FEBRUARY 24, 1941.

BUREAU OF NAVIGATION

BULLETIN

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A N N O U N C E M E N T

Even more careful and thorough dissemination of pertinent information to the Naval Service and to the general public is now planned through the medium of this Bulletin and the public press respectively.

The Bureau of Navigation will appreciate receipt of material for this organ. Forward all articles, professional data, human interest stories, etc., over an appropriate signature.

/s/C. W. NIMITZ,
Chief of Bureau.

PASS THIS INFORMATION ALONG

The Bureau prepares this bulletin for information to the commissioned and enlisted personnel of the Navy.

Your cooperation is requested in seeing that pertinent information contained herein is brought to the attention of your shipmates.

Reprinting of information for proper display on a bulletin board is suggested.

L. Y. SPEAR FOUNDATION PRIZE

Ensign Robert K. R. Worthington, U.S.N., was designated the honor student at the Submarine School, Officers' Class, graduating December 21, 1940, and was the recipient of the L. Y. Spear Foundation Prize.

OFFICERS' PROMOTION

The junior officers in the various grades who have made their numbers for promotion prior to February 15, 1941 are as follows:

Rear Admiral	John S. McCain
Captain	Alexander R. Early
Commander	Heber H. McLean
Lieut. Commander	Kenneth Craig
Lieutenant	Otto W. Spahr

ASSIGNMENT OF NAVAL ACADEMY GRADUATES CLASS OF 1941

After a brief graduation week in February, the U.S. Naval Academy Class of 1941 has departed from Annapolis and will report about March 1, 1941, to their vessels or for transportation to their vessels.

Contrary to the usual policy these officers have been assigned to destroyers, as well as to battleships, carriers and cruisers in approximate numbers as follows:

5 to each battleship
5 to each aircraft carrier
2 to each cruiser
1 to each destroyer

Their assignment directly to destroyers will have the following advantages:

(a) Destroyer allowances of junior officers can be maintained without necessitating the movement of junior officers from large vessels to replace destroyer losses, thereby reducing the number of detachments from large vessels.

(b) Destroyers, as well as large vessels, will aid in supplying junior officers for new construction and other needs of the Naval Expansion Program.

EXTRACT FROM A LETTER WRITTEN BY AN OFFICER WHO WAS NOT SELECTED FOR PROMOTION TO REAR ADMIRAL

"I have prepared myself for a long time for the blow in case of non-selection, but it is a pretty tough bullet just the same. I console myself with the thought that if the Navy can discard me (and better than me) in order to promote better men, it must be a damn fine Navy and I have spent over thirty years helping to make it so. In the meantime we who are not so fortunate can keep steam up to the throttle and the whistle blowing in the hope of still being useful if not conspicuous."

U. S. NAVAL ACADEMY

Congress has recently passed a law authorizing an additional appointment to the Naval Academy for each Senator, Representative and Delegate in Congress and increases the appointments allowed from the Naval Reserve from 50 to 100 annually and the appointments at large by the President from 15 to 25 annually. A provision was added to the effect that in the event that the quota of midshipmen to be appointed from the enlisted men of the Naval Reserve and Marine Corps Reserve is not filled in any one year, the Secretary of the Navy will have authority to fill such vacancies with enlisted men from the Regular Navy and Marine Corps.

As this increase in appointments has been so recently authorized, it has become necessary to postpone the examination of candidates for midshipmen scheduled for April 16, 1941 to May 7, 1941.

CASE HISTORY

Recently a ship of the Navy was grounded due to failure to operate one main engine in accordance with bridge signals. Signals were answered correctly but the engine operation was exactly wrong.

The C.O. had been in command for nine days only. Ship was getting underway in a narrow channel. When the C.O. observed that the ship was not maneuvering as intended and required, he stopped both engines and let go an anchor in an effort to maintain the ship in the channel.

There followed a Board of Investigation, one General Court Martial, two Reprimands, and one Admonition.

The Investigation disclosed that the Engineer Watch, Quarter and Station Bill showed section assignment only. No detailed duties, assignments or instructions. Lack of organization and authority. No effort to determine qualifications of engineering

personnel. One engine room, including throttle operation and record keeping, left to a machinist's mate unassisted, who had been on board for one week only.

Voice tube and telephone unmanned and ignored. Of five Chief Machinist's Mates in Engineer Force, none was on watch and none assigned for getting under way.

The Engineer Officer was not at his station assigned by Navy Regulations, Art. 991(2).

THE NAVAL RESERVE OFFICERS' TRAINING CORPS

An Act was approved in September, 1940, to increase the total enrollment of the Naval Reserve Officers' Training Corps Units to 7,200 students.

At nineteen of the leading universities there are maintained Naval Reserve Officers' Training Corps Units. Six of these units were started in 1926, at Georgia School of Technology, Harvard, Yale, Northwestern, University of Washington, and the University of California. Two additional units were inaugurated in the fiscal year, 1939, at Tulane and at the University of California at Los Angeles. One unit was started in the fiscal year, 1940, at the University of Minnesota. Ten units were added during the present fiscal year, 1941, at Brown, University of Oklahoma, University of Pennsylvania, University of North Carolina, University of South Carolina, University of Virginia, University of Texas, University of Michigan, University of Southern California, and Marquette University. It is planned to establish eight additional units this coming summer, and to reach the maximum authorized strength of 7,200 enrolled students by the fiscal year, 1944, with a total of twenty-seven units.

Entry into the Naval Reserve Officers' Training Corps is voluntary, and the number of applicants each year greatly exceeds the authorized quotas. Each student devotes an average of four hours of class room work each week to naval subjects. He participates in one or more summer sea cruises in a combatant ship where he is indoctrinated in the practical application of his Naval Science and Tactics studies. These cruises are a vital part of the course, and it is particularly desirable that sufficient transportation and subsistence funds be appropriated to provide this essential training.

The Naval Reserve Officers' Training Corps has proven highly successful in providing competent officers for the Naval Reserve. From a comparison of the results obtained with the funds expended, it is evident that the Naval Reserve Officers' Training Corps is the most economical form of naval preparedness for national

emergency in which the Navy is engaged.

In brief, the above program will produce in 1944 a prospective total of 1,118 graduates, and 1,586 in 1945 and succeeding years. If qualified in all respects, graduates are commissioned Ensigns in the line of the Volunteer Naval Reserve. A few are inducted yearly into the Supply Corps of the Regular Navy as Ensigns. Recent legislation permits graduates with one year's continuous active duty to be commissioned as Ensigns in the line of the regular Navy in such numbers as the President may see fit.

TWO NAVAL ACTIVITIES AT NORTHWESTERN UNIVERSITY

The attention of the service is directed to the two separate Naval activities where the facilities of Northwestern University are used. These two offices are: U.S. Naval Reserve Officers' Training Corps, Northwestern University, Evanston, Illinois; and U.S. Naval Reserve Midshipmen's School, Abbott Hall, Northwestern University, Chicago, Illinois."

ADMIRAL REEVES TO ADDRESS V-7 GRADUATES

Graduation exercises for the Reserve Midshipmen's V-7 class will be held on board the USS PRAIRIE STATE (formerly the USS ILLINOIS) at 10:30 A.M. February 28.

Admiral Joseph M. Reeves, U.S.N. (ret.) will be the guest of honor and will deliver the graduation speech.

This class will consist of some 400 Midshipmen of which more than 80% have requested commissioning and active duty, and represents the second class graduating from this school.

FIRST V-7 CLASS
U. S. NAVAL ACADEMY

On February 14, 1941, a Reserve Midshipmen Class commenced a three-months course of training at the U.S. Naval Academy, Annapolis, Maryland. This class of embryo Reserve Ensigns has some 700 members.

Those successfully completing this course and qualifying physically will be tendered a commission as Ensign, U.S.N.R.

TENTATIVE PLANS FOR CONTINUANCE OF V-7 PROGRAM

Many inquiries are being received as to the possibility of continuing the V-7 program for training Reserve Midshipmen and

TENTATIVE PLANS FOR CONTINUANCE OF V-7 PROGRAM (CON'T)

commissioning them at the end of an intensive period of instruction.

Funds have been requested for the continuance of the plan during the summer of 1941, with certain modifications, the principal one of which is increased educational requirements, a minimum of a college degree and successful completion of plane trigonometry.

Provided funds are appropriated, it is planned to start the cruises some time in July, and the Reserve Midshipmen classes at Abbott Hall, Northwestern University, Chicago, Illinois, and in the U.S.S. PRAIRIE STATE, New York City, during the latter part of September, 1941. Enlistments for this training will probably not be made until about May 1.

The Commandants will be furnished with pertinent information on this subject when the program is approved.

BUTTON, BUTTON, WHO'S GOT THE BUTTON!!!

The Navy Department is now functioning under a security program, which is about as tight and hard-boiled as has ever existed, but it is certainly something that has been needed for some time to protect the first line of defense.

Some months ago, we were informed that everyone would have to be photographed and we would all be required to wear a button. After several months of waiting, the button transpired to be a rather cumbersome, oblong badge, about 1½"x2", which holds down the lapels of your coat and ruins the dainty waists of the lady employees.

It has been instituted and carried out in a most democratic way, as the various assiduous guards, make no distinction between admirals and messengers in refusing access to the building, unless they have and wear the badge.

During the process of the picture-taking, there was the usual wise cracking about "breaking the camera", but as it happens, the camera did break on several occasions, and, peculiar to say, it was always when the best-looking girl was in the chair. We do not know whether the Security Officer does not like blonds, but the picture of every blond-haired girl shows her with raven tresses!

The wearing of these badges was at first taken very lightly, but the rigid enforcement of the rule has left no doubt in the minds of the officers, and employees of the Department of the intention to have actual security by excluding from the confines of the Navy Department persons who have no right there.

BUTTON, BUTTON, WHO'S GOT THE BUTTON!!!(CON'T)

One woman was heard to say that her picture was so terrible that neither Secretary Knox nor the guard could make her wear it, but the old Irishman in uniform blandly told her that he wasn't the one who would catch cold if she sat out on the curb all day and that was surely where she was going to be, unless she showed her identification badge.

Visitors, which includes members of Congress and high government officials, must all register at the center desk of the Navy Department where they are given temporary entrance passes and are escorted to and from the office which they wish to visit. Every effort is made to make it as easy as possible for the visitors who have actual business with the Navy Department.

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There is the story of the Admiral who had to stand in line for three-quarters of an hour awaiting his turn at the information booth. (Extra booths are now equipped to expedite entrance.)

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Then there is the Yeoman who shaved the day his picture was taken --- but he has constantly had trouble getting by the guards as they cannot recognize his photograph as the true reproduction.

- - -

Did you hear about the girl who forgot her badge and went home to look for it? She called up the Chief Clerk three days later and asked if she should continue to stay home and keep looking, or could she come back to work.

- - -

If you visit the department do not be upset if you are questioned thoroughly at the doorway. This is a necessary and practical requirement.

NAVAL VESSEL NAMED IN HONOR OF FORMER NAVAL RESERVE OFFICER

On February 3, 1941, the Navy Department, with the approval of the President, assigned the name STEPHEN POTTER to a Destroyer in honor of the late Ensign Stephen Potter, USNRF, who lost his life while flying a British seaplane from the North Sea Station, accompanied by another plane, on April 25, 1918. The planes were attacked by seven German planes, four of which were firing on Ensign Potter and the others on his companion. After a hard battle, his machine burst into flames fifty feet from the water and crashed on the port wing tip.

Ensign Stephen Potter was the great-great-grandson of Captain Stephen Potter of General Washington's staff in the Revolutionary War. He entered Naval Aviation in 1917 as a Seaman, second class, at the Navy Yard, New York, and after receiving his training at Buffalo, New York, was promoted to Ensign in 1917. He

later reported for duty with the Naval Aviation Forces, Paris, France, and was sent to the advanced school at Montchic, Gironde, and from there to the Royal Naval Air Station, Felixstowe, England.

The USS STEPHEN POTTER is to be constructed at the Bethlehem Steel Company, Shipbuilding Division, San Francisco, California.

MILITARY LEAVE

In a Decision dated January 15, 1941, B-13451, the Comptroller General of the United States reconsidered a previous decision and held that a Naval Reserve officer ordered to active duty pursuant to Section 5 of the Naval Reserve Act of 1938, in time of national emergency, was not ordered to training duty as previously held. The effect of this decision is to validate payments of uniform gratuity of officers ordered to active duty in the national emergency under the Executive Order of September 8, 1939, and to disallow military leave of civilian employees of the Government ordered to such active duty as members of the Naval Reserve.

COURTESY CARDS

On January 24, 1941, the Secretary of the Navy directed the discontinuance of issuance of Courtesy Cards to Naval Reserve officers. The Secretary also directed the recall and cancellation of all Courtesy Cards previously issued to Naval Reserve officers.

TRANSPORTATION OF DEPENDENTS

In a Decision dated January 13, 1941, the Comptroller General held that a Naval Reserve officer is not entitled to transportation of his dependents from his home, which is not a permanent station, to his first permanent duty station and this rule is not affected by the assignment of temporary duty intervening between departure from his home and assignment to his first permanent duty station.

JOINT ARMY AND NAVY COMMITTEE ON WELFARE AND RECREATION

On February 12, 1941, the President authorized the organization of a Joint Army and Navy Committee on Welfare and Recreation. This committee will work in close liaison with the Federal Security Administration on all matters relating to the recreation, welfare and civil education of soldiers, sailors and marines, and is destinied to play an important part in the future lives of the personnel of

JOINT ARMY AND NAVY COMMITTEE ON WELFARE AND RECREATION (CON'T)

the armed services. The main interest of the Committee lies in the provision of adequate recreation facilities outside of Naval and Military reservations.

Mr. Charles P. Taft, son of the late President, has been appointed Assistant Co-ordinator under the Federal Security Administration.

Secretary Knox authorized five members to be appointed to serve on this joint committee. The Navy appointees include Sheldon Clark, Chicago, president of the Navy League of the United States. He was named vice chairman.

Others are Captain Forrest U. Lake, U.S.N., (ret.), Director of the Training Division, Bureau of Navigation; Lieutenant Colonel James W. Webb, U.S.M.C., Officer in Charge of the Personnel Administration Division of the Marine Corps; Commander John L. Reynolds, Officer in Charge of Welfare and Recreation, Bureau of Navigation, and Commander Austin K. Doyle, attached to the Personnel Division, Bureau of Aeronautics.

RECRUITING FOR JANUARY, 1941

Final recruiting results for the monthly period ending January 31, 1941, showed almost 11,000 recruits accepted. This is the largest number of recruits obtained for any one month since the present drive has been carried on.

The Chief of the Bureau of Navigation addressed congratulations to the Recruiting Service on the above showing with the following statement:

"The Chief of the Bureau of Navigation wishes to congratulate the Recruiting Service on its showing during the period closing January 31, 1941. It indicates that everyone involved is very much on the job."

ADVANCEMENTS TO CHIEF PETTY OFFICER RATINGS

1. A Bureau letter to all ships and stations dated February 11, 1941, contained a list of two thousand five hundred and twenty six advancements to chief petty officer distributed among the various ratings as follows:

Chief Boatswain's Mate	336	Chief Metalsmith	4
Chief Gunner's Mate	98	Chief Yeoman	164
Chief Torpedoman	141	Chief Storekeeper	139

ADVANCEMENTS TO CHIEF PETTY OFFICER RATINGS (CON'T)

Chief Turret Captain	10	Chief Pharmacist's Mate	244
Chief Quartermaster	189	Chief Commissary Steward	122
Chief Signalman	10*	Bandmaster	10**
Chief Fire Controlman	41	Chief Buglemaster	none
Chief Electrician's Mate	93	Aviation Chief Machinist's Mate	258
Chief Radioman	196	Aviation Chief Metalsmith	80
Chief Carpenter's Mate	3	Chief Aerographer	8
Chief Shipfitter	12	Chief Photographer	1*
Chief Printer	none	Aviation Chief Ordnanceman	43
Chief Machinist's Mate	301		
Chief Watertender	29		
Chief Boilermaker	3	TOTAL	2,526

* From previous waiting list.
** Five to bandmaster from previous waiting list.

2. Because of lack of sufficient vacancies, no one who took the last examinations held October 3, 1940, for Chief Signalman, Chief Photographer, Chief Printer and Chief Buglemaster were advanced. The previous waiting list for those ratings has not yet been exhausted.

3. Reexamination in stenography (BuNav Manual Article D-5237 (4) (B) (a) of seventy (70) candidates for Chief Yeoman who passed their examinations in all other subjects is being authorized, and those found qualified will be advanced in the near future. Stenography proved to be a stumbling block for a large number of otherwise excellent candidates, many of whom missed passing that subject by narrow margins. In this connection the service is informed that all stenographic examinations submitted were carefully regraded in the Bureau to insure uniformity of marking.

YEARBOOK OF ENLISTED TRAINING AND REQUESTS FOR TRAINING COURSES.

The instructions regarding the use of, and the preparation of requests for the Navy Training Courses are clearly stated in the Yearbook of Enlisted Training. Judging from the large number of requests received from ships, especially from vessels newly commissioned, the Bureau receives the impression that many officers are unaware of the existence of this book.

The edition of 1939 is the latest edition. This is being revised. However, that part pertaining to the use of, and the preparation of requests for the Navy Training Courses will be substantially the same in the new edition.

YEARBOOK OF ENLISTED TRAINING (CON'T) AND REQUESTS FOR TRAINING COURSES

It again must be repeated that the funds at the disposal of the Bureau are limited for the production of Training Courses. Owing to the limited funds available, an unlimited supply of these courses cannot be printed. Within the last year, excessive demands have been made for these courses. Requests have been received from ships requesting the entire list of courses, and also requests for excessive numbers in certain ratings, many of which have been for ratings which are not assigned to the particular ships. Necessarily, these requests have been refused.

It is the desire of the Bureau to issue courses in sufficient quantities so that each man listed by the Commanding Officer as being ready to commence training for the next higher rating will have a training course available. The Progress Tests and Examination Pamphlets are automatically issued in the ratio of three pamphlets to one course. This provides for the using of the training course by three men.

If the instructions in Chapters III and IV of the Yearbook of Enlisted Training are followed, that is, courses are requested only for those men ready to commence training in the particular ratings, and provided that they receive the proper use as outlined in those chapters, a sufficient supply will always be available for use.

The Bureau of Navigation Bulletin will contain a corrected list of available training courses twice each year, usually during the months of June and December. From time to time, as courses are available, notice as to their availability is inserted in the Bulletin. The Educational Officer should keep the list in the ship's copy of the Yearbook of Enlisted Training corrected accordingly.

SERVICE RECORD
Pages 9-10--Unnecessary Forwarding.

Attention is invited to Article D-4002(3) of the Bureau of Navigation Manual which specifies the occasions upon which duplicate pages 9-10 of the enlisted men's service record shall be forwarded to the Bureau.

An increasing number of pages 9-10 are being forwarded unnecessarily with only routine entries thereon, such as Selective Training Registration Cards, National Service Life Insurance, etc.

It is desired that instructions in reference be strictly adhered to.

DELAY IN FORWARDING RETURNS

1. The Bureau of Navigation notes an increasing delay on the part of commands in forwarding to the Bureau reports which affect the pay status of enlisted men. This delay renders inaccurate the data at hand in the Bureau regarding the number of enlisted men actually in the Navy at any one time, and the ratings they are holding.

2. The cooperation of all commands is enjoined to accomplish the forwarding, within a reasonable period of time, of:

(a) Shipping articles of men enlisting or reenlisting.
(b) Pages 9-10 of the service record in accordance with Article D-4002 Bunav Manual (Regular Navy, Retired Men and all classes of Naval Reserves.)

TRAINING COURSES

The below listed Training Courses are now available for distribution:

"Instructions for Use in Preparation for the Rating of Electrician's Mate 2c."
"Instructions for Use in Preparation for the Ratings of Gunner's Mate 1c. and Chief and Turret Captain 1c. and Chief."
"Instructions for Use in Preparation for the Rating of Electrician's Mate 1c. and Chief Electrician's Mate."
"Instructions for Use in Preparation for the Rating of Boatswain's Mate 2c."

THE NAVY RELIEF SOCIETY

The Navy Relief Society is the Navy's own welfare organization. Since 1904 the Society, with the efforts of its auxiliaries, has made a welfare record of which the Navy may be proud. Each year thousands of the Navy's men face problems which the Society assists in solving.

In view of the splendid record, known throughout the service, the newer men of the service should be fully cognizant that their contributions are well spent and that their active participation alleviates distress within the Naval service. The following information is general and will be of interest to men not fully aware of the value of this Society to the Naval service at large.

The Society is kept informed by the Surgeon-General of the Navy, of all deaths occurring in the Navy and Marine Corps. The

THE NAVY RELIEF SOCIETY (CON'T)

Bureau of Navigation furnishes, in each case, the name, address and relationship of the "nearest of kin," as given on the man's enlistment record. If the relationship is that of mother, wife or child, the Society immediately investigates the circumstances of such dependent survivor. The investigation is systematic, expeditious and confidential; and temporary assistance is rendered whenever an urgent need exists.

Men on active duty are sometimes confronted by problems which the Society is willing to help them solve. Where emergencies arise, beyond the control of the individual, the Society stands ready to help officers and men on active duty in order to alleviate human suffering and render assistance in cases of sickness or death when so needed.

Loans may be granted, when approved by the Commanding Officer to whose command the applicant is attached, for hospitalization (operative, maternity, etc.), death, serious illness, non-receipt of pay accounts, and non-receipt of allotment. Loans are not granted for travel, to pay interest on mortgages on houses or property, purchase of automobiles, or at the request of wife without husband's approval. Loans are made only after thorough investigation has been made of the reasons given in the request for loan, and are repayable by allotment.

When these facts are known and the policy of the Society is understood by officers and enlisted personnel, the value and effectiveness of the Navy Relief Society will be appreciated and supported wholeheartedly.

NAVAL OBSERVATORY COMMENDED

The Naval Observatory is beginning to receive complimentary letters from various sources regarding the new Air Almanac.

The following is an extract of a letter from a commercial source:-

"It is desired to take this opportunity to express our appreciation for the new American Air Almanac, which has been developed under your direction. The new Almanac will contribute tremendously to the air navigation work of this company, and is already in use throughout our various services. We feel that an excellent job has been done and wish to convey our appreciation."

AIR ALMANAC-NAUTICAL ALMANAC

When additional copies of the Nautical Almanac or the Air Almanac are needed for instruction purposes by units of the regular

Navy, or the Naval Reserve, either ashore or afloat, application for such copies should be made to Bureau of Navigation, Navy Department, and not to the Naval Observatory or the Hydrographic Office.

REQUESTS FOR NAVIGATIONAL INSTRUMENTS, PRINTING, OUTFITS, ETC.

Although publication in the Service has been given to the fact that the cognizance of navigational instruments, printing outfits, etc., was tranferred from the Bureau of Navigation to the Bureau of Ships on July 1, 1940, a considerable amount of correspondence and a number of requisitions still reach this Bureau.

Please address all communications with regard to gyro compasses and magnetic compasses and all other navigational instruments, as well as printing outfits and band instruments, to the Bureau of Ships,-not the Bureau of Navigation.

FLAT FEET - REASON FOR

The Bureau recently received a request from a former enlisted man who desired to return to the Navy as an Athletic Director. He had previously received a medical survey:

The letter in part:

".....about seven years ago I was working in the refrigerator hold of a Navy supply ship to which I was on work detail from my ship, a cargo hook, dropped from the main deck to the refrigerator hold on my head, injuring my arches so badly, which caused my feet to flatten in a few days ----- I can do any kind of work that doesn't require me to be on my feet ---- I would like to be of service to you, although I like to be near my wife."

FREE OFFER OF MUSIC

The following letter is quoted for the information of the service:

"Officer in Charge
Morale Division
U. S. Navy Department
Washington, D. C.

Dear Sir:

We are publishers of popular music, and wish to offer free, to the recreation departments of all Navy

FREE OFFER OF MUSIC (CON'T)

camps, copies of our songs for use during recreation periods.

We are desirous of seeking a list of camps to whom you wish us to send these copies. We will, of course, stand the expense of mailing and printing.

May we expect an answer from you?

Very truly yours,

Mickey Goldsen,
General Manager,
Leeds Music Corp.,
1270 Sixth Avenue,
New York, N. Y."

Commanding Officers are requested to give this generous offer appropriate publicity. Those wishing to take advantage of the offer should communicate directly with the author of this letter.

BENEFIT GUIDE

Additional copies of the Benefit Guide have been printed and are available to individual ships on request.

Commanding Officers should restrict their requests to current requirements only and not establish a stock.

SCHOOL CONCESSION

The Barton School, Topanga, California is a non-sectarian school founded in 1932 for boys and girls of from six to fourteen years of age. It teaches the usual subjects, along commonsense lines on a regular class schedule, accentuating the Three R's. Board and tuition: $675.00 for the entire school year or $75.00 per month. This school offers a 10% discount to children of naval personnel and 20% in the case of two or more children in a family."

SCHOOL CONCESSION

Greenbrier College, Lewisburg, West Virginia is a non-sectarian college established in 1812 for girls between the ages of 15 and 20. It offers two-year college preparatory and two-year college courses. Tuition day - $250.00, board and tuition - $750.00. This college offers a 10% concession to daughters of Navy personnel.

NATIONAL GEOGRAPHIC MAGAZINES

The National Geographic Society has presented to the Navy a number of copies of back numbers of the National Geographic Magazine for issue to the service. These are being distributed to the following shore stations from Naval Supply Depot, Norfolk:

Naval Air Stations:- Kodiak, Sitka, Midway Island, Johnson Island, Palmyria Island, Key West, San Juan, Banana River, Tongue Point, Pensacola, Jacksonville, Corpus Christi, Cape May and Lakehurst.
Training Stations:- Great Lakes, Norfolk, Newport and San Diego.
Marine Barracks:- Quantico, Parris Island and San Diego.
Naval Hospitals:- Norfolk, Philadelphia, San Diego, Mare Island, Brooklyn, Chelsea and Portsmouth, N. H.
Submarine Bases:- New London and Coco Solo.
Navy Yards:- Boston, Charleston, Mare Island, New York, Norfolk, Philadelphia and Puget Sound.
Ammunition Depots:- Fort Lafayette, Hawthorne, Hingham, Iona Island, Lake Denmark and St. Juliens Creek.
Torpedo Station, Newport.

SHIP AND STATION NEWSPAPERS

It is requested that each ship or station which publishes a newspaper mail one copy of each issue to the Navy Recruiting Bureau, 90 Church Street, New York, N. Y.

NAMES ASSIGNED SIX CRUISERS

Secretary of the Navy Knox today announced that the President of the United States has selected the following names for six Cruisers which are under construction.

ALASKA - Named for the Territory of Alaska. Third vessel so-called.

GUAM - Named for the largest of the Marianas Islands. Second vessel so-called. (Name of the GUAM PR 3 ex-PG 43, changed to WAKE January 23, 1941)

HAWAII - Named for the Territory of Hawaii, largest of the Hawaiian Islands. First vessel so-called.

PHILLIPPINES - Named for the Philippine Islands, an archipelago Southeast of China in the Pacific Ocean. Second vessel so-called.

PUERTO RICO - Named for the Island of Puerto Rico, an island of the West Indies 70 miles east of Haiti, ceded to the United States by Spain August 12, 1898. First vessel so-called.

SAMOA - Named for the Samoan Islands in the Southwest Pacific Ocean. Second vessel so-called..