 1840; rear admiral, retired list, July 16, 1862.

Destroyer No. 315 was named LA VALLETTE.

U.S.S. NICHOLAS.
Destroyer DD449.

(Named in honor of the late Major Samuel Nicholas, U.S.M.C.
2nd vessel so called.)

MAJOR SAMUEL NICHOLAS, U.S. MARINE CORPS.

Major Samuel Nicholas, U.S. Marine Corps, was born in Philadelphia, Pa., 1744 and died there August 27, 1790. He was appointed by the Marine committee and his commission is dated November 28, 1775 and so far as is known today it is the oldest Continental Naval Commission in existence. On June 6, 1776, he was appointed major by the Continental Congress and placed at the head of the marines. He served with Commodore Esek Hopkins in the fleet that attacked New Providence, West Indies, March 3, 1776. He landed in command of 200 marines and about 50 sailors at Fort Nassau and captured 88 cannon and 15 mortars. The landing party captured the governor, lieutenant governor, and a number of other prominent persons and brought them to the United States. The officials were immediately returned.

Major Nicholas remained in the service throughout the War of the Revolution. Commandant of the Continental Marines, 1776-1781.

He was a charter member of the Society of Cincinnati of Pennsylvania and served for a number of years on the Standing Committee of that organization. He is buried in the Friends' Burial Ground, Philadelphia, Pa.

Destroyer No. 311 was named NICHOLAS.

U.S.S. O'BANNON.
Destroyer DD450.

(Named in honor of the late First Lieutenant Presley N. O'Bannon, U.S.M.C. 2nd vessel so called.)

FIRST LIEUTENANT PRESLEY N. O'BANNON, U.S. MARINE CORPS.

First Lieutenant Presley N. O'Bannon, U.S.M.C., was born in what was then Fauquier County, Virginia, 1784. He was appointed second lieutenant in the Marine Corps January 18, 1801, promoted to first lieutenant October 15, 1802, and resigned March 6, 1807.

During the war with Tripoli an expedition was started out from Alexandria, Egypt, to Derne. The force consisted of mercenaries,

together with Lieutenant O'Bannon, one sergeant, and six privates of the Marine Corps. A march of 600 miles was made and the force, which had been augmented by additional marines, arrived before Derne April 26, 1805. The works were shelled by the HORNET, NAUTILUS, and ARGUS on April 27, and in the afternoon the principal works were stormed by Lieutenant O'Bannon and Midshipman Mann. The Tripolitan ensign was hauled down, and for the first time in the history of the country the flag of the Republic was hoisted on a fortress of the Old World. The enemy was driven out of the works with so much precipitation that he left his guns loaded and even primed. The guns were immediately turned upon the town. General Eaton was wounded and Lieutenant O'Bannon, with a detachment under his command, took possession of the battery, planted the American flag upon its ramparts, and turned its guns upon the enemy. The attack was made by about 1,200 men, while the place was supposed to be defended by 3,000 or 4,000 men.

Lieutenant O'Bannon is buried in New Castle, Henry County, Ky.

Destroyer No. 177 was named O'BANNON.

U.S.S. PRINGLE.
Destroyer DD451.

(Named in honor of Vice Admiral Joel Roberts Poinsett Pringle, U.S.N. 1st vessel so called.)

VICE ADMIRAL JOEL ROBERTS POINSETT PRINGLE, U.S.N.

Vice Admiral Joel Roberts Poinsett Pringle, U.S. Navy, was born in Georgetown, S. C., February 4, 1873; appointed Naval Cadet, September 6, 1888; Vice Admiral, August 12, 1932. Served on the VERMONT, MINNEAPOLIS, COLUMBIA, ENTERPRISE, YANKEE, TEXAS, MONONGAHELA, HARTFORD, WEST VIRGINIA, MASSACHUSETTS, PERKINS, NEBRASKA, ILLINOIS, DIXIE, IDAHO, MELVILLE; July 15, 1925, Chief of Staff, Commander, Battleship Divisions, Battle Fleet; July 9, 1927, President, U.S. Naval War College, Newport, R.I.; May 3, 1930, Commander, Battleship Division Three, Battle Fleet; June 10, 1932, Commander, Battleships, Battle Force, with additional duty Commander, Battleships, U.S. Fleet, with rank of Vice Admiral, effective on taking over command. December 31, 1929, additional temporary duty Assistant to Naval Advisors to American Representation on London Naval Conference, London, England, January 21, 1930. Holds Naval War College Diploma, Class of 1919-1920. Awarded Distinguished Service Medal and Order of Companion of St. Michael and St. George by British Government. Died September 25, 1932, San Diego, California.

1st vessel of that name.

U.S.S. PERCIVAL.
Destroyer DD452.

(Named in honor of the late Captain John Percival, U.S.N. 2nd vessel so called).

CAPTAIN JOHN PERCIVAL, U.S. NAVY.

Captain John Percival, U.S. Navy, was born April 3, 1779 in Barnstable, Mass., and died September 17, 1862 in Dorchester, Mass. He was appointed a master's mate in 1799 and a midshipman in 1800. He was discharged under the peace establishment act of 1801. He entered the merchant service and was impressed by a Portuguese press gang for the British service and sent on H.B.M.S. VICTORY. The VICTORY was chased by a Spanish vessel which was captured and Percival was put in command of the prize and took her to Madeira where he found the U.S.S. WASHINGTON and managed to escape with other American impressed seamen to the WASHINGTON. In 1809 he was appointed a sailing master and ordered to duty in the New York Flotilla under Capt. Jacob Lewis. On July 4, 1813 he borrowed a fishing smack named the YANKEE and manning her with 36 volunteers, well armed, concealed in the cabin all but 3 of the party, filled the deck with produce and running toward the EAGLE, tender for the 74-gun line-o-battleship POICTIERS; at a given signal the concealed crew rose from their hiding, fired upon the EAGLE'S men who were so taken by surprise that they took refuge below decks, not even waiting to haul down their colors. Percival took possession of the EAGLE and carried her into New York where he was received with great demonstrations of joy. April 29, 1814, he again distinguished himself in the action between the PEACOCK and the EPERVIER and was promoted by President Madison to lieutenant upon the recommendation of Captain Warrington, his commanding officer in that engagement, and was also awarded a sword by Congress for his gallantry.

Destroyer No. 298 was named PERCIVAL.

U.S.S. GATO.
Submarine SS212.

A native Mexican name applied to a small species of shark found on the west coast of Mexico, including the Gulf of California.

U.S.S. GREENLING.
Submarine SS213.

Name applied to some marine species of small or medium size found on the west coast of the United States and Canada and up to Alaska. These species are of some importance as food fishes.

U.S.S. GROUPER.
Submarine SS214.

Name applied to a number of salt water fishes; usually taken in shallow water, some species occur in rather deep water. They are excellent food fishes, and are also rather well liked as game fishes.

U.S.S. GROWLER.
Submarine SS215.

A strictly local name, in use in restricted localities, and there applied sometimes to the large mouth black bass which is a well known fresh water game fish.

U.S.S. GRUNION.
Submarine SS216.

A small marine fish of the American Pacific coast. It belongs to the silver side family which contains many species of small size.

U.S.S. GUARDFISH.
Submarine SS217.

A name sometimes applied to a rather small marine species that is more often known as needlefish or houndfish. It is a markedly slender fish and is especially characterized by having very long attenuated jaws armed with numerous small teeth.

U.S.S. SPERRY.
Submarine Tender AS12.

(Named in honor of Elmer Ambrose Sperry, Engineer, Inventor.
1st of that name.)

ELMER AMBROSE SPERRY, ENGINEER, INVENTOR.
October 12, 1860 - June 16, 1930.

Elmer Ambrose Sperry, engineer, inventor, was born at Cortland, Cortland County, New York, the son of Stephen Decatur and Mary (Burst) Sperry and a descendant of Richard Sperry who came to America from England and settled in the New Haven Colony between 1640 and 1650.

After completing his common school education he spent three years at the State Normal School and Training School, Cortland, and a year of casual attendance at Cornell 1878-79. Here he had his first insight into dynamo electric machinery, particularly the Gramme type of dynamo built in the University shops. He went to Chicago, Ill., early in 1880 and there founded the Sperry Electric Co. One of his most notable installations was the 40,000 candle-power electric beacon on the Board of Trade tower, 350 feet high, the highest beacon in the world at that time. In 1888 he organized the Sperry Electric Mining Machine Co., and in 1890 founded the Sperry Electric Railway Co., and established a plant for the manufacture of his cars at Cleveland, Ohio. About 1900 he established a research laboratory in Washington, D. C., which he maintained for ten years.

The Sperry Gyroscope Co., established in Brooklyn in 1910, in which year his first compass was tried out on the battleship DELAWARE at the

Brooklyn Navy Yard. The compass was shortly adopted by the United States Navy; during the World War it was used in the navies of the Allies. The gyroscopic stabilizers for ships appeared in 1913 and in 1914 Sperry's airplane stabilizer was awarded a first prize of 50,000 francs by the French Government.

In 1918 produced his high-intensity Arc searchlight, 500% higher than any light previously made; at the time of his death it was the standard searchlight of the principal armies and navies of the world.

In the course of his life he founded eight companies and obtained more than 400 patents both in the United States and in Europe.

In 1915 he was made a member of the U.S. Naval Consulting Board. In 1914 he received the John Scott Legacy Medal and premium awarded by the Franklin Institute of Phila. Awarded Collier Trophy in 1915 and 1916; John Fritz and Holley Medals in 1927; American Iron and Steel Institute Medal and the Elliott Cresson Medal in 1929; 2 decorations from the Emperor of Japan and 2 from the last Czar of Russia. Stevens Institute of Technology, Lehigh University, and Northwestern University gave him honorary degrees. Founder-member of the American Institute of Electrical Engineers and the American Electrochemical Society. A life member and president (1928-29) of the American Society of Mechanical Engineers.

He died at Brooklyn, New York, June 16, 1930 and is buried in Greenwood Cemetery.

1st vessel in U.S. Navy of that name.

U.S.S. CURRITUCK.
Seaplane Tender AV7(large).

Named for Currituck Sound off the coast of North Carolina and Virginia. A former island of the United States, off the coast of North Carolina and Virginia. The closure of Currituck Inlet has converted it into a peninsula 75 miles long and 2 miles wide. It encloses Currituck Sound.

U.S.S. HUMBOLDT.
Seaplane Tender AVP21(small).

Named for Humboldt Bay, California. 270 miles north of San Francisco. It is 16 miles in length and from $\frac{3}{4}$ of a mile to 4 or 5 miles wide.

U.S.S. MATAGORDA.
Seaplane Tender AVP22(small).

Named for Matagorda Bay, Texas. At the mouth of the Colorado River and is separated from the Gulf of Mexico by a long, narrow peninsula or spit of sand. The bay is more than 50 miles long, including the west part called Lavaca Bay.

U. S. S. AUK.
Mine Sweeper AM57.

Any of a family of diving birds which breed in the colder parts of the Northern Hemisphere, especially the flighters "great auk" now extinct, and the "razor-billed" auk.

NAVY EXPEDITIONARY MEDAL.

Reference: (a) Bureau of Navigation Manual, Article A-1023(C.B.N.M.12)

On June 22, 1940, the Secretary of the Navy approved the recommendation of the Board of Awards that the following changes be made in reference (a):

Under CHINA in the list of "Authorized Expeditions" in paragraph 6 of Article A-1023, delete the words "and Landing Forces Ashore at various places in China" in subsection 4(b), and all of subsection 5(a).

From review of such future requests for award of the Navy Expeditionary Medal as may be submitted to the Board of Awards, the Board will submit recommendations for the inclusion of specific operations in the list of authorized expeditions published in reference (a). Such action will serve to make more specific the expeditions deemed worthy of award of the Navy Expeditionary Medal and will eliminate the many minor operations not considered so worthy, but now covered by the present wording of the subsections of reference (a).

L. Y. SPEAR FOUNDATION PRIZE.

The L. Y. Spear Foundation Prize, awarded to the outstanding student of each class at the Submarine School, New London, Conn., was awarded to Lieutenant (jg) Alexander K. Tyree, U.S.N., for the class which graduated on June 7, 1940. Mr. Spear, the donor of this trophy, graduated from the Naval Academy in the class of 1890, and resigned from the naval service in 1902.

PROMOTION EXAMINATIONS OF OFFICERS ON THE PROMOTION LIST.

It is estimated that officers now on the promotion list will become due for promotion to the following grades on the dates indicated.

To Captain.

Frank L. Lowe	July 1, 1940
Theodore D. Ruddock, Jr.	do
George B. Wilson	do
William K. Harrill	do
Greene W. Dugger, Jr. ...	do

PROMOTION EXAMINATIONS OF OFFICERS ON THE PROMOTION LIST (Contd.)

To Captain (contd.)

John M. Creighton August 1, 1940
Edmund W. Burrough September 1, 1940
Albert H. Rooks do

To Commander

All officers senior to
Nealy A. Chapin ... July 1, 1940

All officers senior to
Edward E. Roth August 1, 1940

All officers senior to
George H. DeBaun .. September 1, 1940

To Lieutenant Commander

All officers senior to
Jesse L. Hull July 1, 1940

All officers senior to
John F. Greenslade . August 1, 1940

All officers senior to
Dair C. Johnson ... September 1, 1940.

To Lieutenant.

Signal numbers 4590 to 4632
(both inclusive)..... July 1, 1940.

Signal numbers 4633 to 4641
(both inclusive) August 1, 1940.

Signal numbers 4642 to 4654
(both inclusive) September 1, 1940

The Bureau desires again to invite the attention of all officers to the fact that promotion examinations may be taken at any time during the period two (2) months preceding or following the date upon which an officer becomes due for promotion. Every effort is made to issue the necessary orders and examinations in time to allow each officer ample opportunity to select a date for his examinations which will be most convenient and cause the least interference with his assigned duties. Consideration will be given to requests for delay beyond the date stated where delays are justified on account of special circumstances.

OFFICERS FOR AVIATION TRAINING (HEAVIER-THAN-AIR), FISCAL YEAR 1941.

In accordance with Bureau of Navigation Circular Letter 33-40, the following officers have been selected for aviation training (heavier-than-air) and tentatively slated for the classes indicated. These selections are in addition to those published in Bureau of Navigation Bulletin #281 dated May 4, 1940.

	<u>Name</u>	<u>Class</u>	<u>Ship</u>	<u>Class for which slated</u>
Lieut.(jg)	Davis, Ray	1933A	New York	Oct. 14
"	Bolles, Frank C., Jr.	1934	Semmes	Sept. 30
"	Dickinson, Clarence E.	1934	Portland	Sept. 30
"	Dickey, Willie M.	1934	Salt Lake City	Oct. 14
"	Hay, Alexander G.	1934	Houston	Oct. 14
"	Mandarich, Steven	1933B	Kilty	Oct. 14
"	Milner, Robert M.	1934	Semmes	Sept. 30
"	Taylor, Keith E.	1934	Vincennes	Sept. 16
"	Denney, Edward F.	1935	Asiatic Sta.	After Jan. 1, 1941
"	Gadow, Victor M.	1935	Colorado	Sept. 30
"	Stephenson, Richard D.	1935	Non	Sept. 30
"	Coppola, Joseph A.	1936	Asiatic Sta.	After Jan. 1, 1941
"	Dickson, Harlan R.	1936	Teal	After Jan. 1, 1941
"	Gumz, Donald G.	1936	Craven	Oct. 14
"	Heywood, Carl W.	1936	A. P. Upshur	Oct. 14
"	Traynor, Francis M.	1936	Breckinridge	After Jan. 1, 1941
"	Turner, Renfro, Jr.	1936	Asiatic Sta.	After Jan. 1, 1941
"	Reid, Walter S.	1937 P	Satterlee	Aug. 12
"	Tate, Robert V.	1937 P	Dickerson	Oct. 14
Ensign	Anderson, Edward L.	1938	Comatron	Sept. 16
"	Bettinger, Joe L., Jr.	1938	Pennsylvania	Sept. 16
"	Burgess, Andrew L.	1938 P	Geo. E. Badger	Oct. 14
"	Fuller, Clark H.	1938 P	Dickerson	Oct. 14
"	Jackson, Henry S.	1938	MacKenzie	Sept. 30
"	Johnson, Cecil V.	1938	Wichita	Oct. 14
"	Kelly, John C.	1938	Aaron Ward	Sept. 30
"	King, Charles J.	1938	Roe	Sept. 30
"	McManus, John W.	1938	Pennsylvania	Sept. 16
"	Molvin, Clarence A.	1938	Colorado	Sept. 30
"	Middleton, Robert L.	1938 P	Zane	Sept. 30
"	Seibels, Robert E. Jr.	1938	Phoenix	Sept. 30
"	Stott, Harry B.	1938 P	Barney	Sept. 30
"	Suydam, Wendell W.	1938	Crane	Sept. 30
"	Washington, Thomas Jr.	1938	Evans	Oct. 14
"	Wiseman, Osborne E.	1938	Roe	Oct. 14
"	Zink, Oswald A.	1938	Salt Lake City	Sept. 30

P - Subject to confirmation of physical examination by Bu.M&S.

LIGHTER-THAN-AIR TRAINING.

The following additional officers have been selected for aviation training (lighter-than-air) for the class convening at the Naval Air Station, Lakehurst, N. J., on July 1, 1940:

Lieutenant (jg) John J. Baranowski.
Ensign Franklin D. Buckley.

INFORMATION FOR CANDIDATES FOR APPOINTMENT AS MIDSHIPMAN, U. S. NAVAL RESERVE.

The grade of Midshipman, U. S. Naval Reserve, is authorized by the Naval Reserve Act of 1938, which provides for appointments in this grade under conditions to be prescribed by the Secretary of the Navy.

In execution of the provisions of this Act, a new class of onlisted men in the Naval Reserve, designated V-7, has been established for the procurement of prospective candidates for appointment as Midshipman, U. S. Naval Reserve.

PROBATIONARY ENLISTED STATUS.

Acceptable candidates will be enlisted as apprentice seaman in class V-7, by Naval and Naval Reserve Recruiting activities within each Naval District. Thereafter they will be placed on active duty and transferred by commercial transportation, including necessary expenses enroute, to a naval ship designated to cruise these candidates.

The active duty during this cruise will be performed without pay, but with subsistence. Upon arrival on board the cruising ship, they will be furnished, at no expense, their initial outfit of uniforms, clothing, and equipment. In this enlisted capacity they will be cruised for approximately 30 days during which time they will be trained in the fundamentals of military discipline, shipboard life, and naval procedure, and will be under critical observation for demonstration of those basic mental and moral qualities demanded of all naval officer personnel.

Applicants for enlistment in class V-7 must qualify under the following requirements:

- (a) Be native-born, unmarried, male citizens between the ages of 19 and 26 years.
- (b) Meet physical requirements for Ensign, D-V(G), U.S. Naval Reserve.
- (c) Possess credits for a minimum of two years' work from an accredited university or college.
- (d) Be of good repute in their community.

Application for enlistment must be submitted on NRB Form No. 24, Rev., accompanied by parent's or guardian's consent if applicant is a minor. All statements made in application for enlistment are held to be

material facts, and any misstatement or omission of such material facts will be considered grounds for discharge. In addition to the application form, the following papers are required:

- (a) Properly authenticated transcript of educational record.
- (b) Two letters of recommendation from reliable citizens who may be interviewed for further information regarding the applicant.
- (c) Original or copy of birth certificate.

RESERVE MIDSHIPMAN STATUS.

Upon completion of this cruise, those candidates recommended therefor by the Commanding Officer of the cruising ship, will be ordered immediately to a three months' course of instruction at a designated school ashore, or ordered home at government expense and placed on inactive duty to await orders to such course at a later date. They will be issued appointments as Midshipmen, U. S. Naval Reserve, on reporting for the course. In this connection, consideration will be given to completion of the candidate's civilian education, if he is a student.

Those candidates found not qualified for appointment as Midshipman will be ordered home and discharged, or upon request, may be transferred in enlisted status to another class of the Naval Reserve for which qualified.

While on active duty, including period under instruction and time involved in transportation to and from this duty, each Midshipman, U.S. Naval Reserve, will be entitled to receive the same pay and allowances as Midshipmen of the regular Navy, namely, \$780 per year and a daily ration allowance of \$0.75. In addition, in time of peace, Midshipmen will be issued necessary articles of uniform, bedding, and equipment. Upon reporting for active duty in time of war or national emergency, they will be issued such additional articles as the Secretary of the Navy may prescribe.

Naval Reserve Midshipmen are officers in a qualified sense and take precedence next after Aviation Cadets. When employed on active duty or on training duty with pay, or when employed in authorized travel to and from such duty, Midshipmen, Naval Reserve, receive the same pay and allowances as Midshipmen of the Regular Navy of the same length of service.

A Reserve Midshipman who becomes ill or contracts a disease in line of duty during the performance of active duty or training duty with or without pay shall be entitled, at Government expense, to such medical, hospital, or other treatment as is necessary for the appropriate treatment thereof.

In time of peace, any Reserve Midshipman who is physically injured in the line of duty while performing active duty or training duty with or without pay, will, during the continuance of such duty, be given the same medical care and treatment as is prescribed for a member of the

Regular Navy. If he is incapacitated or dies as the result of such physical injury, he or his beneficiaries are entitled to all the benefits prescribed by law for civil employees of the United States who are physically injured in line of duty or who die as a result thereof, and the U. S. Employees' Compensation Commission or Veterans' Administration shall have jurisdiction in such cases.

Reserve Midshipmen are entitled to apply for Government life insurance when ordered to active duty for a period of more than 15 days, in the same manner as provided for officers and enlisted men entering the active naval service.

Satisfactory completion of the three months' course of instruction will qualify the Midshipman for a commission as Ensign D-V(G), U.S. Naval Reserve,--Deck Officer of the Volunteer Reserve for General Service. Thereafter, in time of peace his service and promotion in the Naval Reserve depend on his activities or his association with an organization of the Reserve. In time of war, when called to active duty, he becomes a component part of the Navy in a Reserve Officer status.

NAVAL RESERVE OFFICERS, CLASS A-V(N), U.S.N.R.--SUBMISSION
OF DATA CARDS.

The Bureau has noted the failure of many officers of Class A-V(N), U.S.N.R. to include their usual residence on the data card (form N.Nav. 477) which is submitted annually to the Bureau of Navigation.

This information is essential in assigning officers to duty involving change of station, and should be included on the card in the space provided for that purpose.

UNIFORM GRATUITY FOR NAVAL RESERVE OFFICERS.

The Comptroller General in a Decision (B-9524), dated April 30, 1940, advised the Secretary of the Navy that Naval Reserve officers ordered to active duty without pay or allowances are not entitled to the uniform gratuity of \$150 provided for in Section 302 of the Naval Reserve Act of 1938.

The Comptroller General in Decision B-8054 of May 29, 1940, held as follows: The initial uniform gratuity of \$150 paid to an officer of class A-V(N) upon first reporting for duty under his commission, or for active duty other than training as an aviation cadet, is in lieu of the \$100 payable under Article H-8704, Bureau of Navigation Manual, to a Naval Reserve officer first reporting to active duty or training duty with pay, or for attending fourteen (14) drills with an organized division or squadron to which he has been regularly assigned.

The uniform gratuity of \$50 payable four years after receipt of the initial uniform gratuity is payable to a former officer of class A-V(N) who transfers to some other class of the Naval Reserve. Active duty under his commission as an officer of class A-V(N) will be included in computing the required 112 days' active or training duty to entitle such officer to the additional payment of \$50.

WARRANT OFFICERS.

The following candidates for warrant rank are being transferred from the Temporary Waiting Lists to the Appointment Lists:

(a) Eligible for Boatswain

Allen, Orval F., CQM
Kamps, John C., QMlc
Sokulski, Stanley A., QMlc
June, Russell Q., BMlc
Oaks, Leslie C., QMlc
Thomas, Milfred W., QMlc
Meaden, Virgil M., BMlc
Stimpert, Harvey A., CSM
Engler, Clifford W., CBM
Billig, August B., SMlc
Smith, Robert W., BMlc
O'Neil, Frank, QMlc
Paris, George E., QMlc

(b) Eligible for Gunner

Bair, Clyde T., CTC
Baker, Albert H., TMlc
Brown, Earle V., GMlc

(c) Eligible for Machinist

Watkins, Nelson J., CMM
St. Laurent, Clinton W., CMM
Lubbock, Clyde G., CMM
Williams, Pinckney M., MMlc
Smith, Norman A., MMlc
Sills, Joseph R., MMlc
Ross, Donald K., MMlc
Huey, Robert N., WTlc
Mowder, Harry A., CMM
Szymanski, Stanley A., Msmthlc
Merritt, Carl R., CMM
Hamilton, Ralph L., CMM
Chamberlain, Francis E., CMM
Laliberte, Joseph H., CMM

(d) Eligible for Carpenter

Maseda, Frank A., SFlc
O'Neal, Bruce A., Bmkrlc

(e) Eligible for Electrician

Wingo, Leonard A., EMlc
Wilson, Edgar L., EMlc
Kleeman, Walter W., EMlc
Kruetzfeldt, Herman B., EMlc

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

POSTAL INSTRUCTIONS.

The Bureau has been informed by the Post Office Department that Prospective Commanding Officers of vessels to be commissioned or recommissioned have in many cases failed to comply with existing instructions regarding receipt for initial postal effects and to submit semi-monthly reports pending commissioning or recommissioning of vessels. In this connection attention is invited to Bunav Manual, Art. D-5305 (7)(a), and the pamphlet, "The Navy Mail Service," Sections 16 (2) and 18(7).

REENLISTMENTS - TRANSFERS - STRAGGLERS.

This Bureau recently received a letter from one of the Receiving Stations dealing with transfers of men from other stations, delivery of stragglers and deserters from Recruiting Stations, and men presenting themselves for re-enlistment. As the letter contains matter of interest to ships and stations transferring men to Receiving Stations and ships, the following excerpts are quoted from that letter for information and guidance:

"The following conditions, relative to the transfer of men from other stations, the delivery of stragglers and deserters from Recruiting Stations, and men presenting themselves for re-enlistment, have been encountered by this Receiving Station, and, also may have been experienced by other Receiving Ships and Stations. These conditions are brought to the attention of the Bureau with the recommendation that corrective measures be taken by means of circular letter, bulletin or other means:

"When men are transferred from one station to another, they should read carefully the orders given them. If their orders include the phrase 'as your transportation directs,' they should thoroughly understand the transportation schedule given them. This transportation schedule is an integral part of their orders, and if the schedule is not adhered to, they should be prepared to state why when reporting in.

"Several men have reported in at this station for immediate transfer to other stations. These men traveled at their own expense, with or without reimbursement from the Government. They had shipped their baggage C.O.D. Upon arrival, they desired to draw money in order to get their baggage, not having saved sufficient funds for this purpose. This necessitated taking up their pay accounts, paying special money, then immediately closing them out. This increases office work and, in some cases, delay in transferring the men.

"Many times men are transferred to this station from different ships and stations for disciplinary discharges, although previous authority for this discharge had not been received or requested prior to transfer. This necessitates writing to the Bureau for the authority to discharge the man. In some cases the authority is quoted, but a copy is not placed in the jacket of the service record of the man. This also necessitates writing to the Bureau or to the station concerned requesting that the authority be forwarded this station.

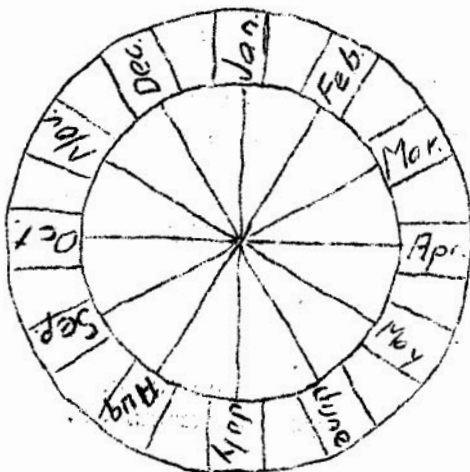
"Men present themselves at this station desiring to reenlist in the Navy. Oftentimes they have no statement of service and before their pay accounts can be taken up and adjustments made it is necessary to write to the Bureau for a statement of service. Sometimes the men state that the ship or station from which they were discharged did not give them a statement of service or they say that they lost it, or threw it away, not thinking that it was important. All ships and stations should issue to men on discharge a statement of net service and emphasize the fact to the men concerned that it is very important and will be urgently needed upon reenlistment. Men upon reenlisting that have no statement of service cannot be reported to the Bureau until one is received, and oftentimes the men are detained at this station for two or three weeks pending receipt of the statement and the proper adjustment of their records and accounts."

U. S. GOVERNMENT LIFE INSURANCE.

The following diagram, published by the U. S. Veterans' Administration, is published to be of possible assistance to the various insurance officers in connection with applications for U. S. Government life insurance. It is believed that this diagram will result in a material saving and the elimination of a great deal of correspondence and work incident to the adjustment of accounts and authorization for deductions, especially in those cases where the insurable age of the applicant changes between the date the application is completed and the date the insurance is to be effective.

INSURABLE AGE.

The age of the applicant for insurance purposes is the age as of the birthday anniversary nearest the effective date of the policy.



If the birthday occurs in any given month, the younger age may be used if the effective date is not later than the same date in the month directly opposite on the clock above, i.e. Birthday 5-31-00, Effective date not later than 11-30-39 for age 39; Except that, based on the monthly unit rule, when the birthday is the last day of any month, the effective date for the younger age may be any date in the month directly opposite, i.e. Birthday 4-30-00, Effective date 10-31-39, Age 39 is acceptable.

U.S.S. HENDERSON WORLD WAR VETERANS.

Those World War veterans of the U.S.S. Henderson interested in attending a proposed reunion at the Legion National Convention being held in Boston from September 23 to 26, please contact:

Arthur T. Connolly,
(Former Chief Yeoman, Pay Office),
c/o Division of Unemployment Compensation,
1 State Street,
Boston, Mass.

RECRUIT INSTRUCTORS.

The following is quoted from a Naval Training Station letter to the Bureau of Navigation:

"The Commanding Officer believes it appropriate at this time to express his appreciation of the high quality of the chief petty officers selected for this duty. Their performance has uniformly surpassed anything within his experience, and is the chief basis for confidence in the station's ability to meet increased demands in prospect."

NAVY RELIEF LOANS.

The Navy Relief Society has requested that the following rules regarding loans be published for the information of the service:

- (1) The Society is faced with an increasing number of requests for loans, especially for the purpose of meeting household expenses, from enlisted personnel attached to vessels which unexpectedly leave the continental waters of the United States. These loans for household expenses are granted only to those enlisted men who are making allotments to their dependents, and then only for a limited period.
- (2) Loans may be granted for the following reasons:
 - (a) Hospitalization.
 - (b) Death.
 - (c) Serious illness.
 - (d) Non-receipt of pay accounts.
 - (e) Sudden or unexpected transfer.

- (f) Subsistence on transport when government has authorized passage.
- (g) Non-receipt of allotment.
- (h) Education.

Illness must be serious enough to prevent the dependant wife from caring for her household or involve heavy and unusual expense due to the necessary employment of a civilian physician or a nurse.

(3) Loans are not granted for the following reasons:

- (a) Travel.
 - (b) Pay Interest on mortgages on houses or property.
 - (c) Purchase of automobiles.
 - (d) Request of wife without husband's approval.
- (4) In time of peace, loans to members of the Naval Reserve are restricted to those belonging to the Fleet Reserve, and only to the latter when the need is urgent, the circumstances warrant approval, and there is ample assurance that the loan will be repaid promptly.
- (5) Loans are made only after thorough investigation has been made of the reasons given in request for loan and to determine if the man's record warrants approval of loan.

REENLISTMENT ALLOWANCE NOT AUTHORIZED FOR MEMBERS OF THE NAVAL RESERVE.

The Comptroller General in Decision B-10512, dated June 17, 1940, advised the Secretary of the Navy that the Joint Service Pay Act of June 10, 1922, was primarily a law applicable to the regular Navy and the other 5 services mentioned in the title. Where the Reserves were intended to be included, they were specifically mentioned as in Sections 3 and 14 of the original Act, and Section 20 as that section was amended by the Act of July 2, 1926, 44 Stat. 782. The provisions for reenlistment allowance are to secure reenlistments in the regular establishment. The Comptroller General cited a decision of the Comptroller of the Treasury dated May 31, 1917, with reference to the Act of August 29, 1916, and stated that the assimilation provided in Section 7 of the Naval Reserve Act of 1938, is as to the pay and allowances received for services and not for entry into the service and accordingly enlisted men of the Naval Reserve are not legally entitled to payment of enlistment allowance upon reenlistment.

MERCHANT MARINE RESERVE TRAINING CENTER AT SAN FRANCISCO.

A Merchant Marine Reserve Training Center has been established on Goat Island at San Francisco. It will provide the same 8 weeks' course of training for Merchant Marine Reserve officers as the Merchant Marine Reserve Training Center at New York.

The Commanding Officer of the Receiving Ship, Captain R. G. Coman, U.S.N., is the Officer-in-Charge. The following officers have

been ordered to duty as instructors:

Comdr. Percy W. Northcroft, U.S.N.(ret)
Lt. Comdr. J. H. Falge, U.S.N.(ret)
Lieut. F. P. Brewer, U.S.N.(ret)

The Training Center will commence operations about the first week in August.

ROLLINS STUDIO.

The Rollins Studio, Mr. Leighton Rollins, Director, offers a ten per cent reduction from the tuition fee to service parents. Those interested may address Mr. Norman R. Pond, Jr., General Manager, 106 East 52nd Street, New York, N. Y.

SCHOOL CONCESSION.

Hoosac School, Hoosick, N. Y. Admits boys, ages 12 to 19. The regular tuition, boarding, is \$1,200. Under the "sliding scale" of tuition plan at Hoosac School each parent signs a reservation slip for the amount that he feels able to pay. Under this system the average cost is \$880. Special consideration will be given sons of Navy and Marine Corps officers upon application for tuition and terms, based on their ability to pay.

PURCHASE OF ATHLETIC EQUIPMENT.

In connection with the item concerning "Purchase of Athletic Equipment" on page 13 of Bureau of Navigation Bulletin "282, Commanding Officers are informed that the procedure cited is not mandatory, but is entirely optional with the originating activity. In using these contracts, choice of equipment or supplies in any particular is allowed only to the extent indicated in the Schedule. Local dealers cannot be required to meet these prices, even where they stock the particular item carried in the Schedule. The prices quoted are available only at the sources listed in Schedule. It must also be noted from the Schedule that the equipment and supplies listed are to be delivered within a given period from receipt of the order by the contractor, wherefore this procedure should not be attempted if delivery is required in a shorter period than that specified in the Schedule.

TRAINING COURSES FOR ENLISTED MEN.

The following Navy Training Courses are now available for distribution:

- (a) Instructions for use in qualifying in typewriting.
- (b) Instructions for use in preparation for the rating of Seaman 1c.
- (c) Instructions for use in preparation for the rating of Boatswain's Mate 1c and Chief Boatswain's Mate.

- (d) Gregg ~~Shorthand~~ Manuals and Gregg Progressive Exercises.
- (e) Instructions for use in preparation for the rating of Yeoman 3c.
- (f) Training course for signalman 2c.

ERROR IN TRAINING COURSE FOR YEOMAN 3c.

Page 157 of the Navy Training Course for Yeoman 3c mentions a quarterly and annual report of training courses completed. This report has been canceled, and its submission is no longer required by the Bureau of Navigation.