

INDEX.

	<u>Page</u>
Commendations.....	1
Officers selected for submarine training.....	1-2
Officers selected for flight training.....	2-3
Supply Corps officers selected for postgraduate instruction.....	3-4
Professional instruction for officers attached to Naval Academy.....	4
Sponsors.....	4-5
Training courses.....	5
Issue of transportation.....	5
Approximate intelligence quotient equivalents of General Classification Test marks.....	6
Violation of Article 85, U.S.Navy Regulations.....	7
Ship's Service Insurance.....	7
Army and Navy Club of San Francisco.....	7
Corrections to Bunav. Pamphlet "Schools and Colleges Granting Concessions to Sons and Daughters of Officer and Enlisted Personnel, U.S.Navy, 1928."	7-8
Partial scholarship.....	8

COMMENDATIONS.

Captain William W. Smith, U.S.N., was commended by the Secretary of the Navy on 10 April, 1939, for the successful conclusion of a study of the Naval Academy curriculum.

On 11 April, 1939, the following men were commended by the Secretary of the Navy for rescuing people from drowning:

DE MATTIES, Ernest, Fire Controlman 1c, U.S.N., U.S.S. PIKE,
Next of kin: Wife, Mrs. Florence A. DeMatties, 4343 Georgia St., San Diego.
HURSTON, Morton C., Seaman 1c, U.S.N., U.S.S. REINA MERCEDES,
Next of kin: Father, Mr. James M. Hurston, 1310 Convention Street,
Baton Rouge, La.
MASHBURN, James C., Seaman 2c, U.S.N., U.S.S. BOISE,
Next of kin: Wife, Viola Mashburn, Chattaroy, W. Va.

On 17 April, 1939, the Secretary of the Navy commended Edward Charles Hendricks, Radioman 2c, U.S.N., U.S.S. HOUSTON, for saving the life of a civilian. Next of kin: Mother, Mrs. Julia L. Davis, Carthage, Texas.

On 1 May, 1939, the Secretary of the Navy commended Thomas Joseph Lennon, Apprentice Seaman, U.S.N.R., 572 West 173d St., New York, N. Y., for saving the lives of two civilians.

OFFICERS SELECTED FOR SUBMARINE TRAINING.

The following officers have been selected for submarine training and will be ordered to the classes as indicated. Orders for the officers selected for the January class will be issued in the fall:

Class convening about 30 June, 1939.

Lieutenant (jg) Francis M. Gambacorta
" William H. Hazzard
" Franklin G. Hess
" Byron H. Nowell
Ensign Robert A. Bonin
" David R. Connole
" George W. Grider
" William G. Holman
" Joseph B. Icenhower
" Robert F. Kelly
" Paul E. Summers
" Lawrence G. Bernard
" George C. Ellerton, Jr.
" Clifton W. Flenniken, Jr.
" Richard Holden
" Leonce A. Lajaunie, Jr.
" Robert B. Lander
" Donald L. Mehlop
" Bethel V. Otter
" Guy E. O'Neil, Jr.
" Charles F. Putman

OFFICERS SELECTED FOR SUBMARINE TRAINING (contd.).

Ensign William R. Smith, Jr.
" Maurice W. Shea
" Frank N. Shamer
" Edward D. Spruance
" Richard A. Waugh
" Nelson P. Watkins

Class convening about 2 January, 1940.

Lieutenant (jg) Albert M. Bontier
" James L. Jordan
" David H. McClintock
" Vincent A. Sisler, Jr.
" Edward F. Scott
" Frank McE. Smith
" Robert E. M. Ward
" William B. Wideman

Ensign Francis A. Greenup
" Walter F. Schlech
" Harry B. Stark
" Alexander K. Tyree
" William B. Thomas
" Donald "G" Baer
" John F. Cheney
" Greer A. Duncan, Jr.
" Ernest S. Freidrich
" Saverio Filippone
" Albert S. Fuhrman
" Talbot E. Harper
" Lawrence V. Julihan
" William B. Mason, Jr.
" John D. Miller
" Peter G. Molteni, Jr.
" Richard P. Nicholson
" Theodore M. Peterson
" Henry D. Sipple

OFFICERS SELECTED FOR FLIGHT TRAINING.

The following officers have been selected for flight training (heavier-than-air) for the class convening 30 June, 1939:

Lieutenant (jg) Gordon A. Griffin
" John Harilee
" Reginald Rutherford
" Archibald Stone, Jr.
" George A. Crawford
" Robert M. Hinckley, Jr.
" Charles H. S. Murphy
" Francis X. Maher, Jr.

OFFICERS SELECTED FOR FLIGHT TRAINING (contd.).

Ensign Walter V. Combs, Jr.
" Malcolm C. McGrath
" Frank M. Robinson
" Guy J. Anderson
" Charles R. Dodds
" John M. DeVane, Jr.
" David E. Dressendorfer
" Frank M. Eddy
" Thomas E. Edwards, Jr.
" Robert F. Farrington
" Warren W. Ford
" Charles E. Gibson
" Patrick H. Hart
" Edward W. Hessell
" Gerald P. Joyce
" John C. Kelly
" Charles E. Lake
" Vincent F. McCormack
" James N. Mayes
" Theophilus H. Moore
" Roger W. Mehle
" Raymond A. Moore
" Howard W. Nester, Jr.
" Geoffrey P. Norman
" James S. O'Rourke
" Edward H. O'Hare
" Frank A. Patriarca
" Donald D. Patterson
" Richard S. Rogers
" Henry A. Rowe
" Paul J. Riley
" Stockton B. Strong
" Robert L. Savage, Jr.
" Harold D. Schrider
" MacDonald Thompson

The list of officers selected for flight training (heavier-than-air) for the class convening about 31 March, 1940, will be published in the near future.

SUPPLY CORPS OFFICERS SELECTED FOR POSTGRADUATE INSTRUCTION.

The following officers of the Supply Corps have been selected for post-graduate instruction:

Graduate School of Business Administration,
Harvard University, Cambridge, Mass.

Lieutenant Peyton P. Callaway (SC), U.S.N.
" (jg) Arnold J. Carlson (SC), U.S.N.

SUPPLY CORPS OFFICERS SELECTED FOR POSTGRADUATE INSTRUCTION (contd).

Business Administration, Babson Institute,
Babson Park, Mass.

Lieutenant (jg) Hugh L. Hendrick (SC), U.S.N.

Lowell Textile Institute, Lowell, Mass.

Lieutenant (jg) Roy G. Buck (SC), U.S.N.

PROFESSIONAL INSTRUCTION FOR OFFICERS ATTACHED TO NAVAL ACADEMY.

During the past two years, a system of voluntary professional instruction for officers attached to the Naval Academy has been carried out under the Department of Seamanship and Navigation. The scope of this instruction during the current academic year covers the following work:

(a) Seamanship, signals, and tactics:

Rules of the Road	Military Law
Rules of the Road, Cases	Tactical Signals
Weather	Scouting
Signal Book	Type Tactics

(b) Navigation:

Magnetic Compass	Maneuvering Board
Greenwich Hour Angle Method	Rude Star Finder
H.O. 214	Azimuth Diagrams
Lines of Position	Sunrise and Sunset
Piloting	Moonrise and Moonset
Bubble Octant	Navigation Mechanical Computers

Seventeen lectures were given and an average of 42 officers were in attendance. At present, 12 officers are enrolled and are receiving ship handling practice by exercising in the bay and alongside docks at the Naval Academy in subchasers and a destroyer.

These opportunities for professional improvement while on shore duty are not only beneficial to the officers concerned, but help to make the station more desirable shore duty for younger officers.

SPONSORS.

The Secretary of the Navy has designated Mrs. Andrew C. Pickens, wife of Rear Admiral Andrew C. Pickens, U.S. Navy, General Board, Navy Department, Washington, D. C., as sponsor for the U.S.S. DIXIE (AD14) which is scheduled to be launched at the New York Shipbuilding Corporation, Camden, N. J., 27 May, 1939.

The DIXIE (AD14) was authorized by Act of Congress dated 30 July, 1937.

SPONSORS (contd.).

The Secretary of the Navy has designated Mrs. Edward C. Kalbfus, wife of Admiral Edward C. Kalbfus, U.S. Navy, Commander Battle Force, U. S. Fleet, as sponsor for the U.S.S. SEAWOLF (SS197).

The SEAWOLF (SS197) is scheduled to be launched at the Navy Yard, Portsmouth, N. H., 17 August, 1939. This vessel was authorized by Act of Congress dated March 27, 1934.

TRAINING COURSES.

The following training courses are now available for distribution:

Navy Training Course, "Instructions for use in Preparation for the Rating of Gunner's Mate, second class."

Navy Training Course, "Instructions for use in Preparation for the Rating of Fire Controlman, first class, and Chief Fire Controlman."

The "General Training Course for Petty Officers, Third Class, and Petty Officers, Second Class."

ISSUE OF TRANSPORTATION.

In connection with the transfer of personnel to the Naval Proving Ground, Dahlgren, Va., the following information is published for the guidance of those concerned in the issue of transportation:

"The Peninsula Transit Corporation Bus Line is the only commercial carrier conveniently serving the Naval Proving Ground, Dahlgren, Va. Its closest approach is Morgantown, Md., situated directly across the Potomac River from the Naval Proving Ground, Dahlgren, Va. Transportation from Morgantown, Md., to Dahlgren, Va., may be had only by Naval Proving Ground boats and no regular schedule is maintained.

"The closest approach of the regular Greyhound Bus Line between Washington, Richmond, and Norfolk, is at Fredericksburg, Va., which is 29 miles distant with no connecting commercial carrier to Dahlgren. Fredericksburg is likewise the closest rail connection. Personnel transferred to Dahlgren via the Peninsula Transit Corp. Bus should be informed that there is a telephone at each terminal of the Morgantown Ferry, one on the dock at Morgantown and one on the dock at Potomac Beach, Va., that each of these telephones is connected to the Proving Ground switchboard, that communication with the Proving Ground is gratis, that each of these telephones is locked, that keys are carried by the master of each ferry, that the busses and ferries make only the briefest stops, that after the ferry leaves the dock there remains no one on the dock to advise or assist, that Northbound passengers from Norfolk should obtain key from the master while on the ferry crossing the river to Morgantown and that immediately upon arrival at Morgantown they should call the Proving Ground for station boat."

Appropriate instructions will be issued on this subject in the next issue of the Transfer Circular.

Approximate Intelligence Quotient Equivalents of General Classification Test Marks.

Five hundred (500) men tested at the Naval Training Station, Norfolk, Va. in the latter part of 1938 were given the Otis Self-Administering Test of Mental Ability (Higher Examination), and their marks on this test recorded parallel with their marks on the O'Rourke General Classification Test.

From these marks regression tables have been prepared showing the probable Otis score in terms of the O'Rourke score. By reference to the chart supplied by Otis showing approximate intelligence quotient (I.Q.) equivalents for men 18 years old or older the following approximate I.Q. equivalents can be assumed from the O'Rourke General Classification Test marks. Otis's divisions of the scale into groups labeled Superior, Normal, Dull, Border Zone, and Feeble are used.

It is believed that these equivalents are true within a range of five (5) points, plus or minus, on the scale. For example, by reference to the scale it will be seen that a mark of 79 on the General Classification Test is equivalent to an I.Q. of 100, but the true I.Q. equivalent may lie anywhere between 95 and 105. By the same interpretation a man may be considered within the "Normal" group whose G.C.T. mark is between 61 and 95. Since 100 is the highest possible mark on the G.C.T., a man whose G.C.T. mark is 100 may have an I.Q. above 118, the upper limit of the test.

Table of Approximate I.Q. Equivalents in Terms of O'Rourke General Classification Test Scores.

G.C.T. Scores	I.Q. in terms of Otis	G.C.T. Scores	I.Q. in terms of Otis	G.C.T. Scores	I.Q. in terms of Otis	G.C.T. Scores	I.Q. in terms of Otis
100	118	89	109	66	89	54	79
99	117	88	108	65	88	53	78
98	116	87	107	64	88	52	77
97	116	86	106	63	87	51	77
96	115	85	105	62	86	50	76
95	114	84	105	61	85	49	75
94	113	83	104	60	84	48	74
93	112	82	103	59	83	47	73
92	111	81	102	58	82	46	72
91	111	80	101	57	82	45	71
90	110	79	100	56	81	44	71
		78	99	55	80	43	70
		77	99				
		76	98				
		75	97				
		74	96				
		73	95				
		72	94				
		71	94				
		70	93				
		69	92				
		68	91				
		67	90				

(Below 43, Feeble)

VIOLATION OF ARTICLE 85, U. S. NAVY REGULATIONS.

The attention of the Service is invited to the serious view taken by the Navy Department with regard to enlisted personnel lending money for profit and acting without proper authority as agents for commercial concerns, in violation of Article 85, U. S. Navy Regulations.

The Department considers that men guilty of violation of this order should be separated from the Service.

SHIP'S SERVICE INSURANCE.

The Bureau of Navigation is advised that the Judge Advocate General has received and placed on file a master or key policy issued by the Home Insurance Company, New York City.

This policy has been found to offer adequate insurance on ship's service activities comparable to that offered by policies previously filed in that office and listed in Bureau of Navigation Circular Letter No. 3-39. In addition, there has been filed an endorsement to this policy offering, for an additional premium, protection against loss of money or securities to the extent of \$250. due to: robbery from a custodian on or off the premises, burglary of premises or safe, or compelling custodian to return after hours and give admittance, or compelling custodian to divulge information to cause loss.

The agent of record for writing certificates under the above policy is Mr. Felix Hargrett, Manager of Washington Service Office, Home Insurance Co., 1522 K St., N. W., Washington, D. C.

ARMY AND NAVY CLUB OF SAN FRANCISCO.

The following is quoted from a letter received by the Bureau of Navigation from the Army and Navy Club of San Francisco:

"No doubt many of your officers and their families will be coming to San Francisco during the year 1939, to visit our Exposition, or perhaps on changing station. We would like these officers and their families to know that the Army and Navy Club of San Francisco, in the Fairmont Hotel, extends them a most cordial invitation to make this their headquarters while in this city. Proper identification is all that is necessary for admittance.

"The Club is the Service rendezvous in San Francisco and was established five years ago for the purpose of promoting and encouraging the pleasure, recreation and social contact of all officers throughout the world. This Club is definitely dedicated to their interests, and in the Club are reading and writing rooms, card rooms, a beautiful lounge, as well as complete facilities for meals and refreshments."

CORRECTIONS TO BUREAU OF NAVIGATION PAMPHLET "SCHOOLS AND COLLEGES
GRANTING CONCESSIONS TO SONS AND DAUGHTERS OF OFFICER AND ENLISTED PERSONNEL,
U. S. NAVY, 1928."

Add the following:

Bullis School, Silver Spring, Md. (Just outside the District of Columbia).
This school offers a course pointed for preparation of candidates for the service

CORRECTIONS TO BUREAU OF NAVIGATION PAMPHLET (contd.).

Bullis School (contd.)

academies. Charges are \$950. a year for boarding students and \$450. for day students for the school year, which begins on 1 August and ends with the April entrance examinations. The day student rate includes lunches. A concession of 10% is given in the above rates to sons of Navy and Marine Corps personnel. In addition, this school will refund the straight tuition charge, \$300., to candidates who do not take advantage of this 10% reduction and who do not pass the entrance mental examination.

Kenwood, Convent of the Sacred Heart, Albany, New York. This is a boarding school for girls. It offers elementary, intermediate, and high school courses and is accredited by the New York State Board of Regents. The regular rate for board and tuition is \$850. a year; but a reduction of \$50. is offered to daughters of officers of the naval service.

Sullivan School, 2128 Wyoming Ave., N. W., Washington, D. C. This school gives a course to prepare candidates for the competitive and regular entrance examinations to the service academies. A 10% reduction is given in the regular charge for the benefit of sons of naval personnel, on the active or retired list or deceased. The regular tuition for the school year beginning 15 September and ending with the April examinations is \$900. for boarding students and \$470. for day students.

PARTIAL SCHOLARSHIP.

Immaculata College, Immaculata, Pa. This is a women's college which offers a four-year college course in the arts and sciences. Its tuition is \$200. a year. It offers to daughters of Navy and Marine Corps officer or enlisted personnel a concession of \$100. a year.