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BUREAU OF NAVIGATION

BULLETIN



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GENERAL INFORMATION OF PROBABLE INTEREST TO
THE SERVICE.



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LIFE SAVING MEDAL AWARDED.

The Navy Department had the pleasure of forwarding a Silver Life Saving Medal awarded by the Secretary of the Treasury to Norman Harry Mantock, Machinist's Mate 2c, U.S. Navy in recognition of his service in bravely rescuing a boy from drowning on May 31, 1939.

Present duty: U.S.S. S-41.
Home address: 276 W. 7th St.,
Peru, Indiana.
Next of kin: Father: Charles A. Mantock,
276 W. 7th St.,
Peru, Indiana.

NAVAL RESERVE MEDAL AWARDED.

A Naval Reserve Medal was recently awarded posthumously to Lieutenant Commander Waldrip C. Edwards, U.S.N.R. The medal was forwarded to Mrs. Elizabeth M. Edwards, 3832 North Monticello Avenue, Chicago, Illinois, on November 4th, 1940.

Lieutenant Commander Edwards first enlisted in the Illinois Naval Militia on August 2nd, 1909. He was appointed Ensign in the Illinois Naval Militia on November 13, 1913, and a Lieutenant (jg) on June 8th, 1916. He was called into active service on April 7th, 1917; was promoted to Lieutenant on January 1st, 1918, and was released from active duty from the USS GEORGE WASHINGTON on November 29, 1919. He was promoted to Lieutenant Commander in the Naval Reserve on July 1st, 1923, and until shortly before his death, he was actively connected with the Organized Reserve on the Headquarters' Staff of the Sixth Battalion, Ninth Naval District, Great Lakes, Illinois.

Lieutenant Commander Edwards' record shows that on September 26th, 1919, he was awarded the Order of Leopold with the rank of Chevalier conferred on him by His Majesty, the King of Belgium.

COMMENDATIONS.

A letter of commendation by the Secretary of the Navy was recently addressed to:

GRAY, James S., Jr., Lieutenant, (jg), U.S. Navy.

Lieutenant Gray, while in company with a recreation party from Fighting Squadron Six at Mokapu Point Beach, Hawaii, at the risk of his life, made an unsuccessful effort to rescue from drowning Frank M. Malkov, Aviation Machinist's Mate, U.S. Navy, who had gone to the assistance of another member of the party, but had become exhausted struggling against the strong undertow and high breakers. Failing in this effort, he went immediately to the rescue of J. E. Dickens, Seaman 1c, U.S. Navy, saving his life, and then assisted in saving the life of Joseph A. Wisniewski, Aviation Metalsmith 1c, U.S. Navy.

His demonstration of initiative, courage, presence of mind and unselfishness in the rescue of Dickens, the assisting in the rescue of Wisniewski, and attempting to rescue Malkov, are in accordance with the time honored traditions of the service, and worthy of the commendation of the Department.

The Navy Department is recommending to the Secretary of the Treasury that he be awarded the Gold Life Saving Medal.

Letters of commendation were addressed by the Chief of the Bureau of Navigation to the following men for their commendable action on the occasion of the drowning of Edward A. Kilmer, late Fireman 2c, U.S.Navy, at the Navy Yard, Pearl Harbor, T.H. on November 5, 1939. The Bureau commended them for prompt and heroic action on the occasion referred to, such conduct being in keeping with the best traditions of the Naval Service.

STILTNER, Van Cleve, TM 1c, U.S.Navy.

Home address: 413 Mercer St., Princeton, W. Va.
Next of kin: Wife, Maria Dulce Stiltner, Caimanera, Cuba.

Citation.

"It appears that on the occasion referred to you were a member of the crew of the shallow water diving party. Due to the emergency conditions existent, you dived, in the darkness and without test of apparatus, into water of unknown depth, which proved to be four or five feet greater than the maximum designed depth of the apparatus, without waiting for a descending line and that you were able to recover the body of Kilmer."

FULTON, Charles Myers, SC 1c, U.S.Navy.

Home address: 85 Washington St., Charleston, S.C.
Next of kin: Wife, Marion Gertrude Fulton, 85 Washington St.,
Charleston, S.C.

Citation.

"It appears that you voluntarily proceeded to the scene of the accident from the U.S.S. RALEIGH and made repeated dives for the body at night in oil and refuse covered water."

McMAHAN, George Charles, Seaman 1c, U.S.Navy.

Home address: 1579 E. Van Zandt Road, North College Hill, Ohio.
Next of kin: Aunt (Guardian), Eva Schulte, 1579 Van Zandt Road,
North College Hill, Ohio.

Citation.

"It appears that you were on liberty from the U.S.S. DEWEY and near the

scene of the accident and that you made prompt and repeated dives for the body at night in oil and refuse covered water."

MILLER, Arthur John, Seaman 1c, U.S. Navy.

Home address: Gothenburg, Neb.

Next of kin: Father, John Ludwick Miller, Gothenburg, Neb.

Citation.

"It appears that you were on liberty from the U.S.S. MINNEAPOLIS and near the scene of the accident and that you made prompt and repeated dives for the body at night in oil and refuse covered water."

LETTERS OF APPRECIATION.

Letters of appreciation were addressed by the Secretary of the Navy to the following persons for their actions relating to a fire on board the Norwegian tanker "Willy" in the harbor of Charleston, S.C. on April 29-30, 1940. The tanker "Willy" was anchored in the Cooper River, loaded with 8,000 tons of aviation gasoline, and on fire in her after part. The "Willy" was a menace to other shipping and to the waterfront of the city. The fire had gone out of control and the crew had abandoned ship.

TICHENOR, Lawrence S., Lieutenant Commander, U.S. Navy.

Citation.

"As Officer in Charge of Navy personnel detailed by the Commandant, Sixth Naval District, to extinguish the fire and safeguard the ship, the Department considers your performance of duty on this occasion most creditable and desires to express its appreciation for the efficiency, leadership and courage you displayed. The service rendered by you on this occasion in cooperation with the civil authorities of Charleston, S.C., reflects credit on the naval service in general and affords the Department great satisfaction."

ACREE, Jim T., Lieutenant, U.S. Navy.

Citation.

"As one of the officers detailed by the Commandant, Sixth Naval District, to extinguish the fire and safeguard the ship, the Department considers your performance of duty on this occasion most creditable and desires to express its appreciation for the efficiency, leadership and courage you displayed. The service rendered by you on this occasion in cooperation with the civil authorities of Charleston, S.C., reflects credit on the naval service in general and affords the Department great satisfaction."

HAZARD, Milo, Chief Boatswain, U.S. Navy,

Citation.

"As one of the officers detailed by the Commandant, Sixth Naval District, to extinguish the fire and safeguard the ship, the Department considers your performance of duty on this occasion most creditable and

desires to express its appreciation for the efficiency, leadership and courage you displayed. The service rendered by you on this occasion in cooperation with the civil authorities of Charleston, S.C., reflects credit on the naval service in general and affords the Department great satisfaction."

The Chief of the Bureau of Navigation addressed a letter of appreciation for services in rescuing a woman from drowning to:

KAMINSKY, Ignatius Joseph, WT 2c, U.S.Navy.

Citation.

"It appears that about 0030 February 7, 1940, while you were returning to the U.S.S. BAGADUCE from liberty, you saw a woman fall into the water near the shore end of the Navy Pier, San Diego, California. Without hesitation you plunged into the water and after locating the woman who was struggling in the water, you attempted to swim with her to the Pier and supported her until assistance arrived. The woman was later carried to the USS BAGADUCE where first aid treatment was administered."

"The Bureau appreciates your prompt action on the occasion referred to which undoubtedly saved the life of the woman. Such conduct is in keeping with the best traditions of the Naval Service."

SPONSOR.

U.S.S. Barnegat

The Secretary of the Navy has designated Mrs. Lucien F. Kimball as sponsor for the U.S.S. BARNEGAT which is scheduled to be launched at the Navy Yard, Puget Sound, Washington about 1 January, 1941.

Mrs. Kimball is the wife of Captain Lucien F. Kimball, U.S.Navy, Captain of Yard, Navy Yard, Puget Sound, Washington.

The U.S.S. BARNEGAT was authorized by Act of Congress, approved May 17, 1938.

NAMES ASSIGNED FORMER MERCHANT VESSELS

The Navy Department announced the following changes in names of former merchant vessels recently purchased for use as auxiliary ships:

<u>NEW NAME</u>		<u>FORMER NAME</u>
	<u>Coastal Yacht</u>	
AMETHYST		SAMONA II
	<u>Coastal Minesweeper</u>	
GROSBEEK		DEL RIO
KILLDEAR		VINDICATOR
PARRAKEET		JACKIE SUE
SPARROW		PACIFIC
	<u>Tug</u>	
METACOM		JOSEPH MESECK

VIOLATION OF ARTICLE 276, U.S. NAVY REGULATIONS, ON VISITS TO

FOREIGN PORTS.

Two recent communications which have been received in the Navy Department indicate that there is, on the part of naval personnel, lack of familiarity with the requirements of Article 276 of the U. S. Navy Regulations, regarding the presence of officers or ships of the United States in a foreign port.

Both of the two communications not only indicate a lack of regard for the Navy Regulations, but indicate that this lack of regard was the source of considerable embarrassment to the foreign service officers concerned, and therefore to the U. S. Naval Service.

Extracts from the communications referred to are quoted:

"While it is realized that the business of American Army and Navy officers may not in all cases concern the Consulate General, it seems highly desirable that I should be aware of their presence here. Aside from the fact that I should want to be prepared to render any assistance that might be required, may I say that the office has already been somewhat embarrassed by its ignorance of the presence of American officers when inquiries from official----- sources have been received concerning them. For example, today the Eastern Air Command asked me for the names of certain American officers who, it was stated, arrived in -----by plane a few days ago to attend to certain matters and who have already departed. The information was required for an official report. However, I was obliged to state that I had no knowledge whatever of the visit."

"I have the honor to report that two small American naval vessels, the ---- and the ----, recently spent twenty-three hours -----in this port without reporting their presence either to this Consulate or, in accordance with custom and good form, to the officer in charge of the ----- Naval Service Control."

"Two days after the departure of the vessels, the enclosed statements of accounts payable for water supplied to them was presented to this Consulate. These accounts have not been paid."

For the ready reference of all concerned, Article 276, U.S. Navy Regulations, is quoted in its entirety:

"(1) Upon arrival in a foreign port where there are foreign service officers of the United States the following rules in regard to visits of ceremony shall be observed by officers of the Navy:

- (a) A flag officer shall pay the first visit to a diplomatic officer of or above the rank of chargé d'affaires. He will receive the first visit from consular officers.

(b) A commanding officer or unit commander if of the rank of captain shall pay the first visit to a diplomatic officer of or above the rank of charge d'affaires and to a consul general. He shall receive the first visit from other foreign service officers. A commanding officer or unit commander if below the rank of captain shall pay the first visit to a foreign service officer of or above the rank of charge d'affaires, to a consul general, and to consuls in charge of a consulate.

"(2) Foreign service officers in charge of embassies, legations, or consulates shall be notified prior to the arrival of a naval vessel in port, giving hour of arrival and probable duration of visit.

"(3) The senior officer present shall arrange to furnish a suitable boat to enable foreign service officials to pay official visits afloat at such time as they may select and shall notify such officials, prior to arrival in port, of the facilities available.

"(4) (a) On the occasion of a visit by naval aircraft to a port in which a consular officer of the United States is stationed, the consular officer will send a representative to meet such aircraft and extend the usual courtesies. If time and circumstances permit, the prescribed visits shall be made.

(b) In the event of landings of naval aircraft within foreign jurisdiction, in cases not involving previous diplomatic notifications of flights or arrangements for flights within such jurisdiction, the senior officer or naval representative present will take immediate steps to communicate to the nearest accredited United States Government official to the country concerned pertinent details of the landing and names of personnel involved."

POSTGRADUATE SCHOOL CURRICULA BA AND CA REVISED

Because of the exigencies of the service, the postgraduate courses in Operating Engineering (BA) and Applied Communications (CA) have been cut from a two-year to a one-year course.

These courses have become less popular since they were cut to a one-year course, and for this reason the Bureau desires to disseminate information in regard to them.

Situations change so rapidly now, that it becomes obviously impossible to guarantee that any student who is selected for these or any other courses, will be retained at the Postgraduate School until the course is completed. Except in unusual circumstances, however, it is proposed that each student will complete the course.

THE BA CURRICULUM (OPERATING ENGINEERING)

Formerly this was a two-year curriculum, comprising one year of General Line work together with necessary subjects to form a groundwork for the second year's study in engineering courses only.

The present emergency and the resultant need for officers afloat made it impracticable to continue this as a two-year curriculum. Being mindful, however, of the desirability of continuing the flow of officers trained in engineering at the Postgraduate School, the present one-year plan has been adopted. This abbreviated curriculum contains no General Line subjects, but retains the most important engineering courses.

Briefly, the curriculum is built around the two major subdivisions of Engineering with which the engineer officer will be immediately concerned when he resumes his duties afloat; namely, Steam Engineering and Electricity. The number of prerequisite courses necessary for a groundwork in these two subjects are held to a minimum because of the abbreviated nature of the curriculum.

The school year is divided into four terms of ten weeks each. Each term the student is required to pursue courses in four major fields. The mornings are devoted to classroom work, while the afternoons are devoted only to laboratory work or computation and study.

The general outline of the course is shown on the following table:

1st Term	:	2d Term	:	3d Term	:	4th Term
Electricity	:	Electricity	:	Electricity	:	Electricity
Hydraulics	:	Thermodynamics	:	Thermodynamics	:	Marine Power Plant Analysis
Eng. Materials & Testing	:	Properties of Metals	:	Diesel Engines	:	Diesel Engines
Mathematics & Mechanics	:	Mathematics & Mechanics	:	Marine Eng. Study of MEI	:	Marine Eng. Study of MEI in conjunction with Marine Power Plant Analysis

Upon completing the above curriculum, two weeks are spent at the Engineering Experiment Station at Annapolis, followed by four weeks at the Naval Boiler Laboratory, Philadelphia Navy Yard, for practical work.

THE CA CURRICULUM (APPLIED COMMUNICATIONS).

The Communications curriculum was inaugurated in 1930 to meet the needs of the Service for skilled communication officers, as differentiated from radio

engineers. The communications post-graduates have, in general, been well considered by their seniors, and the curriculum was successful in meeting its objectives.

Two years ago, the curriculum was reduced from two years to one year, to make additional personnel available during the existing emergency. Unfortunately, it became necessary to withdraw student officers for sea duty after but one month of instruction, so the reduced curriculum has never had a trial.

There appears to be some feeling among both junior and senior officers that the revised curriculum is inadequate. Eligible officers may hesitate to apply for this curriculum, fearing that they will subsequently be handicapped in their specialty. Such will not be the case. In this connection, the curriculum appearing in the current 1940-1941 catalogue has been revised and the revision is now effective.

The first year of the old curriculum was devoted largely to General Line subjects, having no direct connection with communications. The few communications subjects then studied, served as a background for the specialized work for the second year. By reducing the number of General Line subjects and by increasing the yearly work load, a complete coverage of communications subjects has been obtained in a one-year curriculum.

The ten-month academic year at the Postgraduate School is divided into four terms of ten weeks each. Recitations are generally held in the morning; the afternoons are devoted to laboratory and other practical work. However, certain of the communications courses which consist chiefly of practical work, are held in morning periods.

The Communications curriculum presents the following subjects:

Specialty Subjects

Electricity	-- (two terms - recitation and laboratory.
Radio Engineering	-- (four terms - recitation and laboratory.
Sound	-- (one term - recitation and laboratory, and (two weeks - practical instruction at Sound School, following graduation.
Communications	-- (four terms - naval and world wide; radio, (visual, and mail; (one term - cryptanalysis: (four terms - radio and visual operating.
Tactics	-- (three terms - tactical publications, (maneuvering board methods, (close order maneuvers on game (board. (four terms - N.W.C. Correspondence Course in (Tactics.

General Line Subjects

One General Line subject is studied in each of the four terms. The subjects are:

Ordnance and Gunnery
 Meteorology
 Military Law
 Organization and Administration.

It must be emphasized that the revised curriculum is not an easy one. However, a year's hard work should pay ample dividends in increased professional efficiency to any officer. The Communications curriculum is considered one of the most valuable in preparation for command.

OFFICERS SELECTED FOR SUBMARINE TRAINING

The following officers have been selected for submarine training in the classes convening as indicated.

Class Convening January 2, 1941.

Lieutenant (jg)	Crutchfield, Jack R.
"	Currie, John P.
"	Ryan, Paul B.
"	Schmidt, John S.
"	Sherry, Harmon B.
Ensign	Byrnes, Robert B.
"	Lauerman, Henry C.
"	Mandel, Herbert I.
"	Mason, John D.
"	Player, Heber
"	Pugh, Douglas H.
"	Reed, John W.
"	Suddath, Thomas H.
"	Ackerman, Edward
"	Allen, Nelson J.
"	Benitez, Rafael C.
"	Blaha, Frank
"	Bobczynski, Sigmund A.
"	Callahan, Cornelius P. Jr.
"	Clarke, Frederic B.
"	Dudley, John B.
"	Duryea, Robert J.
"	Fahy, Richard T.
"	Forbes, George W. Jr.
"	Glenn, Paul E.
"	Greene, Howard J.
"	Guiler, Robert P. III
"	Hendrix, Charles N. G.
"	Lindon, Elbert C.
"	Loustaunau, Paul E.
"	Nace, Charles D.
"	Paine, Roger W. Jr.
"	Simmons, George S. III
"	Tucker, Frederick B.
"	Ustick, Theodore M.

OFFICERS SELECTED FOR SUBMARINE TRAINING.(contd.)

Ensign	Vandergrift, Jacob J. Jr.
"	Vasey, Lloyd R.

Class Convening about April 3, 1941

Lieutenant (jg)	Robertson, Edward D.
"	Wescott, Robert H. Jr.
Ensign	Bagby, Oliver W.
"	Finn, William S.
"	Fryer, Norman E. Jr.
"	Kitch, William L.
"	McDowell, Joseph M.
"	Raguet, Conde L.
"	Blonts, Edward C.
"	Cooper, Francis T. Jr.
"	Helm, Richard L.
"	Keegan, Thomas D.
"	Leigh, Charles F.
"	Miller, Charles K.
"	Murphy, Hubert T.
"	Paige, Robert E.
"	Robb, Richard E.
"	Williams, John B.

Class Convening January 2, 1941

Lieutenant (jg)	Lewis, Hugh H. D-V(G), USNR
Ensign	Lennox, William R. DE-V(G), USNR
"	Rummens, William S. D-V(G), USNR
"	Wangness, Marks P. D-V(G), USNR

INFORMATION WANTED

A communication received from Honorable Allen T. Treadway dated November 13, 1940 reads as follows:

"On August 11, 1917, Joseph Francis Bolger of Adams, Mass., entered the Naval Academy under my appointment. He is now a Lieutenant Commander. Yesterday, I designated his son, Joseph Francis Bolger, Jr., as principal candidate for the spring Annapolis examination. Would it be possible, without too much detailed examination, to ascertain from the records of the Department whether a Congressman or Senator has ever before appointed a man to the Academy, and later appointed his son?"

If anyone knows of one or more cases similar to that cited by Representative Treadway, it is requested that the Bureau be informed of the name of the Senator or Representative in each case and also the name of the officer and son appointed.

NAVAL RESERVE OFFICERS, CLASS A-V(N), RETAINED ON ACTIVE DUTY.

On October 12, 1940, the Secretary of the Navy directed that no more officers of Class A-V(N) of the Naval Reserve be released from active duty and that all orders for release in the cases of such officers who had on that date not been detached, be revoked. All such officers were directed to continue their present duties.

The above action was taken by the Secretary of the Navy in order to retain the services of qualified Naval Reserve aviators to fill existing need in the United States naval forces.

UNIFORM GRATUITY--OFFICERS USNR

On September 23, 1940, the Comptroller General in Decision B-11920 held that the right of an officer to uniform gratuity established under the Naval Reserve Act of 1925 is terminated by his transfer to the Organized Reserve under the Naval Reserve Act of 1938. Upon reporting for training duty with pay subsequent to July 1, 1938, an officer of the Organized Reserve becomes entitled to uniform gratuity not to exceed \$100, if the conditions otherwise prescribed were met and he has the required uniforms in his possession (see Comptroller General Decision B-6777 of November 8, 1939).

The above payment may be made at any time after the right thereto accrues.

Where an officer has not hertofore received a uniform gratuity, payment of the gratuity may date from the date he qualified therefor, subsequent to July 1, 1938, and the four-year period of qualification for another gratuity will commence from that date.

FLIGHT PAY, ENSIGNS A-V(N).

On September 25, 1940, the Comptroller General in Decision B-12339 stated that the primary purpose of the appointment of aviation cadets was that they be required to fly and their pay was fixed to include flying risk. Under the terms of the Act providing for aviation cadets, no order specifically detailing them to participate in regular and frequent aerial flights is necessary. Such being the case, when aviation cadets are commissioned as ensigns under the Act of 1939 and are continued on active duty, it is proper that the orders assigning them to duty as officers should recite that their "existing detail to duty involving flying continues in effect". Accordingly, increased pay for flying duty, other conditions being met, will be allowed between the date of acceptance by the aviation cadet of his commission in the Naval Reserve and his reporting for duty under his orders as an ensigh.

SELECTION BOARDS FOR NAVAL RESERVE OFFICERS.

The Bureau of Navigation contemplates convening selection boards for selection of Naval Reserve officers to command rank as follows:

Line (except Class I-V(S)	- November 25, 1940
Supply Corps	- December 9, 1940

Civil Engineering Corps	- January 6, 1941
Medical Corps and Dental Corps	- January 27, 1941
Line-Class I-V(S) only	- February 10, 1941
Merchant Marine Reserve	- March 3, 1941

The attention of all eligible officers is invited to Article 1655(4)(5), Navy Regulations, and to Section 862, Naval Courts and Boards. Paralleling the provisions of law for Line selection boards of the regular Navy, as amended by Public No. 854, October 14, 1940, medical records of officers will be submitted to the selection boards.

Fitness reports for all officers on active duty as of September 30, 1940, should be on file in the Bureau and if not already submitted, should be expedited.

RESPONSE TO ENGINEERING CORRESPONDENCE COURSE

On October 22, 1940, the Bureau of Navigation, through the instrument of Bureau of Navigation Circular Letter 80-40, announced the inauguration of a correspondence course in "Practical Engineering" for lieutenant commanders, lieutenants, and lieutenants (j.g.) of the U. S. Navy, and for lieutenant commanders, lieutenants, and lieutenants (j.g.) of the U. S. Naval Reserve on active duty at sea.

The response to this course has been greater than anticipated. By November 14th, there had been 43 applications from eligible officers and several applications from ineligible, and in so short a time it is very problematical whether the Bureau's circular letter has been given wide distribution, therefore a large number of eventual applications is expected.

The above indicated response is very gratifying and it is hoped that this correspondence course will prove of great personal value to officers and to the Naval Service.

DIESEL ENGINE COURSE.

The Bureau contemplates effecting a change in the Bureau of Navigation Manual which will require as a qualification for advancement to Chief Machinist's Mate and Machinist's Mate first class, the completion of the Training Course 'Diesel Engines'.

At present there is a limited supply of these courses available. The satisfactory completion of this course at this time will fulfill the requirement for advancement which will be effective when sufficient copies of the revision of this course are available.

TRAINING COURSES NOW AVAILABLE.

Training courses are available for men preparing for the following ratings:

Seaman Branch.

Apprentice Seaman.
Seaman 1/c

Torpedoman 3/c.
Torpedoman 2/c.

Coxswain.
Boatswain's Mate 1/c and Chief.
Gunner's Mate 3/c.
Gunner's Mate 2/c.
Quartermaster 3/c.
Quartermaster 2/c.
Quartermaster 1/c and Chief.

Torpedoman 1/c and Chief.
Fire Controlman 3/c.
Fire Controlman 1/c and Chief.

Engineering Branch.

Fireman 2/c and 1/c.
Machinist's Mate 1/c and Chief.
Electrician's Mate 3/c.

Communications Branch.

Radioman 3/c.
Radioman 2/c.

Signalman 2/c.
Signalman 1/c and Chief.

Aviation Branch.

Aviation Machinist's Mate 3/c.
Aviation Machinist's Mate 2/c.
Aviation Machinist's Mate 1/c and Chief.

Special Branch.

Storekeeper 3/c.
Storekeeper 2/c.
Storekeeper 1/c and Chief.
Ship's Cook 3/c.
Ship's Cook 2/c and 1/c.
Baker Ratings.

Officers Cooks and Stewards.
Messman Branch.
Yeoman 3/c.
Yeoman 2/c.

General Courses.

A-N
Blowers.
Boilers Coal Fired.
Boilers Oil Fired.
Diesel Engines.
General Training Course for Petty Officer 3/c and 2/c.

Typewriting Manual.
Landing Force Manual, Chapter II.
Landing Force Manual, Chapter III.

Other Publications Available.

Pumps.
Storage Batteries.
Yearbook of Enlisted Training (edition of 1939 is latest).
News Handling.
Thrift.
Motion Picture Handling.
Naval Aviation Syllabus.
N-1 Training Seaplanes.
N-2 Training Landplanes.
Methods of Instruction.

Collision Cases 1-10.
Grounding Cases 11-20.
Administration Cases 21-30.
Collision Cases 31-40.
Collision Cases 41-50.
Pate's Naval Artificer's Manual (1918).

NOTE: A number of courses not listed are in process of preparation. Future Bulletins will announce when they become available.

FULL NAMES AND SERVICE NUMBER REQUIRED
ON OFFICIAL CORRESPONDENCE.

The Bureau has received over twelve thousand (12,000) recommendations concerning enlisted men of the regular Navy, Fleet Reservists, and retired enlisted men.

It has been noted that in three thousand or more of these recommendations, commanding officers either did not give the men's full names (first, middle and surname) or failed to give the men's service numbers.

Before the Bureau of Medicine and Surgery could check the health records of these three thousand men, it has been necessary for this Bureau to furnish Medicine and Surgery with the full names and the service numbers of the men concerned.

This procedure entails unnecessary and extra work for the Records Section, which now has all the work that it can handle.

Attention is invited to Articles A-2001(3), A-2005(2), A-2007(3), Bureau of Navigation Manual."

NAVAL RESERVE MEDALS.

The Bureau has issued approximately four hundred and twenty-five Naval Reserve Medals. Approximately one hundred fifty applications are awaiting action. They will receive attention as soon as practicable. It is probable that all the applications will be acted upon before the end of the calendar year.

CHINA SERVICE MEDAL.

On August 23, 1940, by Navy Department General Order No. 135, the Secretary of the Navy authorized the new "China Service Medal."

The Medal is authorized to commemorate services performed by the personnel of the Navy and Marine Corps during operations in China from July 7, 1937, to a date to be determined later.

The award will be made to the officers and enlisted men of the Navy and Marine Corps who served on shore in China during the period from July 7, 1937,

to a date to be determined later, and to the officers and enlisted men who were attached to and serving on board any of the vessels mentioned in General Order No. 135, between the dates appearing opposite each vessel.

Former members of the Navy and Marine Corps, whose separations from the service have been under honorable conditions and who are eligible for the medal, may apply to the Chief of the Bureau of Navigation or the Major General Commandant, U.S. Marine Corps, respectively.

No person is entitled to more than one medal for service during these operations.

The design of this new medal is now under consideration in the Navy Department and when it is finally approved and accepted, the Department will be ready to take the necessary action toward securing a supply of the medals for distribution.

Naval personnel eligible for the new medal are requested not to submit applications for the medal until they are ready for distribution, at which time due notice will be given in the various service papers and bulletins.

ACTIVE DUTY ASSIGNMENTS FOR FLEET DIVISIONS OF THE ORGANIZED RESERVE.

By the 15th of November it is expected that thirteen Fleet Divisions of the Organized Reserve will be on active duty aboard ships of the Navy. Six of these Divisions in the Ninth Naval District are now commissioning three patrol gunboats on the Great Lakes, which they will bring to the East Coast. These Divisions and the assignments are:

The U.S.S. SACRAMENTO, manned by the Sixteenth and Eighteenth Divisions of Indianapolis, Indiana.

The U.S.S. DUBUQUE, manned by the Ninth and Tenth Divisions of Detroit.

The U.S.S. PADUCAH, manned by the Forty-Ninth and Fiftieth Divisions of Duluth, Minnesota.

The SACRAMENTO will be commanded by Commander O.F. Heslar, USNR, and will be assigned to special duty in the Fourteenth Naval District.

The DUBUQUE will be commanded by Commander M.R. Wortley, USNR, and will perform special duty in the First Naval District.

The U.S.S. PADUCAH will be commanded by Commander A. O. Rabideau, USNR, and will be assigned special duty in the Third Naval District.

Eleven YP boats and four sub-chasers, in use in the Ninth Naval District for training Reserves, will be brought to the East Coast by Reserve crews for duty in the Local Defense Forces of the Atlantic Coast Naval Districts.

Six passenger liners have recently been acquired by the Navy for conversion to transports. These ships are being manned by Organized Divisions as follows:

The CITY OF BALTIMORE, being converted at Portland, Oregon, will be manned

by the Sixth Division of Portland, Oregon.

The CITY OF LOS ANGELES, being converted at Baltimore, Maryland, will be manned by the Thirtieth Division of Peoria, Illinois.

The CITY OF NEWPORT NEWS, being converted at Seattle, Washington, will be manned by the Twenty-sixth Division of Chicago, Illinois.

The CITY OF NORFOLK, being converted at Portland, Oregon, will be manned by the Third Division of Portland, Oregon.

The CITY OF SAN FRANCISCO, being converted at Oakland, California, will be manned by the Fortieth Division of Kansas City, Missouri.

The EXOCHORDA, which will be converted at Hoboken, N.J., will be manned by the First and Third Divisions of Boston, Mass.

The three recently acquired tankers, KASKASKIA, SANGAMON, and SANTEE, have been manned by Organized Reserve crews from the First, Fourth and Third Naval Districts respectively.

The Fifth Organized Division of Brooklyn will shortly be ordered to active duty in the Ex CHALLENGE, a C2 Cargo ship now being converted to a stores issue ship at Staten Island.

The SHOOTING STAR, a C2 Cargo Ship, now building at Tampa, Florida, and shortly to be converted to an ammunition ship at Mobile, Alabama, will be manned by the First Organized Division of Atlanta, Georgia.

STANDARD TEXTBOOK FOR NAVY PRINTERS

The Bureau has recently issued to each Naval vessel having a print shop on board one copy of LESSONS IN PRINTING published by the International Typographical Union. This volume contains those parts of the 149 lessons published by the Typographical Union considered essential to a standard textbook for Navy printers.

The price of this volume precluded its purchase by the Bureau in quantities sufficient to provide one copy for each printer and for this reason the textbook supplied is the ship's copy. However, the Bureau has been informed that 20 or more additional copies of this text may be obtained at \$4.35 each by those who desire personal copies, by writing to the Bureau of Education, International Typographical Union, Post Office Box No.959, Indianapolis, Indiana.

HYDROGRAPHIC OFFICE ISSUES NEW STAR IDENTIFIER

The Navy Department announced that the Hydrographic Office has just placed on issue and sale a new Star Identifier designed primarily for use in airplanes, but also very convenient for surface navigation and valuable for classroom instruction. This Star Identifier, H.O. No. 2102b may be procured for \$1.00 from the Hydrographic Office, Washington, D.C., or from its agents located in the principal seaports of the United States.

HYDROGRAPHIC OFFICE ISSUES NEW STAR IDENTIFIER (CONTD.)

The Rude Star Finder, H. O. No. 2102a, has, for some time, been a standard aid to the mariner and continues to be a valuable part of the navigational equipment of vessels. With the rapid expansion of aviation, however, the demand arose for a small, light, compact star identifier without the refinements found in the Rude Star Finder, but sufficiently accurate for practical navigation. The Hydrographic Office Star Identifier was designed to fill that demand.

This Star Identifier consists of a stiff base plate with the Northern Hemisphere stars from 1st to 5th magnitude printed on one side and Southern Hemisphere stars of the same magnitudes printed on the reverse side. Transparent templates which may be used for latitudes up to 65° indicate the altitudes and azimuths of the heavenly bodies. The base plate and templates are enclosed in a sturdy envelope, about $9\frac{1}{2}$ inches by 12 inches, the size of H.O. publication No. 214, Tables of Computed Altitude and Azimuth. As with any star identifier, not only may unknown stars be identified, but also the navigator may utilize this device for listing the approximate altitudes and azimuths of heavenly bodies which will be visible during morning and evening twilight.

Navigational training schools will find the Hydrographic Office Star Identifier, with its low cost, especially valuable. By means of this device, students will be able to identify the principal navigational stars quite readily, and thus be able to select the most suitable stars for finding a line of position and the exact location of the observer.

GRADUATION OF THE FIRST CLASS OF RESERVE MIDSHIPMEN.

Graduation exercises for the first class of Naval Reserve Midshipmen were held on board the U.S.S. Illinois, at the foot of 135th St., New York City, at 1030 on 14 November, 1940. The Honorable Lewis Compton, the Assistant Secretary of the Navy, presented the commissions to the young Naval Reserve Ensigns, and made an address in which he congratulated them upon their successful completion of the course, and upon being the first class to receive commissions under the new program. He further stated that the Navy Department has been closely following their efforts during the recent training period, and that President Roosevelt has been among the most interested, and has constantly asked to be kept informed of their progress; it being the Commander-in-Chief who first conceived the idea of the revival, and the modernizing of the "Plattsburg of the Sea".

Admiral Nimitz, the Chief of the Bureau of Navigation, also addressed the new Ensigns, congratulating them upon being accepted for the initial stage of training, and for their successful completion of the course. He described the difficulties under which the Navy labored to procure ships and trained officers for the conduct of the last war, and how, despite almost insurmountable difficulties, the job was done with great success. He also reminded them that ships have changed, machinery and instruments have become more complicated, and that as naval officers their education has just begun; that naval

GRADUATION OF THE FIRST CLASS OF RESERVE MIDSHIPMEN (CONTD.)

officers never stop learning, never stop studying, and are continually coming up for examinations; and that with a continuation of the will to work, stamina, and patriotic spirit, as already shown, they should have no fears of filling with credit to themselves and to the Navy, the billets assigned to them in the Fleet.

A total of 300 men from the first cruise were assigned to the U.S.S. Illinois for further training, and from these, 264 were graduated and received commissions as Ensigns D-V(G), U. S. Naval Reserve. Two hundred and twenty-nine Ensigns requested, and were ordered to, active duty in the Fleet.

As previously mentioned in the Bulletin, the training of these young officers is necessarily short. Considering the time available to conform to the general preparedness program for the training of the candidates for line officer commissions in the Naval Reserve, it is believed that, with the initial qualifications and methods of selection, and recommendations by the regular officers of the Fleet, the best available candidates have been obtained. Reports from the Reserve Midshipmen Schools verify this, and further show that over fifty percent of the graduates hold degrees from accredited colleges distributed throughout the United States, and, like the Midshipmen, are an excellent cross-section of American youth. Judging from their background, their records on the cruise, and at the Reserve Midshipmen Schools, it is believed that as junior officers in the Fleet these younger officers will prove of considerable value. However, a few of the younger members may appear immature in comparison with Naval Academy graduates, and with the older men of their class.

The Bureau of Navigation would appreciate comments of Commanding Officers as to the later development and progress of these young officers in the Fleet.

Graduation exercises of the next class of Reserve Midshipmen will be held at Abbott Hall, Northwestern University, on December 12, 1940. Admiral Nimitz, the Chief of the Bureau of Navigation, will make the address and present the commissions.

STATISTICAL DATA V-7 - RESERVE MIDSHIPMEN.

Total V-7 Apprentice Seamen cruised (5 cruises).....	6,649
Total V-7 Apprentice Seamen accepted for further training (4 cruises).....	4,110
Estimated V-7 Apprentice Seamen acceptable, now cruising.....	1,275
Estimated total V-7 Apprentice Seamen accepted for further training (5 cruises).....	5,385
Estimated total Ensigns, U.S.N.R., from V-7 plan.....	4,500

Two classes will have graduated by December 12, 1940, one from the U.S.S. Illinois, at New York, November 14, 1940, and one from Abbott Hall, Northwestern University, Chicago, Ill., December 12, 1940.

GRADUATION OF THE FIRST CLASS OF RESERVE MIDSHIPMEN (CONTD.)

	<u>USS Illinois</u>	<u>Abbott Hall</u>
Started class.....	300	401
Successfully completed course.....	264	367
Commissioned.....	264	360
Requested and ordered to active duty.....	232	310
States represented.....	35 plus D.C.	43 plus D.C.
Colleges represented.....	123	141
Degrees held.....	129	181

Degrees Itemized.

Bachelor of Arts.....	62	92
Bachelor of Science.....	47	74
Bachelor of Laws.....	8	7
Bachelor of Engineering.....		2
Bachelor of Business Administration.....		1
Master of Arts.....	4	2
Master of Science.....	1	1
Bachelor of Philosophy.....	1	1
Master of Landscape Design.....		1
Associate in Arts.....	5	0
Bachelor of Letters.....	1	0

The above schools have been expanded to expedite Reserve Midshipmen Training. The school in the U.S.S. Illinois convened on November 22, 1940 with 504 students, and Abbott Hall will start its next class on December 16, 1940 with 920. There will be one class of 700 students at the U. S. Naval Academy, Annapolis, Md., beginning on February 14, 1941.

INCOME TAX - MESS BILL

The following is quoted from a letter of the Paymaster General of October 24, 1940. Particular attention is invited to paragraph 4.

"1. The income tax circular issued by the Bureau of Supplies and Accounts for the calendar year 1939 was informally examined and approved by the representatives of the Bureau of Internal Revenue, and as stated in reference (b), lists as an item of deduction "mess bill afloat", provided a home is maintained elsewhere.

"2. In letter of 8 May 1940 the Commissioner of Internal Revenue advised the Paymaster General of the Navy that the Bureau of Internal Revenue has recently held that a naval officer who is on permanent duty afloat should be permitted to deduct from his gross income as a business expense only such portion of his mess bill as exceeds the monthly allowance of \$18, which he is not required to include in his gross income. In letter of 14 May, 1940 the Commissioner of Internal Revenue was advised by the Bureau of Supplies and Accounts that \$18 is the subsistence allowance provided

INCOME TAX - MESS BILL (CONTD.)

by law for an officer without dependents, and that under the provisions of the act of June 10, 1922, as amended, all officers with dependents (with the exception of ensigns with less than five years' service) are entitled to subsistence allowance of \$36 or \$54 a month, depending upon their rank and service. It was further pointed out that under the ruling of the Internal Revenue an officer on permanent duty afloat who maintains a home for his dependents would be entitled to deduct from his gross income as a business expense only the difference between the normal subsistence allowance paid to him under the law and the amount expended for mess bill.

"3. It was further pointed out that the subsistence allowance paid by the Government to an officer with dependents would normally exceed his mess bill and thus no part of the mess bill could be deducted from his gross income in computing income tax.

"4. If this interpretation of the ruling of the Bureau of Internal Revenue is correct the only case where deduction for mess bill from income would be permitted would be an ensign with dependents with less than five years' service.

SCHOOL ANNOUNCEMENT

The attention of all naval personnel at outlying stations, including those in foreign countries, is invited to the fact that the Calvert School, Baltimore, Md., operating as a non-profit organization, offers a complete home school course for children in the first six years of schooling, including preparation for High School. Information on these courses may be obtained by addressing Mr. Edward Brown, Head Master, Calvert School, Tusany Road, Baltimore, Md.

SCHOOL CONCESSION

St. David's School, Clermont, Paget East, Bermuda is an undenominational school established in 1938 for boys and girls between the ages of 8 and 14. Its classes are tutorial and elementary with an enrollment of from 12 to 18. The day rates are from \$400 to \$600. Individual requests from members of the Navy for concessions in the rates will be made.

NATIONAL SERVICE LIFE INSURANCE ACT.

Under the National Service Life Insurance Act of 1940, approved by the President on October 8, 1940, all persons in land and naval forces, including the Coast Guard, on that date or who may thereafter be commissioned, enlist or enroll for active duty of more than thirty days, may apply for insurance under that Act in amount not less than

NATIONAL SERVICE LIFE INSURANCE ACT (CONTD.)

\$1,000 nor more than \$10,000 in multiples of \$500, provided application is made within 120 days from October 8, 1940. Present or previous status of insurance under the World War Veterans Act of 1924, as amended, is not involved in new insurance, nor is such former or present insurance affected by the new Act, except that the total under both of these Acts may not exceed \$10,000. The usual cash loan and other provisions are included except as to disability hereinafter noted.

Any person not a veteran of the World War is not eligible for Government insurance since October 8, except under this Act. Veterans of the World War are, however, eligible under both Acts subject to the above restrictions. Premiums may be paid by allotment. Policies will be issued on the five-year level premium term plan with the privilege of conversion to ordinary life or twenty or thirty payment life after first year and within five-year term period of the life of the policy. Premiums are based on the American Mortality Experience Tables and three percent. The beneficiary under the new insurance cannot be an estate but is limited to widow, widower, brother, sister, parent or child, including adopted if none of these in being at death of insured, no payments will be made.

Upon application and satisfactory proof, Government pays premiums during period of total disability after sixth month of such disability incurred prior to the age of 60. Applications for Government insurance other than under this Act mailed or otherwise properly submitted prior to October 8 are not affected, provided such applications reach the Veterans Administration within 120 days from October 8.

Important.

Attention of all personnel is invited to the fact that reenlistment or reentry on active duty is a prerequisite for renewal privileges under current 120-day period and, therefore, officers of the regular Navy and others who continue on active duty indefinitely forfeit all rights to application at end of this period. Reservists and enlisted personnel otherwise have the same privileges of application as under the Act of 1924, except that the period of active duty must be not less than 30 days. Applications may for the present be made on current form No. 739a for application under the World War Veterans Act of 1924, as amended. The form should be modified in ink by changing words "U. S. Government Insurance" to read "National Service Life Insurance" and delete questions 12, 14, 16 and 18 (a) and (b). Applications must be accompanied by payment premium first month.

Physical examinations are required for all applicants except those who have originally entered service within 120 days of application. Benefits will be paid in 240 monthly installments of 551 per thousand if beneficiary is less than 30 years of age when payment is made and in 120 monthly installments otherwise.

Insurance under the new law is known as "National Service Insurance" as distinguished from "U. S. Government Insurance" heretofore.

NATIONAL SERVICE LIFE INSURANCE ACT (CONTD.)

Monthly premiums are the same as shown on page 18 of Veterans' Administration Form 752, revised October 1, 1939, except add one cent to monthly premiums per \$1000 shown therein for the following ages: 19, 27, 38 to 40, 52 to 57, 59 to 63 years inclusive. For ages 69 and 70 add two cents. Applications for Marine Corps personnel and aviation cadets will be forwarded as prescribed in existing instructions in the Marine Corps and Bureau of Navigation Manuals, all others will be forwarded direct to the Veterans' Administration, accompanied by check, draft or money order, payable to the Treasurer of the United States, in amount of first month's premium. Payments for succeeding months may be by allotments listed in separate letters of transmittal bearing notation "National Service Insurance".

MERCHANT MARINE RESERVE TRAINING CENTERS.

There are now in operation two Merchant Marine Reserve Training Centers, one on the U.S.S. SEATTLE, Receiving Ship at New York, with a capacity of 24 student officers and one on Yerba Buena Island, San Francisco, with a capacity of 40 student officers.

These Training Centers have been established for the purpose of training Merchant Marine Reserve officers in subjects pertinent to merchant ship defense. The course lasts for eight weeks and includes the following subjects:

- Gunnery, both surface and anti-aircraft
- Anti-submarine and anti-aircraft tactics
- Mine defense and damage control
- Communications
- Navy Regulations and Customs
- Gas Defense Procedure

In addition to the classroom work, the student officers are given a training cruise of about one week on combatant vessels of the Navy. During this cruise, they are given an opportunity to observe, as far as practicable, the following operations.

- General drills
- General quarters
- Gun drills, including anti-aircraft gun procedure with airplane target
- Approach of submarine in various stages of submer-sion, if practicable
- Damage control
- Darkening ship
- Use of paravanes, if practicable
- Depth charges
- Signal and communication procedure, including actual drill in sending and receiving flag hoists, using the General Signal Book
- Stationing and instructing lookouts
- Ship's organization and routine

For the purpose of this instruction, officers of class D-M may

MERCHANT MARINE RESERVE TRAINING CENTERS (CONTD.)

may be ordered to active duty, with full pay and allowances, for a period of eight weeks.

Requests for this instruction should be submitted to the Bureau of Navigation via the Commandants of the Naval Districts in which the officers' records are carried.

SHIP'S SERVICE INSURANCE.

Reference: BuNav. ltr. Nav-147-RNC JF/L13-2(624) of March 1, 1940.

The Judge Advocate General has received, for attachment to the appropriate Master or Key Policy, an endorsement from the Fidelity and Guaranty Fire Corporation, Baltimore, Maryland, excluding war risks, reading as follows:

"Notwithstanding anything to the contrary contained in the within described policy it is hereby understood and agreed that this policy does not insure against loss or damage caused directly or indirectly by hostile craft (whether naval or aeronautical) or their operations, or by land, sea or aerial engagements or by floating mines."