

12 JANUARY 1929.

BUREAU OF NAVIGATION

BULLETIN

NUMBER 95

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

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Navy

OFFICER PERSONNEL

Post Graduate School Selections.

The following officers have been selected for postgraduate instruction for classes to be ordered in 1929:

Mechanical Engineering

Lieutenant (jg) Edwin R. Duncan, U. S. N.
Lieutenant Casper H. Eicks, U. S. N.
Lieutenant Melville E. Eaton, U. S. N.
Lieutenant (jg) Edward C. Forsyth, U. S. N.
Lieutenant (jg) Kenneth P. Hartman, U. S. N.
Lieutenant (jg) Emory P. Hylant, U. S. N.
Lieutenant (jg) John D. Kelsey, U. S. N.
Lieutenant (jg) Paul B. Koonce, U. S. N.
Lieutenant (jg) Albert C. Murdaugh, U. S. N.
Lieutenant (jg) Phillip H. Ryan, U. S. N.
Lieutenant (jg) John A. Hayes, U. S. N.
Lieutenant (jg) Orville F. Gregor, U. S. N.
Lieutenant (jg) George C. Towner, U. S. N.
Lieutenant (jg) Joseph H. Garvin, U. S. N.
Lieutenant (jg) Max Schreiner, U. S. N.
Lieutenant (jg) William M. Cole, U. S. N.
Lieutenant (jg) Forrest R. Bunker, U. S. N.
Lieutenant (jg) Paul K. Bryant, U. S. N.
Lieutenant (jg) John B. Rooney, U. S. N.
Lieutenant (jg) Stephen R. Bedford, U. S. N.
Lieutenant (jg) Harry Burris, U. S. N.
Lieutenant (jg) Herbert P. Sheldon, U. S. N.

Electrical Engineering

Lieutenant Clarence I. C. Atkeson, Jr., U. S. N.
Lieutenant William E. Clayton, U. S. N.
Lieutenant Malcolm A. Deans, U. S. N.
Lieutenant (jg) Robert W. Haase, U. S. N.
Lieutenant (jg) Anthony Kennedy, Jr., U. S. N.
Lieutenant Ruthven E. Libby, U. S. N.
Lieutenant George E. Twining, U. S. N.
Lieutenant Kenneth E. Brimmer, U. S. N.
Lieutenant (jg) Thomas H. Templeton, U. S. N.
Lieutenant (jg) William P. Tammany, U. S. N.
Lieutenant (jg) Shirley Y. Cutler, U. S. N.
Lieutenant (jg) Ralph E. Wilson, U. S. N.
Lieutenant (jg) Bob O. Mathews, U. S. N.
Lieutenant (jg) James B. Hogle, U. S. N.

Diesel Engineering

Lieutenant (jg) Homer Ambrose, U. S. N.
Lieutenant (jg) James R. Andrews, U. S. N.
Lieutenant (jg) Allen V. Bres, U. S. N.
Lieutenant (jg) James C. Guillot, U. S. N.
Lieutenant (jg) William L. Hoffheins, U. S. N.
Lieutenant Commander Edward B. Rogers, U. S. N.
Lieutenant (jg) Harry Sanders, U. S. N.
Lieutenant (jg) Marvin M. Stephens, U. S. N.
Lieutenant Robert E. Blue, U. S. N.
Lieutenant Franklin O. Johnson, U. S. N.
Lieutenant (jg) Robert L. Swart, U. S. N.
Lieutenant (jg) John P. Cromwell, U. S. N.
Lieutenant (jg) Joseph P. Thew, U. S. N.

Aeronautical Engineering

Lieutenant (jg) Clarence E. Ekstrom, U. S. N.
Lieutenant (jg) Truman J. Hedding, U. S. N.
Lieutenant Cato D. Glover, U. S. N.

Communication Engineering

Lieutenant Herbert C. Behner, U. S. N.
Lieutenant Wilson P. Cogswell, U. S. N.
Lieutenant (jg) Paul F. Dugan, U. S. N.
Lieutenant (jg) Joseph H. Foley, U. S. N.
Lieutenant (jg) Samuel K. Groseclose, U. S. N.
Lieutenant (jg) Julián J. Levasseur, U. S. N.
Lieutenant (jg) William J. McCafferty, U. S. N.
Lieutenant (jg) Louis W. Nuesse, U. S. N.
Lieutenant (jg) Chester C. Wood, U. S. N.
Lieutenant (jg) William B. Bailey, U. S. N.
Lieutenant (jg) Harold R. Demarest, U. S. N.
Lieutenant (jg) Frank W. MacDonald, U. S. N.
Lieutenant (jg) Le Roi B. Blaylock, U. S. N.
Lieutenant (jg) Thomas C. Ragan, U. S. N.
Lieutenant (jg) Frank C. Layne, U. S. N.

Aviation Ordnance

Lieutenant Edward C. Ewen, U. S. N.
Lieutenant Walter V. R. Vieweg, U. S. N.

Ordnance

Lieutenant (jg) Arleigh A. Burke, U. S. N.
Lieutenant (jg) Percival E. McDowell, U. S. N.
Lieutenant (jg) Louis A. Reinken, U. S. N.
Lieutenant (jg) William A. Riley, U. S. N.

Ordnance (continued)

Lieutenant (jg) Eugene C. Rook, U. S. N.
Lieutenant (jg) Rufus E. Rose, Jr., U. S. N.
Lieutenant (jg) Lee R. Herring, U. S. N.
Lieutenant (jg) James R. Pahl, U. S. N.

Naval Construction

Ensign Philip W. Snyder, U. S. N.
Ensign Robert A. Himmers, U. S. N.
Ensign Allan I. Dunning, U. S. N.
Ensign Herbert J. Pfingstag, U. S. N.
Ensign Robert D. Conrad, U. S. N.
Ensign Leroy V. Honsinger, U. S. N.

Civil Engineering

Ensign Joseph F. Jelley, Jr., U. S. N.
Ensign Thomas L. Davey, U. S. N.
Ensign Hunt V. Martin, U. S. N.

Aerology

Lieutenant (jg) Harry R. Carson, Jr., U. S. N.
Lieutenant (jg) Thomas J. Raftery, U. S. N.
Lieutenant Arnold E. True, U. S. N.
Lieutenant (jg) Frederick A. L. Dartsch, U. S. N.

Compass Installation and Nautical Instrument Design

Lieutenant Ratcliffe Welles, U. S. N.
Lieutenant Stephen K. Hall, U. S. N.
Lieutenant Gerald U. Quinn, U. S. N.
Lieutenant Harry Keeler, Jr., U. S. N.

Instruction in Law

Lieutenant Harold Bieseimer, U. S. N.
Lieutenant (jg) John P. Cady, U. S. N.
Lieutenant Robert I. Johnson, U. S. N.
Lieutenant Jesse R. Wallace, U. S. N.

General Line

Lieutenant (jg) Bradford Bartlett, U. S. N.
Lieutenant Jefferson D. Board, U. S. N.
Lieutenant Keith R. Belch, U. S. N.
Lieutenant (jg) John P. Bemington, U. S. N.
Lieutenant Olton R. Bemisheff, U. S. N.
Lieutenant Benjamin S. Brown, U. S. N.
Lieutenant (jg) Albert E. Chapman, U. S. N.
Lieutenant (jg) Augustus D. Clark, U. S. N.
Lieutenant (jg) Sherman R. Clark, U. S. N.
Lieutenant Benjamin W. Cloud, U. S. N.
Lieutenant (jg) Charles O. Comp, U. S. N.

General Line (Continued)

Lieutenant Frederick S. Conner, U. S. N.
Lieutenant Chauncey R. Crutcher, U. S. N.
Lieutenant Clifton E. Denny, U. S. N.
Lieutenant (jg) Thomas B. Dugan, U. S. N.
Lieutenant George C. Dyer, U. S. N.
Lieutenant Donald S. Evans, U. S. N.
Lieutenant William H. Ferguson, U. S. N.
Lieutenant (jg) John E. French, U. S. N.
Lieutenant Samuel S. Fried, U. S. N.
Lieutenant (jg) Edward R. Gardner, U. S. N.
Lieutenant Palmer M. Gunnell, U. S. N.
Lieutenant (jg) Charles A. Havard, U. S. N.
Lieutenant Henry R. Horbst, U. S. N.
Lieutenant Frederick S. Holmes, U. S. N.
Lieutenant Leon J. Huffman, U. S. N.
Lieutenant James J. Hughes, U. S. N.
Lieutenant Russell M. Ihrig, U. S. N.
Lieutenant John H. Leppert, U. S. N.
Lieutenant (jg) Michael J. Malanaphy, U. S. N.
Lieutenant (jg) Kenneth M. McMants, U. S. N.
Lieutenant (jg) George L. Mencia, U. S. N.
Lieutenant Edward C. Metcalfe, U. S. N.
Lieutenant Woodson V. Michaux, U. S. N.
Lieutenant Harry W. Need, U. S. N.
Lieutenant Joel Newson, U. S. N.
Lieutenant (jg) John J. O'Donnell, Jr., U. S. N.
Lieutenant (jg) Robert M. Peacher, U. S. N.
Lieutenant James A. Roberts, Jr., U. S. N.
Lieutenant (jg) Thomas C. Ryan, Jr., U. S. N.
Lieutenant (jg) Valvin R. Sinclair, U. S. N.
Lieutenant Maurice H. Stein, U. S. N.
Lieutenant (jg) Douglas P. Stickley, U. S. N.
Lieutenant James C. Taylor, U. S. N.
Lieutenant (jg) Karl A. Thome, U. S. N.
Lieutenant Walter S. K. Trapnell, U. S. N.
Lieutenant Richard B. Tuggle, U. S. N.
Lieutenant Ernest H. Von Heimburg, U. S. N.
Lieutenant (jg) Frederick K. McElroy, U. S. N.
Lieutenant (jg) Ralph H. Wishard, U. S. N.
Lieutenant Charles R. Woodson, U. S. N.
Lieutenant Henry T. Wray, U. S. N.
Lieutenant Morris J. Westfall, U. S. N.
Lieutenant Harry L. Thompson, U. S. N.
Lieutenant (jg) John G. Morcer, U. S. N.
Lieutenant (jg) Hallock G. Davis, U. S. N.
Lieutenant (jg) William C. Cross, U. S. N.
Lieutenant (jg) George E. Palmer, U. S. N.
Lieutenant John S. Harper, U. S. N.
Lieutenant (jg) Harold E. Parker, U. S. N.

The following table may be of interest as showing the present assignment of the officers selected:

Course	Selected From							Total Selected
	Applicants	Battle Fleet	Scout Fleet	Asiatic Fleet	Misc. Sea Duty	Shore Duty		
Electrical Engineering	26	9	2	3			14	
Aero. "	27	3					3	
Mech. "	49	14	4	1	1	2	22	
Diesel "	19	4	5	3	1		13	
Communications	29	7	6	1	1		15	
Aerology	16	2	1	1			4	
Law	45	2	2				4	
Ordnance	54	6	1	1			6	
Aviation Ordnance	7	1				1	2	
Compass	8	2	1			1	4	
Civil Engineering	21		3				3	
Naval Const.	23	3	3				6	
General Line	<u>111</u>	<u>22</u>	<u>20</u>	<u>9</u>	<u>1</u>	<u>8</u>	<u>60</u>	
Totals	435	75	48	19	4	12	158	

Schiff Trophy Winners

The Schiff Trophy, awarded to aviators who have flown the greatest number of hours without accident throughout a calendar year, is considered by the Bureau as one of the most valuable trophies competed for. The following officers have won the trophy:

- 1925 - Lt. Reginald Thomas; time 583 hours, 45 minutes; duty in Naval Reserve Air Base, Squantum, Mass.
- 1926 - Captain Harold C. Campbell, USMC.; time 839 hours; duty VO Squadron 1M.
- 1927 - Lieut. Arthur Gavin; time 865 hours; duty Test Pilot, Naval Aircraft Factory.
- 1928 - Lieut. James E. Dyer; time 1251 hours, 15 minutes; duty VN Squadron 7D11, Naval Air Station, San Diego, California.

Lieutenant Dyer was attached to the Naval Air Station, San Diego, California, on 29 June 1926 and was assigned to VN Squadron 7D11. He has been on duty with this Squadron continuously since his reporting on the station. The function of the VN Squadron 7D11 is the indoctrinal training of Ensigns. It was in this duty and in other duties connected with the operations of this Squadron that Lieutenant Dyer obtained the record of 1251 hours of flying. He personally instructed 107 students in the course of the past fiscal year.

The Bureau believes that the greatest achievement will be accomplished not only for naval but for commercial aviation by such splendid examples.

Commendation.

On 15 December 1928, the Secretary of the Navy addressed the following letter to Ensign W. C. Britton, U. S. N. R., attached to the 27th Fleet Division, U.S.N.R., Third Naval District.

"1. The Commanding Officer, Twenty-Seventh Division Eighth Battalion, United States Naval Reserve has reported your prompt and effective action in going to the rescue of a child who had fallen off the dock at the 69th Street Pier, Brooklyn. The following is quoted from the report to the Department:-

'The USS EAGLE #48, while under my command on week end cruise of May 26, 27, 1928 was lying at 69th Street Pier, Brooklyn. At about 7:00 p. m. Herbert Smith of 315 - 58th Street, Brooklyn, 6 years old fell off the dock and was being carried away by the ebb tide. Stefan, Peter, WT2c, U.S.N.R. at the risk of his own life jumped off the dock and endeavored to support the child until a boat could reach him.

'A life boat was lowered from a passing ferry and also the motor dory of this ship. It became evident that Stefan's strength was failing in spite of gallant efforts on his part.

Ensign W. O. Britton, D-F, U.S.N.R., therefore jumped overboard and went to Stefan's assistance. Ensign Britton took the child from Stefan and continued to support him until the boats arrived and rescued all three parties.'

"2. The Department wishes to commend you for the promptness with which you went to the assistance of those in danger disregarding entirely your own safety which action undoubtedly resulted in saving the life of Herbert Smith. Such conduct is in keeping with the highest traditions of the service.

"3. A copy of this letter is being filed with your official record in the Department and a recommendation is being made to the Secretary of the Treasury for the award of a Life-Saving Medal in recognition of your conduct on this occasion."

Legislation.

Congress adjourned for the Christmas recess on December 22, 1928 and re-convened on January 3, 1929. Before recess the Senate approved a Resolution offered by Senator Borah that upon the re-convening the unfinished legislative business of the Senate should be the Cruiser Bill, and the unfinished executive business, the Kellogg Treaty. This parliamentary description means that the Senate will keep these two matters before it, to the exclusion of any other general subjects until they are disposed of. Each day the Senate itself would determine which subject was to be discussed for the day. Indications were that the Treaty would be disposed of first.

A number of important Naval bills, notably the Line Personnel Bill (Britton Bill) and the Marine Corps Personnel Bill, which have been passed by the House are awaiting action by the Senate. The first step toward such action is necessarily consideration and report of these measures by the Senate Naval Affairs Committee but the activities of the Committee in support of the Cruiser Bill will probably preclude consideration of these other matters until after the Cruiser Bill is disposed of.

The Department has furnished the House Naval Affairs Committee a number of charts illustrative of pay discrepancies and inequities in the Navy and showing also the cost, to all the services covered by the Joint Service Pay Act, of granting to officers without dependents the same allowances as are now granted officers with dependents. These charts are applicable both to the so-called Hale Bill and to any full discussion and analysis of the entire pay situation, as contemplated by the resolutions recently introduced for a joint congressional committee to consider the pay of all services. These resolutions have not been acted upon yet, however, and consequently the appointment of such Committee is not as yet assured. A further hearing before the House Naval Affairs Committee on the Hale Bill was indicated at the first hearing on that bill but no definite date for such further hearing has been set.

TRAINING

Government Insurance.

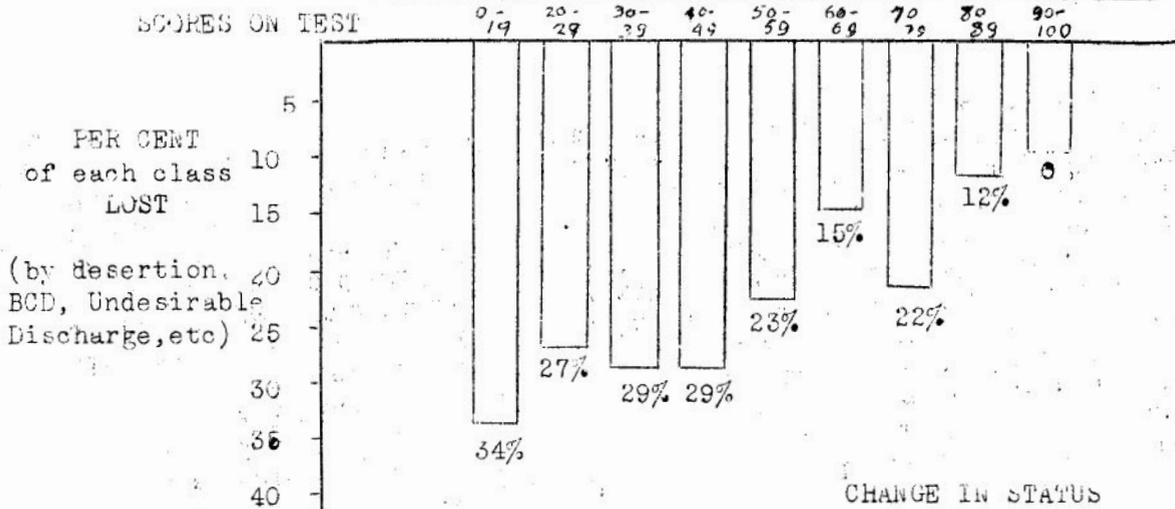
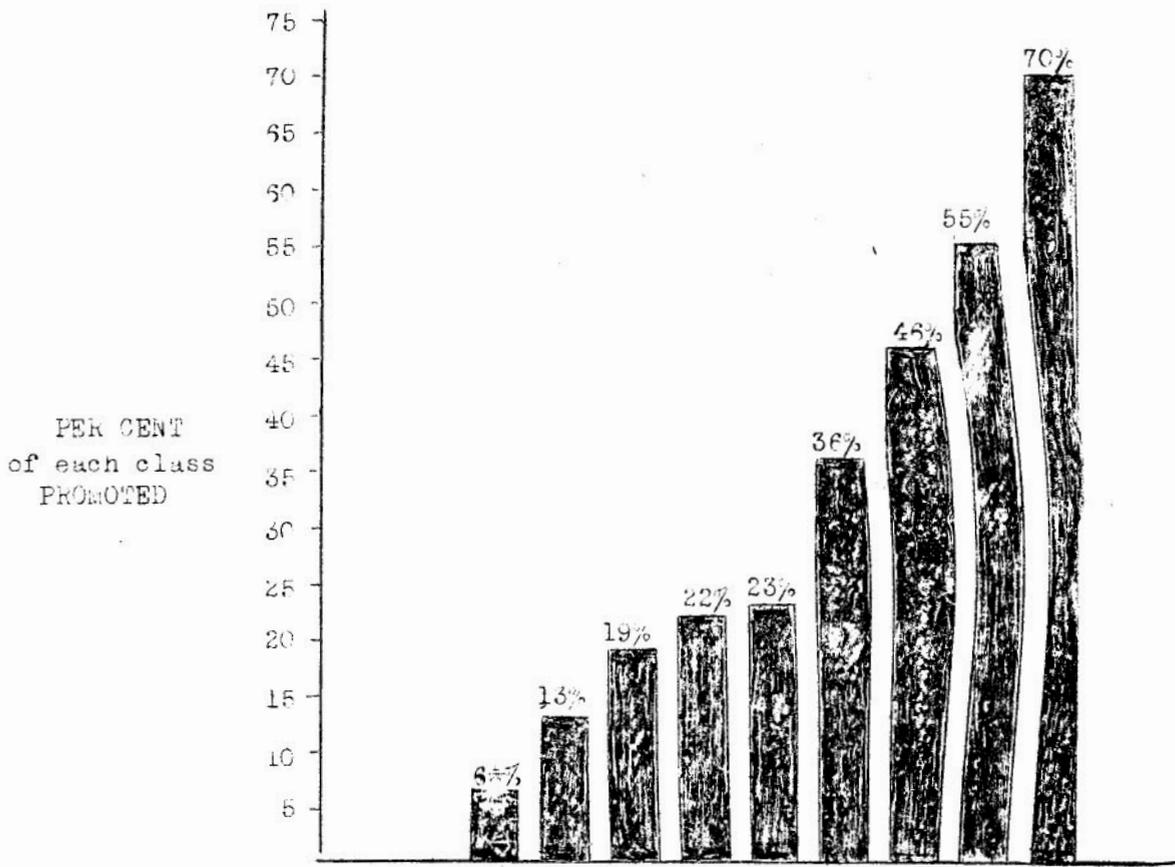
1. The Bureau desires to invite the attention of the service at large to the recent amendment to the World's War Veteran's Act (May 29th, 1928) which provides in substance that the government shall grant, upon application and payment of initial premium, converted insurance in any multiple of \$500.00, not less than \$1,000.00 or more than \$10,000.00, to any veteran of the World's War who has heretofore applied or has been eligible to apply for renewal term insurance or converted insurance providing that such person is in good health and furnishes evidence satisfactory to the Director to such effect. If, however, the veteran has surrendered the policy for its cash value, the amount of insurance that may be granted in such cases is reduced by the amount of insurance so surrendered.

2. The above amendment makes possible for any World War Veteran, in good health, to obtain at any time government insurance up to \$10,000.00 and allows any one entering the service since the World War, not a World War veteran, to obtain insurance up to \$10,000.00 within 120 days of their entrance in the service.

3. To make doubly clear, it is repeated that, in cases where veterans have surrendered their insurance policies for cash surrender value, they can obtain maximum insurance only equal to the difference between the surrendered policy and \$10,000.00.

General Classification Test.

The Bureau frequently receives inquiries regarding the meaning of the General Classification Test mark found in service records. This mark must not be taken as an absolute guide in selecting men, since occasionally a very intelligent man falls down on it - perhaps due to illness, or lack of interest, or some other accidental factor. Similarly a man who does well on the test often fails to make good on a job requiring intelligence. That the test is of value is shown, however, by the fact that hardly any enlisted man who made below 80 on the test passed the Naval Academy entrance examination last year, while many who failed made below that score. Further evidence is given by the accompanying statistograph, which shows that advancement in the Navy is in general proportional to marks on the General Classification Test, and that delinquency is in a measure inversely proportional to the test.

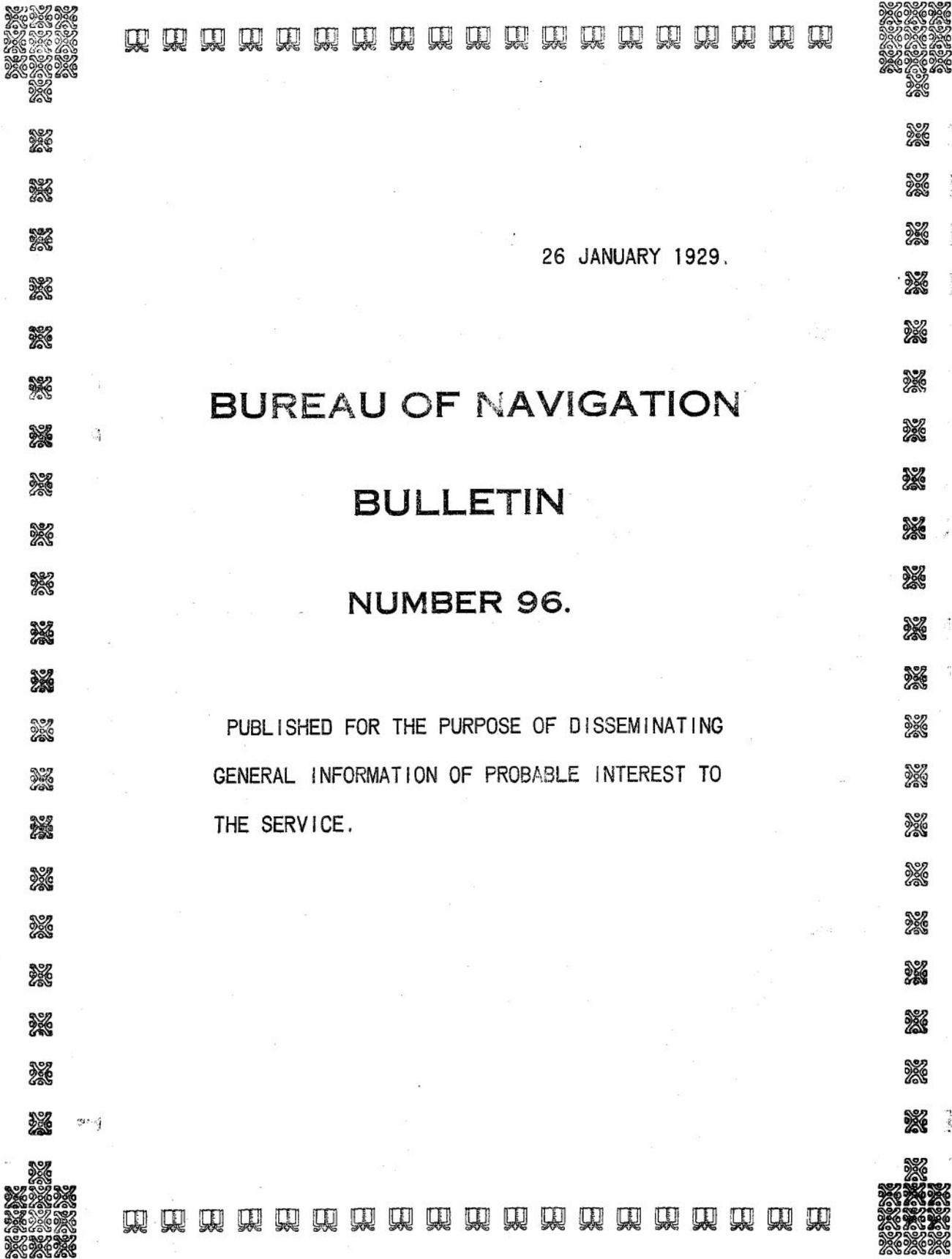


CHANGE IN STATUS DURING FIRST YEAR OF 1000 ENLISTED MEN U.S. NAVY CLASSIFIED ACCORDING TO SCORES ON COURSE GEN. CLASSIFICATION TEST

statistograph prepared by Statistical and Research Service, Washington, D. C.

Athletics.

The Naval Academy is at last to realize the long felt want of a new boat-house. The new structure, to cost \$250,000.00, is to be built between the two traffic bridges of College Creek where the sheltered waters make launching of shells feasible in all kinds of weather. There will be three stories, the material to be of light brick, cornered and trimmed with stone. The first floor will contain the unique feature of two canals where "live" water will run freely making possible indoor rowing under approximately open water conditions. The second floor will contain dressing rooms sufficient for 200 persons, also showers, lockers and a club room for the "N" Club. This floor is also intended for use of all athletic teams playing on Lawrence Field. The third floor is to include living quarters for the rowing coach and his assistants. The material for the building will be assembled this winter but its occupancy is not expected until the spring of 1950.



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OFFICER PERSONNEL

Commendation.

The following extract from the report of the Marine Corps Commander, Western Area at Leon, Nicaragua, regarding the efficient manner with which the Battle Fleet Bluejacket Battalion conducted itself while ashore in Nicaragua, was quoted by the Secretary of the Navy in letters of commendation addressed to Lieutenant Commander Tully Shelley and Lieutenant Lewis Corman, U. S. Navy.

"The manner in which these men performed their duties under considerable hardship, the fortitude, courage, patience and determination of purpose displayed by them could not have been excelled. It was wonderful, glorious, and deserving of the very highest praise and worthy of the best traditions of the Navy."

To Lieutenant Commander Shelley, the Secretary wrote,

"The Department takes great pleasure in commending you as commanding officer of this Battalion during the period in question, in accordance with the recommendation of the Western Area Commander and concurred in by the Commander Special Service Squadron. The Department congratulates you on the highly satisfactory performance of duty by the men under your command while engaged on this important duty."

In his letter to Lieutenant Corman, the Secretary stated,

"The Department commends you for the highly satisfactory performance of your duty as executive officer of this Battalion while engaged on this important duty."

Commendatory Reports.

The Chief of Bureau of Navigation, on 5 January 1929, addressed the following letter to Lieutenant (jg) Paul F. Dugan, U. S. Navy:

"1. The Bureau is in receipt of a report from the Commander Western Area at Leon, Nicaragua, commenting upon the services performed by you while attached to the Battle Fleet Bluejacket Battalion ashore in Nicaragua on special temporary duty from 12 July to 24 November 1928, which is quoted for your information.

"Lieutenant Paul F. Dugan, U. S. Navy was the Communication Officer of the Western Area during the entire period that this battalion was on duty in Nicaragua. This comprised the installation, operation, maintenance of radio, telegraph and the telephone. Through his constant and persistent efforts, working under considerable difficulty, owing to lack of material, the communication service functioned most efficiently."

To Pay Clerk Leigh H. Haydon, U. S. Navy, the Chief of Bureau wrote as follows:

"1. The Bureau is in receipt of a report from the Commander Western Area at Leon Nicaragua commenting upon the services performed by you while attached to the Battle Fleet Bluejacket Battalion ashore in Nicaragua on special temporary duty from 12 July to 24 November 1928 which is quoted for your information.

"Pay Clerk Leigh W. Haydon, U.S.M. attached to the Battle Fleet Bluejacket Battalion, I consider deserving of special note for the manner in which the duties assigned him were performed. In addition to his regular duties as the officer in charge of supplies and equipment, he was appointed the assistant Post Exchange Officer. This activity, due to his efforts and efficient management was a great asset to the entire command."

LEGISLATION.

Bills Reported Out.

The Senate Naval Committee on 7 January reported out the following bills:

- H.R. 5528 "to enable electricians, radio electricians, chief electricians and chief radio electricians to be appointed to grade of Ensign."
- H.R. 5617 "To limit date of filing claims for retainer pay."
- H.R. 7209 "To provide for the care and treatment of naval patients, on active or retired list, in other Government hospitals when naval hospital facilities are not available."
- H.R. 8327 "For relief of certain members of Navy and Marine Corps who were discharged because of misrepresentation of age."
- H.R. 8537 "Relief of retired members of the Naval Reserve Force, Naval Reserve, and Marine Corps Reserve."
- H.R. 12879 "To repeal section 1445 of R.S. (Retirement, all grades, at 64 years of age - also dentists).
- H.R. 13249 "To authorize increase in limit of cost of alterations and repairs of certain naval vessels." (Oklahoma and Nevada.)
- H.R. 13414 "To amend Sec. 1396 of R.S. relative to appointment of Chaplains in Navy."
- H.R. 14660 "To authorize alterations and repairs to U.S.S. CALIFORNIA."
- H.R. 14922 "To authorize increase in limit of cost of two Fleet Submarines."

Chief of Staff, U. S. Army.

The Senate passed a bill for the Chief of Staff to have the rank of General, but with the amendment desired by the Navy Department that he should take rank with the Chief of Naval Operations in accordance with date of commission in the advanced rank.

Dependents.

The Senate, on 7 January, adopted an amendment to the Pay Act authorizing the inclusion of step-children and adopted children, when in fact dependent, as dependents for the purpose of drawing dependents' allowances.

Transportation of Dependents.

The Senate Naval Committee approved the bill to allow transportation of dependents to their prospective residence, when officers are ordered to sea duty.

Bills Passed.

On January 14th, the Senate passed the following bills which had already been passed by the House and which, therefore, will become law upon the approval of the President:

- (a) Increase in cost of two fleet submarines.
- (b) Repairs and alterations to California.
- (c) Increased cost of alterations to Oklahoma and Nevada.
- (d) Appointment of electricians to Ensign.
- (e) Limitation on date of filing claim for retainer pay.
- (f) Treatment of Naval patients in Government hospitals when naval facilities are not available.
- (g) Relief of men discharged for fraudulent enlistment on account of misrepresentation of age in war period.

Increase of Line Officers.

The Subcommittee of the House on Appropriations for the Naval Service began hearings on the annual appropriation bill on January 7, and the Bureau of Navigation items were reached on January 9. Both the Secretary and the Chief of the Bureau of Navigation stressed the necessity for an additional midshipman for each member of Congress, at the Naval Academy, thus raising the number from four to five for each member. On the four-appointment basis there is an average of 412 graduates annually, and on the five-appointment basis an average of 498 graduates, of whom approximately 343 and 415, respectively, enter the Line of the Navy.

On the present basis the maximum allowed strength of the Line, 5,499 officers, will be reached in 1931. Hence an amendment to the existing law fixing the total authorized strength will be necessary prior to that date, if a portion of the graduating class is not to be discharged immediately upon graduation.

Requirements of the service for line officers, both for surface vessels and for aviation, will increase from a total of 5,296 in 1929 to a total of 6,116 in 1936, so that an amendment to the law to permit a larger total in the Line is necessary, in order to care for service needs quite apart from the question of finding a place in the line for all graduates of the Naval Academy.

Present efforts are being restricted to obtaining an increased number of appointments to the Naval Academy. It is planned to appeal, prior to 1931, to Congress for an increase of the officer strength from 4% to 6% of the authorized enlisted strength.

NAVIGATIONAL INSTRUMENTS

Second Setting Watches.

The Naval Observatory has completed the first lot of 20 second setting navigational watches. These watches were originally Waltham Patrol Boat Chronometers; they have been converted into a large wrist watch with a special leather holder and strap. A special pull out stem has been fitted for rotating and setting the seconds dial. All of the first lot have been regulated to mean time. These watches are now in process of shipping and will be distributed as follows: Ten to Naval Air Station, San Diego, two to Lakehurst, two to Hampton Roads, four to Air Craft Squadrons Scouting Fleet, and two to U.S.S. CUYAMA. A great many inquiries and requests have been received for these watches to be used by surface ships. At the present time there are none available for this purpose. Another lot of 100 watches will be converted during the next fiscal year, and it is expected to send some of them for test on surface ships.

Gyro Compasses.

The installation of gyro compasses Sperry MK II Mod. 16 number 310 and 501 on the U.S.S. Pecos and U.S.S. Patoka has been authorized and the installation will be undertaken by the U.S.S. Black Hawk and the Philadelphia Navy Yard when the vessels and material become available.

NAVAL RESERVE

Merchant Marine Requirements.

Since 1 January, 1929, five ships have met the personnel requirements for flying the Merchant Marine Naval Reserve flag. This brings the total number of vessels qualified in this respect to thirty-eight.

Naval Reserve Register.

A Naval Reserve Register showing all classes of officers in the U.S. Naval Reserve is being published as of 1 January, 1929. This will be the first Naval Reserve Register published since 1 January, 1921.

Officers Eligible for Promotion.

Eighty-three Fleet Naval Reserve officers in the rank of lieutenant (jg) have become eligible for promotion to lieutenants as of 1 January, 1929, and their physical and professional examinations are being authorized. One lieutenant (jg), Supply Corps, is also eligible for examination for promotion to lieutenant. Sixteen students are expected to finish their advanced flight training at the Naval Air Station, Pensacola, and take their examinations for promotion to the rank of Ensign in the Naval Reserve by 24 January.

Naval Reserve Association Convention.

The regular annual convention of the U. S. Naval Reserve Association is to be held in the City of Washington on 23 February this year. The convention will last one day only; the day will be entirely occupied with discussion of matters relating to the welfare and efficiency of the Naval Reserve, with special reference to enabling it to fulfill its prescribed mission - "To procure, organize and train the officers and men necessary in the event of war for the expansion and operation of the United States Fleet and Naval Transportation Service." As has been the case in the past, the sessions of the convention will doubtless be open to the public, and all Naval or Naval Reserve officers present, given the privileges of the floor.

The U. S. Naval Reserve Officers Association is composed entirely of Naval Reserve officers, as the name implies, with branches extending throughout the United States. Its mission is "To cooperate with the constituted Naval Authorities of the United States in maintaining an efficient Naval Reserve and in advancing the interests of the Naval Service as a whole." It was organized shortly after the war and exercises a potent influence towards the accomplishments of its mission.

During the week immediately preceding the Convention, a conference will be held in the Bureau at which various problems relating to the Naval Reserve will be discussed in detail. This conference will be attended by one or more officers from the headquarters of each Naval District, both regular and reserve.

TRAINING

Loss at Service Schools.

The rate of losses at Service Schools has been materially decreased during the half year just ended. At Class "A" Service Schools for the preceding fiscal year, the percentage of losses due to being unsatisfactory was 41. For the last six months this was reduced to 27. As there were 1250 graduates that means a saving of 175 men who at the previous rate would have been "bilged." At the Class "E" schools the failures the last fiscal year were 4 1/2 a hundred, and this year 1.7. At the Class "B" schools the reduction was from 2.9 to 1 1/4.

Circulating Library.

On 1 January 1929, there were 305 titles in the circulating library with 790 copies. The total loans during the calendar year 1928 amounted to 1735, in response to 3506 requests. The demand by classes was as follows:

	<u>Number of Requests</u>
Biography	1183
International relations	705
History	1098
Technical	17
Literature	19
Sports	9
Aeronautics	86
Philosophy and Religion	34
Psychology	116
Sociology and Economics	
International Law	241

Sponsor for U.S.S. SALT LAKE CITY.

The Secretary has designated Miss Helen Budge, whose address is Parnassus Club, 605 West 115th Street, New York City, N. Y., as sponsor for the light Cruiser No. 25, named SALT LAKE CITY, which will be launched from the works of the American Brown Boveri Electric Corporation (New York Shipbuilding Co.), Camden, New Jersey, on Wednesday, January 23, 1929, at 12:30 P. M. Miss Gailey Rich, whose address is National Park Seminary, Washington, D. C., has been designated as Maid of Honor upon this occasion. Miss Budge was born in Salt Lake City and is a former student of the University of Utah. In 1926 she won the State-Wide Piano Contest. Miss Gailey Rich is a Utah girl studying in the Nation's Capitol.

NAVAL R.O.T.C.

On 1 January 1929, the enrollment of Naval Reserve Officers' Training Corps students was as follows:

<u>School</u>	<u>Freshmen</u>	<u>Sophomores</u>	<u>Juniors</u>
Yale University	59	40	26
Harvard University	61	32	29
Georgia School of Technology	84	34	23
Northwestern University	78	26	24
University of California	66	44	24
University of Washington	79	52	23
Totals	427	228	149