

6 APRIL 1929.

BUREAU OF NAVIGATION

BULLETIN

NUMBER 101.

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

OFFICER PERSONNEL.

Changes in Officer Personnel.

Many changes in officer personnel of the Bureau will be effected in the spring and summer. These changes are as follows:

Capt. T. R. Kurtz, Asst. Chief of Bureau, relieved by Capt. E. B. Larimer;
Capt. A. Steton, Officer Discipline, relieved by Capt. R. E. Pope;
Capt. R. A. Koch, Director Enlisted Personnel, relieved by Capt. F. H. Potest;
Captain W. R. Van Aukon, Training Division, relieved by Captain B. McCandless;
Captain R. B. Coffey, Enlisted Personnel, relieved by Comdr. C. F. Russell;
Comdr. A. W. Sears, Naval Reserve Inspections, relieved by Comdr. R. A. White;
Comdr. W. W. Bradley, Naval Reserve, relieved by Comdr. R. F. McConnell;
Comdr. K. L. Hill, Enlisted Discipline, relieved by Lieut. Comdr. F. C. Sherman;
Comdr. E. A. Lofquist, Officer Detail, relieved by Comdr. J. M. Smeallie;
Comdr. R. C. Williams, Naval Reserve Inspections, relieved by
Comdr. C. C. Slayton;
Comdr. A. McClasson, Enlisted Personnel, relieved by Lieut. Comdr. R. M. Awtrey;
It. Comdr. A. G. Robinson, Aide to Chief of Bureau, relieved by
Lieut. Comdr. L. E. Denfeld;
Lieut. Comdr. H. B. Broadfoot, Enlisted Personnel, relieved by Lieut. Comdr.
R. W. Gruelick;
Lieut. Comdr. C. P. Cecil, Enlisted Personnel, relieved by Lieut. Comdr.
V. I. Kirkman;
Lieut. Comdr. J. B. Heffernan, Enlisted Personnel, relieved by Lieut. Comdr.
T. deW. Carr;
Lieut. Comdr. D. C. Godwin, Training, relieved by Lieut. Comdr. R. B. Carney;
Comdr. V. D. Chapline, Naval Reserve, relieved by Lieut. Comdr. W. E. Goodhue.

The following officers are slated to report to the Bureau for the duty indicated:

Comdr. J. S. McCain, Recruiting Division,
Comdr. R. Jacobs, Enlisted Personnel detail,
Comdr. P. E. Speicher, Naval Reserve section.

Cryptanalysis Instruction.

The Bureau is receiving frequent inquiries concerning the next cryptanalysis and communication instruction classes. It has been decided to abolish the practice of ordering officers not eligible for shore duty to temporary duty at the Department for these courses. In the future, a limited number of officers, eligible for shore duty, will be ordered to the Department for a period of one year, and during this year of instruction they will be given a course in cryptanalysis and communications. From the Department these officers will go to the War College or the General Line Class at the Naval Academy for their second year or will come to the Department for their second year of shore duty from these institutions. Exceptions, if any, will only be made in the cases of those officers who have already been designated for the short course in cryptanalysis.

TRAINING

Mechanical Aptitude Test.

The following quotation from a report from the Naval Torpedo Station, Newport, gives some indication of the value of the Mechanical Aptitude Test, a score on which will be found in the record of many recruits. This should be of interest to officers in determining the suitability of men for assignment to mechanical duty.

"The six men in the class with the lowest average for the two months were all below average in the Mechanical Aptitude Test, and four of those considerably below average although two of the six were well above average in the General Classification Test. As against this, one man who was close to average in the Mechanical Aptitude Test and was far below in the General Classification Test stands highest of the low six. This indicates that the Mechanical Aptitude Test is a valuable factor in determining the admission qualifications for this school."

Recruits Under Instruction.

The following table shows the number of recruits under instruction at the various Training Stations under date of 23 March 1929:

	Great Lakes	Hampton Roads	Newport, R. I.	San Diego	Total
Recruit Training					
Apprentice Seaman	642	569	818	1261	3290
Seamen 2nd class	6	7	1	97	111
Firemen 3rd class	0	0	0	43	43
Other Ratings	21	14	13	36	84
	669	590	832	1437	3528

Good Cooks.

Believing in the proverb that "cooks are not to be taught in their own kitchen," the Bureau is gratified at receiving recent reports regarding the products of the Cooks and Bakers' School at Hampton Roads. The following extracts from two letters are given:

"A marked improvement has been noted in the above-named man as to his knowledge of cooking and in his ability to take charge of a galley since completing his course of instruction in the Cooks and Bakers' School, and I believe the school has more than fulfilled its mission in his case."
-----Commanding Officer, U.S.S. NIAGARA.

"The general mess on the Shawmut has been improved in all respects by the work and knowledge of the graduate cooks. The best feature is the very marked improvement in the morale of the commissariat. Now the food is served hot, it is more appetizing, waste has been largely eliminated, and the cost of the ration is low. It is believed that this improvement was brought about to a degree by the training of the graduate cooks."-----
Commander Mine Squadron One.

Appointments to the Naval Academy.

In view of the number of inquiries received in the Bureau regarding appointments to the Naval Academy from among the number of sons of deceased officers, soldiers, sailors, and marines of the World War it is evident that the provisions of the act of June 8, 1926 are not widely known. This act authorizes that the number of midshipmen now allowed by law at the United States Naval Academy be increased by 40 from the United States at large, to be appointed by the President from among the sons of officers, soldiers, sailors, and marines of the Army, Navy, and Marine Corps of the United States who were killed in action or died prior to July 2, 1921, of wounds or injuries received or disease contracted in line of duty during the World War: Provided, That one-half shall be appointed from among the sons of officers and one-half from among the sons of warrant officers, soldiers, sailors, and marines of the Army, Navy, and Marine Corps.

Applications for admission under this act should be addressed to the Bureau of Navigation, Navy Department, Washington, D. C.

Massachusetts Nautical School.

The report of the commissioners of the Massachusetts Nautical School for the year ending, November 30, 1928 shows that a number of officers of the Navy and Marine Corps are graduates of the Massachusetts Nautical School. The reports list them as follows:

THE UNITED STATES NAVY

1906: Howard G. Copeland	: Malden	: Captain, U.S.N.R.	:	:
1907: Thomas Baxter	: South Dennis	: Lieutenant Comdr.	: USS HOLLAND	:
1898: Clarence E. Wood	: Fall River	: Lieutenant Comdr.	: (Ret.)	:
1898: James H. Wiley	: Brighton	: Lieutenant Comdr.	: 12th N. Dist.	:
1898: Herbert E. Fish	: Charlestown	: Lieutenant	: USS RELIEF	:
1902: John F. Murphy	: Worcester	: Lieutenant	: US Nav. Academy	:
1910: Russell H. Sullivan	: Westfield	: Lieutenant (S.C.)	: 11th N. Dist.	:
1906: William R. Dolan	: Worcester	: Lieutenant	: Coco Solo, C. Z.	:
1916: Darrough S. Gurney	: Marion	: Lieutenant	: USS CANOPUS	:
1917: Philip C. Nichols	: Peabody	: Lieutenant (j.g.)	: U.S.S. 0-10	:
1922: Eliot Olsen	: East Milton	: Ensign	: USS WEST VIR-	:
:	:	:	: GINIA	:
1899: Leroy Neil	: Lynn	: Chief machinist	: USS ROBIN	:
1911: James D. Turnbull	: Bridgewater	: Pay clerk	: St. Thomas, V.I.	:

THE UNITED STATES MARINE CORPS

1903: Leander A. Clapp	: Brockton	: Major	: Headquarters, Wash:
1906: Clarence E. Nutting	: Cambridge	: Major	: Jarvis Is., S.C. :

NORALE

Navy Relief.

The Navy Relief Society under the direction of its President, Admiral Charles F. Hughes, U.S.N., has recently published a pamphlet designed to inform the personnel of the service of the splendid work being done by that organization. Copies of this pamphlet have been sent to all ships and stations. The Navy Relief Society has authorized the Bureau to inform Naval personnel that additional copies may be obtained by application to the Secretary of the Society, Room 1047, Navy Department Washington, D. C.

Benefits.

The Bureau has recently compiled a pamphlet entitled "Benefit Guide for Officers and Enlisted Men United States Navy and United States Naval Reserve," which contains all information regarding benefits to which beneficiaries of officers and enlisted men of the regular navy and naval reserve are entitled. This pamphlet describes all papers, documents, etc., that are necessary to substantiate claims and also gives a list of charitable organizations which furnish emergency aid to families of deceased officers and enlisted men. Enough copies have been received from the printing office to insure each officer having two copies, with additional copies for ships and stations.

"Talkies."

Due to the fact that practically all of the large moving picture producers are concentrating on talking movies, it is becoming exceedingly difficult for the Bureau to obtain sufficient silent prints of good entertainment value to furnish the needs of the Navy. If the "talkie" continues to remain popular, undoubtedly the scarcity of desirable silent prints will be aggravated each year until in the end the Navy may be faced with the proposition of equipping vessels for "talkie" projection.

The Training Division of the Bureau of Navigation has recently purchased the following motion pictures:

THE BATTLE OF MONS	-	Special Cast
KEY RUBE	-	Camstead-Trevor
THE RAINBOW	-	Sebastian-Gray
THE CORNERS AND THE KELIYS	-	
IN ATLANTIC CITY	-	SIDNEY & GORDON

NAVAL OBSERVATORY

Solar Eclipse Expedition.

The expedition under the auspices of the Naval Observatory to observe the solar eclipse of 9 May, 1929, has located its site on the grounds of the Philippine Railway Company at Iloilo. The expedition reports its camera tower twenty percent completed.

HYDROGRAPHIC

Notices To Mariners.

Through the International Hydrographic Bureau at Monaco, arrangements have been made for all United States Branch Hydrographic Offices to keep on file for reference, Notices to Mariners of foreign nations. Notice will be published in the publications of the International Hydrographic Bureau. The addresses of Branch Hydrographic Offices are published in the Navy Directory.

Pan Pacific Science Congress.

Mr. A. B. McManus, Senior Engineer (Nautical) of the Hydrographic Office has been appointed a delegate to the Fourth Pan Pacific Science Congress, to be held at Batavia, Java, in May. He will leave by way of San Francisco and return by way of Europe. At the Fourth Pan Pacific Science Congress, Mr. McManus will represent the Hydrographic Office on the committees dealing with general oceanographic subjects, such as - configuration of the ocean bottoms, bathymetric charting, tides, currents, ocean temperatures, etc.

NAVAL RESERVE

Selections.

Commander John A. Schofield, D-F, USNR, and Commander Edward Van Winkle Keen, USNR, have been selected for promotion to the rank of Captain in the Naval Reserve.

The Bureau contemplates convening a board on selection on or about 22 April, 1929, for the purpose of selecting one Commander of the Supply Corps of the Naval Reserve to fill a vacancy existing in the grade of Captain as of 1 January, 1929.

Marine Reserve Commissions.

Forty-one commissions were issued to officers of the Merchant Marine Naval Reserve on 15 March, bringing the total number of commissions issued to officers of this class of the Naval Reserve to 2049.

Search For Lost Fishermen.

The following extract is quoted from a letter written by Commanding Officer, U. S. Naval Reserve Aviation Base, Squantum, Mass.:

"On 24 and 25 February, 1929, by an order of the Chief of Naval Operations, Second Lieutenant G. B. Stephens, FMCR, Pilot and observers E. D. Jones, Gy. Sgt., FMCR, and G. G. Nelson, ACMM, F3c, USNR, respectively, in UO-1 Seaplane #6996, assisted in the search for five fishermen adrift in their dories since the heavy snow storm of 21 February, 1929. They patrolled the area from Cape Cod to Cape Elizabeth, Maine, covering shore line, all islands, vessels, and fishing craft as far as 130 miles at sea. No trace of the missing men could be found. Orders for this search were received on late Saturday afternoon. The only seaplane available for this search was an NY-2, which was not considered suitable because of its short cruising radius. As the men were on a half holiday it was necessary to recall all hands to break out and install a new J-5 engine in the UO. This was done and the men worked all night getting the plane ready for a take-off at daylight the next morning. It was a very cold night and the men suffered severely from exposure, not only in the installation work but in launching and starting at 3:30 a. m. G. G. Nelson, ACMM, USNR, F3c, and W. Kirk, ACCM, USNR, F-1, were in the water in waders for five hours."

LEGISLATION.

Joint Board To Study Pay.

In view of the joint Resolution introduced in the last Congress for the appointment of a joint committee to investigate Service pay, a resolution which was passed by the House but failed in the Senate, and in view of the probability of the enactment of a similar resolution in the extra session of Congress, the Secretary of the Navy proposed to the Secretary of War the appointment of a joint board of three representatives of each Department on this subject. The Secretary of War agreed to the proposal and the first session of the joint board was held on Thursday, March 28th. The Board is composed of the following members:

Navy

Rear Admiral McNamee, U. S. Navy,
Brigadier General Richards, U.S.M.C.,
Captain E. R. Wilson (SC) U. S. Navy.

Army

Brigadier General Simons, General Staff,
Colonel Colman, Finance,
Lieut. Col. Bryden, Field Artillery.

The Board as at present constituted is to study existing law with respect to the pay and allowances of officers and enlisted men of the Army, Navy and Marine Corps and to recommend changes in existing law which appear necessary in the interest of the efficiency of the Services.

This Board is to form a nucleus of a larger board containing representatives also of the Coast Guard, Public Health Service and Coast and Geodetic Survey, in order that full information and recommendations as affecting all Services may be available for the use of the Joint Committee when appointed. It is expected that the procedure will be that the Board as at present formed will draw up recommendations for the Military Services and that upon the enlargement of the Board such supplementary recommendations as may be necessary to cover the additional services will be submitted in the final report of the entire board.

MISCELLANEOUS

Commodore Isaac Hull Papers.

Naval officers as well as others interested in the life and career of Commodore Isaac Hull, U. S. N., will be pleased to learn that at last a biographical sketch of this illustrious officer will soon be available. The Boston Athenaeum has recently acquired a large collection of Hull papers, including between two and three thousand letters and documents. About one hundred and eighty of these letters, supplemented by short extracts from papers in the collection and from outside sources, will be published.

"Old Ironsides."

The Bureau has long been cognizant of the vast amount of labor attendant upon the procurement of funds for rebuilding the frigate Constitution and the prosecution of work in connection with the project. Many inquiries received indicate a lack of up-to-date information in the service regarding this great work. In order that the service might be informed of the present status, the Bureau requested Rear Admiral Phillip Andrews, Commandant, First Naval District, who is not only rebuilding "Old Ironsides," but is largely responsible for procurement of the money necessary to make re-building possible, to contribute an article for publication in the Bulletin. The Bureau takes pleasure in quoting Rear Admiral Andrews' reply, which is as follows:

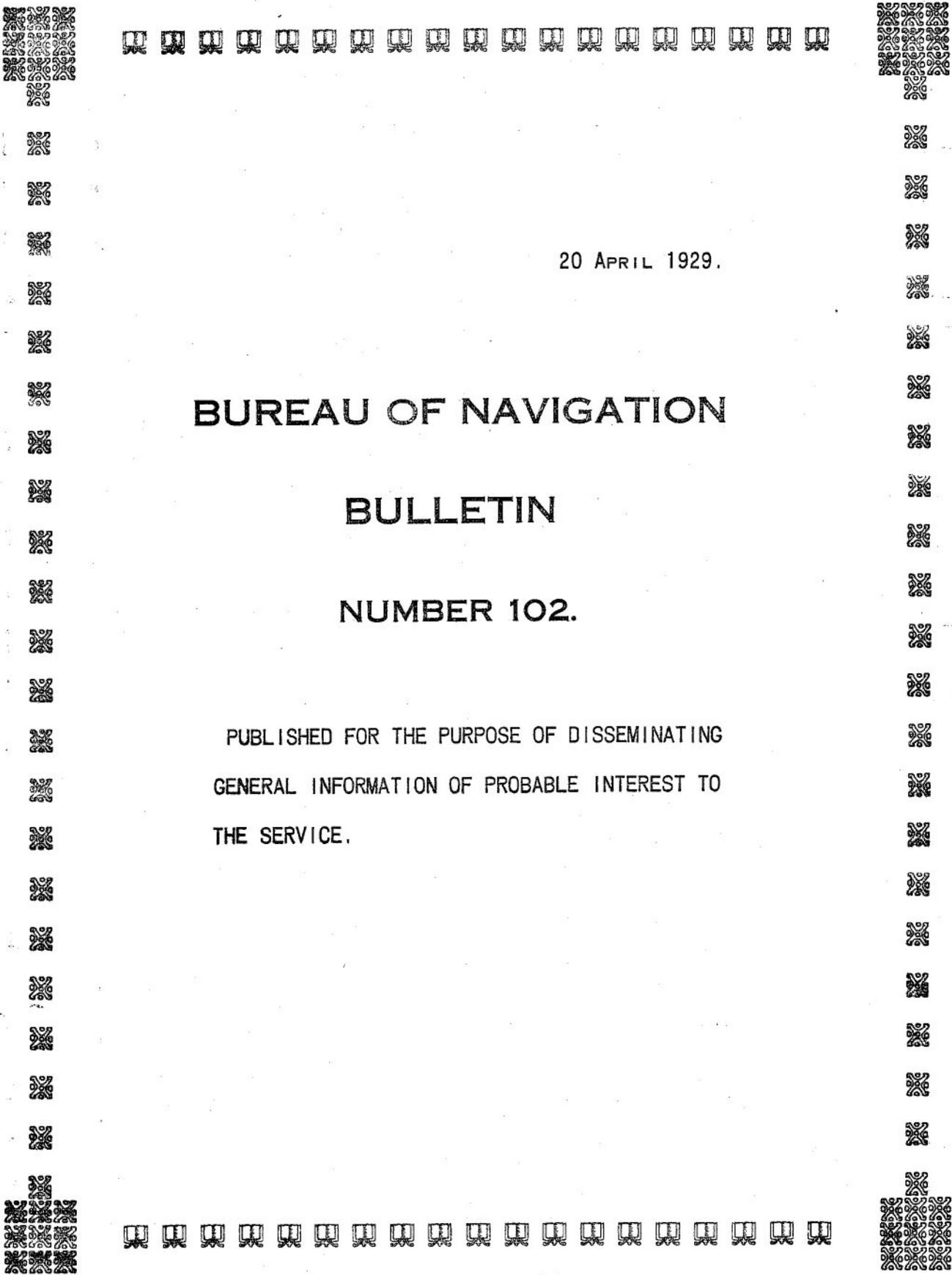
"The old frigate CONSTITUTION, "Old Ironsides," now undergoing complete restoration at the Navy Yard, Boston, is approximately 55 percent finished. Much of her hull and deck work is completed and the end of this year should see her very nearly ready for sea again.

To date over 900,000 copies of Gordon Grant's ten-color picture of the ship have been sold and there are still about 600,000 copies remaining. A plan has recently been started where salesmen throughout the country are selling large blocks of pictures to wealthy men for donation to school children in their respective communities, as well as to large firms and corporations for distribution among their employees and customers. If this method is successful in disposing of pictures remaining on hand, it should complete the fund necessary for restoration. \$345,000 has already been expended in work on the ship.

In addition to the picture feature of this campaign, various souvenirs have been made at the Boston Navy Yard from wood and metal taken from the original hull to be sold to the public. Due to expenses connected with the manufacture, shipment, and advertising these articles, the net results are, naturally, not all profit. Sales of about \$100,000 worth of souvenirs have added \$60,000 to the fund. Among these souvenirs are book ends, gavels and blocks, paper weights, and paper cutters, and picture frames.

This campaign is proving of inestimable value to the nation in more ways than one. By no other method could the youth of the country be made to realize the valuable service "Old Ironsides" rendered when this Republic was in its infancy, and the important part she played in our early struggles. The patriotic pride in her achievements taken by those assisting in her rebuilding could be aroused and stimulated in no other way. In addition, it is the best publicity the Navy has ever had and has done more to bring home to those people who are seldom, if ever, in direct contact with it, just what the Navy means.

When the rebuilding is finished, it is planned to make a floating museum of her and have her towed to important ports of the United States and possessions so that the thousands who have helped rebuild her can see the results of their contributions. This cruise will carry on and extend the work of education and patriotism building that has been the basic plan of the campaign."



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GENERAL INFORMATION OF PROBABLE INTEREST TO
THE SERVICE.

OFFICER PERSONNEL.

Delay in Execution of Orders.

Orders are frequently issued in which there is included authority for the officer concerned to delay reporting until a certain date, such delay to count as leave.

To correct the misunderstanding shared by a number of officers it appears desirable to state that such delay as may be specified is merely a privilege granted the officer concerned. An officer is charged only with the amount of leave actually taken, as reported to the Bureau after leave has been completed, and not with the amount of leave that may have been granted. Consequently there is no necessity for an officer who finds that he will not use the full amount of leave granted to request modification of his orders or to make any special report of the circumstances. The method of computing the date of reporting, when delay enroute is authorized, is set forth in paragraph 4 of Bureau of Navigation circular letter 18-29, dated 5 March, 1929.

Awards.

The Treasury Department recently awarded silver life saving medals to the following officers and enlisted men:

Ensign William H. Ashford, Jr., U. S. Navy.

"For his service in bravely rescuing a comrade from drowning on 20 May, 1928."

Ensign William O. Britton, U. S. N. R.

"For bravely aiding in rescuing a child from drowning on 26 May, 1928."

Ensign Clinton D. Case, U.S.N.R.

"For bravely attempting to rescue two comrades from drowning on 18 May, 1928."

Lieutenant (jg) Albert K. Morehouse, U. S. Navy.

"For bravely rescuing a shipmate from drowning on 21 May, 1928."

Walter B. Walker, Eng. 2c, U.S.N., U.S.S. HATFIELD.

"For bravely rescuing a shipmate from drowning on 15 July, 1928."

Peter Stephan, W.T. 1c, U.S.N., Third Naval District.

"For bravely aiding in rescuing a child from drowning on 26 May, 1926."

Decoration.

By a recent Royal Decree, the Order of Knight of the Crown of Italy has been bestowed upon Lieut. Commander James C. Monfort, U. S. Navy, by the Italian Government, as a token of appreciation of the kind assistance rendered by him to General Francesco De Pinedo on the occasion of his transatlantic flight.

Wright Medal.

"The first award of the Wright Brothers Medal for the best paper on aerodynamics, structural theory or research or airplane design or construction has been awarded to Lieut. Comdr. C. H. Havill, in charge of the propeller section of the Bureau of Naval Aeronautics, Navy Department. This announcement today was coupled with the information that he will be formally presented with the medal at a dinner to be held at the conclusion of the Detroit Aircraft Show on April 14.

Comdr. Havill submitted his paper on 'Aircraft Propellers' last year to the Society of Automotive Engineers, donors of the medal. The Dayton, Ohio, section of the society originated the idea of awarding such a medal in 1924, but none was considered worthy of the medal until this year. The winning paper described research work Comdr. Havill performed while on duty in the Bureau of Aeronautics." - Washington Star.

Pay Board.

The Joint Army and Navy Pay Board, noted in the last Bulletin, has been enlarged by the addition of members of members of the other Services covered by the Joint Service Pay Act, namely, the Coast Guard, Coast and Geodetic Survey, and Public Health Service. The representatives of these Services are:

Lieut. Comdr. L. V. Aielhorn, Coast Guard,
Commander R. S. Patton, Coast & Geodetic Survey,
Lieut. Comdr. H. A. Sram, Coast & Geodetic Survey,
Asst. Surg. Gen. C. C. Pierce, Public Health Service,
Surgeon L. R. Thompson, Public Health Service.

The full Board has agreed upon the principles underlying pay legislation, upon which their recommendations will logically be based. The Board is now engaged in preparing its definite recommendations for changes in existing pay laws and drawing up pay schedules in accordance with such recommendations.

The purpose of the Board is to supply recommendations to the several Departments for presentation to such joint committee of Congress as may be formed to investigate matters of Service pay. Although a resolution creating this Joint Committee failed of passage in the final days of the last Session, yet it is hoped that a new resolution to the same effect may be introduced and passed early in the extra session. In preparation for such an event the Board has been formed.

ENLISTED PERSONNEL.

Annual Census.

The Annual Census of the Enlisted Personnel of the Navy has been completed, and the Bureau notes that great improvement has been made in forwarding of closed out service records, shipping articles, and duplicate page 9's of the service record with the exception of the entry upon the completion of a four-year period of service affecting pay.

Navy An Industrial Asset.

The Bureau has been informed that Ice Ping Quan, Officers' steward first class, for many years attached to the U.S.S. LAYFLOVER and recently transferred to the Fleet Reserve, will soon open a restaurant at 28 West 51st Street, New York. Quan has tickled the palates of princes and potentates during his lengthy service on the Presidential Yacht, and is undoubtedly prepared to demonstrate his ability to all comers.

TRAINING.

Recruits Under Instruction.

The following table shows the number of recruits under instruction at the various Training Stations under date of 6 April 1929:

	Great Lakes	Hampton Roads	Newport R.I.	San Diego	Total
Recruit Training					
Apprentice Seamen	713	579	869	1127	3288
Seamen 2nd class	9	4	3	47	63
Firemen 3rd class	0	0	0	33	33
Other ratings	37	16	18	44	115
	759	599	890	1251	3499

Classification Test, Second Enlistment.

Among the second enlistment men to whom the General Classification Test has recently been given were found twenty-six whose Classification Tests at the beginning of their first enlistment were on record. It is interesting to observe that twenty of these bettered their mark by an average of 13.3. The only two men who did not advance were one who went down from 97 to 93 and another who went down from 65 to 63. The great majority of men, therefore, apparently increased their mental activity from ten to fifteen points during the course of a first enlistment.

Preliminary study of some of the figures received from ships and stations giving General Classification Test marks of second cruise men discloses considerable differences in the test marks of various ratings. The following figures show the median mark made by the men thus far considered in the mechanical ratings indicated:

General Classification Test.

Electricians' Mates	75
Machinists' Mates	74
Gunners' Mates and Torpedomen	68
Watertenders	62
Miscellaneous Artificers	62
Aviation Machinists' Mates	59
Enginemen	56
Firemen first class	56

For the non-mechanical ratings, the following median figures are found:

Yeomen	88
Pharmacists' Mates	81
Signalmen	79
Firecontrolmen	78
Radiomen	75
Quartermasters	75
Storekeepers	69
Boatswains' Mates and Coxswains	62
Ship's Cooks and Bakers	46
Non rated men	58

These are published for information. Any pertinent comment in regard to them would be of interest to the Bureau.

The Bureau is getting many responses to its recent request for aid in giving General Classification Tests to second cruise men. A recent report from a ship states:

"The co-relation between advancement in rating and marks made on this test are such as to recommend the test as a valuable index of a recruit's possibilities."

A battle ship forwarded with the test card an analysis of the result which showed that the average mark of the 155 men who took the test was 60.8, that -

"67 men who took the test hold important battle operating or administrative stations, and are considerably above the average in ability, reliability, performance of duty and leadership. The average mark made by these men, of whom 61 are petty officers, was 62.4. The average mark made by the 88 men not included above was 59.6. Sixty of these men are petty officers."

This indicates in some degree the general conclusions which may be drawn from this test. Further report and analysis will be made the subject of further comment in the bulletin.

Sea Dog Diploma.

The Bureau has in the process of completion a standard "crossing the line" certificate which it intends to issue at cost to those vessels so desiring. In order to make them more suited to framing, the new certificate is to be smaller and have a more dignified character than those now in circulation. This certificate will probably be ready for issue about 1 June, 1929.

Benefit Guide Popular.

In response to the notification in the Bureau of Navigation Bulletin No. 101 of 6 April 1929 concerning the compilation by the Bureau of Navigation of a pamphlet entitled "Benefit Guide for Officers and Enlisted Men, United States Navy, and United States Naval Reserve," individual requests are being received for copies. As these pamphlets are being distributed generally to the various ships and stations it is expected that all officers, in addition to ships and stations, will receive them within a few weeks. However, if there is any untoward delay, the Bureau will be glad to forward copies, if notified to that effect.

Navy Scholarship Award.

A Navy half-scholarship has been awarded by the Swavely School, Manassas, Virginia, to Stewart Bernard O'Neill, Junior, son of Captain Stewart O'Neill, U.S.M.C. This honor, bestowed upon sons of Naval and Marine officers, amounts to the sum of \$500.00.

NAVAL RESERVE.

Another Merchant Marine Flag.

On 16 March, 1929, the warrant to fly the Merchant Marine Naval Reserve flag was formally presented to the S. S. BANMACK of the Consolidated Navigation Company by Rear Admiral G. H. Burrage, U.S.N., Commandant of the Fifth Naval District. Marine Superintendent J. A. Dotten represented the Consolidated Navigation Company. The U. S. Shipping Board was represented by Mr. George F. Blair, Manager of the Operating Department.

Reserve Rally.

An invitation has been extended to all Reserve aviation officers to participate in the French Reserve Aviation Officers' Rally, to be held at Angers, France, June 23, 1929.

NAVAL OBSERVATORY.

Short Wave Time Signals.

It may be of interest to note that the Observatory's 3 A.M. time signals are largely relied on as a source of correct time throughout the area of the Pacific since they are readily carried in the prevailing dark zones with considerable strength. The Director of the Dominion Observatory at Wellington, New Zealand, states in a recent letter to the Observatory that he receives the NAA (5) short wave time signal from Arlington 8050 kilocycles at 0800 GMT, regularly, and at satisfactory strength, on a short wave set consisting of a

detector and one audio amplifier.

HYDROGRAPHIC.

Safety Conference Depart.

The Hydrographer, Captain C. S. Kempff, U.S.N., in company with Rear Admiral George Rock, (CC) U.S.N., and Commander C. M. Austin, U.S.N., sailed on the S. S. AMERICA on 3 April, as the Navy's representatives of the American delegation to the International Conference on Safety of Life at Sea to be held in London on 16 April. It is the second of its kind - the first having been called in 1914 as a result of the sinking of the S. S. TITANIC. This conference is expected to last about six weeks.

MISCELLANEOUS.

Graf Zeppelin Will Call Again.

In the interest of furthering aeronautical development and of enhancing cordial relations with foreign nations, the Navy Department has authorized the German commercial airship, GRAF ZEPPELIN, to make use of facilities at the Naval Air Station, Lakehurst, for one or two trips during the calendar year 1929 under conditions similar to those obtaining on the occasion of the visit of the GRAF ZEPPELIN in October, 1928.

The date for the first visit of the GRAF ZEPPELIN is about May 10th, 1929. The date for the second visit will probably be during the month of June, 1929. It is not expected that the duration of the GRAF ZEPPELIN's stay at Lakehurst will be longer than that required for servicing the airship.

Peary Anniversary Ceremony.

Exercises were held in Arlington Cemetery April 6 to commemorate the twentieth anniversary of the discovery of the North Pole by the late Rear Admiral Robert E. Peary, Civil Engineer, U. S. N. Acting Secretary of the Navy Ernest Lee Jahncke and representatives of the Department attended. Rear Admiral Luther E. Gregory, Chief of the Bureau of Yards and Docks, delivered an inspiring address. Floral tributes from the Department, veterans of foreign wars and friends, were placed on the grave. The following is quoted from his address:

"Exercises of this character are not only very beautiful; they are also most inspiring. They bespeak and keep in mind the worth of those whom we honor. If we care naught for the heroic efforts and achievements of such men as Admiral Peary, our own lives are doomed to flow in ignoble channels. But fortunately, in the divine order of things, the lives of those who, in the yesterdays of time, brought supreme success and honor to their countrymen by their courage, endurance, and steadfastness of purpose, are not forgotten by those who follow after.

"The Navy has furnished many illustrious examples of high ideals, courage, and fidelity. It is proud that this honor should fall upon one of its own, and it is with great satisfaction that on this 20th anniversary I can again

represent that Service in paying tribute to Admiral Peary, as discoverer of the North Pole, and as a naval officer. Admiral Peary exemplified in his long career an inflexible determination to attain a certain objective. His success was not due to accident, but was the result of a clearly defined plan made through years of observation and experience, and backed by unswerving perseverance, - that faculty which gives the power to accomplish. Belief in one's ability to accomplish is a mighty lever, and through it resulted the triumph of a man's indomitable spirit over the forbidding elements.

"Admiral Peary was a fighting man in the true sense of the word. It is difficult for us, living amidst the comforts of civilization, surrounded by every convenience of life, to adequately picture his battlegrounds. Hundreds of miles from human habitation; barricaded on all sides with ice; combating cold, hunger, and terrific blizzards; enduring the oppressive loneliness and darkness of the Arctic winters, with a handful of picked followers, he battled the most exacting and perilous of adversaries, NATURE. Surrender meant failure or death. Twenty-three years of battle or preparation for battle disclose the character of the man whose victory, on April 6, 1909, classes him with the heroes of the world.

"To add to or take from Admiral Peary's enduring fame is not within my power nor that of any man. He built his own monument; he wrote upon it a name that will live in history. His illustrious career gave him such preeminence in the hearts and minds of mankind that our best efforts at appreciation seem little more than mere words. There was in him that unyielding resolution to do and willingness to die for the accomplishment of his objective. The qualities he displayed are those which have brought success to many. Among the lessons to be gained from his life are first, the necessity for maintaining a high ideal; second, the importance of careful preparation to meet and overcome the many obstacles which arise; and last, the determination, regardless of difficulties, to continue onward and upward, never swerving from the goal.

"Admiral Peary is remembered by his many friends as possessing, in addition to the qualities described, a vigorous mind and body, a wonderfully magnetic personality, and unusual qualifications for leadership. Consideration for and an understanding of his fellow men endeared him to the members of his parties. No work was too hard for him, and no privation could dim his ideals or lessen his determination to succeed. Although he was venturing into a realm which was little known, his characteristics as a crusader and pioneer carried him to successful accomplishment after twenty-three years of effort. His phrase: - 'I will find a way or make one,' - should go down in history as one of the world's classics."