

LT. COMDR. C. H. ROPER, U.S.N.

TRAINING DIVISION.

5 JULY 1930.

BUREAU OF NAVIGATION

BULLETIN

NUMBER 135.

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

OFFICER PERSONNEL

CHANGES IN BUREAU OF NAVIGATION PERSONNEL.

The following changes of duty of officers assigned to the Bureau of Navigation have been or will be shortly effected:

Rear Admiral Walter R. Gherardi relieved Rear Admiral C. S. Kempff, U.S.N., as Hydrographer on 21 June. Rear Admiral Kempff has been ordered to command Light Cruiser Division Two.

Captain R. E. Pope will, about 15 September, relieve Captain J. O. Richardson as Director Officer Personnel. Captain Richardson goes to command the U.S.S. AUGUSTA.

Captain R. P. Craft, U.S.N., relieves Captain R. E. Pope, U.S.N., as Head of the Discipline Division, about 2 September.

Captain N. E. Nichols, U.S.N., has been detached as Head of the Naval Reserve Division, to command the U.S.S. CONCORD, having been relieved by Captain C. A. Blakely, U.S.N.

Captain Abram Claude, U.S.N., relieves Captain F. H. Poteet, U.S.N., as Director Enlisted Personnel. Captain Poteet goes as Assistant Chief of Staff to the Commander-in-Chief, Battle Fleet.

RHODES SCHOLARSHIP CANDIDATES.

Names of Officers Authorized to Compete Before State Committees Announced.

The Chief of Bureau of Navigation has approved the recommendation of a Board convened at the Naval Academy to pass upon the requests of Graduates of the Naval Academy of the Classes of 1929 and 1930, for authority to compete for Rhodes Scholarships. Those who were authorized by this Board to submit their applications to State Committees of Selection are listed below, together with the states in which they will compete:

<u>Name</u>	<u>State</u>	<u>District</u>
Ensign Richard T. Spoffard, U.S.N.	Massachusetts	1
" Richard R. Briner, U.S.N.	New Jersey	2
" James H. Howard, U.S.N.	South Carolina	3
" Charles E. Trescott, U.S.N.	Ohio	4
" John H. Keatley, U.S.N.	Iowa	5
" James H. Hean, U.S.N.	Louisiana	6
" James W. Rodgers, U.S.N.	Colorado	7
" Harold M. Heiser, U.S.N.	Wyoming	8

Applications of these candidates are required to be in the hands of the respective State Committees before which they are to compete, by 18 October, 1930. State Committees will make their selections on 6 December, 1930, and District Committees will meet about two weeks later. Rhodes Scholars elected in December, 1930, will enter Oxford in October, 1931.

Important changes have been made in the method of selection of Rhodes Scholars this year. The forty-eight states of the Union are divided in eight Districts, of six states each, and there will be a competition in every state every year. State Committees are allowed to nominate two men to appear before the District Committee of the District in which the state is grouped. Each District Committee will select from the twelve candidates appearing before them, the best four to represent the states of their District at Oxford. A state may accordingly receive two scholarships or none, in accordance with the merits of its candidates. The Bureau has adopted a new rule governing competition of Naval Officers for Rhodes Scholars, in that but one officer candidate will be permitted to compete in each District, or group of states.

COMMENDED BY SECRETARY.

Lieutenant Metzler and Electrician Mangham
Receive Letters of Commendation.

The Secretary of the Navy recently addressed letters of commendation to the above-named officers, as follows:

To Lieutenant J. C. Metzler, U.S.N., Bureau of Engineering -

For interest, zeal, and initiative displayed in the development of an automatic, synchronized electric control for the retrieving motors of the arresting gear of aircraft carriers. The development simplifies, and renders practically fool-proof, the operation of the gear. It improves the reliability and increases the rate of operation.

To Electrician E. B. Mangham, U.S.N., -U.S.S. SARATOGA -

For interest, zeal, and initiative displayed while working in association with Lieut. J. C. Metzler, U.S.N., in developing and perfecting an automatic, synchronized electric control for the retrieving motors of the arresting gear of aircraft carriers.

DESIGNS OPEN SIGHT FOR TORPEDO DIRECTOR.

Lieut. (j.g.) H. H. Tiemroth, U.S.Navy, Commended.

The Commander Destroyer Squadron 6, Battle Fleet, recently commended Lieut. (j.g.) H. H. Tiemroth, U.S.N., U.S.S. EVANS, for his initiative and zeal in designing a Torpedo Director Open Sight. The Squadron Commander stated that he had on a previous occasion noted the special application of Lieut. Tiemroth to the problem of torpedo fire.

SIX ARE QUALIFIED AS EXPERT RIFLEMEN.

During the Academic Year 1929-1930, six Midshipmen qualified as Expert Riflemen. The straight shooters are as follows:

Coleman, R. B.
Klinksiek, H. T.
Pfingstag, P. W.

Quilter, E. S.
Williams, G. K.
Wright, E. A.

ENLISTED PERSONNEL

SUBMARINE PERSONNEL REQUIREMENTS.

Replacements For 213 Enlisted Men Necessary.

Submarines will require replacements for enlisted personnel in the numbers of ratings and branches outlined below during the six months' period beginning 1 July, 1930.

CHIEF PETTY OFFICERS

Chief Gunner's Mates.....1
Chief Torpedomen.....5
Chief Electrician's Mates...8
Chief Machinist's Mates....4

LOWER PETTY OFFICER RATINGS

Boatswain's Mates.....1
Gunner's Mates.....4
Torpedomen.....12
Quartermasters.....6
Signalmen.....5
Electrician's Mates.....4
Radiomen.....20
Machinist's Mates.....32
Yeomen.....5
Storekeepers.....2
Commissary Stewards.....1
Ship's Cooks.....6

NON-RATED MEN

Seamen.....76
Firemen.....20
Mess Attendants.....3

Acceptable applicants for this duty, with the exception of Yeomen, and those of the Commissary and Messman branches, will be transferred to the Submarine School, New London, Conn., for a twelve weeks' course of instruction in submarine work preliminary to their assignment to active submarine duty. Men desiring this duty should promptly forward their requests to the Bureau via their Commanding Officers. Physical examinations to determine fitness for submarine duty will be conducted and reports thereof forwarded with requests for this duty so as to permit review of the cases of all applicants by the Department.

POSTHUMOUS COMMENDATION.

On 27 June, 1930, the Secretary of the Navy addressed a letter to the Commanding Officer, Naval Hospital, Portsmouth, N. H., commending Joe Bill Walker, Pharmacist's Mate second class, U.S.Navy, deceased, in the following terms:

"1. It appears from the report of a Board of Investigation inquiring into the circumstances attending the death of Joe Bill Walker, Pharmacist's Mate second class, U.S.Navy, that, while travelling under orders from the Bureau of Navigation aboard the Steamship Fairfax, he lost his life, when that vessel collided with the oil tanker Pinthis at about 7:00 p. m., June 10, 1930, in an effort to save from drowning an unknown panic-stricken woman who leaped over the side of the vessel into the burning oil that surrounded it.

"2. It further appears that immediately previous to his death he had been rendering assistance in quelling the temporary panic conditions among the passengers of the S.S. Fairfax, in bringing under control the fire on that vessel, and in rendering first aid assistance to those who were burned or wounded during the fire.

"3. The Department deeply regrets losing his services, and considers his gallant and heroic gesture in giving his life in an effort to save another reflects great honor upon him and is in keeping with the best traditions of the Naval Service."

COMMENDED FOR LIFE SAVING.

The Secretary of the Navy, on 19 June, 1930, addressed the following letter of commendation to John Carter Jones, Coxswain, U.S.Navy, U.S.S. NIAGARA:

"1. The following report has been received from the Commanding Officer, U.S.S. NIAGARA, regarding the rescue of Marion Suggs, Fireman second class, U.S.Navy, on May 28, 1930.

'The U.S.S. NIAGARA was at anchor in the Gulf of Panama, at 7:10 p. m., on 28 May 1930, riding to a two knot current, with the sea smooth and the wind calm. Suggs, Marion, Fireman second class, U.S.N., fell overboard from the forecandle when passing outboard of the forward shrouds. Suggs swam a few strokes, became panic-stricken and sank for the first time. In anticipation of such a development, Lieut. Comdr. Maples had promptly secured a position over the side and, at the first indication of loss of control on Suggs' part, he dived overboard and swam to the rescue. Breaking

the clutch of Suggs, Lieut. Comdr. Maples brought the drowning man within reach of a line from the ship. At the time when the situation was most tense and the outcome was most uncertain, Jones entered the water and assisted Lieut. Comdr. Maples in supporting Suggs and in getting him out of the water.'

"2. It appears from the report of the Commanding Officer, who was a witness to the rescue, that your action greatly assisted in saving Suggs' life under conditions involving substantial danger to your own life. The Department takes pleasure in highly commending you for your courageous action.

"3. A copy of this letter has been filed with your official record."

COMMENDED FOR VALUABLE ASSISTANCE.

The Secretary of the Navy, on 27 June, 1930, addressed a letter of commendation to Alfred Gaehler, Chief Electrician's Mate, U.S.Navy, U.S.S. SARATOGA, for the interest, zeal, and initiative displayed by the latter in assisting Lieutenant J. C. Metzler, U.S.Navy, and Electrician E. B. Mangham, U.S.Navy, in developing and perfecting an automatic, synchronized, electric control for the retrieving motors of the arresting gear of aircraft carriers.

COMMENDED BY CHIEF OF BUREAU.

The Chief of Bureau of Navigation on 28 June, 1930, addressed letters of commendation to the following:

To William Thomas Martin, SM lc, U.S.N., Navy Recruiting Station, Kansas City, Mo. -

For interest and initiative displayed in the preparation of a pamphlet setting forth valuable information of interest to prospective recruits.

To Mylo Clifton Keck, Chief Yeoman, U.S.N., Navy Recruiting Station, Cleveland, Ohio -

For excellence in the performance of duty to the extent that he contributed largely to the success of the Recruiting Station in filling its quota with a high standard of recruits.

ENLISTED PERSONNEL AGAIN DELIVER.

Ship and Lives Saved by Prompt Action.

Following the recent collision of the Steamship Fairfax and the tanker Pinthis, enlisted men of the Navy and Marine Corps who

were on board the former as passengers displayed courage and coolness which the Bureau is proud to state may be expected anywhere, any time. Inasmuch as the Board of Investigation convened in the case has not yet rendered its report, the Bureau is unable to publish completed details of the part played by Naval Personnel. This report will be published when all the facts in the case are at hand. In the meantime, there is published herewith a brief report submitted by First Sergeant Arthur E. Abbott, U. S. Marine Corps, to the Major General Commandant, as follows:

"1. I have to report that, on June 10, 1930, the following personnel of the Marine Corps were proceeding under orders from Boston, Mass., to Norfolk, Va., via the Merchants and Miners Steamship Fairfax:

First Sergeant ABBOTT, Arthur E., wife (Margaret M.)	
Sergeant KIPP, Harry E.	Sergeant HUTCHCROFT, Harry D.
Corporal FARNSWORTH, George T.	Private MC CLELLAN, Earl W.
	Private SAULNIER, Arthur P.

"2. The S.S. Fairfax left Boston at 5:00 p. m. in a dense fog. At about 7:00 p. m., she collided with the Tanker Pinthis, the latter loaded with high test gasoline. About one minute after the collision the tanker Pinthis exploded sending her flaming cargo several hundred feet into the air and then down, enveloping the S.S. Fairfax in flames. The night was calm and the sea was smooth which saved the Fairfax from total destruction. The flames which enveloped the entire port side were preceded by clouds of thick black smoke which prevented activities for at least ten minutes, during which time the crew and passengers were in panic. As soon as the choking smoke lifted, the above marines and about eight navy personnel assisted in fighting the flames which had spread over the boat deck and gutted all the life boats on the port side. All hose lines on the starboard side were put into service as it was impossible to get to those on the port. The hose lines were mostly rotten and leaked and were inadequate in length and circumference but after an hour of hard fighting, the flames were extinguished and we then aided in pacifying the women and helping where we were most needed. At about 1:30 a. m. the following morning, we were picked up by the S.S. Gloucester of the same line. Again the marines to a man, aided in transferring the sick and dying from the Fairfax to the Gloucester and were the last to leave the ship. Upon arrival back in Boston at about 5:30 a. m., June 11th, I took my wife to the Hotel Essex and immediately phoned the Officer of the Day, Marine Barracks, and reported to the Commanding Officer there in person at about 6:30 a. m. There was discipline, order and obedience with the above men and no casualties. Their statements to the Commanding Officer at Boston, and verbal statements they later made before the Inspector General of the U. S. Steamboat Commission were true and correct to the best of my knowledge."

DESERTIONS DECREASE.

Personnel Perfection Predicted.

The following table gives the total number of enlistment contracts that were in force during the several years and the number of gross and net desertions during the same periods.

The percentage of desertions has been steadily decreasing. During the fiscal year that ended on 30 June, 1930, the gross desertions were only 1.92 percent and the net desertions .41 percent. Thus in every 1,000 men only 19 deserted and only 4 remained in desertion. Most of the credit for this splendid result goes to the recruiting service. Their careful investigation of the applicants' past, his reputation, family and home conditions has resulted in only the very best of the applicants being selected for enlistment. This table proves again the wisdom of weeding out the misfits and incompetents before enlistment. The Bureau believes that continued care in recruiting, in connection with increased instruction effort, will practically eradicate the desertion evil.

GROSS AND NET DESERTIONS vs ENLISTMENT CONTRACTS IN FORCE DURING FISCAL YEARS					
	: 1924 :	1925 :	1926 :	1927 :	
In service beginning year:	83,222:	87,332 :	84,322 :	82,161 :	
First enlistments	: 24,688:	12,147 :	10,686 :	20,699 :	
Total contracts in force	:107,910:	99,479 :	95,008 :	102,860 :	
	:	:	:	:	:
GROSS DESERTIONS	: 7,787:	4,657 :	2,675 :	3,123 :	
Percentage to contracts	: 7.23:	4.65 :	2.81 :	3.0 :	
	:	:	:	:	:
NET DESERTIONS	: 3,161:	991 :	692 :	1,092 :	
Percentage to contracts	: 2.92:	1.0 :	.728 :	1.1 :	

GROSS AND NET DESERTIONS vs ENLISTMENT CONTRACTS IN FORCE DURING FISCAL YEARS				
	: 1928 :	1929 :	1930 :	
In service beginning year	: 83,566 :	84,283 :	85,296 :	
First Enlistments	: 17,002 :	13,906 :	12,643 :	
Total contracts in force	:100,568 :	98,189 :	97,939 :	
	:	:	:	:
GROSS DESERTIONS	: 2,906 :	2,055 :	1,884 :	
Percentage to contracts	: 2.89 :	2.09 :	1.92 :	
	:	:	:	:
NET DESERTIONS	: 794 :	528 :	398 :	
Percentage to contracts	: .79 :	.54 :	.41 :	

ENLISTED ALLOWANCES COMPLETED.

Enlisted Personnel Allowances for all ships and stations for the fiscal year 1931 have been issued under date of 28 June, 1930. This late date of issue was caused by the late passage of the Annual Appropriations Bill.

The allowances are based on 84,500 men, which is the number provided for in the Appropriations Bill. The allowances are, in the main, the same as for 1930. Some slight adjustments were necessary to provide for the three new cruisers to be commissioned during the fiscal year 1931.

TRAINING

RECRUITS UNDER INSTRUCTION.

The following table shows the number of recruits under instruction at the various Training Stations under date of 28 June, 1930.

	Great Lakes	Hampton Roads	Newport R.I.	San Diego	Total
Recruit Training	:	:	:	:	:
Apprentice Seamen	413	392	377	284	1466
Seamen Second Class	8	13	16	0	37
Other Ratings	31	61	25	52	159
	452	466	418	336	1672

WORK ELIMINATED.

New Progress Tests Ready for Issue.

The Progress Tests and Examinations for the training course for Fireman 1c has just been received from the printer and are being distributed to the service. Those who see them will no doubt be duly impressed by the color scheme, but attention to the contents will be found equally illuminating. Besides an Enrollment and Progress Record, the various tests and examinations are printed on one side of the page, with the "gouge" adjoining. The pages are perforated between the questions and the gouge, so that the officer who gives the test has simply to tear out the proper pages and give them to the man. When he has put down his answers the officer places each page alongside its proper stub containing the "gouge" and marks the test accordingly. Full instructions for marking are included in the pamphlet.

This system of conducting examinations has been worked out with much labor in the Bureau, for the purpose of lightening the work of officers in administering courses, and for possible use by examining boards (it will be noted that there are three separate final examinations, so that there should be little likelihood of them becoming seriously compromised). A further aim was to provide means for obtaining uniformity in the marking of examinations.

The Bureau will be very glad to learn from those who use them what results they obtain with this system and what criticisms they have to offer.

LIFE SAVERS.

The 31st Recruit Company attached to the Newport Training Station qualified 100 percent in swimming. 12.33% qualified as Red Cross Life Savers. Accomplishments such as these promise greater safety for Naval Personnel and ease the tasks of the ships to which these men will eventually be assigned.

RECRUITING STANDARD RAISED.

Intelligence Tests Show Good Results.

The following are the results in the intelligence examination of 275 applicants for first enlistment, of which 192 were accepted during the month of May, 1930:

16 made a mark of over 90.
57 made a mark from 80 to 90.
70 made a mark from 70 to 79.
61 made a mark from 60 to 69.
37 made a mark from 50 to 59.
19 made a mark from 40 to 49.
15 made a mark below 40.

All stations used the O'Rourke test in the intelligence examination of recruits. These tests are conducted only at main recruiting stations under the supervision of the Officer in Charge, and are given to applicants after they successfully pass the medical examination.

NAVAL RESERVE

REGISTER INSTALLED, VISITORS SIGN UP!

The Bureau has recently installed a register in the Reserve Section, Room 3450, in order that Reserve Officers may register their addresses while visiting the Department. The Bureau wishes to encourage all Reserve Officers to call at the Bureau and make their presence known. The Bureau Personnel welcomes every opportunity to meet members of the Reserve.

MEDICAL ASSISTANCE AT SEA.

Naval Reserve Officer Aided.

On 8 June, 1930, latitude 25 degrees 17 minutes North, longitude 74 degrees 14 minutes West, the U.S.S. COLORADO received a signal from the SS CHARLES H. CRAMP requesting urgent medical assistance.

Complying with this request, the Junior Medical officer of the COLORADO was sent on board with orders to fetch the patient on board COLORADO unless he could immediately relieve him with the facilities at hand.

Chief officer Donald J. Abernethy was accordingly brought on board COLORADO and COLORADO and SS CHARLES H. CRAMP proceeded.

Mr. Abernethy's condition improved rapidly and within forty-eight hours he was removed from the sick list. On the arrival of the COLORADO at the Navy Yard, New York, N. Y., on 12 June, 1930, he was permitted to go ashore.

Mr. Abernethy is enrolled as a Lieutenant D-M, U. S. Naval Reserve.

VOLUNTEER COMMUNICATION RESERVE COOPERATES WITH AMERICAN RED CROSS.

Under date of 7 June, 1930, the Chief of Naval Operations published to the service, through the several Commandants, a plan for cooperation between the U. S. Naval Communication Reserve and the American Red Cross.

Briefly, the purpose of the plan is to provide in advance of emergencies, definite means of forwarding reports of disasters from the scene of the trouble, wherever it may be. In the past, during the Florida hurricanes, New England floods, and damage caused by bursting dams, the members of the Naval Reserve have operated radio transmitters, and succeeded in being of very great assistance to the community affected.

The present plan provides several methods for the transmission of such messages from the scene of disaster to the Commandant of the Naval District in which the disaster occurs, and thence to the nearest area headquarters of the American Red Cross. The plan further provides that members of the Naval Reserve, owning and operating amateur radio stations, will be invited to become a member of the local chapter of the American Red Cross, and to serve on its committee for transportation, and communications. In this way the individual Reservists will be a point of contact between the local chapter of the American Red Cross and the District organization of the Communication Reserve.

LEGISLATION

PAY LEGISLATION DORMANT.

The Joint Committee to investigate pay matters has not met since the last issue of the Bulletin and, owing to the short time available before adjournment of Congress, undoubtedly no action will be taken until the December session.

BRITTEN BILL BLOCKED.

The Line Personnel Bill (Britten Bill) was before the House on two occasions but was ruled out on point of order. On each occasion the bill was referred back to the Committee. Due to the short time available before adjournment of Congress, the Bill may not be passed this session.

SEVERAL BILLS OF INTEREST ENACTED.

The following bills of general interest to the Service have been enacted into law:

S.465 "To give war-time rank to retired officers of the Army, Navy, Marine Corps and/or Coast Guard."

H.R. 3801 "To enable the Board of Awards to consider recommendations for the award of the Distinguished Flying Cross to members of the Alaskan Aerial Survey Expedition."

H.R. 1194 "To appoint pay clerks and acting pay clerks from enlisted men."

H.R. 10662 "To provide hospitalization of retired enlisted men of the Navy and Marine Corps transferred to the retired list, or to the Fleet Naval Reserve on completion of 16 or more years naval service."

H.R. 10674 "Authorizing payment of six months' gratuity to beneficiaries of the transferred members of the Fleet Naval Reserve and Fleet Marine Corps Reserve who died while on active duty."

S. 2834 "To establish a branch hydrographic Office in Honolulu."

H.R. 10375 "To retire disabled nurses of the Army and Navy."

MISCELLANEOUS

VICTORY MEDAL.

Personnel Who Served on SAYONARA II Eligible.

The U.S.S. SAYONARA II, between the limiting dates of 25 May 1918 and 11 November 1918, has been added to the list of vessels whose personnel are entitled to the award of the Victory Medal and Patrol Class.

The medal and clasp will be forwarded to members of the complement of this vessel between the limiting dates on receipt of application in the Bureau of Navigation.

NICARAGUAN CAMPAIGN MEDAL
SOON READY FOR ISSUE.

All applications for the Marine Corps Expeditionary Medal, the Second Nicaraguan Campaign Medal, and the Yangtze Campaign Medal will be placed on file in the Bureau of Navigation until the medals are ready for issue. No acknowledgment of the applications will be made.

When the medals are ready for issue, notification to this effect will be published in the Bureau of Navigation Bulletin.



L.T.COMDR. C. H. ROPER. U.S.N.

TRAINING DIVISION.

19 JULY 1930.

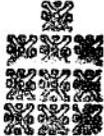


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OFFICER PERSONNEL

LORD LAUDED.

Secretary Appreciates Commendable Work.

To Lieutenant John A. Lord, (O.C.), U.S. Navy, was entrusted the important work of rebuilding Old Ironsides. Lord, whose home address is 34 Weeks Street, Bath, Maine, where he had been associated with wooden ships from childhood, was entrusted with this work following his request for the detail. Old Ironsides has been launched and is now receiving the finishing touches. It is an appropriate time, therefore, to recognize the officer who is most responsible for the excellence of her reconstruction. Of Lord, the Commandant, First Naval District, wrote as follows:

"The rebuilding of 'Old Ironsides' is an historic and outstanding achievement in the art of wooden shipbuilding as the ship was in an advanced state of decay when it was docked, was badly 'hogged', and required renewal of about 85 per cent of the hull. The docking of this ship, now 132 years old, which had not been docked for 30 years for fear of collapse, was a notable feat that required technical knowledge and experience in wooden shipbuilding practices.

"The work which has been accomplished in restoring 'Old Ironsides' thus far is a great success, and it has been accomplished as the result of the untiring physical effort, careful study, and long hours of work on the part of Lieutenant Lord."

The Secretary of the Navy, in informing Lieutenant Lord of the Commandant's appreciation, stated:

"The Department takes this means of expressing its appreciation of your unselfish interest and commendable zeal in accomplishing this difficult task."

ENLISTED PERSONNEL

COMMENDED BY SECRETARY.

Recommended for Life-Saving Medal.

The Secretary of the Navy recently commended the following men for prompt action in the cases described below. The Secretary further recommended to the Treasury Department the award of a silver life-saving medal in each case.

James Alfred Smith, Signalman 3c, U.S. Navy, U.S.S. MISSISSIPPI, home address, New Carlisle, Ind.

For rescuing Deal Brond Binion, Seaman 2c, U.S. Navy, attached to the MISSISSIPPI, from drowning on June 19, 1920.

Delaney Jackson Morton, Seaman 2c, U.S.Navy, U.S.S. SARATOGA, home address, 1110 Harney Street, Vancouver, Washington.

During a gasoline fire alongside the U.S.S. SARATOGA, on 2 January, 1930, George William Febrey, Seaman 2c, U.S.Navy, having been seriously burned, was struggling in the water alongside the ship. Morton jumped overboard, cleared the burning area adjacent to the ship and rescued Febrey. Then Morton extinguished a fire in the punt and plunged to the rescue of another injured man.

Robert Laurance Turnbaugh, Seaman 1c, U.S.Navy, U. S. Naval Air Station, San Diego, Cal., home address, 2351 17th Street, Rock Island, Ill.

On 15 December, 1929, Mr. Charles W. Snyder, a civilian, and his wife plunged over the sea wall at San Diego, Cal., in a Ford Coupe. Turnbaugh dived overboard and rescued Mr. Snyder, then unsuccessfully endeavored to release Mrs. Snyder, who was imprisoned in the car.

Stephen Dunn, Jr., Chief Aviation Pilot, U. S. Naval Reserve, home address, Everglades Hotel, Miami, Fla.

Dunn, having been informed at about 9 p. m. on 1 March, 1930, that a man had jumped off the pier at St. Petersburg, Fla., promptly dived overboard, swam to the man, and held his head above water until he was picked up by a motor launch from the Milwaukee.

William Lucas Davis, Yeoman 3c, U.S.Navy, U.S.S. BEAVER, home address, Swifton, Ark.

On 21 December, 1929, while attached to the U.S.S. UNADILLA, Davis saw a woman slip off the dock into the water. Davis immediately dived overboard and towed her to safety to a nearby tug.

Marvin Augustus McMichen, Seaman 1c, U.S.Navy, U.S.S. COLE, home address, Summiton, Ala.

On 6 May, 1930, a six-year old boy fell from the dock at 79th Street, New York, into the Hudson River. McMichen plunged in and towed the boy to safety.

MERITORIOUS ACTION.

Commended by Secretary of the Navy.

The Secretary of the Navy commended the following men for meritorious conduct:

Julius John Jasnosz, Fireman 2c, U.S.Navy, U.S.S. BORIE, home address, 3143 South 49th Avenue, Cicero, Ill.

Jasnosz dived overboard on November 18, 1929, into the treacherous waters of the Yangtze River to save the life of a shipmate, Donovan F. Landroth, Water Tender second class.

Walter Eric Johnson, Chief Turret Captain, U.S.Navy, U.S.S. MILWAUKEE, home address, 254 67th Street, Brooklyn, N. Y., and Gatchell Corbin, Chief Boatswain's Mate, U.S.Navy, U.S.S. MILWAUKEE, home address, Catonsville, Md.

At St. Petersburg, Fla., on 1 March, 1930, Johnson and Corbin jumped overboard and swam to a civilian who had jumped from the pier, and assisted in rescuing him from drowning.

McWilliams Price, Seaman 2c, U.S.Navy, U.S.S. COLORADO, home address, Bryan, Texas.

On 11 May, 1930, Price plunged into the Hudson River and rescued a small girl from a capsized row boat.

Thomas Edward Boyle, Seaman 2c, U.S.Navy, U.S.S. COLORADO, home address, 131 South 23rd Street, San Jose, Cal.

On 11 May, 1930, Boyle plunged into the Hudson River and assisted in the rescue of two small children and a man, from a capsized row boat.

NEW MIDSHIPMEN.

Enlisted Personnel Enter Academy.

Ninety-two enlisted men who were schooled in the Naval Academy Preparatory Schools at Training Stations, Hampton Roads and San Diego, passed the mental examination for the Naval Academy. All of them have taken their physical examinations and eighty-nine passed. Of those who were successful in every particular, one elected to take a Congressional appointment. The eighty-eight who accordingly entered the Naval Academy from the enlisted status as appointees of the Secretary of the Navy are as follows:

<u>Name</u>	<u>Address</u>
ADAMS, Spencer M.	Box #1060, Orlando, Fla.
ANTONIAK, Charles	14 Barker St., Seneca Falls, N. Y.
ASHLEY, James H., Jr.	Melbourne, Fla.
BENGSTON, Robert C.	1812 6th St., Rockford, Ill.
BLACKFORD, Max	Salem, West Virginia.
BOYLE, Peter F.	917 4th Avenue, Silvis, Ill.
BOZARTH, John W.	349 N. Nye Avenue, Fremont, Nebr.
BRADBARD, Samuel	84 Cabot St., Portsmouth, N. H.
BREYER, Edward A.	633 Campbell St., Williamsport, Pa.
BROCK, James W.	R.F.D:#1, Hackettstown, N. J.
BROMER, Frederic P.	Schwenkville, Pa.
BROWNE, George H.	38 William St., Mechanicsville, N. Y.
BROYLES, Ned B.	Whitesburg Drive, Huntsville, Ala.
CRESS, Herbert C., Jr.	Lancaster Pike, Danville, Ky.
CROWELL, Robert B.	163 Walnut St., Walden, N. Y.
DAVIS, John K.	1826 W. 45th St., Los Angeles, Cal.
DORSCHNER, Reginald A.	122 State St., Jackson, Minn.

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FAIRWEATHER, Robert S.	Amin Road, West Caldwell, N. J.
FOLEY, Charles L.	P.R. #1, Maysville, Ky.
FOLEY, James F.	26 Dover St., Worcester, Mass.
FRASER, Donald W.	R.F.D. #5, Montrose, Pa.
FREEMAN, Ross E.	Clemson College, S. C.
GEBELIN, Albert L.	38 Carter St., Providence, R. I.
GOFF, Marvin E.	R.F.D. #21, Parkersburg, W. Va.
GREGORY, Archie L.	R.R. A, Danville, Ind.
GRIFFIN, Harold J.	2649 6th Avenue, Troy, N. Y.
GRIFFITH, Walter T.	Marthaville, La.
HAGEL, Arthur J. J.	200 East Broadway, Louisville, Ky.
HAILLEY, Edgar J.	Vernon, Texas.
HARBOLD, Robert P., Jr.	Jessup, Maryland.
HARRIS, Charles L., Jr.	415 E. 31st St., Los Angeles, Cal.
HARTMAN, Frank Edward	Gen. Del., Colhan, Colo.
HAWORTH, Merton D.	615 Gypsum Ave., Salina, Kans.
HENDRICK, Norman P.	R.F.D. #1, Bowling Green, Ky.
HOPKINS, Robert H.	6806 Brooklyn St., Encanto, Cal.
KAIT, Herman H.	2654 South 6th St., Phila., Pa.
KELLY, Francis A. G.	1407 Live Oak Ave., Beaumont, Tex.
KENNEY, John F.	250 "J" Ave., Coronado, Cal.
KERBY, Kenneth D.	Cascade, Idaho.
KRAPF, Arthur E.	318 West St., Annapolis, Md.
LEE, Robert M.	618 West 53th Street, Los Angeles, Cal.
LENNART, Thomas B.	295 Skidmore St., Portland, Ore.
LEYDE, Glen W.	R. #1, Onamia, Minn.
LUNDFELT, Marvin E.	514 Ontario Ave., Renova, Pa.
MATTHEWS, Filton E.	98 So. Buchanan St., Amarillo, Tex.
MCLEAN, Ronald E.	11 Crescent St., Lynn, Mass.
MERRICK, Gorman C.	Box 434, Gaylord, Mich.
MILLER, Leonard M.	Y.M.C.A., Culver, Ind.
MURPHY, William C.	Douglas, Mass.
NEWMAN, Arthur L.	R.F.D.#4, Seneca Falls, N. Y.
NICHOLS, Richard E.	718 7th St., San Diego, Cal.
NIELSEN, Homer H.	Chula, Mo.
NIENSTEDT, Donald A.	3535 Copley Ave., San Diego, Cal.
OKERLUND, Ray F.	1150 1/2 Madison Ave., Los Angeles, Cal.
PACKARD, Arden	1671 Fiske Ave., Pasadena, Cal.
PAPP, Zoltan	14713 Thames Ave., Cleveland, Ohio.
PARKS, Floyd B.	Salisbury, Mo.
PARSONS, George E. T.	13 Verona St., Lynn, Mass.
PEARCE, Kenneth G.	4400 North Ave., San Diego, Cal.
PETRIE, Clarence W.	206 Central Ave., Charlotte, N. Car.
PHOENIX, Albert J.	4870 DeLaRoche St., Montreal, Canada.
PITTARD, George F.	Gainesville, Ga.
POWELL, James W.	199 York St., Suffolk, Va.
QUINN, James F., Jr.	805 Ninman Ave., Evanston, Ill.
RANDOLPH, Silas D.	1506 E. Oak St., West Frankfort, Ill.
RECTOR, James A., Jr.	430 Pine St., Leavenworth, Kans.
ROBBINS, Burton McK.	289 1/2 8th St., N. St. Petersburg, Fla.

<u>Name</u>	<u>Address</u>
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ROONEY, Carl W.	4456 Germantown Ave., Phila., Pa.
SAUNDERS, Theodore S.	816 W. James St., Claxton, Ga.
SHARROCKS, Charles S.	3249 N. Park Ave., Phila., Pa.
SHAW, Samuel R.	515 N. Williams St., Dayton, Ohio.
SHUNK, Robert F.	467 E. 57th St., N. Portland, Ore.
STONE, Lester J.	524 23rd St., Oakland, Cal.
STULGIS, Joseph E.	945 W. 53rd St., Seattle, Wash.
SWEET, George C.	Live Oak, Fla.
SWIFT, Douglas McK.	#3 Lafayette St., Springfield, Mass.
THORNE, James B.	670 Reinhard Ave., Columbus, Ohio.
WARE, Charles R.	1504 Grand Ave., Knoxville, Tenn.
WATKINS, Terry L.	San Jose, Texas.
WEBER, John B.	7711 51st Ave., N. W. Seattle, Wash.
WELDON, James J.	1220 State St., Watertown, N. Y.
WEST, James B.	1404 So. 9th St., Chickasha, Okla.
WHEELER, Creighton L.	Falls Church, Va.
WOOD, Edward B.	918 Franklin Road, Roanoke, Va.
WRIGHT, Kenneth J.	Oshkosh, Nebr.

COST OF RECRUITING.

Few realize the expense borne by the Bureau in recruiting enlisted personnel for the Navy. There are some forty recruiting stations located throughout the United States and at Cavite. In addition to the cost of maintaining stations, there are other charges which are incurred. During the first six months of the fiscal year 1930, the total enlistments reached the figure of 8468. There were 1105 reenlistments, leaving a total of 7363 recruits who were enlisted.

After the enlistment is consummated, there still remains the necessity of sending recruits to training stations, and men who have reenlisted must be sent to their duty assignment. This involves transportation. The average transportation cost per man was \$28.92. The total cost incurred under all appropriations was \$66.73.

KILLED BY ELECTRIC SHOCK.

On 30 May, 1930, a printer first class, U.S.N., was instantly killed by electric shock due to contact with a rheostat terminal and the operating lever of a printing press, admitting a current of 240 volts to pass from the rheostat through his shoulder to the operating lever of the press.

The man was overhauling the machinery of the printing press and passed between the rheostat and the press, which was separated by a distance of about eighteen inches only.

There is a lesson to be learned from this sad accident, which it is hoped will be studied in order to prevent similar occurrences in the future.

TRAINING.

RECRUITS UNDER TRAINING.

The following table shows the number of recruits under instruction at the various Training Stations under date of 3 July, 1930.

	:Great:Lakes:	Hampton:Roads:	Newport:R.I.:	San:Diego:	Total:
: Recruit Training	: :	: :	: #:	: :	:
: Apprentice Seamen	: 448:	434 :	377 :	293:	1552 :
: Seamen Second Class	: 24:	11 :	16 :	4:	55 :
: Other Ratings	: 26:	56 :	25 :	43:	150 :
:	: 498:	501 :	418 :	340:	1757 :

Figures taken from previous reports.

PERCENTILE RANK.

More Data for Consideration.

Training Stations have been experimenting with mental expertness tests for school candidates. The test was given to recent classes of the Radio Material School at Bellevue at the beginning of the course. By properly weighting scores on this test combined with scores on the General Classification Test, it was possible to prophecy with considerable accuracy the final standing of the students for the entire course. In class 12, consisting of 59 starters, 7 men failed. The percentile ranks of those men by test were: 1.85, 3.57, 5.35, 16, 27, 35.7, and 43. In class 11, of 34 starters the ranks of failures were: 2.95, 5.9, and 11.8. Thus all failures were from the bottom 43%, and half of them were from the bottom 6%.

Those graduating with a mark of 3.4 or better in class 12 had percentile ranks of 100, 93, 82, 80.5, 68, and 35. In class 11, the marks were 100, 94, 88.5, and 79.5. The top 10% by test produced 4 with a mark of 3.4 or better, and the top 25% produced 3 of them. From the above, it will be noted that in class 12 the indications were that one man who starred should have failed. There is a reason why, instead of failing, he finished the course with distinction. The reason will be uncovered by an extension of the test. At present, this man who had a percentile rank of 35 in the original test must not be considered in making a general prediction, or in the determination of proper standards.

In some respects, men behave with the reliability of well-designed machinery. Borrowing from the experience of our ordnance friends, the rank of this one man is rejected from the calculations. Various writers have given criteria for rejecting isolated observations when they differ abnormally from the general run. Among the better known are the criteria of Bertrand, Chauvenet, Stone, Vallier, and Mazzuoli. Examination of all data in the case shows that rejection in this instance is logical. Continuation of the test will ultimately develop a formula of great value.

NAVAL RESERVE.

OPENINGS IN THE NAVAL RESERVE.

Past Officers of the Navy Eligible.

Judging from inquiries received, it is evident that officers of the regular Navy, who have since become separated therefrom, are unaware of the fact that they are fully eligible for the Naval Reserve under the following conditions:

Those who resign and whose records are satisfactory are eligible for appointment in the Naval Reserve in the rank held while in the Navy, although not above lieutenant commander. If appointed within four months from the date of separation, their dates of precedence will be the same in the Reserve as they held in the Navy. To retain this date of precedence in joining the Reserve, the following steps are necessary - Submit application to the Bureau of Navigation, together with report of physical examination on Bureau of Medicine and Surgery Form Y. The physical examination given upon separation from the Navy is acceptable if submitted on this form within three months after its completion.

NAVAL OBSERVATORY.

NEW OPTICAL INSTRUMENTS.

Naval Observatory Seeks Improvements.

Navigation and the Bureau of Aeronautics jointly have recently purchased a small number of an improved type of Davis-Redford bubble sextants. One of these is undergoing test on a cruiser. No further issue of this sextant will be made by Navigation for the present.

The Optical Shop, Navy Yard, Washington, and the Naval Observatory, are working on a design of a new spyglass. In this new glass the old-fashioned draw tube method of focusing will be eliminated and focusing obtained by rotation of the eyepiece, similar to the method used in binoculars. If funds are available, the Optical Shop will commence the manufacture of a number of these improved spyglasses this year with a view of replacing the present and obsolete type of glass now in use.

The Optical Shop, Navy Yard, Washington, and the Naval Observatory, are developing a 7X50 binocular with frame of bakelite. This glass will be equal, if not superior optically, to the best commercial binocular now on the market, and will be a decided improvement as regards details of construction. The successful completion of this project will place the Optical Shop in a position to manufacture 7X50 power binoculars for navigation purposes.

The Bureau of Navigation expects to purchase, in the near future, an improved type of endless tangent screw micrometer drum sextant for surface navigation. While a number of these sextants have been purchased in the past, they have not as yet been made standard, due to constant changes in design and to the fact that the Navy was overstocked with the regular vernier type sextants. Recently so many requests for the micrometer sextants have been received, with such a large number of favorable comments, that it is planned to gradually replace the diminishing stock of vernier sextants with the micrometer drum type. None of the new sextants will be available inside of six months.

THE ECLIPSE EXPEDITION.

Naval Observatory Organizes for Work.

Plans are now practically completed for another Eclipse Expedition under the sponsorship of the U. S. Naval Observatory. This expedition will proceed to Niuafofou Island, Tonga Archipelago, to observe the total eclipse of the sun on 21 October, 1930. The eclipse party will be a joint American expedition composed of U. S. Navy personnel and certain well-known civilian scientists from various institutions throughout the country. The following members comprise the Eclipse Party:

- Commander C. H. J. Keppler, U.S.N., in administrative charge.
- Lieutenant H. C. Kellers (Medical Corps), U.S.N., will look after the health of the expedition, and, at the request of the Smithsonian Institution, will collect specimens of the fauna and flora. He will also be charged with the meteorological observations.
- Professor S. A. Mitchell, Director of the Leander McCormick Observatory, at the University of Virginia, principal scientist; spectrographic work.
- Mr. Kempton Adams, assistant to Professor Mitchell.
- Professor R. W. Marriott, astronomer from Swarthmore College; coronal photography, 63-foot camera, and observations for Einstein effect.
- Dr. Weld Arnold, of the American Geographical Society, assistant to Professor Marriott.
- Mr. J. J. Johnson, of the California Institute of Technology; photometric observations.
- Mr. B. P. Sharpless, Junior Astronomer, U. S. Naval Observatory; coronal photography, 15-foot camera, and other smaller ones.
- Dr. T. A. Jaggar, Jr., of the Volcanic Observatory at Hawaii, to study the volcanic and seismic conditions on Niuafofou Island.

In addition to the above scientific personnel, there will be a specially detailed party of eleven enlisted men of the U.S. Navy and Marine Corps to assist in construction work and in taking observations on the eclipse site. These ratings include:

1 Chief Boatswain's Mate (rigger)

- 1 Chief Machinist's Mate (optical repair and instrument men)
- 1 Chief Carpenter's Mate (construction for large cameras and other instrumental work)
- 1 Photographer First Class (expert photography and motion pictures)
- 2 Seamen (general assistants)
- 2 Marines (radio operators and general assistants)
- 1 Officer's Cook
- 1 Ship's Cook
- 1 Mess Attendant (from Samoa and to act as interpreter in the Tonga dialect)

About 115 boxes and cases of scientific instruments and equipment have been shipped to Tutuila, Samoa, besides camp equipage and food supplies sufficient for 20 men for 60 days, and some 8,000 board feet of lumber for the construction of various cameras, the largest of these cameras will have a focal length of 65 feet and include a photographic developing room.

The Navy Department has detailed the U.S.S. TANAGER as the tender for the expedition. This vessel will transport the personnel and equipment between Tutuila and Niuafoou, and generally assist the expedition in maintaining a camp site on Niuafoou.

Niuafoou is a very small volcanic island about 300 miles WSW of Tutuila, Samoa, and belongs to the Principality of Tonga. Exceedingly primitive conditions prevail on Niuafoou, and according to the latest reports, only two white men and about 1100 natives were living there in August, 1929. There are some thirty craters on the island, many of them have recently been active, and a major eruption occurred in June, 1929, which destroyed one of the two villages on the island and over 1,000 acres of coconut palms. There are no good anchorages at Niuafoou and only one precarious landing place in all but the most favorable conditions of wind and sea, so that the expedition is liable to be confronted with many interesting and difficult operations in landing and taking off its 50 or 60 tons of equipment and supplies.

The eclipse occurs at about nine o'clock in the morning of 21 October and the sun will be totally obscured for about 93 seconds. With good luck and favorable weather, it is expected the expedition will have returned to Tutuila in time to catch the steamer which sails from Samoa on 7 November for San Francisco.

MISCELLANEOUS.

NAVY BAND APPLAUDED.

Audience Stirred by its Music.

The following letter was recently received by Lieutenant Chas. H. Benter, U. S. Navy, Bandmaster, from a member of the great radio

audience, expressing appreciation of the music dispensed by the Navy Band:

"Ever since I was a little girl, band music has stirred me as no other music, and I always wished I were a boy so that I might follow the band and have the whole tune instead of snatches as I stood and watched a parade and now joy! of joys! I can listen to a whole hour's concert over the radio. Am listening now. I am now 32 years old, you will say I have waited a long time to get my wish. To tell the truth I never expected to ever hear a whole band concert. I take this way to thank you for the lovely music, and you will know that you have one appreciative listener, two; for my granddaughter is singing the Star Spangled Banner right now with your band.

"Very truly, your friend,

"

U.S.S. LOUISVILLE.

Latest Cruiser to be Launched.

The Secretary of the Navy, upon the nomination of the Honorable W. B. Harrison, Mayor of the City of Louisville, Kentucky, has designated Miss Jane Brown Kennedy, as sponsor for Light Cruiser No. 28, LOUISVILLE, which is to be launched at the Puget Sound Navy Yard, Labor Day, Monday, September 1, 1930. Miss Kennedy is the daughter of Mr. and Mrs. John J. Kennedy of Louisville and granddaughter of Mr. James B. Brown, Editor and Publisher of the Louisville Herald Post.

The LOUISVILLE is the last cruiser to be launched of a program of eight which were authorized to be constructed by Act of Congress December 18, 1924.