

APRIL 26, 1941.

BUREAU OF NAVIGATION

BULLETIN

★

NUMBER 291



	ACT	INFO	INITIALS
CAPTAIN			
EXECUTIVE	✓		P
GUNNERY			
TORPEDO			
ENGINEER			
1st LIEUT.			
COMMUN.			
STORES			
ASST. ENG.			
ASST. GUN.			
YOEMAN			
PH. MATE			
STOREKEEPER			
COM. STWD			
ALL OFF.			
FILE			

INFORMATION

FOR

NAVAL PERSONNEL

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 * NAVAL RESERVE BULLETIN *
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 * For the duration of the present *
 * emergency, the material normally *
 * published in the Naval Reserve *
 * Bulletin will be included in the *
 * Bureau of Navigation Bulletin. *
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 * The Bureau of Navigation Bulletin *
 * distribution will be expanded to *
 * include all former recipients of *
 * the Naval Reserve Bulletin. *
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STATEMENT OF SECRETARY OF THE NAVY

"I wish to commend the action of the press associations, newspapers, broadcasting companies, and photographic agencies who have cooperated at my request in not reporting the recent arrival of a British warship in this country.

"When the Lease-Lend Bill became an Act, I requested that all press, radio, and photographic agencies refrain from reporting, in any form, the movements or presence of British men-of-war in this country for any purpose whatsoever.

"The Lease-Lend Act makes the United States a repair base for British war vessels. It is true that many people can see these ships as they arrive and depart and before they are swallowed up in navy yards. It is also true that enemy agents can report these movements; but it seems to me only sportsmanlike that the keen American press refrain from giving a report of these ships for the benefit of Britain's enemies. At the present time this sort of reporting is of inestimable military value to the Germans.

"If a British warship arrives in a British yard for repair the fact does not appear in print, broadcast, or picture. The British people know how vital it is to keep that sort of information down to the minimum. Since the United States has promised to give all aid to Great Britain, so far as repairs are concerned, it seems to me that it is our patriotic duty to keep such information about British war vessels to a minimum. That minimum, to my way of thinking, is to print nothing. I sincerely believe the thoughtful press will agree with this opinion."

SILENCE IS ALWAYS ON THE GOLD STANDARD

UNDER SECRETARY OF THE NAVY FORRESTAL
VISITS ENGLAND

Secretary of the Navy Knox recently announced that Under Secretary of the Navy James Forrestal had left for England for a period of about two weeks in order to establish a close liaison between the U.S. Navy Department and the British Admiralty in carrying out Naval purchase and repair problems incident to the Lease-Lend Act.

Under the Lease-Lend Act, the Navy Department is handling purchases in America of material for the British Navy and also is to undertake repairs here for British war vessels. Efforts are being made as rapidly as possible to establish a suitable uniformity in naval equipment so that purchases and repairs may be expedited.

HON. RALPH A. BARD
ASSISTANT SECRETARY OF THE NAVY

On February 14, 1941, Mr. Bard was nominated by President Roosevelt as Assistant Secretary of the Navy, and he took the oath of office on February 24, 1941, succeeding the Honorable Lewis Compton.

Mr. Bard was born in Cleveland, Ohio, July 29, 1884, the son of George M. and Helen (Norwood) Bard. He graduated from Princeton University in 1906, with a B.S. degree. At Princeton he was active in athletics and played football, basketball, and baseball.

On leaving college he entered business in Chicago where he became president or director of a number of corporations. He was also active in civic work, particularly in connection with Boy Scouts, Military Relief, Red Cross, and Community Fund of Chicago.

MEMORIAL DAY

The Secretary of War, the Honorable Henry L. Stimson, has notified the Secretary of the Navy under date of 3 April, 1941, that the Chaplains at Fort Myer, Virginia, and at the Presidio of San Francisco will serve the personnel of the Navy, Marine Corps, and Coast Guard, as well as the Army, by decorating graves in Arlington National Cemetery or the Presidio of San Francisco National Cemetery on Memorial Day, 30 May, 1941.

Officers and enlisted men who wish to avail themselves of this service should write to:

The Chaplain, Fort Myer, Virginia (for Arlington).
The Chaplain, Presidio of San Francisco, California.

LET THE ORATORS DO THE PUBLIC SPEAKING

MEMORIAL DAY (CON'T)

Communications and remittances should be in the Chaplain's hands by 25 May, 1941. A standard floral emblem in the form of a wreath twenty-two inches in diameter, carrying a large bunch of flowers, is available for \$2. However, special purchases for larger sums will be made, and decorations sent directly to the Chaplains will be placed immediately upon the designated graves.

NAME, RANK, and ORGANIZATION of the deceased should be indicated, together with Grave or Lot number ~~with~~ Section, if possible.

MOTHER'S DAY, 1941

Annual observance of Mother's Day will be held throughout the United States on Sunday, May 11, 1941. Attention of all Navy and Marine Corps personnel is invited to the significance of Mother's Day and to the duty of everyone to render tribute to his mother. Everyone who can should visit his mother on that day or should write a timely letter to her.

REAR ADMIRAL HEPBURN TO BE DIRECTOR OF NEW OFFICE OF PUBLIC RELATIONS IN NAVY DEPARTMENT

Secretary of the Navy Knox recently announced that effective about May 1 the Public Relations Branch of the Navy Department will be transferred from the Office of Naval Intelligence and will take status as an Office directly under the cognizance of the Secretary of the Navy. Rear Admiral Arthur J. Hepburn, U. S. Navy, at present Commandant of the Twelfth Naval District, with headquarters at San Francisco, will be Director of the Office of Public Relations, Navy Department.

Rear Admiral Hepburn was born in Carlisle, Pennsylvania, on October 15, 1877, and was appointed to the Naval Academy from Pennsylvania in 1893.

In reporting to the Secretary of the Navy for this new assignment, he leaves behind him a distinguished record of Naval service. From April, 1935, he served as Commander, Scouting Force, with the accompanying rank of Vice Admiral, and he assumed duty as Commander-in-Chief of the United States Fleet on June 24, 1936, with the accompanying rank of Admiral. He held that command until January 29, 1938, when he reported for duty as Commandant, Twelfth Naval District, and Naval Operating Base, San Francisco, California, in which capacity he has served to date.

CARELESS TALK MAY HAVE CAREFUL LISTENERS

GOLD LIFE SAVING MEDAL

On April 15, 1941, the Secretary of the Treasury awarded a Gold Life Saving Medal to Lieutenant (jg) James S. Gray, Jr., U.S. Navy, in recognition of his heroic daring displayed in rescuing two shipmates from drowning off Mokapu Point Beach, Hawaii, on November 5, 1939.

Lieutenant (jg) Gray at the risk of his life made an unsuccessful effort to rescue from drowning Frank M. Malkov, Aviation Mach. 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, first class, U.S. Navy, saving his life and then assisting in saving the life of Joseph A. Wisniewski, Aviation Metalsmith, first class, U.S. Navy.

For his action on the above occasion, the Secretary of the Navy on November 22, 1940, addressed to Lieutenant (jg) James S. Gray, Jr., a Special Letter of Commendation.

SILVER LIFE SAVING MEDAL

The Secretary of the Navy recently forwarded with pleasure a Silver Life Saving Medal awarded by the Secretary of the Treasury to Virgil Smith, Chief Gunner's Mate, U.S. Navy.

CITATION

"The Department takes pleasure in forwarding herewith a silver life-saving medal, awarded you by the Secretary of the Treasury in recognition for your service in bravely rescuing a shipmate from drowning on February 16, 1934."

COMMENDATION

The Chief of the Bureau of Navigation recently addressed a letter of commendation to Gerard Thomas Morton, ACNM, U.S.N., for ingenuity in devising a Bungee starter for patrol planes.

CITATION

"The Chief of the Bureau of Navigation takes pleasure in commending you for your skill and ingenuity for devising a Bungee starter for patrol planes. The Bureau has been informed that this starter will prove very useful for emergency starting."

HEAR EVERYTHING, SEE EVERYTHING, SAY NOTHING

COMMENDATION

The Secretary of the Navy recently addressed letters of commendation to the below-named men for their initiative and ingenuity in having made a valuable contribution to national defense:

BENNETT, James Benus, ACLM, U.S.N.
HARMONIS, John, CRM, U.S.N.
KIRTKOWSKI, John, ACMM, U.S.N.
POWELL, Le Roy Rockwell, ACMM, U.S.N.
PURL, John Henry, CRM, U.S.N.
RODEBAUGH, Charles Edward, ACMM, U.S.N.
SEARS, Burley, ACMM, U.S.N.
WOOF, Glenn Alyswoth, AMM lc, U.S.N.

CITATION

"It has been brought to the attention of the Department that through your initiative and ingenuity you have made a valuable contribution to national defense.

"The Department commends you for your action which is in keeping with the best traditions of the Naval service."

U. S. NAVAL BASES LEASED FROM GREAT BRITAIN AND CANADA

The Governments of the United States, Canada, and the United Kingdom of Great Britain and Northern Ireland have signed a preprocol at London, on March 27, 1941, which is commonly referred to as the Lease-Lend Agreement. The Agreement is herewith briefly summarized:

The Fourth clause of the preamble reads as follows: "and whereas it is desired that this Agreement shall be fulfilled in a spirit of good neighborliness between the Government of the United Kingdom and the Government of the United States of America, and the details of its practical application shall be arranged by friendly cooperation; the undersigned, duly authorized to that effect, have agreed as follows". The provisions of the various articles following this clause provide that the United States shall have all rights, power, and authority in the leased areas, and in the territorial waters and air spaces adjacent thereto, necessary for the establishment, use, operation, and defense thereof, or appropriate for their control. Furthermore, in the case of war or other emergency, this may be expanded to include "all desirable" rights, etc.

OUR SAFETY DEPENDS ON YOUR SILENCE

U. S. NAVAL BASES
LEASED FROM
GREAT BRITAIN AND CANADA (CON'T)

The United States shall have exclusive jurisdiction over its own forces, and special jurisdiction over all "offenses of a military nature" even including those committed by British subjects and others. The governments of the territories in which the leased areas are located are to legislate appropriately for their security in cooperation with the United States authorities. The Agreement contains provisions covering the serving of legal processes, criminal and civil proceedings, and so forth.

The United States authorities shall have the use of public utilities such as roads, bridges, etc., to a degree equal to that enjoyed by the British Government. They shall maintain aides to navigation, lights, etc., but these must conform to the system in use in the territory. Vessels of the United States Government shall not be subject to compulsory pilotage or to light or harbor dues. Commercial aircraft shall not operate from the leased areas except by agreements in addition to those presently entered into.

The Agreement provides that there shall be no duty, excise, etc., on imports for the use of governmental agencies, or employees, or the employees of the contractors for the government. There shall be no territorial taxes on United States Nationals in the leased areas; and no business is to be established therein. Forces operating outside the leased areas under separate agreement shall enjoy the same rights as those within the leased areas. The United States authorities shall have the power to take appropriate measures to promote health in the vicinity of the leased areas, subject only to the obligation to pay just compensation to the owners of private property for losses sustained thereby. The United States may abandon all or part of the areas subject to giving notice of at least one year, and may remove improvements which it has made. The rights granted to the United States are not to be assigned. The rights to minerals, antiquities, and treasure trove in the leased areas are reserved. The United States authorities will interfere with fisheries within the territorial waters of the leased areas as little as military considerations will permit. Supplementary leases of additional areas may be made by common agreement. The terms of the Agreement may be modified by mutual consent. The United States, by the terms of the agreement, has the power to establish its own Post Office to serve its nationals within the leased areas; and the mail to and from these nationals shall be censored only by the United States authorities.

WHAT FIFTH COLUMNISTS DON'T KNOW WON'T HURT YOU

U. S. NAVAL BASES
LEASED FROM
GREAT BRITAIN AND CANADA (CON'T)

Some provisions of local application are of interest; for instance, in Bermuda, the United States will operate no motor vehicles outside the leased areas, except as agreed, unless in the case of war or other emergencies. In Jamaica, the United States may repair, restore, or construct facilities on the side of the old Naval station, at Point Royal, for joint use with the British. The United States is to preserve features of historical interest so far as possible.

It is to be noted that the letter of Lord Lothian, dated September 2, which is a basic part of the Agreement, provides that military and naval bases on the Avalon Peninsula and on the southern coast of Newfoundland and on the east coast and on the Great Bay of Bermuda, are granted to the United States freely and without consideration. The other bases, in the Caribbean, etc., are granted "in exchange for naval and military equipment." The bases are all granted on 99-year leases, free from all cost to the United States except for compensation to private property owners only to provide for losses incurred by them. Provision is made for a joint expert committee to determine the boundaries of the leased areas. This letter of Lord Lothian is confirmed by the letter of Secretary of State Hull, also of September 2.

The leased areas include the following: Newfoundland, 6 areas; Bermuda, 5 areas; Jamaica, 6 areas; Santa Lucia, 6 areas; Antigua, 2 areas; Trinidad, 4 areas; and British Guiana, 2 areas.

ADMIRAL STARK AND REAR ADMIRAL NIMITZ
GREET MEMBERS OF NAVAL RESERVE POLICY BOARD

Admiral Harold R. Stark, U.S. Navy, Chief of Naval Operations, and Rear Admiral Chester W. Nimitz, U.S. Navy, Chief of the Bureau of Navigation, greeted the members of the Naval Reserve Policy Board which convened April 7th in the Navy Department.

Captain John F. Shafroth, U.S. Navy, Director of the Naval Reserve Division, Bureau of Navigation, gave the introductory address.

This board is convened annually in accordance with the Naval Reserve Act of 1938 for the purpose of advising the Secretary of the Navy on the

WORDS ARE LIKE RAZORS - THEY MAY BE USED TO CUT YOUR THROAT

ADMIRAL STARK AND REAR ADMIRAL NIMITZ
GREET MEMBERS OF NAVAL RESERVE POLICY BOARD (CON'T)

formulation of Naval Reserve policies. This Act also provides that at least half of the members of the board shall be Naval Reserve Officers called to this duty from an inactive duty status. Equitable representation is being given on the board to the Organized Reserve, the Volunteer Reserve, and the Merchant Marine Reserve.

INVITATIONS SENT TO LATIN AMERICAN NAVAL OFFICIALS
TO VISIT THE UNITED STATES

Secretary of the Navy Knox recently announced that Admiral Harold R. Stark, U.S. Navy, Chief of Naval Operations, has sent invitations to the Chiefs of the existing naval services of the Latin American countries, inviting those officials and an aide for each officer to visit the United States as guests of the Navy. The countries concerned are:

Argentina	Cuba	Paraguay
Brazil	Ecuador	Uruguay
Chile	Mexico	Venezuela.
Colombia	Peru	

These invitations were presented April 2, by the U.S. Naval Attaches in the Latin American countries referred to above and convey the greetings of Admiral Stark, inviting the Latin American Naval representatives to visit the United States in May, 1941.

The purpose of inviting these officers to this country is to promote good will and cordial personal relations between the U.S. Naval Service and the naval services of the American Republics, and to give the high ranking officers of Latin America an opportunity to observe the development in activities of the United States Navy.

SPONSORS APPOINTED

USS SOUTH DAKOTA

The Secretary of the Navy has designated Mrs. Harlan J. Bushfield, wife of the Governor of the State of South Dakota, as sponsor for the USS SOUTH DAKOTA which is scheduled to be launched at the plant of the New York Shipbuilding Corporation, Camden, New Jersey, during the first week of June, 1941.

The USS SOUTH DAKOTA, third vessel of that name, was authorized by Act of Congress dated March 27, 1934.

BE CAREFUL OF WHAT YOU SAY AND WHERE YOU SAY IT

SPONSORS APPOINTED (CONT)

USS AMMEN

The Secretary of the Navy has designated Mrs. Eva Armen, P. O. Box 130, Santa Fe, New Mexico, as sponsor for the USS AMMEN, named in honor of her father the late Rear Admiral Daniel Ammen, U.S. Navy.

The USS AMMEN is under construction at the Bethlehem Steel Company, Shipbuilding Division, San Francisco, California. This vessel probably will not be launched for a couple of years.

The USS AMMEN, second vessel of that name, was authorized by Act of Congress dated July 19, 1940.

USS DRUM

The Acting Secretary of the Navy, Honorable James Forrestal, has designated Mrs. Thomas Holcomb, wife of Major General Commandant Thomas Holcomb, U. S. Marine Corps, as sponsor for the USS DRUM.

The USS DRUM is scheduled to be launched at the Navy Yard, Portsmouth, New Hampshire, May 12, 1941.

This vessel was authorized by Act of Congress dated March 27, 1934.

USS FLETCHER

The Secretary of the Navy has designated Mrs. Frank Friday Fletcher, The Beverly, 125 East Fiftieth Street, New York City, New York, as sponsor for the USS FLETCHER, named in honor of her husband, the late Rear Admiral Frank Friday Fletcher, U. S. Navy.

The USS FLETCHER probably will be launched at the Federal Shipbuilding and Dry Dock Company, Kearny, New Jersey, in September of 1942. This vessel, the first of that name, was authorized by Act of Congress, dated March 27, 1934.

USS SPERRY

The Secretary of the Navy has designated Mrs. Robert B. Lea of Manhattan Bridge Plaza, Brooklyn, New York, as sponsor for the Submarine Tender; USS SPERRY, named in honor of her father, the late Elmer Ambrose Sperry, Engineer, Inventor.

The USS SPERRY, first of that name, probably will be launched at the Navy Yard, Mare Island, California, in January of 1942.

The USS SPERRY was authorized by Act of Congress dated May 17, 1938.

WORDS ONCE SPOKEN CAN NEVER BE RECALLED

PERSONNEL, UNITED STATES ANTARCTIC SERVICE
RETURNING IN U.S.S. BEAR AND U.S.M.S. NORTH STAR

The Executive Committee of the United States Antarctic Service was recently advised that the ships carrying the personnel of the current government Antarctic expedition, on their homeward journey, had left Punta Arenas, Chile, the southernmost city in the world, and were steaming northward toward the United States.

When the vessels reached Punta Arenas at the end of March, the expeditionary personnel who manned the two recently evacuated Antarctic bases, had their first contact with civilization in more than fifteen months. On their departure from that port on April second, Chilean Navy, Army, and municipal authorities, who had been most hospitable while the ships were in the harbor, joined in cordial expressions of good will and "bon voyage."

The ships separated at Punta Arenas to journey home by different routes. The U.S.S. BEAR, commanded by Lieutenant Commander R. H. Cruzen, U. S. Navy, will come north along the east coast of South America, touching at Buenos Aires, Argentina, about April 9, at Rio de Janeiro, Brazil, about April 30, and thence proceeding direct to Boston, Massachusetts, where she will dock about May 20th. The U.S. Motor Ship NORTH STAR, under the command of Captain Isaak Lystad, will return by way of the west coast, putting in at Valparaiso, Chile, about April 8, at Balboa, Canal Zone, about April 21, and docking at Seattle, Washington, about May 8th.

COMMENDATION

The Chief of the Bureau of Navigation recently addressed a letter of commendation to the Officer in Charge of the Naval Finance and Supply School, Philadelphia, Pennsylvania, as the result of a report filed by forces afloat.

"Particularly gratifying is the manner in which junior Supply Corps officer graduates of the Naval Finance and Supply School discharge their duties as assistants for Disbursing afloat. These young officers, by the manifest efficient administration of their sections, display a commendable knowledge of disbursing procedure and reflect no little credit on the curriculum maintained at the above school. Their work is considered outstanding....."

CITATION

The Chief of the Bureau of Navigation notes with pleasure the splendid work done by the Officer in Charge and by the graduates of the Naval Finance and Supply School.

THE NAVY IS YOUR WORK - DO IT AT THE OFFICE

L. Y. SPEAR FOUNDATION PRIZE

Lieutenant (jg) Jack R. Crutchfield, U. S. Navy, was the honor student and received the L. Y. Spear Foundation Prize for the officers' class at the Submarine School which was graduated on March 29, 1941.

OFFICER PROMOTIONS

It is estimated that the following officers on the Promotion List will make their number for promotion on the approximate dates as follows:

LINE

Rear Admiral

Augustin T. Beauregard	1 April, 1941
Randall Jacobs	1 April, 1941
Richard S. Edwards	1 May, 1941
John H. Hoover	1 July, 1941
Harold M. Bemis	1 July, 1941

Captain

Donald Royce to Alfred H. Balsley	1 April, 1941
William E. Malloy to Wilder D. Baker	1 May, 1941
Harold J. Nelson to Russell S. Berkey	1 July, 1941

Commander

Carlton R. Todd	1 April, 1941
Thomas L. Wattles	1 April, 1941
Gerard F. Galpin to Charles R. Pratt	1 May, 1941
Stuart H. Ingersoll to Edward C. Ewen	1 July, 1941

Lieutenant Commander

Paul L. Dudley	1 April, 1941
Burnham C. McCaffree	1 April, 1941
Eugene S. Karpe to Olin P. Thomas, Jr.	1 May, 1941
Louis E. Gunther to Robert M. Barnes	1 July, 1941

Lieutenant

George O. Klinsmann	1 April, 1941
Merrill K. Clementson	1 April, 1941
Harry M. Lindsay, Jr. to George K. Hudson	1 May, 1941
Joseph C. McGoughran to Robert S. Burdick	1 July, 1941

SILENCE TODAY MEANS SAFETY TOMORROW

OFFICER PROMOTIONS (CON'T)

STAFF

Captain

Medical	T. A. Fortesque to R. R. Gasser	1 July, 1940
Medical	F. L. McDaniel to J. R. Poppen	1 July, 1941
Supply	C. L. Austin to L. C. English	1 July, 1941
Chaplain	W. W. Elder and C. V. Ellis	1 July, 1940
Chaplain	W. A. Maguire to R. W. Truitt	1 July, 1941
Civil Eng.	H. F. Bruns	23 June, 1938
Civil Eng.	J. T. Mathews and P. J. Searles	1 July, 1940
Civil Eng.	B. Moreell to L. B. Combs	1 July, 1941
Dental	E. K. Patton	1 July, 1940
Dental	L. F. Snyder to J. I. Root	1 July, 1941

Commander

Medical	H. L. Fougerousse and H. J. Scholtes	1 July, 1940
Medical	H. L. Pugh to R. M. Gillett	1 July, 1941
Supply	B. Hunter to M. N. Gilbert	1 July, 1940
Chaplain	J. H. Brooks	1 July, 1939
Chaplain	J. P. Forsander to J. E. Johnson	1 July, 1941
Dental	F. M. Ingersoll to A. R. Harris	1 July, 1941

Lieutenant Commander

Medical	I. J. Warmolts to W. S. Rizk	1 July, 1941
Supply	M. W. Clark to W. L. Knickerbocker	1 July, 1941
Chaplain	E. B. Harp, Jr. to H. R. Trump	1 July, 1941

Lieutenant

Medical	J. F. McMullin to J. M. Hanner	1 July, 1941
Supply	H. T. Bierer to R. S. Klink	1 July, 1941
Chaplain	J. F. Robinson to F. Volbeda	1 July, 1941

TALK OVER BARS MAY LEAD TO TIME BEHIND BARS

CAPTAIN EVERS SELECTED
FOR PROMOTION TO REAR ADMIRAL
IN THE NAVAL RESERVE

Captain Edward Albert Evers, D-0, U.S.N.R., has been recommended by a Selection Board for promotion to the grade of Rear Admiral in the United States Naval Reserve. The Secretary of the Navy approved the report of the Selection Board on March 28, 1941.

Captain Evers was born January 16, 1878, in New York, New York; enlisted August 7, 1897, in the Naval Militia of Illinois; served during the Spanish-American War as A.B., U.S.S. INDIANA, from May 20, 1898, to September 15, 1898; April 1, 1917, accepted appointment in the National Naval Volunteers; April 7, 1917, called to active duty at Headquarters, Ninth Naval District. Captain Evers has served continuously in the U. S. Naval Reserve on active duty in the Ninth Naval District since that date.

Captain Evers was selected for promotion to fill the vacancy in the grade of Rear Admiral which will be caused by the transfer to the Honorary Retired List of Rear Admiral John T. Nelson, U.S.N.R., on June 1, 1941. Rear Admiral Nelson has been attached to the First Naval District, Boston, Massachusetts.

NAVAL RESERVE OFFICERS SELECTED FOR PROMOTION TO COMMANDER

The following officers of the Naval Reserve have been recommended by the Naval Reserve Selection Board, approved by the Secretary of the Navy, for promotion to the grade of Commander in Class A-V(S), U.S.N.R.:

Lieut.Comdr. Malcolm Parker Hanson, Hyattsville, Maryland.
Lieut.Comdr. Richard Lloyd Farrelly, Mendham, New Jersey.
Lieut.Comdr. Erl Clinton Barker Gould, Pittsburgh, Pa.

SELECTIONS

Postgraduate School, 1941

ORDNANCE ENGINEERING (GENERAL)

<u>Rank</u>	<u>Name</u>
Lt.(jg)	Abhau, William C.
Lt.(jg)	Freeman, Mason B.
Lt.(jg)	McCallum, James L. P.

PLAYING WITH WORDS IS LIKE PLAYING WITH FIRE

SELECTIONS

Postgraduate School, 1941

ORDNANCE ENGINEERING (GENERAL) (CON'T)

<u>Rank</u>	<u>Name</u>
Lt.(jg)	McLaughlin, Robert B.
Lt.(jg)	North, James R.
Lt.(jg)	Sarver, Ben W., Jr.
Lt.(jg)	Skjonsby, Verne L.
Lt.(jg)	Spain, Omar N., Jr.

ORDNANCE ENGINEERING (FIRE CONTROL)

<u>Rank</u>	<u>Name</u>
Lt.(jg)	Carpenter, Stephen W.
Lt.(jg)	Cassidy, William F.
Lt.(jg)	Shaffer, John N.
Lt.(jg)	Thomson, James W.

ORDNANCE ENGINEERING (EXPLOSIVES)

<u>Rank</u>	<u>Name</u>
Lt.(jg)	Risser, Robert D.

ORDNANCE ENGINEERING (TORPEDOES)

<u>Rank</u>	<u>Name</u>
Lt.(jg)	Burdick, Robert S.
Lt.(jg)	Middleton, John R., Jr.

ORDNANCE ENGINEERING (AVIATION)

<u>Rank</u>	<u>Name</u>
Lt.(jg)	Christensen, Ernest E. (NA)
Lt.(jg)	Keats, Edgar S. (NA)

AERONAUTICAL ENGINEERING

<u>Rank</u>	<u>Name</u>
Lt.(jg)	Adams, Samuel (NA)
Lt.(jg)	Bakutis, Fred E. (NA)
Lt.(jg)	Briggs, Chester A. (NA)

ONE LEAK CAN SINK A SHIP - DON'T TALK

SELECTIONS

Postgraduate School, 1941

AERONAUTICAL ENGINEERING (CON'T)

<u>Rank</u>	<u>Name</u>
Lt.(jg)	Chambers, Lester S. (NA)
Lt.(jg)	Doll, Raymond E. (NA)
Lt.(jg)	Harrell, DeWitt A. (NA)
Lt.(jg)	Jackson, William G., Jr. (NA)
Lt.(jg)	Ours, Statton R., Jr. (NA)
Lt.(jg)	Riera, Robert E. (NA)
Lt.(jg)	Slason, Frank K. (NA)
Lt.(jg)	Taylor, David W., Jr. (NA)

RADIO ENGINEERING

<u>Rank</u>	<u>Name</u>
Lt.(jg)	Edge, Lawrence L.
Lt.(jg)	Fahy, Edward J.
Lt.(jg)	Herold, Frank B.
Lt.(jg)	Hird, Louis R. (NA)
Lt.(jg)	Krapf, Arthur E.
Lt.(jg)	Murphy, Charles H.S. (NA)
Lt.(jg)	VanLeunen, Paul, Jr.

NAVAL ENGINEERING (DESIGN)

<u>Rank</u>	<u>Name</u>
Lt.(jg)	Boutelle, Richard R.
Lt.(jg)	Cole, Cyrus C.
Lt.(jg)	Dissette, Edward F.
Lt.(jg)	Gay, Jesse B., Jr.
Lt.(jg)	Islev-Petersen, Harold J.
Lt.(jg)	McCormick, John W.
Lt.(jg)	MacLeod, W. S.
Lt.(jg)	Metcalf, Paul T.
Lt.(jg)	Scherer, D. A.
Lt.(jg)	Smith, Arthur, C.

No selections will be made this year for the following courses:

General Line
Naval Engineering (Operating)
Communications

CAN YOU KEEP A SECRET? O. K., KEEP IT.

POSTGRADUATE SELECTIONS
NAVAL CONSTRUCTION AND ENGINEERING COURSE

Class to be convened in 1941:

Ensign D. A. Ball

Class to be convened in 1942:

Ensign Chisholm, D. M.
" Dawson, W. C.
" Dinsmore, J. R.
" Dolan, J. W., Jr.
" Dunford, J. M.
" Furlong, D.
" Hooper, F. A.
" Hushing, W. C.
" Oldfield, J. C.
" Reigart, J. M.
" Roddis, L. H., Jr.
" Sawyer, W. T.
" Schreiter, E. F.
" Scott, G. W., Jr.
" Short, N. S.
" Thomas, C. S., Jr.

Officers selected for the class convening in 1942 should be assigned to engineering duty until that date.

AEROLOGICAL ENGINEERING

Officers Selected For

The officers listed below were selected for Postgraduate instruction in Aerological Engineering to be held at the Postgraduate School, Annapolis, Maryland. This course convened April 21, 1941.

<u>Rank</u>	<u>Name</u>	
Lt.(jg)	Booth, B. B.	U.S.N.
Lt.(jg)	Bradbard, Samuel	U.S.N.
Lt.(jg)	Brock, J. W.	U.S.N.
Lt.(jg)D-V(G)	Butow, Ernest E.	U.S.N.R.
Lt.(jg)	Chandler, R. A.	U.S.N.
Lt. DE-V(G)	Dimon, J. T.	U.S.N.R.
Lt.(jg)D-V(G)	Evans, L. B.	U.S.N.R.

YOUR WORK IS CONFIDENTIAL

AEROLOGICAL ENGINEERING
(CONT)

Officers Selected For

<u>Rank</u>	<u>Name</u>	
Lt.(jg)	Finnegan, O. D., Jr.	U.S.N.
Lt.(jg)	Francis, W. J., Jr.	U.S.N.
Ens. D-V(G)	Hartung, James E.	U.S.N.R.
Lt. DE-V(G)	Leslie, H. K.	U.S.N.R.
Lt.(jg)	Maples, H. M.	U.S.N.
Lt.(jg)	Maynard, R. H.	U.S.N.
Lt.(jg)	Parrish, R. M.	U.S.N.
Ens. D-V(S)	Pate, E. W.	U.S.N.R.
Lt.(jg)	Pegelow, F. G.	U.S.N.
Lt. D-V(G)	Simmonds, T. H.	U.S.N.R.
Lt. D-V(G)	Traua, H. F.	U.S.N.R.

POST GRADUATE INSTRUCTION SELECTION

Civil Engineers

The Board for selection of candidates for Civil Engineering has met, selections have been made, and the list will be published in the near future. FLASH!! See page 30!

Supply Corps

The Board for selection of applicants for instruction at the Naval Finance School and transfer to the Supply Corps of the Navy will meet this month.

Law

The Board for selection of candidates for postgraduate instruction in law will be convened in May, 1941.

"THE CUNNING TOWER"

Each Naval unit needs a base--
But I can't find a parking space!

AN IDLE TONGUE CARRIES DEATH IN ITS WAG

JAPANESE INSTRUCTION

The Secretary of the Navy, on April '18, approved the following change in the Bureau of Navigation Manual:

Article E-1401 should be amended to read:

"Unmarried officers not below the rank of Lieutenant (jg), and under 30 years of age, are eligible for this training."

All officers meeting these requirements and interested in applying for this course should immediately forward their applications via official channels to the Bureau of Navigation, from which selections to fill the four prospective vacancies (1941) will be made.

OFFICER REPLACEMENTS FOR ASIATIC STATION

As of April 15 it is estimated that the following line officer replacements will be required on the Asiatic Station during the remainder of the calendar year, 1941:

APRIL	-	1 commander (Engineering Duty Only) 1 lieutenant commander 2 commanders (Aviators) 1 lieutenant commander (Aviator)
MAY	-	1 captain 1 commander 2 lieutenant commanders 6 lieutenants (1 formerly of Construction Corps) 1 lieutenant commander (Aviator) 1 lieutenant (jg) or ensign (Aviator)
JUNE	-	1 commander 4 lieutenant commanders (3 Aviators) 1 lieutenant (jg) or ensign (Aviator) 1 commander (Aviator) 1 lieutenant (Aviator)
JULY	-	1 captain 3 commanders (1 Engineering Duty Only) 1 lieutenant commander 5 lieutenants 1 lieutenant (jg) or ensign (Aviator) 2 lieutenant (jg's) or ensigns (A-V(N)USNR)

SPYING IS SIMPLE - JUST THE CEASELESS COLLECTION OF FRAGMENTS OF FACTS

OFFICER REPLACEMENTS FOR ASIATIC STATION (CON'T)

AUGUST - 1 captain
1 commander
2 lieutenant commanders (1 Japanese Language Officer)
3 lieutenants
1 lieutenant (jg) or ensign (Aviator)
2 lieutenant (jg's) or ensigns (A-V(N)USNR)

SEPTEMBER - 1 commander (Aviator)
4 lieutenant commanders
1 lieutenant
1 lieutenant (jg) or ensign (Aviator)
2 lieutenant (jg's) or ensigns (A-V(N)USNR)

OCTOBER - 1 lieutenant
1 lieutenant (Aviator)
1 lieutenant (jg) or ensign (Aviator)
2 lieutenant (jg's) or ensigns (A-V(N)USNR)

NOVEMBER - 1 lieutenant commander

DECEMBER - 2 lieutenant commanders
2 lieutenants
1 lieutenant commander (Aviator)
1 lieutenant (Aviator)

TEMPORARY ADDITIONAL DUTY TRAVEL ORDERS

The Commandants of the various Naval Districts have been authorized to issue temporary additional duty travel orders to officers. In accordance with existing regulations the Bureau must approve these orders before they can be presented for payment of mileage. The present plan calls for forwarding these travel orders to the Bureau for approval upon completion of all travel.

The Bureau approval is important in order to check the order for form and content. Each order must be charged to the proper appropriation and the exact amount of money for the complete travel must be earmarked for payment of the approved order.

In several instances officers in Washington on temporary additional duty orders issued by Commandants have requested approval before completion of travel. For reasons outlined above this approval has been withheld until the orders are forwarded by the Commandant on completion of all travel.

NEVER TALK ABOUT YOUR WORK WHEN OFF DUTY

TRANSPORTATION BY COMMERCIAL AIRCRAFT

Information has been furnished the Bureau of Navigation that Naval Officers when traveling on official business are entitled to fifteen per cent (15%) discount on the domestic airlines. Officers may take advantage of this government rate by displaying a copy of official orders to travel, at any airport or ticket office and paying cash for the tickets, or it is allowed on presentation of the regular transportation vouchers.

CORRECTION TRANSPORTATION OF DEPENDENTS

Bureau of Navigation **Bulletin, Number 290**, of March 22, 1941, contained an article on the subject of transportation of dependents, stating that under Decision of the Comptroller General of January 13, 1941, a Naval Reserve Officer was not entitled to transportation for his dependents from his home to his first permanent duty station.

While this information was correct at the time of preparation, the attention of all concerned is now invited to H. R. 3617 making deficiency and supplemental appropriations for the Fiscal Year 1941, approved March 17, 1941, which provides for transportation of dependents of retired and reserve personnel of proper grades when called to active duty other than training, and upon release therefrom. See ALNAV 24 for instructions on this subject.

TRANSPORTATION

Dependents and Household Effects

The following ALNAV has just been released to the service quoting provisions of the Act approved April 5, 1941, with respect to the transportation of dependents and household effects.

"EFFECTIVE FOR FISCAL YEAR 1941 ACT APRIL 5 1941 AUTHORIZES TRANSPORTATION DEPENDENTS AND PACKING AND SHIPMENT HOUSEHOLD EFFECTS PERSONNEL OF NAVAL ESTABLISHMENT ON DUTY AT STATIONS OUTSIDE CONTINENTAL LIMITS UNITED STATES AND IN ALASKA FROM SUCH STATIONS TO SUCH LOCATIONS IN CONTINENTAL UNITED STATES AS MAY BE SELECTED BY SECNAV PRIOR ISSUE OF ORDERS FOR CHANGE STATION WHEN SECNAV DETERMINES EVACUATION DESIRABLE, AND LATER FROM SUCH LOCATIONS IN UNITED STATES TO DUTY STATIONS TO WHICH SUCH PERSONNEL MAY BE ORDERED X TRANSPORTATION WILL BE BY GOVERNMENT TRANSPORT IF AVAILABLE OTHERWISE COMMERCIAL CONVEYANCE X POINTS IN CONTINENTAL UNITED STATES TO WHICH TRANSPORTATION DEPENDENTS AND HOUSEHOLD EFFECTS AUTHORIZED ARE HOME OF

SILENCE IS GOLDEN

TRANSPORTATION (CON'T)

Dependents and Household Effects

PERSONNEL OR DEPENDENTS, PLACE OF RESIDENCE OF RELATIVES OR SUCH OTHER PLACE AS MAY BE SPECIFICALLY APPROVED EACH CASE BY SECNAV X APPLICATION FOR TRANSPORTATION DEPENDENTS UNDER AUTHORITY THIS ACT MUST BE SUBMITTED BUREAU OF NAVIGATION EXCEPT FROM OVERSEAS STATIONS TO PORT OF ENTRY IN UNITED STATES X APPLICATIONS FOR HOUSEHOLD EFFECTS WILL BE SUBMITTED ACCORDANCE ARTICLE 1875 DASH 2 SANDA MANUAL X REASON FOR TRAVEL OR SHIPMENT TO DESIRED DESTINATIONS MUST BE STATED EACH CASE X APPLICATIONS FOR TRANSPORTATION DEPENDENTS AND HOUSEHOLD EFFECTS TO NEW DUTY STATION MUST SHOW TO WHAT POINT TRANSPORTATION OBTAINED ON EVACUATION X CLAIMS FOR REIMBURSEMENT MAY BE SUBMITTED FOR TRAVEL DEPENDENTS AND PACKING AND SHIPMENT HOUSEHOLD EFFECTS PERFORMED OWN EXPENSE UNDER ABOVE CONDITIONS ON OR SINCE JULY 1 1940"

While it is not believed that the Navy will have any more dependents to evacuate from overseas stations under the provisions of the above-quoted Act, it is probable that some travel was performed by dependents already evacuated from ports of entry in the United States to various destinations in the United States as transportation was only furnished to the port of entry when they were evacuated. In such cases it will be noted that in accordance with the last sentence of the ALNAV claims may be submitted by the personnel concerned for reimbursement for such travel. In submitting such claims information should be furnished showing when and by what means transportation was furnished on evacuation, with dates of travel and ports of entry in the United States and also information showing the reasons for travel to the various destinations in the United States within the meaning of the instructions contained in the ALNAV."

GRATUITY PAYABLE TO BENEFICIARIES OF DECEASED OFFICERS, ENLISTED MEN, AND NURSES OF THE UNITED STATES NAVAL RESERVE

The Act of Congress approved August 27, 1940, (Public, Numbered 775, Seventy-sixth Congress) provided that Naval Reserve officers, nurses, warrant officers, and enlisted men of the United States Naval Reserve or United States Marine Corps Reserve who if called or ordered into active naval or military service by the Federal Government for extended naval or military service in excess of 30 days, suffer disability or death in line of duty from disease or injury while so employed, shall be deemed to have been in the active naval service during such period and they or their beneficiaries shall be in all respects entitled to receive the same pensions, compensations, retirement pay, and hospital benefits as are now or may hereafter be provided by law or regulations for officers, warrant officers, nurses, and enlisted men of corresponding grades or length of service of the regular Navy or Marine Corps.

"STRICTLY BETWEEN US..." - DON'T KID YOURSELF

GRATUITY PAYABLE TO BENEFICIARIES OF DECEASED OFFICERS, ENLISTED MEN,
AND NURSES OF THE UNITED STATES NAVAL RESERVE (CON'T)

The Comptroller General held that the above-mentioned provision of law would not include payment of six months pay to the beneficiaries of members of the Naval Reserve who die while on active duty.

Public Law 16 - 77th Congress, approved March 17, 1941, corrects this provision by providing that the benefits under Section 4 of the Act approved August 27, 1940, shall include payment of the gratuity authorized by the Act of June 4, 1920, (41 Stat. 824), as amended by the Act of May 22, 1928, (45 Stat. 710; U. S. Code, title 34, Sec. 943). This Act also made the provision for the payment of this gratuity effective as of August 27, 1940.

INSTRUCTION - FOREIGN LANGUAGES

Some 150 officers of the Navy and Marine Corps on duty in the Washington area recently volunteered for special instruction in Spanish and Portuguese. The Office of Education, Federal Security Agency, will furnish necessary instructors and textbooks, and the facilities of Central High School have been made available for classes. The courses will be divided into basic and advanced, to take care of varying degrees of familiarity with the languages. Attendance is strictly voluntary. However, from the enthusiasm already demonstrated, there will be few absentees.

Similar instruction in Japanese is being contemplated in the Hawaiian area.

A number of units afloat are planning similar courses of instruction and are using the services of linguists found on board many of our ships.

A goodly number of enlisted men have already requested instruction, and it is contemplated expanding this training on a voluntary basis so that it will include the training of enlisted personnel in Spanish and Portuguese.

All Commanding Officers, in other areas, interested in special instruction of this nature should investigate the possibilities and facilities of their local Office of Education, **Federal Security Agency.**

The Bureau notes with pleasure the voluntary interest of the naval personnel in obtaining a workable knowledge of various modern languages.

* * * * *

On April 15 the first meeting of the Spanish and Portuguese classes for commissioned officers was held at the Central High School, Washington, D. C. One hundred fifty-four officers of the Navy and Marine Corps

STREET CARS ARE FOR RIDING, NOT TALKING

INSTRUCTION - FOREIGN LANGUAGES (CON'T)

attended, and after preliminary instructions they were assigned to sections of about fifteen each for the course.

The instructors furnished all have Ph.D. degrees and are the ablest men available for these duties. The courses were enthusiastically received, and it appears that much good will be derived from attending them.

If any officers on duty in the Washington area are interested and have not as yet enrolled, it is suggested that they communicate with the Bureau of Navigation Bulletin Office, Room 3614 Navy Department, Telephone Extension 77.

* * * * *

Plans are being formulated for similar instruction for enlisted personnel to be held at the various Naval stations in the Washington area. Letters on this subject have been directed to the Commanding Officers of these stations, and those enlisted men interested should communicate with their local Commanding Officers.

MODIFICATION OF NAVAL WAR COLLEGE COURSES

The Navy Department recently announced that the Naval War College courses are to be modified during the current emergencies. With the completion, on May 15, 1941, of the present Advanced, Senior, and Junior Courses at the Naval War College, these courses in their current form will be suspended for the duration of the present emergency. In their place, there will be established a Command Course and a Preparatory Staff Course, these courses to run concurrently, the duration of each being approximately five months. During the fiscal year 1942, the first War College session will begin on July 1, 1941, and end on November 25, 1941. The second will begin on January 5, 1942, and end on May 27, 1942.

The Command Course will be available to all officers of the line and staff of the regular Navy who have had six or more years of commissioned service, and to officers of the Army, Marine Corps, and of the Coast Guard, as determined by the heads of their respective departments. The Preparatory Staff Course is primarily intended for officers of the Naval Reserve, of and above the rank of Lieutenant (junior grade), who have already seen some naval service. The number of officers participating in both courses will be dependent entirely upon the availability of officers after the active demands for the national defense have been met.

A SLIP OF THE LIP MAY GIVE A SPY A TIP

MODIFICATION OF NAVAL WAR COLLEGE COURSES (CON'T)

Subject also to availability of officers, the Bureau of Navigation intends to maintain the Naval War College Staff at normal strength throughout the year.

Rear Admiral Kalbfus, President of the Naval War College, in commenting on the above, stated that, although the shorter courses will necessarily be somewhat limited in extent because of the curtailment of the time available, the Naval War College is in position to insure that no fundamental features will be omitted. It is, moreover, quite possible that officers may be available for a shorter course who could not possibly be considered as available for a course which covers the better part of a whole year.

Each officer who satisfactorily completes the course prescribed for him will be given a certificate to that effect. In examinations for promotion of officers of the Navy to grades above that of Lieutenant, a certificate of completion of the Command Course will be accepted as evidence of qualification in strategy and tactics. A certificate of completion of the Preparatory Staff Course will be accepted as evidence of qualification in strategy and tactics for promotion of officers of the Navy to the grades of Lieutenant and Lieutenant Commander.

U. S. NAVAL ACADEMY CLASSES EARLY GRADUATION

The President has approved the early graduation of the U.S. Naval Academy Class of 1942 in December, 1941.

In view of the difficulty in making vessels available for cruising Midshipmen, the usual three months' Midshipmen Cruises will not be made during the summer of 1941. Midshipmen of all classes will remain at the Naval Academy during the summer term, except for a period of leave for the first, second, and third classes, and the routine and studies of that term will be adjusted to summer conditions. Midshipmen of the third class will be given short cruises in vessels attached to the Naval Academy and in district craft. The following Naval Academy academic schedule has been approved:

- | | |
|--------------------------------|------------------------------------|
| (a) <u>First Class (1942).</u> | |
| Leave | - June 2 - July 11, 1941 |
| Summer term | - July 14 - September 25, 1941 |
| Fall term | - September 29 - December 13, 1941 |
| Graduation | - December 19, 1941 |

IDLE WORDS EQUIP THE FIFTH COLUMNIST'S WORKSHOP

U. S. NAVAL ACADEMY CLASSES
EARLY GRADUATION (CON'T)

- (b) Second Class (1943).
Leave - June 2 - July 11, 1941
Summer term - July 14 - September 25, 1941
Fall term - September 29 - December 20, 1941
Winter term - December 22, 1941 - June, 1942
- (c) Third and Fourth Classes (1944 and 1945).
Leave for the third class only, one-third at a time.
Fall term - September 29 - December 20, 1941
Winter term - December 22, 1941 - March 14, 1942
Spring term - March 16 - June 13, 1942

BOARD OF VISITORS TO THE U. S. NAVAL ACADEMY--1941

April 23 to May 1, inclusive

The following is a list of the members of the Board of Visitors:

BY THE PRESIDENT

Dr. M. L. Brittain.....	President, Georgia School of Technology, Atlanta, Georgia.
Dr. Frank P. Graham.....	President, The University of North Carolina, Chapel Hill, North Carolina.
Dr. Franklyn B. Snyder.....	President, Northwestern University, Evanston, Illinois.
Dr. Henry M. Wriston.....	President, Brown University, Providence, Rhode Island.
Dr. W. B. Bizzell.....	President, The University of Oklahoma, Norman, Oklahoma.
Dr. Alexander C. Ruthven.....	President, University of Michigan, Ann Arbor, Michigan.
Dr. L. P. Sieg.....	President, University of Washington, Seattle, Washington.

BY THE VICE PRESIDENT

Senator David I. Walsh of Massachusetts... (Chairman, Naval Affairs Committee, U.S. Senate: ex officio member of the Board.)
Senator Alexander Wiley of Wisconsin
Senator John H. Overton of Louisiana
Senator Charles O. Andrews of Florida
Senator Guy M. Gillette of Iowa

IF YOU DON'T SAY IT, THE WRONG PERSON WON'T HEAR IT

BOARD OF VISITORS TO THE U. S. NAVAL ACADEMY--1941 (CON'T)

BY THE SPEAKER OF THE HOUSE

Representative Carl Vinson.....(Chairman, Naval Affairs Committee, House of Representatives, ex officio member of the Board.)

Representative Robert Ramspeck of 5th Cong. Dist. of Georgia.
Representative Lansdale G. Sasscer of 5th Cong. Dist. of Maryland.
Representative William H. Sutphin of 3rd Cong. Dist. of New Jersey.
Representative W. Sterling Cole of 37th Cong. Dist. of New York.
Representative Robert A. Grant of 3rd Cong. Dist. of Indiana.

The following is included in the letter of appointment to each member of the Board:

"While the duties of the Board are not defined by law, the Department suggests that some of the functions of the Board might well be prescribed as follows:

"(a) To report upon the adequacy and condition of the physical equipment.

"(b) To recommend changes in the physical equipment that may be considered necessary or advisable.

"(c) To report upon the curriculum and recommend such changes in method or practice that may be considered desirable.

"(d) To report upon the general state of morale and discipline and any other matters relating to the Academy that the Board may decide to consider."

BOXING -- INTERCOLLEGIATE SPORT
DISCONTINUED AT THE NAVAL ACADEMY

Rear Admiral Russell Willson, Superintendent of the Naval Academy, recently announced that boxing as an intercollegiate sport will be discontinued at the Naval Academy. It is believed that better instruction with increased benefit to more midshipmen will be obtained by placing boxing on a strictly intramural basis.

The Department of Physical Training will continue to give regular instruction to all midshipmen in the art of boxing, and inter-battalion boxing meets will count for "points" toward the coveted battalion trophy awarded annually for excellence in athletics.

"THEY SAY AT THE OFFICE...." IS DYNAMITE IN A COCKTAIL

NAVAL R.O.T.C. SUMMER CRUISES

In view of the present national emergency, it has been deemed impracticable to make available vessels for the normal cruising of N. R.O.T.C. students, and therefore the usual 24-day practice cruise has been cancelled for the summer of 1941.

Because of the valuable training acquired on these cruises, a plan has been approved by the Chief of Naval Operations whereby the N.R.O.T.C. students will be given some seagoing experience and practical instruction in seamanship and gunnery. The various District Commandants have been requested to utilize craft under their direction for this purpose.

All arrangements for this summer instruction will be made by direct contact between the Commandants and the Professors of Naval Science and Tactics within their districts. As many students as possible will be cruised. The students will probably be divided into small groups and will cruise for short periods of time. All cruises must end prior to September 1, 1941.

V-7 PROGRAM

The details for the continuation of the V-7 Reserve Midshipmen Program for 1941-42 have been completed and will be released as soon as the necessary funds are appropriated.

It is anticipated that recruiting for this program will commence early in May.

UNITED STATES NAVY UNIFORM REGULATIONS, 1941

The United States Navy Uniform Regulations, 1922, are being rearranged and reprinted. The new issue will simplify the presentation of the subject and is designed to provide all naval personnel with correct information on the prescribed uniform. These regulations should be available to the general service by July, 1941.

The following changes are considered the most important to the general service and will be incorporated in the U.S. Navy Uniform Regulations, 1941:

A. FACING OF THE EAGLE.

(1) For many years the United States Navy has specified modified

YOU CAN TAKE BACK WHAT YOU SAID BUT NOT WHAT HE HEARD

UNITED STATES NAVY UNIFORM REGULATIONS, 1941
(CONTINUED)

forms of the Napoleonic Eagle in the devices and insignia used to distinguish the various ranks and ratings of the officers and enlisted men. This eagle, in its several forms, usually was cast, stamped, or embroidered looking or facing left, that is to say, to its own left, and the same practice has been followed in the Navy. Why the Napoleonic Eagle faced to the left or why our naval insignia followed the same rule is not known. According to heraldic rules an eagle should face right -- toward the wearer's sword arm, or if worn on the sleeve or collar, to the front -- in other words, toward the enemy, and the Navy in its new uniform regulations will follow the ancient heraldic rules, at least insofar as this point is concerned. In course of time, therefore, the old Napoleonic practice will disappear in the naval uniform.

(2) The issue and wearing of the present insignia, in all its forms, is authorized. Inasmuch as the purchase of new insignia involves a considerable outlay of funds, it will not be required until the articles, styled as at present, may be assumed to have provided the purchaser with a reasonable period of service.

B. KHAKI UNIFORMS.

(1) Khaki uniforms are authorized by Alnav 16 for all officers and chief petty officers for wear when prescribed by the senior officer present. This uniform is identical with the aviation summer working uniform.

(2) Officers who have worn this uniform have experienced difficulty in maintaining its appearance due to shrinkage in sleeve stripes when laundered. As a result, dry cleaning was resorted to, which is expensive for all and sometimes impracticable for those at sea. In order to prescribe a distinctly naval uniform and to avoid the foregoing difficulties, Alnav 66 abolished sleeve stripes and bronze buttons on the khaki coat and prescribed instead the shoulder marks and gilt or gold buttons now used on the white service uniform.

C. RANK AND CORPS DESIGNATION, KHAKI WORKING UNIFORM WHEN WORN WITHOUT THE COAT.

(1) Inasmuch as it is contemplated the khaki working uniform may be worn without the coat, rank and corps designation are essential in order to show at a glance the rank and corps of the wearer. Appropriate pin-on devices shall be worn on the shirt collar for this purpose. The specifications for all these devices will be available in the new Uniform Regulations, 1941, and at an earlier date at the Officers' Uniform Shop.

UNITED STATES NAVY UNIFORM REGULATIONS, 1941

(CONTINUED)

(2) The following general information is furnished:

(a) Line Officers. The same miniature, pin-on devices, rights and lefts, now in use, are prescribed.

(b) Staff Corps.

(1) Rank designation shall be indicated by pin-on device on the right side of the collar, this device to be the same as that prescribed for line officers.

(2) Corps designation shall be indicated by pin-on device worn on the left side of the collar, which shall be of the same design and approximately $\frac{5}{8}$ the size of those prescribed for use in marking the sleeves of the blue service uniforms.

(c) Chief Warrant and Warrant Officers. The pin-on device for these officers shall be of the same design and approximately $\frac{5}{8}$ the size of those prescribed for use in marking the sleeves of the blue service uniforms. For Chief Warrant Officers the device should be made of silver or white metal, and for Warrant Officers, in gilt or gold.

D. TROPICAL UNIFORM.

(1) The white shorts authorized to be tested as a working uniform at sea for enlisted men have been recommended for adoption by the Commander-in-Chief, Pacific Fleet. White and khaki shorts for all officers and men will be authorized as an optional item of equipment in the Uniform Regulations, 1941, for use as prescribed by the senior officer present in tropical and semi-tropical climates. This uniform shall not be worn on liberty.

(2) When prescribed by the senior officer present, white or khaki helmets may be worn on naval shore establishments. When prescribed, it may be worn with appropriate uniforms on liberty.

(3) The specifications for all items of the tropical uniform are being prepared at the Naval Clothing Depot and will be available at an early date.

E. OVERCOAT, WINTER WORKING UNIFORM, AVIATION OFFICERS.

The winter working uniform overcoat for aviation officers has been adopted to provide an appropriate overcoat for use by officers wearing the forestry green winter working uniform. Preliminary specifications for this overcoat are now available in the Bureau of Aeronautics.

WORDS GET TWISTED - AND SOMEBODY FALLS

GOLD LACE FOR OFFICERS' UNIFORMS

For many years the gold lace making industries at Lyons, France, have been the source of supply for gold thread lace used on Naval Uniforms. After the invasion of the low countries and the capitulation of France, importation of the gold lace from France was impossible, and the supply of gold lace in stock in the United States is now nearing depletion.

In anticipation of exhaustion of stocks, the Navy Department brought this matter to the attention of American manufacturers in the hope that American industry, initiative, and ingenuity would find a method of producing domestic gold lace. This industry is now in the brink of realization, as the jewelry industry has found it practicable to draw wire to the required fineness so that it may be wrapped around a single silk thread which will be pliable enough to be woven into a lace that can be sewed to woolen fabrics. Three textile concerns have now undertaken the task of weaving gold lace and it is expected that within the next few weeks an initial supply will be available.

CIVIL ENGINEERING POSTGRADUATE SELECTIONS

Just as the Bulletin was going to press, the following selections for postgraduate instruction in civil engineering were approved:

Ensign Arthur B. Chilton, Jr., U.S.N.
Ensign Luther S. Reynolds, U.S.N.
Ensign Richard T. Pratt, U.S.N.

INITIATIVE

The Bureau notes with interest and appreciation the initiative taken by many commands during this national emergency in the inauguration of additional methods for better equipping the officer personnel.

A typical example is contained in a report from the Commandant of the Sixth Naval District. There are some sixty reserve officers on duty in that area, and over a month ago there was inaugurated a program of a daily luncheon attended by all commissioned officers. In addition to sociability and morale building, the idea was conceived of having a brief address delivered on a selected professional subject. This idea was

YOUR FRIEND MAY BE ALL RIGHT - BUT YOU DON'T KNOW ALL HIS FRIENDS

INITIATIVE (CON'T)

enthusiastically received and has been continued. The subjects discussed during the first twenty-three luncheons are listed below, with the thought in mind that the list might serve as a basis for the delivering of talks at similar get-togethers:

"Welcome Address to Reserve Officers"
"Marine Activities"
"Activities of the Medical Department"
"Personnel"
"Communications"
"War Plans"
"Port Director Neutrality Regulations"
"Inshore Patrol"
"Industrial Department"
"Production Division"
"Gas Defense"
"Intelligence"
"Safety Engineering"
"Utilities"
"Accounting"
"Civil Personnel"
"District Health - Disease Prevention"
"Seamen's Barracks"
"Yard Maintenance"
"U. S. Coast Guard"
"The New Destroyer at Sea"
"Aircraft"
"Navy Regulations, Traditions, and Customs"

LEGISLATIVE PROGRAM

H.R. 3786 INCREASE OF THE AUTHORIZED ENLISTED STRENGTH
OF THE NAVY TO 232,000 MEN

On page 37, Bureau of Navigation Bulletin No. 290, the details of the above bill were set forth.

H.R. 3786 passed the United States Senate without amendment on April 15, 1941.

"LUBBER LINES"

Efficiency experts have recommended putting Navy Department "foot-work" detail on roller skates.

YOURS IS A SACRED TRUST - DON'T BETRAY IT

EX-SERVICE MEN

Since the enactment of the Selective Training and Service Act, this Bureau has received numerous inquiries concerning the status of former Service men of the Navy who are within the draft age.

By specific provisions in the Act, ex-Service men of the Army, in time of peace, are relieved from the liability to serve in any reserve component of the land and naval forces of the United States, and from the liability of training as provided for in the Act. No similar exemption is provided for ex-Service men of the Regular Navy or Marine Corps.

The Bureau believes that the proper place for a trained ex-Navy man is in the Naval Reserve. In normal times such individuals would not be required to perform any active service, nor would they be called upon without their consent to perform any service which would interfere in any way with their civil pursuits. They would be called into service only during the existence of a serious National Emergency when their services are urgently required, or whenever the Congress has declared that the national interest is imperiled. In this situation the interest of the individual should and must give way to the interest of national defense.

If ex-Navy men join the Reserve, the Navy will have in its possession the names and addresses of such men, and also an accurate knowledge of their physical condition. This information is of vital importance in the interests of national defense for personnel planning.

At the present time the President has declared that a national emergency exists. Therefore it is not possible to guarantee to each ex-Navy man who joins the Reserve that he will not be called to active duty before mobilization or war.

CASUALTIES

IMPORTANT!

IMPORTANT!

The Bureau notes the loss of six men overboard at sea since October 30, 1940. In all cases it was found that the individual and NOT the ship or organization was at fault. The bleak fact stands out that six lives have been lost.

The Bureau desires that all commanding officers, in addition to the prudent measures required and expected in seafaring, bring to the attention of their commands that personal safety depends in the last analysis upon the individual himself.

"QUIET, PLEASE" - ALWAYS!

PROSPECTIVE AUTHORIZATIONS FOR ADVANCEMENT TO CHIEF PETTY OFFICER RATINGS

1. No waiting list for chief petty officer has been published, but the names of those candidates who are next in line for advancement will be published from time to time in the Bulletin. The top men on the list for ratings indicated are shown below. Attention is invited to the fact that advancements when authorized by the Bureau are made by commanding officers provided men concerned are in all respects qualified for advancement at the time.

FOR CHIEF GUNNER'S MATE

1.	HILL, Charles Elmer	2679837	GMLc
2.	DEAN, Charles H.	3717531	GMLc
3.	STEWART, Fred Lawrence	2995908	GMLc
4.	GONIA, Loury Bunyard	2740522	GMLc
5.	PETTY, John Daniel	2951383	GMLc

FOR CHIEF TURRET CAPTAIN

1.	GUDGER, Charles Armour	2617915	TC1c
2.	JUDAH, Lewie Frank	2718424	TC1c
3.	FANNIN, Clifford Lewis	2870051	TC1c
4.	HENSLEY, Furman Leo	2617529	TC1c
5.	BOLSHAZY, Albert Louis	2069838	TC1c

FOR CHIEF SIGNALMAN

1.	WALDROP, Robert	2431079	SMLc
2.	FOSSUM, Arthur	3160774	SMLc
3.	JENNINGS, George W., Jr.	3413573	SMLc
4.	WADDELL, Harry	3304206	SMLc
5.	RADZIK, John Edward	2122586	SMLc

FOR CHIEF FIRE CONTROLMAN

1.	DIEMER, Lester Emrey	2429107	FC1c
2.	McGOY, Donald Harry	2793712	FC1c

FOR CHIEF ELECTRICIAN'S MATE

1.	EVANS, John Frederick	3805999	EM1c
2.	LEE, Howard William	2339173	EM1c
3.	REED, Clifford Emmett	3930494	EM1c
4.	ANTHONY, Donald R.	3927913	EM1c
5.	WINEY, Roy Charles	3713023	EM1c

WHEN YOU BARK, HE MAY BITE

PROSPECTIVE AUTHORIZATIONS FOR ADVANCEMENT TO CHIEF PETTY OFFICER
RATINGS (CON'T)

FOR CHIEF CARPENTER'S MATE

1.	STEVENS, Roscoe Clayton	2907794	CMlc
2.	MESSER, Frank Benjamin, Jr.	3810751	CMlc
3.	ONGARO, Frank Nondo	3854957	CMlc
4.	KISSICK, Lyle Marion	3206317	CMlc
5.	ANDERSON, Nathan B.	2653892	CMlc

FOR CHIEF SHIPFITTER

1.	MASEDA, Frank Aloyousis	2741412	SFlc
2.	ETCELL, George Daniel	5001012	SFlc
3.	KELLEY, Edwin Herbert	2011256	SFlc
4.	ALLEN, Willie Joseph	4055632	SFlc
5.	RASH, Looie Wade	3557378	SFlc

FOR CHIEF PRINTER

1.	GREENHOLT, Henry David	2431720	Prtrlc
2.	WINKLER, Cedric Willard	3753637	Prtrlc
3.	FIELDS, Norman Emanuel	2146918	Prtrlc
4.	SCHICK, Charles Henry	3806762	Prtrlc
5.	JONES, Johnie Hawes	2655928	Prtrlc

FOR CHIEF MACHINIST'S MATE

1.	PRATER, Charles	2950179	MMlc
2.	DICE, Paul Howard	2793696	MMlc
3.	BYRD, James Robb, Jr.	2680551	MMlc
4.	CHAMBERLAIN, Clarence Jos.	2068460	MMlc
5.	CAVANAUGH, Earl Harley	3854552	MMlc

FOR CHIEF WATERTENDER

1.	SOLAAS, Oliver	3207212	WTlc
2.	GIOLITTO, Joseph James	2868821	WTlc
3.	SKINNER, William Earl	3355901	WTlc
4.	ELLIS, Henry Albert	2068203	WTlc
5.	ALEXANDER, William Baker	2338729	WTlc

FOR CHIEF BOILERMAKER

1.	LETT, Howard Lee	2716181	Bmkrlc
2.	HUDDLESTON, Albert Edward	3161604	Bmkrlc
3.	BORGES, William Frederick	2338221	Bmkrlc
4.	STRIBLING, Tom Ramsey	2680414	Bmkrlc

"HAS THE CAT GOT YOUR TONGUE?" - WELL, LET HIM KEEP IT!

PROSPECTIVE AUTHORIZATIONS FOR ADVANCEMENT TO CHIEF PETTY OFFICER
RATINGS (CON'T)

FOR CHIEF METALSMITH

1. WELSCH, Burrell Lair	3716745	Msmthlc
2. GUZY, Joseph John	2994687	Msmthlc
3. TWEEEDY, Alvin D.	3362708	Msmthlc
4. MINOR, Warner M.	3557905	Msmthlc
5. STEWART, Hazel B.	2618459	Msmthlc

FOR CHIEF STOREKEEPER

1. BELL, Earl Haywood	2617682	SKlc
2. RYAN, Edward John	3109450	SKlc
3. RHODES, Herman Edgar	2655521	SKlc
4. TIERCYAK, Peter	2148903	SKlc
5. ZIRKLE, Fred G.	2562865	SKlc

FOR CHIEF PHARMACIST'S MATE

1. HEPP, Harold Henry	3107391	PhMlc
2. TEMPLETON, Garland	3460441	PhMlc
3. SCHNABEL, Charles William	3753421	PhMlc
4. KESLER, John Joseph	2674428	PhMlc
5. LOWN, Ernest Elias	3927256	PhMlc

FOR CHIEF BUGLEMASTER

1. SALAY, Stephen J.	3363610	Bgmstrlc
2. RUSSELL, Graham Howard	2282141	Bgmstrlc
3. TERWILLIGER, Clarence	2139150	Bgmstrlc
4. WINDLAND, Hugh Edward	3205758	Bgmstrlc

FOR CHIEF COMMISSARY STEWARD

1. RODGERS, Matthew John	2427039	SClc
2. BAILEY, John Houston	3926745	SClc
3. CHILDERS, Fred (n)	3715985	SClc
4. BRIMLEY, Olan Kenneth	3109430	SClc
5. BOATRIGHT, Harold Komon	2677797	SClc

FOR AVIATION CHIEF MACHINIST'S MATE

1. WADE, Samuel Thomas	2616383	AMMlc
2. ALLEN, Rendar Leslie	2677239	AMMlc
3. PERINE, Charles Roscoe	3160947	AMMlc
4. LEWIS, Stephen B.	2070414	AMMlc
5. WILL, Wilbert	2369987	AMMlc

IT'S YOUR SAFETY THAT'S AT STAKE

PROSPECTIVE AUTHORIZATIONS FOR ADVANCEMENT TO CHIEF PETTY OFFICER
RATINGS (CON'T)

FOR CHIEF PHOTOGRAPHER

1. SHIRLEY, Charles Curtiss	2679272	Plc
2. ABRAMS, Hiny	2616741	Plc
3. WHEATLEY, Bacil Clyde	3681876	Plc
4. MELVIN, Arthur Robert	3716799	Plc
5. KIVELL, Lloyd Morrill	3207705	Plc
6. O'REILLY, Henry Francis, Jr.	2123318	Plc

Advancement of SHIRLEY and ABRAMS authorized 4/16/41.

CHIEF PETTY OFFICER EXAMINATIONS

1. The next service-wide examination for advancement to chief petty officer will be held in October of this year for recommended candidates eligible as of December 31, 1941.

2. It is to the interest of prospective candidates to become familiar with the requirements for advancement in order to insure their eligibility and prepare for the examinations. There is considerable evidence in previous examinations to indicate that many candidates do not know the subjects to be covered in the examination as laid down in the Bureau of Navigation Manual. In this connection it will be noted that some chief petty officer ratings in the artificer branches, chief metalsmith for example, are required to be examined in qualifications that do not have a direct bearing on the nature of the mechanical work performed by them. The reason for that is the fact that as a first class metalsmith he is already supposed to be an expert mechanic in his line; to be a chief metalsmith he should in addition have a broad knowledge of the duties of a chief petty officer in the artificer branch. The Bureau of Navigation Manual prescribes the following subjects for the written examination for chief metalsmith:

- (a) Be able to plan and estimate time, cost, and material for any C & R metal repair or alteration required on board ship or at a Navy yard.
- (b) Understand the operation and use of all shipboard machinery under the cognizance of the (former) C & R Department.
- (c) Know the action to be taken by a petty officer in charge of a damage control repair party.

IN THE CAFETERIA, LOOSEN YOUR BELT, NOT YOUR TONGUE

CHIEF PETTY OFFICER EXAMINATIONS
(CONTINUED)

3. Some excellent material for chief petty officer exists among candidates with over sixteen years service, but too often, inadequate preparation prevents their passing the examination. It is suggested that officers concerned could insure advancement of particularly desirable chief petty officer candidates by advising them how to prepare for the examinations and, in some cases, where necessary arrange for coaching or instructing them. Lack of educational background should be no great obstacle in the objective type of examination if the candidate knows his subject, but advance preparation is necessary in those subjects which are not directly associated with his routine duties.

CHIEF PETTY OFFICERS EXAMINATIONS

The chief petty officers examinations which are to be held in October, 1941, are being prepared in the same manner as heretofore. For the information of the service a rough outline of how these examinations are prepared is given:

1. Forces afloat are directed to submit questions for the examinations in all ratings. A schedule is prepared so that no complete examination is made by any one activity.

2. Upon receipt of the questions submitted by the Forces afloat, the Training Division of the Bureau of Navigation uses questions from all sources and consolidates these questions into a complete examination always based on the requirements of Part D, Chapter 5, Bureau of Navigation Manual.

3. When these examinations have been prepared, they are checked for accuracy and clarity by the Bureau of Navigation and forwarded to the technical bureau or bureaus concerned for further checking.

4. The technical bureaus eliminate unsuitable questions and return the examinations to the Training Division.

5. The questions are then printed or mimeographed and distributed in accordance with the standard distribution system.

It is believed that this method of preparing examinations is entirely fair inasmuch as it combines the ideas of the Forces afloat, the Bureau of Navigation, and the technical bureaus. Questions are carefully safeguarded, and it is believed that an absolute minimum of individuals ever see a complete examination up to the date on which it is held.

A SECRET IS A WEAPON AND A FRIEND

RECOMMENDATIONS FOR ADVANCEMENT TO CHIEF PETTY OFFICER

1. No deserving candidate for chief petty officer should be deprived of his opportunity to compete in the annual examinations because of inadvertent omission of a recommendation in his service record upon being transferred a short time before the examination. It is desirable that the practice be habitually followed of appropriate entry in service records whenever a potential candidate is transferred from a ship or station in which he has been serving a sufficient period of time to judge his capabilities. Recommendation for advancement to chief petty officer should be made only after careful consideration and observation of a potential candidate's qualifications, military and professional. A commanding officer cannot, without benefit of observation, be expected to determine the true merits of a "new arrival" and therefore, the recommendation of the new arrival's previous commanding officer is of utmost importance.

2. The fact that examinations are held but once a year has undoubtedly caused some candidates to be recommended after insufficient observation in order to insure against a possible injustice to individuals concerned. This has resulted in candidates' being permitted to take the examination who eventually proved not to be chief petty officer material - such circumstances are not only detrimental to the service and unfair to other candidates, but also disappointing to the man concerned when authorization for his advancement is made and cancelled, or his appointment later revoked.

3. In case of doubt, as, for example, when a potential candidate is received a short time before the examinations, and his record is apparently satisfactory but no recommendation is shown, it is suggested that a request for recommendation be addressed to his former commanding officer. The present system of examination does not relieve a commanding officer of the responsibility of recommending only suitable material for chief petty officer - suitable as to character and leadership as well as to professional ability.

TRAINING COURSES FOR CHIEF PETTY OFFICER RATINGS - REMINDER

1. It is desired at this time to call attention of prospective candidates for chief petty officer, to the Bureau training courses which must be completed by them in order to establish eligibility to compete in the next service-wide examinations in October of this year. In addition to the courses, completion of which is required and entry of completion made in service record and on Form N.Nav.524, prospective candidates are reminded of the existence of a training course in "General Qualifications for First Class and Chief Petty Officers" which deals with such subjects as duties of the officer-of-the-deck and engineering officer of

THERE'S MANY A SLIP TWIXT THE EAR AND THE LIP

TRAINING COURSES FOR CHIEF PETTY OFFICER RATINGS - REMINDER (CON'T)

the watch and other subjects under Article D-5202 of the Bureau of Navigation Manual. Machinist's mates are again informed that the "Diesel Engine" course is a convenient source of information for use in preparing for the examination on that subject.

2. Below are listed the chief petty officer ratings for which training courses are available and must be completed by candidates for the forthcoming examinations:

Chief Boatswain's Mate	Chief Electrician's Mate X
Chief Gunner's Mate	Chief Radioman X
Chief Torpedoman	Chief Machinist's Mate X
Chief Turret Captain	Chief Yeoman
Chief Quartermaster	Chief Storekeeper
Chief Signalman X	Chief Commissary Steward
Chief Fire Controlman X	Aviation Chief Machinist's Mate

3. From a statistical review of the October, 1940, chief petty officer examination, it is apparent that, in general, candidates recently completing the courses for advancement in rating made the highest marks. Even though a course has been completed several years ago, all candidates are urged to make full use of current courses in order to best prepare for the forthcoming examination.

LENGTH OF SERVICE OF RECENTLY APPOINTED CHIEF PETTY OFFICERS

The average length of service of newly appointed chief petty officers (authorizations of February 28, 1941) is about 14 years. Twenty-eight percent had 12 years or less service, and twenty-two percent had 16 years or more service as of December 31, 1940. The length of service of those advanced is shown in the following table:

229 had less than 10 years' service
494 had between 10 and 12 years' service
346 had between 12 and 14 years' service
387 had between 14 and 16 years' service
371 had between 16 and 18 years' service
123 had between 18 and 20 years' service
73 had over 20 years' service

It will be noted that the greatest number of advancements were in the 12 to 14-year group; there were 2392 candidates in this group. The number of advancements in each group was roughly one-third of the number competing. Altogether there were 2523 advanced out of 7650 candidates.

LOOSE WORDS MAY LOSE SHIPS

LENGTH OF SERVICE OF RECENTLY APPOINTED CHIEF PETTY OFFICERS (CON'T)

More vacancies existed in some ratings than in others and advancements cannot be made unless vacancies occur. The number of chief petty officers allowed in each rating is based on actual requirements to fill billets for the particular ratings in forces afloat and shore activities. Vacancies in a rating are created by separation from the service (death, discharge, etc.) and disrating of men in those ratings and by expansion. The number of vacancies created by expansion is not the same for all ratings - for example, the number of water tenders is not increased at all by the addition of Diesel propelled ships to the Navy. Also, the number in each chief petty officer rating is not increased proportionally when a large number of small vessels are commissioned, because only in large vessels are there allowances for chief petty officers in all or nearly all rating groups.

PERMANENT MOORINGS

Deacon, Jesse George, C.T.C., U.S.N., is credited with eighteen years and six months' continuous sea service as of January 1, 1941, all of which time has been spent in the same division of the same ship - i.e., Fourth Division, U.S.S. TENNESSEE.

DATE OF EXAMINATION FOR CERTAIN RATINGS

Service-wide examinations in professional qualifications for the ratings of Prtr.lc, Bgmstr.lc, PhM.lc, Aerog.lc, and P.lc will be held July 16, 1941, for candidates who are eligible as of October 1, 1941.

TRAINING OF ENLISTED PERSONNEL FOR ADVANCEMENT IN RATING

The following is an excerpt from an Asiatic Fleet Circular Letter on the subject of training of personnel:

Reference: (a) Bunav Manual, Article D-5104.
(b) Bunav Manual, Article D-5202.
(c) Bunav Manual, Article D-5106.
(d) Alnav 82.

"1. The present rapid expansion of the naval service presents a serious problem in the training of men for advancement in rating. Here-
tofore, the problem has been one of selection of men for advancement from

PUT YOUR SAFETY BELT - ON YOUR MOUTH

TRAINING OF ENLISTED PERSONNEL FOR ADVANCEMENT IN RATING
(CONTINUED)

a group, all of whom were qualified. The problem now confronting all commands is how men may be trained with sufficient rapidity to fill the ratings of a greatly expanded fleet. At the present time there may be a temptation to relax the standards of the requirements for advancement. It is imperative that there be no reduction in these standards for petty officers. In the test of actual warfare it will have been better not to have filled the quotas provided than to find it necessary to place reliance on ill-trained and partially qualified petty officers who hold their rates by indulgence rather than merit. While requirements as to service in rate have been reduced by reference (d), the periods of time are still considered to be sufficient for purposes of training.

"2. The attention of all commands is directed to reference (a). The items over which direct control are exercised by officers charged with the state of training are:

- (a) The practical factors prescribed for each individual rating.
- (b) The technical examination.
- (c) The satisfactory completion of a training course, where a suitable one is available for the rating to which the trainee is eligible.

The completion of the prescribed practical factor is of primary importance. These should not be hurried or perfunctory. The so-called practical factors afford the opportunity of observing the results which individual men eligible for advancement can be expected to produce under service conditions. The technical examination should be simple in form. ~~Too much time and effort both of examining boards and candidates has been expended in written examinations designed to bring out minute differences in learning on which to base a decision as to which one of many shall be advanced.~~ The end to be sought by examination is rather the elimination of those who cannot meet the standard. Where a written examination is specified by the detailed requirements of reference (b), it shall be brief and careful thought given to the preparation of questions on the answers to which a decision as to qualifications shall be based. Qualifications, not competition, must govern the selection of men for advancement.

"3. The prescribed Navy training courses, standard publications, and current fleet and force instructions are the foundations for the elementary instruction. The completion of the training course and familiarity with the contents of other pertinent publications, form the essential background of a prospective petty officers' knowledge. No diminution in attention to this factor will be allowed in the course of advancement to a higher rating.

DO NOT REPEAT RUMORS

TRAINING OF ENLISTED PERSONNEL FOR ADVANCEMENT IN RATING
(CONTINUED)

"4. The **reduction in service requirements** established by ALNAV-82 increases the need for training. To this end in order that qualified men may be advanced as promptly as they attain the requisite learning and manifest the qualities for advancement, the following steps shall be taken:

(a) Each man shall, upon being advanced to any petty officer rating, commence training for the next higher rating. This training shall be completed prior to the expiration of the minimum time required in rate prior to advancement.

(b) A minimum of two non-rated men should be placed in training for each third-class petty officer rating. This shall not be construed to limit the number of men to two. The selection of the minimum number shall be done with care in order that effort may not be wasted in training men lacking in aptitude or inclination. Consideration should be given to using part-time strikers for various ratings.

(c) Commanding officers are enjoined to supervise the military aspects of training common to all petty officer ratings. These features are considered to be so familiar as not to warrant extended comment, but mention is made in order that the technical requirements do not assume a preponderance of attention in training schedules."

U. S. NAVY SERVICE SCHOOL, FORD MOTOR COMPANY

In a previously published article, the facts concerning the founding of the above school were set forth.

The first contingent of 150 recruits convened at this school on January 15th. Mr. Ford has offered his entire facilities for such use as could be made of them. Further, when the problem of housing a large number of men in Dearborn seemed almost insurmountable, he offered to build and equip the necessary barracks and messing facilities. A 22 1/2 acre reservation was fenced off from the River Rouge Plant for this school.

The Ford School operates as an adjunct of the Naval Training Station, Great Lakes, Illinois, and receives its entire complement from that station. Student recruits are given an initial one-month training at Great Lakes in subjects normally taught in Class A Schools. On completion of this initial month's training, they are sub-divided among the various sub-heads of Groups I, II, and III, and then sent to Dearborn where they

RATS HAVE BIG EARS

U. S. NAVY SERVICE SCHOOL, FORD MOTOR COMPANY (CON'T)

continue their training in the various ratings for which they have been selected. The following ratings receive three months' training at Dearborn:

Group I - Electricians.

Group II - Storekeepers.

Group III - Machinist's Mates, Boilermakers, Moulders, Metalsmiths, Shipfitters, Carpenter's Mates, and Patternmakers.

Certain selected men from each Electrical and Machinist's Class are retained for an additional three months, during which time they receive instruction in Diesel engines.

This originally constituted the entire scope of work to be undertaken but the recent demand for aviation mechanics has made it desirable to inaugurate an Aviation Machinist's Mate School. This will get under way shortly and will perhaps comprise about one-half of the entire enrollment of the school.

All instruction is given by the Henry Ford Trade School instructors. Approximately 20 per cent of the available time is devoted to classroom instruction and 80 per cent to practical application of the theory learned. Practical work is performed in nearly every shop of the River Rouge Plant under the supervision of the departmental foremen.

At the present time the building program is not complete, but there have been constructed barracks accommodating 1200 men, with necessary administration offices, sick quarters, commissary and messing facilities. There is at present under construction two additional barracks to accommodate the aviation personnel and a recreation building to take care of the entertainment and social needs of the student body.

The Navy Service School, Ford Motor Company, has not been in operation for a period of three months; the first class to arrive has graduated and joined the fleet. Thus, in a short period of slightly over four months, the school has been built, commissioned, and is now providing the Fleet approximately 300 men every month. It is expected that this number will be increased to 550 men in the near future.

It is not anticipated that these men will be finished mechanics, but they should be competent helpers and strikers.

"LUBBER LINES"

The sign, "Bidder's Entrance", on the East wing of Navy Building has resulted in an entirely unanticipated influx of enthusiastic bridge players. They all love the game of "Contract."

GOSSIP IS FASTER THAN RADIO

INFORMATION FOR MEN ABOUT TO BE DISCHARGED

In view of the large number of individual queries received in this Bureau from men who have been discharged, attention is invited to Article D-9117, Bureau of Navigation Manual, quoted below in part:

"When men are due for discharge and are eligible for reenlistment, commanding officers will satisfy themselves that such men are familiar with the inducements for reenlisting in the Navy and for enlistment in or assignment to the Naval Reserve.

"The laws and regulations relating to extensions of enlistments should be explained to men due for discharge.

Stewart
"The commanding officer of all vessels, navy yards, and naval stations shall appoint a recruiting officer. He shall acquaint himself with the benefits of reenlistment, continuous service, retirement, and transfer to the Fleet Reserve. He should interview all men whose enlistments are to expire sufficiently in advance (1 or 2 months) in order that no man may be lost to the service who might have been induced to reenlist.

"Men leaving the service should be instructed that, should they desire to reenlist at some subsequent date, they should apply to the nearest recruiting officer and not direct to the Bureau. Recruiting officers have all the necessary information and can answer questions in much less time than if inquiry is made direct to the Bureau.

"At the time of leaving the service every man who is carrying Government insurance should receive explicit notice that he must pay premiums direct to the United States Veteran's Bureau, Washington, D.C., if he wishes to continue the insurance.

"Men should be notified that frequently the physical qualifications of a man applying for reenlistment must be referred to the Department and that, as this takes time, due allowances for such delay should be made in applying for reenlistment in order that their continuous service may not be jeopardized."

OFFICIAL TRAVEL ON REENLISTMENT

The attention of the Bureau is called at times to claims for reimbursement of expenses incident to official travel being denied. Unless the decisions of the Comptroller General are clearly understood the hardships affecting service morale and domestic finances resulting from incorrect information or advice may easily become serious; i.e., John Doe, RM1c, is paid off at the expiration of his enlistment in San Francisco. His wife lives with her mother in San Diego, where he visits the

MILITARY ORATORY SOUNDS BEST IN SOLITUDE

OFFICIAL TRAVEL ON REENLISTMENT
(CONTINUED)

family and reenlists, and is ordered to duty at a school on the east coast. He does not receive transportation allowance for his dependents! However, under decision of the Comptroller General, November 27, 1940, he is allowed three months within which to reenlist at place of discharge. The reason is clearly set forth in U. S. Navy Travel Regulations:

Article 2505 - 18 - On Reenlistment.

(a) When a man reenlists at the ship or at the station at which discharged, the service is deemed continuous and on subsequent transportation to a new station, transportation for dependents is authorized. - (Comptroller General A24053, Aug. 1928)

(b) When a man reenlists on a ship or at a station other than the place of discharge, transportation of dependents to his first station after reenlistment is not authorized. - (Comptroller General A8328, Mar. 30, 1925)

THE NAVY TRAINING COURSES

The present type of the Navy training course was developed by Naval officers with long experience in the Navy, assisted by prominent civilians experienced in the field of education. It is believed that the course as it now stands is remarkably well suited to meet the needs of the Navy.

The course was designed primarily for self-study supplemented by instruction and guidance by officers. Time and expense prohibits the sending of every man in the Navy to school. Even though this were possible, it is doubtful that the individual would receive a more thorough instruction in the fundamentals of his specialty. In the last analysis, the amount of knowledge a man absorbs depends upon the individual's willingness and desire to learn. At a school a man may be taught but he can't be "learned." At the present time, the school terms have been shortened, and only the fundamentals are taught. The ultimate proficiency of the individual in his specialty depends upon his later experience in the Fleet, supplemented by a conscientious study of the training course in that specialty.

The particular course is designed with the following points in mind:

1. That the individual who uses the course is occupied most of the day with his numerous duties and drills.

TALK IS CHEAP - WHEN IT'S NOT AN EXPENSIVE LIABILITY

THE NAVY TRAINING COURSES (CON'T)

2. That the officer instructors are hard pressed for time to devote to formal instruction.
3. That the text must be clear, concise, and to the point, and not superfluous.
4. The type used must be large enough so as not to strain the eyes by studying under conditions of lighting usually prevailing in a ship.
5. The covering of all the requirements of the rating.
6. A permanent reference.
7. A book that can be used on the job, especially in the engineering ratings.
8. An examination to determine progress and knowledge obtained.
9. That the best method of obtaining knowledge and proficiency in a specialty is experience and a good reference book, coupled with instruction by an experienced officer.

By July 1, it is expected that the plan to have available a course for every rating in the Navy except the Artificer's Branch will be completed. A new artificer's manual is being prepared. This will include all material necessary for artificers such as carpenter's mates, metal-smiths, boilermakers, patternmakers, etc. This will be available about January, 1942.

Owing to the large increase in the Navy, large demands for the training courses are expected.

Again it is requested that the procedure as outlined in the Yearbook of Enlisted Training concerning the handling and use of the training courses be adhered to. The revised edition of this book will be available about the first of June, at which time it will be distributed to the service.

It should be borne in mind that these courses are expensive. The fire controlmen courses are the most expensive. The cost of the Fire Controlman 2c. course is two dollars (\$2.00). This includes the cost of printing and binding only by the Government Printing Office. The price would easily be doubled if they were purchased commercially.

All courses should be handled according to the regulations pertaining to publications classified as "Restricted - for Official Use Only."

WALLS HAVE EARS

TRAINING COURSES

The below-listed training courses are now available for distribution:

- "Instructions for Use in Preparation for the Rating of Chief Commissary Steward." ✓ 1
- "Instructions for Use in Preparation for the Rating of Radioman 3c." ✓ 2
- "Instructions for Use in Preparation for the Rating of Gunner's Mate 3c." ✓ 4
- "Instructions for Use in Preparation for the Rating of Gunner's Mate 2c." ✓ 2
- "Instructions for Use in Preparation for the Rating of Storekeeper 2c." ✓

NAVAL ARTIFICER'S MANUAL

The Naval Artificer's Manual by Pate was revised in 1918 and published by the U. S. Naval Institute. Since the last revision, great strides have been made in improving metalworking technique in general and welding in particular. It was planned to issue a new manual similar in nature but of greater scope and containing the latest instructions regarding deck artificer's work. It was hoped to publish the new manual during the fiscal year as a Bureau of Navigation publication. However, circumstances are such that this cannot be done. It is hoped that the new manual will be available about January or February of next year. In the meantime, there are still available copies of the 1918 edition of Pate's.

PERSONAL APPEARANCE AND OUTFITS ENLISTED MEN RECEIVED

The following letter, quoted in part, was recently received by the Bureau from a commanding officer of a receiving ship:

- "1. The majority of the enlisted men received by this command fail to fulfill Naval standards of personal appearance and completeness of outfit.
- "2. By conservative estimate, seventy-five percent of these men arrive with hair four to six inches long on top and nearly all affect long sideburns.
- "3. On bag inspection, when bags are received, over ninety percent of these men do not have a full bag, and it is necessary to issue a large amount of clothing to complete

IDLE WORDS MAY REVEAL VITAL INFORMATION

PERSONAL APPEARANCE AND OUTFITS
ENLISTED MEN RECEIVED (CON'T)

- the required outfits. Prior to transfer another bag inspection is made to insure that they leave with full bags.
- "4. A large percentage of men report without either bag or hammock. This necessitates the issue of either or both and the cost of the issue has to be borne by the Receiving Ship.
- "5. For example an inspection of a recent draft of ninety men received from ships afloat via a Receiving Station disclosed the following:
- (a) Seventy men needed haircuts.
 - (b) Many had no pea coats but were wearing in lieu thereof zippered windproof jackets which are not articles of uniform.
 - (c) Sixty-three had incomplete bags and required an issue of clothing and small stores.
- "6. It is submitted that conditions such as related above could not occur if men were properly inspected and fitted out prior to transfer in accordance with existing instructions and customs of the service."

LENGTHENING THE TERM OF INSTRUCTION AT THE NAVAL ACADEMY PREPARATORY SCHOOL

This year the preliminary examinations given to candidates for the Naval Academy Preparatory School will be held on July 1, and successful candidates with sufficient sea duty will be assigned to the school on October 1. The term of instruction at the school will run from October 1 until the regular entrance examinations to the U. S. Naval Academy, which are usually held the third week of April.

This extension of the period of instruction at the Naval Academy Preparatory School has been made possible by the employment of special Reserve officers in the Class D-V(S), which does not call for sea duty. This lengthening of the period of instruction is desirable for the reason that the recent addition of solid geometry and chemistry to the list of Naval Academy entrance subject increases materially the task of preparation for the entrance examinations.

It is believed that the extension of the Naval Academy entrance age from 20 to 21 and the resumption of minority enlistment will provide a sufficient number of qualified candidates to fill the Navy's quota of one hundred men.

DECISION OF COMPTROLLER GENERAL REGARDING TRAVEL ALLOWANCES OF
ENLISTED MEN OF THE NAVAL RESERVE DISCHARGED PRIOR TO THE
EXPIRATION OF ENLISTMENT

In Decision of July 1, 1940, 20 Comp. Gen. 1, it was held that enlisted members of the Naval Reserve who are discharged at expiration of enlistment while on active duty in connection with the existing emergency are entitled to travel allowance prescribed by Section 126 of the National Defense Act, 42 Stat. 1021 (34 U.S.C. 895), as amended.

In Decision of March 14, 1941, B-14980, the Comptroller General decided that an enlisted man of the Naval Reserve released from active duty by discharge is entitled to nothing more than transportation and subsistence to the place from which he entered on active duty and that a Reserve enlisted man discharged other than at expiration of enlistment, when on active duty in time of war or national emergency, is not entitled to travel allowance at 5 cents per mile as provided in Section 126 of the National Defense Act, as amended.

MEMBERS OF THE NAVAL RESERVE WHO FAIL TO REPORT FOR ACTIVE DUTY
WHEN ORDERED - AMENABILITY TO DISCIPLINARY ACTION

On March 26, 1941, the Secretary of the Navy approved an opinion of the Judge Advocate General requested by the Major General Commandant of the U. S. Marine Corps as to the amenability to disciplinary action of members of the Marine Corps Reserve who fail to report for active duty when ordered. Since members of the Marine Corps Reserve are governed by the same law as are members of the Naval Reserve, it is considered that the opinion is also applicable to the Naval Reserve. The opinion is summarized as follows:

- (1) Enlisted men of the various Organized Reserve battalions (USMCR(O)), who do not report for active duty in compliance with mobilization orders, may in appropriate cases be declared deserters and rewards may be offered for their apprehension upon their failure to report for duty after the usual ten-day period of absence.
- (2) Such men may be tried by court-martial for desertion or absence without leave on delivery or surrender.
- (3) Such men may, legally, be discharged as undesirable.
- (4) Those men who may be given undesirable discharges could, in lieu thereof, be tried by court-martial under an appropriate charge.

KEEP YOUR OWN COUNSEL

MEMBERS OF THE NAVAL RESERVE WHO FAIL TO REPORT FOR ACTIVE DUTY
WHEN ORDERED - AMENABILITY TO DISCIPLINARY ACTION
(CONTINUED)

- (5) The same procedure as applicable to members of the Organized Marine Corps Reserve may be followed in cases of members of the Volunteer Marine Corps Reserve and Fleet Marine Corps Reserve, except that members of the Fleet Marine Corps Reserve may not be discharged as undesirable.

TRAINING OF NAVAL RESERVE ENLISTED MEN

O-1 and V-1 men from Organized Reserve divisions now scheduled to man vessels soon to be commissioned, or from O-1 and V-1 remnants of those Fleet and Local Defense divisions which have been ordered to active duty in port, are being ordered at the rate of approximately 100 per week to each of three training Stations, for a training course similar to that provided for regular Navy recruits, modified at the discretion of the Commanding Officer.

As these Organized Reserve divisions or men from them form the crews of vessels soon to be commissioned, the benefits of this intensive training should become apparent.

CORRESPONDENCE COURSES--NAVAL RESERVE

The Bureau of Navigation conducts correspondence courses in various professional subjects for officers of the Naval Reserve on inactive duty. These courses are administered from four Educational Centers, located at New York, Great Lakes, New Orleans, and San Francisco. Courses are provided in Navy Regulations, Navigation, basic and advanced, Seamanship, Gunnery, Communications, Engineering, Military Law, and International Law. In addition, there are several courses in the various branches of Naval Intelligence, available to Reserve Officers of this class only.

As of April 1, 1941, there were some 3,700 officers enrolled in these courses, and there have been over 10,000 courses completed since their establishment.

These courses were designed primarily as a form of training which could be made available to Naval Reserve Officers on inactive duty. Since most ships and stations have full educational equipment and facilities, the Bureau considers that the time of officers on active duty can be utilized to better advantage than in pursuing these courses. Furthermore, the shortage of personnel at the Educational Centers, combined with the difficulties of administration where enrollees are at sea, precludes new enrollments from these officers, although present enrollees are encouraged to continue present courses to completion.

LET THE ORATORS DO THE PUBLIC SPEAKING

Y. Bowen

REPORT OF CHANGE OF STATUS OF ENLISTED MEN

For the information of the Service, statistical reports are prepared in the Bureau of Navigation from information obtained from duplicate pages 9-10 of service records of individual men concerned when these pages are submitted by commanding officers. It is necessary that commanding officers submit duplicate pages 9-10 to the Bureau promptly when a change of status is made in the case of an enlisted man. (See paragraph 3 of Article D-4002, Bureau of Navigation Manual).

In order to establish uniformity, it is requested that commanding officers use the following sample forms when effecting advancements, changes, or reductions in ratings:

(1) To Chief Petty Officer, permanent appointment:

*(Date)

Issued permanent appointment as (rate).

Article 1275 U.S.N.R. read and appointment accepted.

Authority: _____

/s/

(Signature of commanding officer)."

*The advancement to the rating of chief petty officer, permanent appointment, is made by the Bureau. The date when the permanent appointment is effective is stated upon the permanent appointment itself.

(2) To Chief Petty Officer, acting appointment:

*(Date)

Appointed (rate).

Article 1275 U.S.N.R. read and appointment accepted.

Authority: _____

/s/

(Signature of commanding officer)."

*Acting appointments of chief petty officers are made by commanding officers of men concerned when authorized by the Bureau and cannot be made effective earlier than the dates on which the changes are actually made by commanding officers concerned.

(3) To Chief Petty Officer, acting appointment: (When discharged as acting appointment and reenlisting under continuous service men shall be reenlisted in the next lower rating and immediately issued a renewal of the acting appointment in the rating held at time of discharge - see Bunav Manual, Article D-1002(3)).

*(Date)

Renewed acting appointment as (rate). Previously issued (date)**

Article 1275 U.S.N.R. read and appointment accepted.

Authority: Article D-1002(3), B.N.M.

/s/

(Signature of commanding officer)."

BEWARE OF INQUISITIVE FRIENDS

REPORT OF CHANGE OF STATUS OF ENLISTED MEN (CON'T)

*Date of renewal of acting appointments should be the date of re-enlistment of men concerned.

**Date acting appointment was issued on previous enlistment.

(4) To Petty Officer Ratings:

*(Date)

Appointed (rate).

Article 1275 U.S.N.R. read and appointment accepted.

Authority: _____

/s/

(Signature of commanding officer)."

*Advancements to petty officer ratings are made by commanding officers of men concerned and cannot be made effective earlier than the dates on which the changes are actually made by commanding officers concerned.

(5) To nonrated grades:

*(Date)

Advanced to (rate).

Authority: _____

/s/

(Signature of commanding officer)."

*Advancements to nonrated grades are made by commanding officers of men concerned and cannot be made effective earlier than the dates on which the changes are actually made by commanding officers concerned.

(6) Changes in ratings:

*(Date)

Rating changed to (rate).

Authority: _____

/s/

(Signature of commanding officer)."

*Date of change of rating is to be the date change is actually made by commanding officer.

(7) Reductions in ratings:

(a) Men not qualified to hold present rating:

*(Date)

Proved not qualified for rating of (rate). Reduced in rating to (rate) in accordance with Article D-5113(3), B.N.M.

/s/

(Signature of commanding officer)."

TALK OVER BARS MAY LEAD TO TIME BEHIND BARS

REPORT OF CHANGE OF STATUS OF ENLISTED MEN (CON'T)

*Reduction in ratings in accordance with Article D-5113(3), B.N.M., should be the date reduction is actually made by commanding officer.

(b) Reductions resulting from disciplinary action:

*"(Date)

Reduced in rating to (rate).

Authority: _____

^{s/}(Signature of Commanding Officer.)"

*Reduction in ratings in accordance with Mast punishment, sentence of deck court, summary or general court-martial, is to be the date of Mast punishment or date of approval of deck court, summary or general court-martial.

THE USE OF PSYCHOLOGISTS IN THE NAVAL SERVICE

Psychological testing is not new to the Naval service, but so little has been said publicly about the Navy's procedure of psychological testing that any information relative to it may be new to the public, and, in fact, new to some connected with the Naval service.

Since 1923, all recruits arriving at Naval training stations have been given intelligence tests and tests of mechanical aptitude. Since 1931, an intelligence test has been given to all applicants for enlistment, with the result that a high percentage of the inapt and unfit have been eliminated at the source, thereby saving to the Navy the cost of transportation and other expenses incident to the early training of the recruits who would ultimately be discovered as unfit for the service.

For more than ten years all recruits arriving at the training stations have been given a battery of tests consisting of the General Classification Test, a mechanical aptitude test, and tests in arithmetic,

English, and spelling. These tests, together with other pertinent data, have been used in the assignment of men to Class "A" service schools, and the marks made on these tests entered in the man's service record have been used as a guide to his assignment to duty on board ship.

For the period of the emergency, specialists trained in psychology or personnel administration are being brought in as Reserve officers and assigned to the training stations as Assistant Selection Officers to aid in the classification and assignment of men.

Another phase of psychological work in the Navy is that being done by clinical psychologists under the Bureau of Medicine and Surgery, who, under the direction of the senior medical officer at the Naval training stations, assist in the discovery of men having neuropsychiatric defects

CARELESS TALK COSTS LIVES

THE USE OF PSYCHOLOGISTS IN THE NAVAL SERVICE (CON'T)

such as would make them unsuitable for the Naval service. If the work of these special medical officers bears the fruit expected of it, the elimination of the unfit at the source should result in relatively fewer separations from the service for maladjustment reasons at a later date.

GRADUATES OF RESERVE MIDSHIPMEN SCHOOLS TO ASSIST IN RECRUITING
IN NEW V-7 PROGRAM

The Bureau of Navigation plans to order to active duty at each Main U.S. Navy Recruiting Station a graduate of one of the current Reserve Midshipmen classes to assist in the recruiting of Apprentice Seamen, Class V-7, USNR, when that program is re-opened.

These officers will be assigned to recruiting stations in or near their homes. They will be able to give information about the Reserve Midshipmen program in interesting detail and to furnish the recruiting officers valuable assistance in obtaining the best officer material available in their respective communities. The officers to be assigned to this duty are being selected upon the recommendations of the Commanding Officers of the Reserve Midshipmen Schools.

Upon completion of this duty, those officers who volunteer will be assigned to active duty afloat.

CHAIRMEN OF COMMITTEES ON NATIONAL DEFENSE
OF STATE BAR ASSOCIATIONS

A list of Chairmen of Committees on National Defense of State Bar Associations was published in Bureau of Navigation Bulletin No. 290, dated March 22, 1941.

The following additions to that list have been received and are published for reference in connection with the previous list.

MONTANA

Hon. George E. Snell,
Billings.

SOUTH CAROLINA

Pinckney L. Cain, Esq.,
Columbia.

TENNESSEE

E. W. Eggleston, Esq.,
Franklin.

DO YOU KNOW WHO IS LISTENING?

TRAINING NAVAL RESERVE ENLISTED MEN - AVIATION SUBJECTS

The Navy Department recently announced that arrangements have been made for training 1,200 Naval Reserve enlisted men in aviation subjects at vocational schools. These men will be enlisted as Apprentice Seamen, Class V-2, Volunteer Naval Reserve.

The recruiting service has been assigned quotas for enlistment as follows:

Northeastern Division.....300
Southeastern Division.....175
Central Division.....300
Southern Division.....175
Western Division.....250

. Total1200

It is contemplated that 600 of these enlisted men will be ordered to active duty at vocational schools on or about June 1, 1941, and that an additional 600 will be ordered approximately 8 weeks later.

Enlisted men ordered to this duty will be housed in Naval Reserve armories as far as practicable. It is expected that the course of vocational instruction will cover about 16 weeks and it is planned to provide recruit training as well.

Applicants must meet the following requirements and must be willing to accept active duty and should have mechanical aptitude:

- (a) Be male citizens who are between their 17th and 28th birthdays.
- (b) Be of good character.
- (c) Possess the moral, educational and physical requirements specified for enlistment in the Regular Navy and be graduates of an aviation, vocational, or aviation trade school, or possess equivalent experience through previous employment.
- (d) Must have no dependents or be able to support those he has on the pay of the rate for which he is enlisted.

Upon completion of the course these men will be ordered to further active duty in connection with aviation as their services may be required.

Additional quotas for other vocational training, for instructors to carry on the training and the definite assignment to schools and localities will be promulgated at a later date.

DO NOT USE TELEPHONE FOR SECRETS

COMMENCEMENT OF RECRUITING IN CERTAIN CLASSES OF NAVAL RESERVE.

The Navy Department announced that in addition to increasing the number of enlisted men in the regular Navy, which now totals approximately 197,000, several classes of the Naval Reserve which have heretofore been closed to recruiting, are now open for applicants.

For service during this emergency, enlistments in the Naval Reserve will be made for a period of four years or minority. Men will be enlisted as apprentice seamen for seamen and firemen ratings, yeomen, signalmen, radiomen, machinist's mates, aviation mechanics and electricians. These men will be sent to the training stations for the regular recruit training period and if found qualified, upon completion, will be sent to schools located throughout the United States for the above specialties. If they are not qualified, they will be available for general Naval service.

Enlistments will be made between the ages of 17 and 36; however, if a man is less than 21, he must obtain his parents' or guardian's consent. The same physical, mental and moral requirements for Naval Reserves will be used as now prevail for the regular Naval service.

RECRUITING V-5

Results of recruiting efforts for V-5 Flight Training for the week ending April 11 by far exceeded all previous similar periods.

REQUIREMENTS FOR ENLISTMENT AS CABLE OPERATORS, CLASS V-6, U.S. NAVAL RESERVE

The Navy Department announced that steps will be taken by the Recruiting Service to effect enlistment of all qualified and desirable men in Class V-6 in the ratings of Chief Telegrapher and Telegrapher, First, Second or Third Class, for cable duty. The ratings will be recruited from operating personnel of cable companies in the ratings appropriate to the civilian position in which they are employed. Due to the very limited number of qualified Cable Operators and unknown distribution by districts, no specific quota can be assigned to any recruiting division.

Requirements for original enlistment as Chief Telegrapher (for Cable duty) are two letters of recommendation from authoritative employers including present employer; familiarity with and experience in use of all types of transmitting recording, transcribing and associated equipments used in transmissions and reception of cable dispatches; experience in material maintenance of such equipment; knowledge and experience in adjustment of power supplies, boosters and

HEAR EVERYTHING, SEE EVERYTHING, SAY NOTHING

REQUIREMENTS FOR ENLISTMENT AS CABLE OPERATORS (CON'T)

associated equipment used in relay and transfer stations; knowledge of international laws and agreements relating to cable traffic, and minimum of five years' experience as cable operators, two and one-half years of which must have been in supervisory capacity.

Requirements for enlistment as First Class Telegrapher are employers' letters of recommendation, including one from present employer; be an expert transmitting and recording operator with minimum of three years' experience, one year of which must have been in supervisory capacity, either at a traffic station, a relay point or a booster station.

Second Class Telegraphers also must have two letters of recommendation from employers, including one from present employer; one year's experience as operator or material mechanic, and qualifications as a cable operator at the minimum speed required for employment by commercial companies.

Cable operators who are not yet fully qualified by experience are eligible for Telegrapher Third Class.

UNITED STATES NAVAL OBSERVATORY

From 1830, when the Depot of Charts and Instruments was established under Lt. Louis M. Goldsborough, U.S.N., the development and value of the Naval Observatory have progressed.

In 1834, Lt. Charles Wilkes, U.S.N., moved the Depot to Capitol Hill, and at his own expense there set up a 16 foot square Observatory, with a transit instrument loaned by the Coast Survey, to observe transits of stars, planets, etc., and thus determine accurate time, so as to rate his chronometers.

As more instruments were obtained, the Depot was removed to the site of the present Naval Medical School, and under Lt. Matthew Fontaine Maury, U.S.N. greatly expanded, and became the Naval Observatory.

In 1893, the Naval Observatory moved to its present location, which is a circle of 1000 foot radius, to protect the clocks from vibration due to street traffic.

For years the mission of the Naval Observatory has been (1) to maintain continuous fundamental astronomical observations and calculations; (2) to prepare, publish and distribute the American Ephemeris, Nautical Almanac, and other astronomical publications for maritime, commercial, and scientific use; (3) to derive, maintain, and disseminate the most accurate time for the national use; (4) to develop, procure, and supply navigational instruments and equipment for vessels and aircraft of the Navy; and, (5), to contribute to the international advancement of navigation and astronomy.

VILLAINS DON'T WEAR WHISKERS ANY MORE

UNITED STATES NAVAL OBSERVATORY (CONT)

The recent addition of the American Air Almanac has been well received. Preliminary results of a questionnaire show two out of three ships desire the Air Almanac.

The Bureau of Ships has taken over cognizance of navigational instruments, so that (4) above, "development, procurement, supply, etc.", while under Bureau of Ships, still has its personnel and the repair shop located at the Naval Observatory.

Recent completion of a large new shop will increase the facilities for research and development of navigational instruments under Bureau of Ships.

In carrying out its mission, the Observatory is organized into four main task groups: (1) Time Service, which determines the time photographically, and automatically sends out hourly time signals by means of a quartz-crystal controlled clock-transmitter; (2) Nautical Almanac Office, which computes and promulgates nautical information for navigational purposes; (3) Astronomical Branch which conducts continuous observations of the sun, moon, planets and bright stars for positional astronomy; and, (4), the Material Maintenance Division for the repair, inspection, stock maintenance, distribution, and experimental manufacture, etc., of nautical instruments. Located also at the Observatory at present are the Gyro Compass Office and Equipage Office for Nautical Instruments, under the Bureau of Ships.

The Naval Observatory library contains about 35,000 volumes, exclusive of pamphlets. It has specialized in astronomy, mathematics and allied physics, and has come to be recognized as one of the finest sources of information on these subjects.

BUREAU DRAWERS

The way rents are rising in Washington, it is suggested that the Army moor a transport alongside Haines Point and rent sleeping accommodations.

The statistical geniuses in the Bureau of Supplies and Accounts are invited to estimate the potential productivity in man-hours devoted to standing in line in our Navy Building Cafeteria. We suspect it is enough to get out one complete issue of the Bulletin--almost.

Unofficial research tends to reveal that requests for transfer from desk duty to sea duty are due to: (1) hot weather, and (2) high rents.

CAN YOU KEEP A SECRET? O. K., KEEP IT!

ISSUING OFFICES OF NAVY PUBLICATIONS

Attention is invited to the following list of publications and the issuing office of each:

Travel InstructionsBureau of Supplies & Accounts
Filing ManualBureau of Ships.
Navy Cook BookBureau of Supplies & Accounts.
Dutton's Navigation and Nautical Astronomy is neither a Hydro-
graphic Office nor Navy Department publication, but is
issued to ships' libraries.
Boat Book and Ship and Gunnery Drills are both obsolete publica-
tions and are no longer issued to the service.

Time could be saved and shipments expedited if request is made directly to the office concerned rather than to the Bureau of Navigation, which necessitates forwarding requests.

DEPENDENTS WARD - DISAPPEARANCE OF FUNDS

It has come to the attention of the Chief of the Bureau that certain monies paid by individuals to the Dependents Ward of a naval hospital for services rendered, disappeared and are alleged to have been misappropriated by a temporary custodian. The amount involved is approximately \$1200.00 and the shortage occurred over a period of eight months.

This shortage was made possible by the alteration of individual amounts in reporting receipts to the Depository Officer (Ship's Service Officer).

In order to prevent repetition of this occurrence as far as possible and to apprise others of the necessity of safeguarding such accounts and monies, the following recommendations are made.

- (a) Assign consecutive numbers to the patients as they are admitted.

The admission (or case) number to be shown on:

All receipts issued to the patient or on his account,
All depository letters,
All correspondence,
The patient's ledger sheet.

- (b) Install a "register" in which three receipts are made at one writing.

The original to be given to the payer.

The duplicate to serve as an office record and be placed with the money collected,

OUR SAFETY DEPENDS ON YOUR SILENCE

DEPENDENTS WARD - DISAPPEARANCE OF FUNDS (con't)

The triplicate to stay locked in the machine until the Depository Officer who has the key takes it out to compare it with the entry on the depository letter.

- (c) Have every employee bonded who handles any money in this connection.

NAVY RELIEF FUNDS - ACCOUNTING AND AUDIT

The Chief of Bureau recommends to Commandants of Districts and other administrative officers that Navy Relief Funds and Accounts, over which they may have supervision, be audited monthly in the same manner as are Ship's Service and Mess Accounts. It is further recommended that the annual report of each local chapter show that the accounts have been audited monthly.

PHYSICAL FITNESS PROGRAM

The appointment of Lieutenant Commander J. J. (Gene) Tunney as the director of the physical fitness program has been announced. The ground work is now being laid for the visits of Lt. Comdr. Tunney to the naval districts and naval stations. It is now expected that Lt. Comdr. Tunney will first visit the Third Naval District with headquarters in New York, N. Y., the latter part of April. Following the visit to New York, Lt. Comdr. Tunney will be sent to other stations within the continental limits of the United States. Lt. Comdr. Tunney reported at the Navy Department to begin this program on Monday, April 14, 1941.

* * * * *

Lt. Comdr. J. J. (Gene) Tunney, U.S.N.R., recently addressed a group of officers on duty in the Navy Department, and after giving a brief history of the background of physical education proceeded to demonstrate proven methods of physical exercise. He emphasized the fact that physical fitness was a prerequisite to successful performance of military duty and drove home the fact that many officers after completing their Naval Academy or college education neglected this most important phase of their business. He reminded those present that the discontinuance of exercise was probably due to the distastefulness created by compulsory exercise while an undergraduate. Many of those present could be seen sheepishly surveying surplus avoirdupois when attention was directed to the fact that a man seventy-five

NEVER TALK ABOUT YOUR WORK WHEN OFF DUTY

PHYSICAL FITNESS PROGRAM (con't)

years old was still not too old to develop physically.

Lt. Comdr. Tunney's exercises, as explained and demonstrated, were not vigorous, and if properly followed could be made an enjoyable period as a part of daily routine before breakfast or dinner.

TUNNEY TONIC

The Navy Department Dispensary was the scene of a remarkably quick cure recently. A ten year old Navy junior was awaiting his turn for examination when he learned that Lt. Comdr. J. J. Tunney, U.S.N.R., (Gene Tunney), was present.

At this point the youngster began to manifest symptoms of great excitement, and began to suffer from acute "Autographitis," expressing an overwhelming desire for Gene's signature.

The boy was introduced to Tunney, and at this point he went into the last stages of paralysis - couldn't even ask for an autograph. Fortunately, Gene had been up against that sort of thing before. He shook hands gravely, gave him his autograph, and patted the lad on the back. It is at this point, apparently, that the miraculous recovery took place.

When the doctor, a few minutes later, asked the young fellow what was wrong with him, he didn't know - couldn't remember, and felt wonderful! He didn't come back later, either.

It is now rumored that the Bureau of Medicine and Surgery has forwarded a requisition for a supply of Gene Tunney autographs, to be administered in single doses in all similar cases.

IMPORTANT AUTOMOBILE OWNERS - MILITARY SERVICES - RESIDING IN D.C.

The Secretary of the Navy has received a communication from Mr. W. A. Van Duzer, Director of Vehicles and Traffic, District of Columbia, relative to the registration of automobiles belonging to personnel of the armed services. An article on this subject appeared in the previous issue of the Bulletin, outlining the privilege extended, of using present registration during the remainder of the current year.

The letter directs that persons entitled to this privilege should appear with their cars at one of the inspection stations (1827 West

STREET CARS ARE FOR RIDING, NOT TALKING

AUTOMOBILE OWNERS - MILITARY SERVICES - RESIDING IN D.C. (con't)

Virginia Avenue, N.E., or 615 Tenth Street, S.W.) and present a copy of their orders, which will be retained. If found to be in order, a "non-resident privilege sticker" will be supplied. At the end of the year the beneficiaries of this privilege may register and secure permits either in their home states or the District of Columbia.

The attendants at the inspection stations will be glad to make a safety inspection, but this is not required to secure the "non-resident privilege sticker."

ATTENTION
ALL NAVY MAIL CLERKS

The following postmasters are authorized to fill requisitions for ordinary postal supplies submitted by Navy Mail Clerks for vessels operating in certain waters:

<u>Locations</u>	<u>Postmaster</u>	<u>Effective Date</u>
Hawaiian waters	Honolulu, T. H.	March 15, 1941
Puget Sound area	Seattle, Wash.	April 1, 1941
San Francisco-San Diego area	San Francisco, Calif.	Has been since August 21, 1927

Attention of the Navy Mail Service is strongly invited to the above information and strict compliance with these instructions is expected.

The establishment and maintenance of fixed credits for stamp stock, obtaining of money order forms, and rendition of money order accounts will continue to be handled through the Post Office at New York, N. Y.

PERSONAL MAIL

Personal mail not correctly addressed must be re-addressed and forwarded, if the correct address is known; or returned to the sender, if it is not known. The already burdened clerical forces are now looking up between 400, and 500 addresses per day, to redirect mail for enlisted personnel. In the meantime, considerable mail for both officers and enlisted men is returned to the senders by the Navy Mail Clerks.

"HE WHO TALKS MUCH MAKES MANY MISTAKES" - SPANISH PROVERB

PERSONAL MAIL (CON'T)

Officers should bring to the attention of all hands the desirability of informing their correspondents promptly of correct address in the case of mail matter forwarded via the Bureau, and change of address when a change in ship or station occurs.

On the other hand, Navy mail clerks should remember, before returning mail to senders, that the latest Navy Directory will probably provide correct addresses of officers; and that the offices of ships of last service may well be able to provide addresses for enlisted men.

U. S. NAVAL STATION POST OFFICE, GUANTANAMO BAY, CUBA

The Post Office Department has issued orders discontinuing the post office at the Naval Station, Guantanamo Bay, Cuba, as a branch of the New York, N. Y., Post Office, effective March 31, 1941, and establishing it as a branch of the Miami, Florida, Post Office, effective April 1, 1941.

NEW YORK YACHT CLUB EXTENDS FACILITIES TO U. S. NAVAL RESERVE MIDSHIPMEN'S SCHOOL, NEW YORK, N. Y.

The New York Yacht Club has most generously extended their facilities to the Midshipmen of the present class at the Midshipmen's Reserve School on board the PRAIRIE STATE. These privileges are especially appreciated as the New York Yacht Club has for many years limited Naval memberships to the ranks above Lieutenant. In addition to the usual facilities of a club, the Yacht Club has the best exhibit of models of ships and yachts in the Country. These should prove of great interest and instructional value to the Midshipmen.

The New York Yacht Club through the generosity of anonymous donators, has given five swords to honor men of each of the first two classes graduating from the Midshipmen's School. It is expected that this practice will continue with subsequent classes. On the occasion of the presentation of these swords, the Yacht Club has held impressive ceremonies at its club, to which twenty-five officers of the School and fifteen Midshipmen have been invited. This gesture on the part of the Yacht Club is highly appreciated by the Navy Department, feeling that it is inspired by the keen interest of its membership in the preparation of our National Defense.

RECREATION PROGRAM

Lieutenant Commander C. G. Hjelte, U.S.N.R., has arrived in the Navy Department for a period of active duty in connection with the development

SILENCE TODAY MEANS SAFETY TOMORROW

RECREATION PROGRAM (CON'T)

of the recreation program. Lt. Comdr. Hjelte is in private life the President of the Society of Recreation Workers of America and the Superintendent of Recreation in the City of Los Angeles. Enroute to Washington, Lt. Comdr. Hjelte visited the cities of San Diego, California, San Francisco, California, Seattle, Washington, Chicago, Illinois, and the Naval Stations adjacent to those cities. He will in the near future visit other naval stations and the respective communities throughout Continental United States.

MEETING OF UNITED SERVICE ORGANIZATION AND ALLIED AGENCIES

The Secretary of the Navy has joined the Secretary of War and the Coordinator of Health, Welfare, and other activities related to National Defense, in inviting community leaders to meet in Washington on April 17. At this meeting the United Service Organization will present a plan of action and the meeting is expected to be attended by community leaders from all over the United States. This meeting is being held with the approval of the President.

STAGE ENTERTAINMENT

The stage entertainment which is expected will become available to naval stations as announced in the Bureau of Navigation letter Nav-147-MHB P10-2(39), is dependent upon funds which have not yet become available. The Civilian Committee in charge of this activity is proceeding as rapidly as possible and Commanding Officers should enter into no contract for new entertainment without reference to that committee. There is no intent to restrict Commanding Officers in accepting such entertainment as may be offered locally.

BOOK DRIVES

The Bureau of Navigation frequently hears officially and unofficially of the offers of various agencies and individuals to conduct book drives for the benefit of the Army and Navy. In most cases these offers are entirely meritorious in their intentions. The Bureau of Navigation holds, however, that the present system for supplying books is adequate and that inasmuch as the books now supplied are carefully selected, it desires to continue this procedure. It is evident that books contributed in any drive will be of various types as to subject matter, some of which will not only be worthless but undesirable for presentation to the average young man in the Navy service. It is desired that Commanding Officers throughout the service cooperate with the Navy Department in continuation of this policy.

BE CAREFUL OF WHAT YOU SAY AND WHERE YOU SAY IT

SHIP'S SERVICE ACTIVITIES - INSURANCE

The Office of the Judge Advocate General has received an endorsement to the master or key insurance policy of the Fidelity and Guaranty Fire Corporation, previously filed in that office. This endorsement provides insurance to cover property of customers in the custody of the laundry and/or tailor shop of the Ship's Service activities afloat against practically all risks of loss or damage except that due to the actual processing, and losses resulting from mis-delivery, careless distribution of goods or unaccountable losses. Reference: BuNav. Ltr. Nav-147-RNC JF/L13-2(624) of March 28, 1941.

SCHOOL CONCESSION

Chevy Chase Junior College, Washington, D.C., is a nonsectarian school established in 1903. It has an enrollment of 85 girls, 15 to 23 years of age and classes for the last two years of high school and the first two years of college. Tuition: Day \$350 High School - \$400 Junior College; Boarding \$1,400. This school offers a special concession of \$200 to children of Navy personnel to be deducted from the basic room, board, and tuition charge.

* * * * *

The following is quoted from a letter received from the Secretary of the Board of Trustees, Indiana University, Bloomington, Indiana:

"A student who is the son or daughter of a person in the active military or naval service of the United States shall, for the purpose of fees, be classified as a resident student."

The above should be entered under Indiana University on page 7 of the Bureau of Navigation pamphlet "Schools and Colleges Granting Concessions to Sons and Daughters of Officer and Enlisted Personnel, U.S. Navy, 1940."

* * * * *

The Knox School, Cooperstown, N. Y., is a nonsectarian school established in 1905. It has an approximate enrollment of from 140 to 150 girls, from 14 to 20 years of age. This school offers 2-year junior high school, 4-year high school, and 2-year post-graduate courses. Tuition: Day \$300 - Board and Tuition \$1650, including extras, except riding. Ten concessions are offered to children of Navy personnel valued at from \$400 to \$650, based on needs and merits of the case.

THAT GUY MAY BE A SPY - DON'T TALK

LIST OF BUREAU OF NAVIGATION CIRCULAR LETTERS
BEGINNING MARCH 13, 1941

<u>Number</u>	<u>Subject</u>
31-41	Joint Army-Navy Committee on Welfare and Recreation.
32-41	Application for practical course of Aerological Instruction.
33-41	Advancement in Rating - Enlisted Personnel.
34-41	Regulations governing the granting of allowances for quarters and subsistence to enlisted men.
35-41	Unclassified Aviation Training Pamphlets - distribution of.
36-41	Mass Singing.
37-41	Morale.
38-41	Applications from officers for submarine training during the fiscal year of 1942.
39-41	Commissioned Line Officer Requirements for the Expanding Navy.
40-41	Aviation Branch Ratings - transfer to from ratings in other branches.
41-41	Enlistments in and transfers to the Naval Reserve of ex-enlisted men of the Regular Navy.
42-41	Authority for Officers' Cooks and Stewards to wear old uniforms.
43-41	Naval Reserve Re-enlistments.
44-41	Reports of Death.
45-41	Aviation Insignia - background of.

LIST OF NAVAL RESERVE CIRCULAR LETTERS

Attention is called to the following Naval Reserve Circular Letters which have been issued since publication of Naval Reserve Bulletin No. 101 of March 15, 1941.

<u>Number</u>	<u>Subject</u>
13-41	Minority enlistments in the Naval Reserve - Individuals who are between 17 and 18 years of age.
14-41	Applicants for enlistment or appointment in the Naval Reserve liable for induction for training under the Selective Training and Service Act.
15-41	Procurement quotas of enlisted men in Class V-2 and Vocational Training thereof.
16-41	Cable Operators, Class V-6, USNR - requirements for enlistment.
17-41	Enlistments in Class M-1, Merchant Marine Reserve.

CARELESS TALK MAY HAVE CAREFUL LISTENERS

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