

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



7 DECEMBER 1929.

BUREAU OF NAVIGATION

BULLETIN

NUMBER 119.

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



OFFICER PERSONNEL.

Boards to Select Officers for Postgraduate Instruction.

Boards to select officers for courses of Postgraduate instruction have been ordered to convene as follows:

For Postgraduate instruction in Mechanical, Electrical, Diesel, Aeronautical and Gas Engineering, on 4 December, 1929; for Postgraduate instruction in Communication Engineering, on 9 December, 1929; for Postgraduate instruction in Aerology, on 11 December, 1929; for Postgraduate instruction in Ordnance, on 12 December, 1929; for Postgraduate instruction in Compass Installation and Nautical Instrument Design, on 16 December, 1929; for Postgraduate instruction in Civil Engineering, on 17 December, 1929; for Postgraduate instruction in Naval Construction, on 18 December, 1929; for Postgraduate instruction in Law, on 19 December, 1929; for the General Line Course, on 20 December, 1929.

The maximum number of officers to be selected for Postgraduate courses of instruction is as follows:

Mechanical Engineering	19
Electrical "	11
Diesel "	10
Aeronautical "	3
Gas "	2
Communication "	10, including 2 aviators
Aerology	2
Ordnance	10, including 2 aviators
Compass Installation and Nautical Instrument Design	4
Civil Engineering	3
Naval Construction	8
Law	4
General Line	60

As far as practicable, only those officers who are normally due for shore duty are to be selected for Postgraduate instruction.

ENLISTED PERSONNEL.

Reports on Non-Transfer of Enlisted Personnel.

The Bureau of Navigation Manual, in paragraph D-7006 (4), requires Commanding Officers to notify the Bureau immediately by despatch when circumstances arise to prevent transfers, directed by the Bureau, being effected as indicated in individual orders or as provided by that article of the Manual. There are many cases of failure to utilize this required despatch to full advantage in that information relative to the non-transfer is not furnished to all parties concerned.

In order to obviate further communications these despatches should invariably be addressed to the Bureau for action and to all other activities interested in the failure to effect transfer for information. When the Administrative Authority who has directed the transfer is other than the Bureau the same procedure should be followed except that the action copy of the despatch should be addressed to such Authority instead of the Bureau.

Letters of Commendation.

The following enlisted men have recently been awarded letters of commendation:

Henry James Goebel, B.M.1c, U.S.Navy, U.S.S. BARKER, home address, 284 Lombard Street, New Haven, Conn., has been commended by the Secretary of the Navy for his courageous action in rescuing a ten-year old boy from drowning. At about 6:20 p. m., 5 July, 1929, while the U.S.S. BARKER was secured alongside Pier Number 3, Astoria, Oregon, Goebel jumped from that vessel into the water and rescued Jacky Smith, who had fallen from the dock. As the boy could not swim, he undoubtedly would have drowned but for the prompt action of Goebel, whose conduct on this occasion, in disregard of his personal safety, is in keeping with the best traditions of the Naval Service. He has been recommended to the Secretary of the Treasury for the award of a silver life-saving medal in recognition of his deed.

Edwin John Hausman, B.M.1c, U.S.Navy, U.S.S. VEGA, home address, 9 14th Road, Broad Channel, Long Island, New York, has been commended by the Secretary of the Navy for his meritorious action in attempting to rescue a shipmate from drowning. On 13 July, 1929, at about 11:25 p. m., while the U.S.S. VEGA was moored at Pier No. 1, San Diego, California, Ralph Owen Cluff, late seaman second class, U.S.Navy, while ascending the gangway, lost his balance, fell to the dock, and then overboard. Upon hearing the call, "Man overboard", Hausman jumped from his hammock, ran out on the deck and descended to the lower stringer on the dock. He then dived into the water, brought Cluff to the surface and held his head above water until, with the assistance of others, his dead body was raised to the dock. The prompt and courageous action of Hausman in diving overboard between the ship and the dock, at the risk of being crushed, in attempting to rescue a shipmate is in keeping with the best traditions of the Naval Service.

Charles Edward London, M.M.1c, U.S.Navy, U.S. Naval Air Station, Pensacola, Fla., home address, 2110 Franklin Avenue, Toledo, Ohio, has been commended by the Secretary of the Navy for his courageous action in rescuing a woman and an eight-year old boy from drowning. On the afternoon of 14 July, 1929, Mrs. J.T. Workman, while swimming at Floridatown, Fla., attempted to rescue an eight-year old boy who had jumped into water which was over his head. The boy grasped Mrs. Workman in such a manner that she was unable to free herself. London, upon seeing the plight of Mrs. Workman and the boy, rushed to the rescue and succeeded in bringing both of them to shore. Mrs. Workman was unconscious when rescued, but by prompt and efficient application of first aid, London was able to restore her to consciousness. He has been recommended to the Secretary of the Treasury for the award of a silver life-saving medal in recognition of his courageous action in rescuing this woman and boy from drowning.

Jack Emerson Schnell, A.L.L.3c, U.S.Navy, Aircraft Squadrons, Asiatic Fleet, home address, 616 West 11th Street, Pueblo, Colorado, has been commended by the Secretary of the Navy for his heroic conduct and presence of mind which undoubtedly saved an officer's life on the occasion of a seaplane crash. At about 4:00 p. m., on 28 February, 1929, UC-1 Seaplane No. 7017, of the U.S.S. JASON, crashed into the waters of Manila Bay. Lieut. Comdr. R. S. Parr, U.S.N., the pilot of the plane, was rendered unconscious at the instant of impact and lay helpless in the forward cockpit as the plane slowly sank, nose first, to a level where the forward cockpit was completely submerged. Although Schnell received a severe blow on the head that resulted in his being sent to a hospital later for slight concussion of the brain, he retained consciousness sufficiently to release Lieut. Comdr. Parr's safety belt and parachute, pull him out of the plane and hold his head above water until the rescue boat arrived. His prompt action in saving the life of Lieut. Comdr. Parr under conditions of extreme difficulty and danger is in keeping with the best traditions of the Naval Service.

Charles David McConnell, R.M.3c, U.S.Navy, U.S.S. MEMPHIS, home address, 5 Coleman Avenue, Westfield, Mass., has been commended by the Secretary of the Navy for his heroic conduct in rescuing a fourteen-year old boy from drowning. On the afternoon of 28 December, 1927, Peter Milewski, while attempting to cross on the ice of Little River, Westfield, Mass., broke through when about thirty-five feet from shore and was unable to climb out. After several unsuccessful attempts by other persons to rescue the boy, McConnell, without regard for his personal safety, plunged into the river, breaking the ice as he swam, and managed to grasp the boy and swim with him to safety. McConnell would be recommended for the award of a Treasury Department gold life-saving medal were it not for the fact that the rescue occurred on an inland stream and, under the Treasury Department Regulations, awards for such rescues cannot be made.

William John Noonan, S. 2c, U.S.Navy, U.S.S. FALCON, home address, 66 Broad Street, Glens Falls, New York, has been commended by the Secretary of the Navy for his prompt and courageous action in saving a shipmate from drowning. At about 9:56 p. m., on 28 August, 1929, while the U.S.S. FALCON was moored to the North side of Pier No. 8, Navy Yard, Boston, Mass., James Horsfall Mahoney, C.L.L., U.S.Navy, upon returning from liberty, stumbled on the gangway and fell overboard, striking his head either on the ship's rail or on a camel in the water. Upon hearing the cry, "Man overboard", Noonan ran out on deck, saw Mahoney just awash, dived overboard and held him up until a line was passed around him. Mahoney was then hauled on board in an unconscious and apparently drowned condition but was later resuscitated. Noonan's courageous conduct on this occasion is in keeping with the best traditions of the Naval Service.

NAVAL RESERVE.

Promotion of Special Service Officers.

The following letter from the Commandant of the Eleventh Naval District to the Special Service Naval Reserve officers of that District is quoted in full as being a clear and comprehensive statement of the requirements governing the promotion of Special Service officers:

"One of the requirements of the Navy Department for the promotion of Special Service Volunteer Naval Reserve officers is that marked progress in profession must be made. This is interpreted to mean the branch of the

Naval profession in which the individual is commissioned, as well as his civilian profession.

"As no duties are required of Special Service Volunteer Reserve officers and no professional examinations are conducted for promotion, it is obvious that the Department must have some basis for deciding what promotions are to be made. If the candidate occupies the same civilian status as when last commissioned, and has made no progress in the Naval profession, there is certainly no reason for advancing him in rank merely because his name has been on the rolls a certain period of time.

"The final decision regarding the promotion is made by the Naval Examining Board at Washington, from the evidence brought before it. It is apparent, therefore, that the Examining Board must have something specific upon which to base a recommendation. Similarly, the Commandant must have something upon which to base his recommendation to the Department, especially in those cases where there is no personal knowledge of the individual.

"It is therefore necessary that in each application for promotion, from a Special Service Volunteer Reserve Officer, he should specifically state in detail the progress he has made in his civilian occupation since the date of his last commission, and also what progress he has made in his particular branch of the Naval profession. Unless such progress has been made, the officer cannot logically expect promotion.

"Senior officers in forwarding endorsements should state specifically the basis for their recommendations. In case the officer has maintained active contact with the Navy or Naval Reserve, or in case he has evidenced his interest by performing useful services, such instances should be specifically stated. Or, in case the officer has evidenced no interest in Naval affairs, or has maintained no Naval or Naval Reserve contact, this should be specifically mentioned."

Reserve Officer on Martin Johnson Expedition.

Ensign Lewis S. Tappan, C-V(S); USNR, of West Newton, Mass., has been granted permission to leave the United States for a period of two years. Ensign Tappan expects to accompany the Martin Johnson Expedition in East Africa, in the capacity of radio operator and communication expert.

TRAINING.

Recruits under Training.

The following table shows the number of recruits under instruction at the various Training Stations under date of 23 November, 1929.

	Great Lakes	Hampton Roads	Newport A.I.	San Diego	Total
Recruit Training					
Apprentice Seamen	781	731	643	1349	3504
Seamen Second Class	5	8	29	52	94
Firemen Third Class	0	0	0	39	39
Other Rates	17	17	14	23	71
	803	756	686	1463	3708

Proposed Pay Law Revision.

The special session of Congress adjourned 22 November, 1929. Since the business of this session was confined to the two subjects of Farm Relief and Tariff revision, no action was taken toward consideration of the Service pay laws.

The regular session began 2 December, 1929. It is hoped that early in the regular session the pending resolutions, S.J. Res. 7 and H.J. Res. 28, 71st Congress, will be passed. These resolutions provide a joint committee of five members of the Senate and five of the House to investigate the pay laws and report recommendations, in the form of a bill or otherwise, as to any changes which may be necessary therein. Upon the passage of these resolutions the committee would doubtless promptly be formed and begin its investigation. The report of the recent Interdepartmental Pay Board is, of course, available for this joint committee and presumably should be of material value in its investigation.

On 14 November the Secretary of the Navy forwarded the Report of the Pay Board to the Chairmen of the Naval Committees of the Senate and the House with the following letter:

"My dear Mr. Chairman:

"As you are probably aware, in the last Congress, and again in this Congress, Joint Resolutions (now S.J. Res. 7 and H.J. Res. 28, 71st Congress) were introduced in both Houses providing for the appointment of a joint committee of five Senators and five Representatives to investigate and report recommendations relative to the readjustment of the pay and allowances of the commissioned and enlisted personnel of the Army, Navy, Marine Corps, Coast Guard, Coast and Geodetic Survey and the Public Health Service, all of which are at present grouped together, with respect to their compensation, in the general Act of June 10, 1922.

"In order that, should such a committee be formed, the Navy Department might be fully prepared to furnish the resulting committee with any information and advices it might desire, and also that such information and advices might not be contrary to the interests of the other services involved, I suggested to the Secretaries of War, of the Treasury and of Commerce, the formation of an Interdepartmental Board to go thoroughly into the application of the present laws and to recommend any changes therein necessary for the efficiency of the services. The Departments addressed agreed to my suggestion and a board was formed of ranking officers of the six services, with Rear Admiral Luke McNamee, U.S. Navy, as the senior and presiding member.

"This Board after some months of work submitted an exhaustive report, reviewing the history of pay legislation for the services, deducing the basic principles on which pay laws for the military services should be formed, setting forth the disadvantages and inequities existing under the present law, and finally recommending the general form in which, in the opinion of the Board, legislation in revision of the existing law should be enacted.

"I was, and am, much interested in the report of the Board and am con-

vinced that, in view of the conditions existing in the Navy under the present law, legislation in revision thereof is most necessary. I am in accord with and approve the Board's statements of existing conditions.

"I understand that, at the direction of the President, the Bureau of Efficiency is conducting an investigation into the careers and pay of officers and men of the Services, in comparison with the career of men in the civil professions and industrial occupations of the United States. Pending the President's determination of his opinion and policy on this matter of the compensation of service personnel, I am naturally not prepared to state that the Navy Department specifically approves the recommendations of the Board as to legislation.

"The full report, however, is forwarded herewith for your information and that of your Committee as of possible value in connection with the consideration, in the approaching regular session of Congress, of the Joint Resolutions I have mentioned. It is my sincere hope that the investigation contemplated by these Joint Resolutions will be instituted, for I am convinced that the result of such an investigation will prove of benefit to the Naval Service.

"Sincerely yours,
/s/ C. F. Adams
Secretary of the Navy."

To this Senator Hale and Congressman Britten replied as follows:

"My dear Mr. Secretary:

"I have your letter of November 14th, enclosing Report of Interdepartmental Pay Board, as of July 19, 1929.

"I thank you for writing me as you have on this matter, and also for sending me the Report.

"Sincerely yours,
Frederick Hale."

"My dear Mr. Secretary:

"Please accept my thanks for your letter of November 14th and you may be assured that I will do everything in my power to expedite the passage of Joint Resolutions providing for the appointment of a Committee of Senators and Representatives to investigate and report recommendations relative to the readjustment of pay and allowances of the commissioned and enlisted personnel of the various services of the Government, when the regular session of the present Congress convenes in December.

"The Committee on Naval Affairs of the House will be glad to hear from you again when the Bureau of Efficiency has rendered its report to the President.

"Yours very sincerely,
/s/ Fred A. Britten
M.C. "

A number of letters and resolutions from Boards of Trade and Chambers of Commerce, as well as from Veterans' associations, in approval of the pay revision, have been received by the Department. That of the Chicago Association of Com-

merce is quoted as an important example:

"Dear Mr. Secretary:

"The Chicago Association of Commerce, through its Army and Navy Committee, has given careful consideration to the recommendations, embodied in the report of the Interdepartmental Pay Board, for pay increases for officers and enlisted men in the Army, the Navy and the Marine Corps.

"It is our firm conviction that the recommended increases in compensation to those engaged in these branches of government are meritorious, equitable and just; no more in our judgment, than well-deserved recognition of faithful service. Furthermore, the proposed increases should serve to enhance the prestige and efficiency of these branches of the military and naval establishments by attracting to them men of proved ability.

"We also recommend that any increases in compensation granted should include officers, warrant officers, nurses and enlisted men on the retired list of the Army, the Navy and the Marine Corps, based upon the pay of those in like grades on the active list.

"It is our hope that the principles laid down in the report of the Interdepartmental Pay Board may be enacted into law and put into effect as speedily as circumstances shall permit.

"Very sincerely yours,
/s/ C. W. Seabury."

The two resolutions on this subject passed by the American Legion at its recent annual convention are quoted for information:

Resolution brought in by Legislative Committee

"PAY BILL ENFORCED.

"WHEREAS, The American Legion believes that the safety of the nation depends on maintaining a high standard of service and morale among the officers, enlisted men and nurses of the armed forces in the maintenance of adequate national defense,

"BE IT RESOLVED, That The American Legion urges the immediate passage of legislation to adjust the pay of the officers, enlisted men and nurses of the armed forces of the United States."

Resolution brought in by National Defense Committee.

"PAY READJUSTMENT FOR SERVICES.

"We favor the immediate passage of Senate Joint Resolution 7, Seventy-first Congress, which proposes that a joint committee to be composed of five members of the Senate and five members of the House of Representatives, be appointed to make an investigation and report recommendations by bill or otherwise to their respective houses relative to the readjustment of the pay and allowances of the commissioned and enlisted personnel of the several services. We approve in principle an increase in pay to both the commissioned and enlisted personnel of all services, such increase to include all grades."

MISCELLANEOUS.

Letter of Commendation.

The Secretary of the Navy recently addressed the following letter of commendation to Mrs. John T. Workman, c/o Ensign John T. Workman, U.S. Naval Reserve, Naval Air Station, Pensacola, Florida:

"My dear Madam:

"The Commandant of the Naval Air Station, Pensacola, has brought to the attention of the Department your bravery in promptly going to the rescue of a drowning boy.

"The correspondence shows that on the afternoon of 14 July, 1929, eight-year-old Edward Parker was in grave danger of drowning, that you without a thought of self, went immediately to his rescue and nearly lost your own life as a consequence.

"The Department takes much pleasure in commending you for your courageous attempt to rescue the drowning boy."

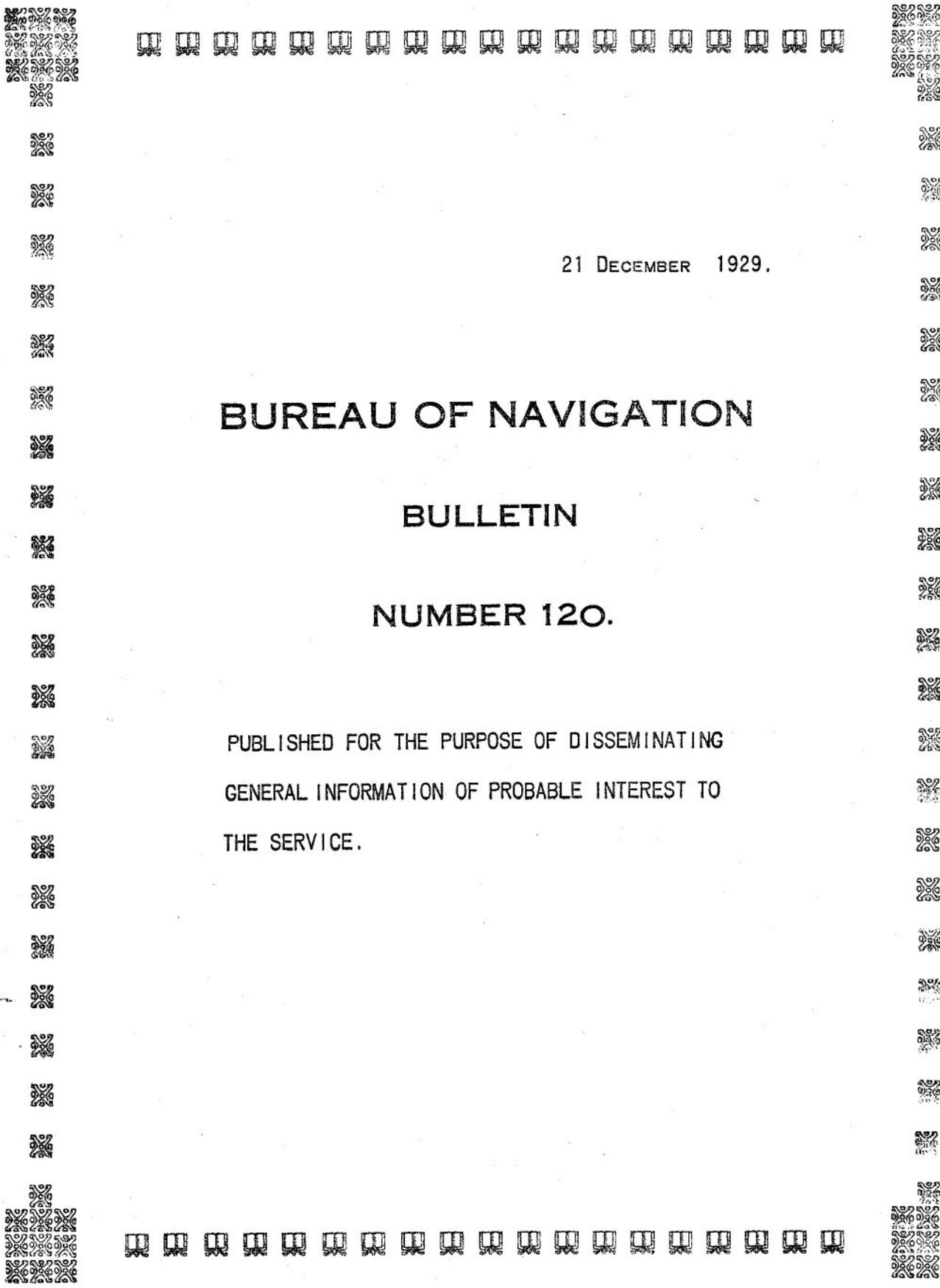
New Flag for Assistant Secretary of the Navy.

The new addition to the Flag Manual issued by the Navy will carry instructions for a new flag for the use of the Assistant Secretary of the Navy, which will be used by him when visiting naval ships and stations and on other occasions. This new flag has a field of red with a fouled anchor and four stars of white.

The Assistant Secretary of the Navy for Aeronautics will continue to use the flag which has been in use for a number of years by the Assistant Secretary of the Navy. This flag has a field of white with a fouled anchor and four stars of blue, the reverse of the Secretary of the Navy's flag.

The new flag for the Assistant Secretary of the Navy was flown for the first time from the mainmast of the ROCHESTER while Assistant Secretary Ernest Lee Jahncke was aboard that vessel at New Orleans on Navy Day.

The honors for the Assistant Secretary are not changed. These consist of a salute of 15 guns upon arrival and departure, flag flying at mainmast, three ruffles and eight side boys.



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OFFICER PERSONNEL.

New Chief of Bureau of Yards and Docks Nominated.

Captain Archibald L. Parsons, (C.E.C.), U. S. Navy, has been nominated as Chief of Bureau of Yards and Docks vice Rear Admiral Luther E. Gregory, (C.E.C.), U. S. Navy, whose term expires 21 December 1929. Rear Admiral Gregory retires on that date on his own application after more than thirty years service.

Award of Medals.

The Secretary of the Navy has recently awarded a Distinguished Service Medal to Rear Admiral David F. Sellers, U. S. Navy, and a Navy Cross to Lieutenant John B. O'Neill, Medical Corps, U. S. Navy, for services as set forth in the following citations:

Rear Admiral David F. Sellers - "For exceptionally meritorious service to the government in a position of great responsibility as Commander Special Service Squadron from 8 July 1927 to 12 May 1929, during the disturbed conditions in the Republic of Nicaragua. Throughout this time Rear Admiral Sellers handled with great skill and diplomacy the many delicate situations that arose incident to the pacification of Nicaragua prior to the presidential election on 4 November 1928, during the election and subsequent to it. As the senior officer present he coordinated the activities of the Marine Brigade on shore, which was a part of his command, with the activities of the Nicaraguan Government, the Guardia Nacional, and the officers of the United States Army on election duty. In the discharge of his duty of protecting lives and property he displayed strength and initiative coupled with wisdom and tempered by kindness and humanity."

Lieutenant John B. O'Neill - "For exceptionally meritorious and distinguished service in the line of his profession while acting as Medical Officer of the Coco River Expedition in Nueva Segovia, Nicaragua, between 4 September, 1928 and 10 October, 1928. Lieutenant O'Neill displayed great fortitude and marked ability in administering to the sick and wounded and also distinguished himself as a leader in assisting to overcome the countless obstacles which constantly jeopardized the lives and limbs of every member of the command so that the expedition was enabled to surmount twenty-four extremely difficult and dangerous rapids."

Rhodes Scholars.

The Bureau is pleased to announce the election of the following to Rhodes Scholarships, as representatives of the United States Naval Academy, from the states indicated:

Ensign R. E. Van Meter,	State of Oklahoma,	Class of 1928,
" F. M. Adamson,	" " South Dakota,	Class of 1929,
" G. H. Deiter,	" " Wisconsin,	" " "
" F. R. Duborg,	" " Nevada,	" " "
Midshipman P. L. de Vos,	" " Arizona,	" " 1930,
" D. W. Gladney,	" " Arkansas,	" " "

When the decision was reached to permit graduates of the Naval Academy and midshipmen now at that institution to compete for Rhodes Scholarships, 61 submitted their applications. Their papers were submitted to a Board of Officers, of which Captain C. P. Snyder, U.S.N., Commandant of Midshipmen, was senior member. This Board carefully considered the records of all candidates and selected 16, 6 midshipmen and 10 ensigns, as more nearly possessing all of the qualifications described under the terms of the Scholarship. The papers of these candidates were then forwarded to the Committees of Selection of the sixteen states involved. The Committees of Selection met and made their choice on December 7.

The application papers of all candidates were in the hands of the State Committees on the 20th of October. The Committees examined them and in accordance with their practice reduced the number to two, and in exceptional cases, to three of the most likely candidates. These candidates were then requested to appear before the committee for a personal interview. It is interesting to know that all Naval candidates were requested to appear before their respective Committees.

The competition this year was keen, and the showing made by Naval candidates is most gratifying. The competition is not only one between individuals, as regards personality and individual achievement, but it is to some extent an index to the character of education received at the institution which the candidate represents. The fact that so many Naval candidates were chosen the first time they entered the competition, the Bureau feels, is a reflection of the highest credit upon the Naval Academy. In his letter to the Superintendent of the Naval Academy concerning the elections, the Secretary of the Navy wrote as follows:

"The Department is of the opinion that the election of such a large number of Naval candidates in competition with students representing the most prominent civilian institutions of learning throughout the country, is an indication of the scholastic excellence of the curriculum, and the thorough soundness of the methods of instruction in effect at the institution under your command."

In letters of congratulation to the successful candidates, the Secretary wrote as follows:

"Your election is interpreted as evidence of your exceptional personal fitness in comparison with students representing civilian institutions of learning throughout the country. It also demonstrates the scholastic excellence of the institution you will represent at Oxford.

"The Department congratulates you, and desires to express the conviction that your performance of duty under instruction abroad will be marked by that punctilious courtesy, high sense of personal honor and broadness of view, so traditionally characteristic of officers of the United States Navy, wherever they may be."

The successful candidates will register at Oxford on 20 October, 1930.

ENLISTED PERSONNEL.

Officers' Stewards First Class.

There are now a few vacancies in the rating of officers' steward first class. Officers' stewards second class, with good records, and extremely long service, may be recommended to the Bureau for advancement.

Vacancies in Various Groups of Ratings.

The Bureau wishes to invite the attention of the service to the vacancies existing in the Navy as a whole in the following groups. These vacancies in most groups are caused by a shortage of petty officers third class and in some cases petty officers second class. In many cases the petty officer first class rating is actually in excess, and of course no recommendations should be forwarded for advancement to these ratings except in the cases of those men who have held their present rating an exceptionally long period of time. Every effort should be made to qualify men for advancement to the following groups, and until the present vacancies are filled, the Bureau will be glad to receive recommendations for advancement to these groups in excess of approved allowance in the cases of men who are professionally and in all other respects qualified:

Torpedoman.....third class
Fire controlman.....first, second and third class
Electrician's mate.....second and third class
Radioman.....second and third class
Shipfitter.....second and third class
Engineman.....second class
Water tender.....second class
Coppersmith.....second class
Pharmacist's mate.....third class
Aviation metalsmith.....second and third class
Aviation ordnanceman.....second and third class

Commendation.

The Secretary of the Navy recently addressed the following letter of commendation to Charles Emmitt Russey, SK 3c, U.S.Navy, Submarine Base, Coco Solo, C. Z., home address, 76 Evans Drive, Atlanta, Ga.:

"1. The Commander, Submarine Base, Coco Solo, C. Z., has brought to the attention of the Department your highly commendable action in rescuing W. Sanchez, an employee of the Isthmian Airways, Inc., from drowning.

"2. It appears that, on 13 June 1929, a few minutes prior to the landing of the Isthmian Airways' plane at the Folks River Hangar, W. Sanchez, an employee of the Isthmian Airways, swam out to clear the river from a drift log. When about one hundred yards from shore, he was overtaken with cramps and cried out for help. You dived into the water fully clothed, swam to Sanchez' aid, and held him up until a boat arrived.

"3. The Department commends you for your courageous action in diving into alligator infested water and rescuing Sanchez from drowning.

"4. You have been recommended to the Secretary of the Treasury for the award of a silver life-saving medal in recognition of your deed."

TRAINING.

Comments on Slide Films.

The following comments on slide films have been received in the Bureau:

From Rear Admiral Henry J. Ziegemeier, U.S. Navy, Commandant Thirteenth Naval District and Commandant Navy Yard, Puget Sound, Washington, in a report on the Fifth Fleet Naval Reserve Division -

"The slide photographs issued by the Bureau meet with much praise from all the Divisions. They provide a uniform system of instruction - one easily grasped and in an interesting manner. Much use is being made by all the Divisions of this educational feature."

From Captain Wilbur R. Van Auken, U. S. Navy, Commanding U.S.S. VESTAL -

"The Commanding Officer desires to express his appreciation of the slide film projector and films which have been recently received on board this vessel. It is considered that they will be of great interest and value to the officers and enlisted personnel."

Recruits under Instruction.

The following table shows the number of recruits under instruction at the various Training Stations under date of 7 December 1929.

	Great Lakes	Hampton Roads	Newport R.I.	San Diego	Total
Recruit Training					
Apprentice Seamen	720	802	684	1455	3661
Seamen Second Class	1	19	6	47	73
Firemen Third Class	0	0	0	41	41
Other Ratings	14	20	15	24	73
	735	841	705	1567	3848

NAVAL RESERVE.

Cold Weather Flying.

Some interesting comments have been received from the Commanding Officer, U.S. Naval Reserve Aviation Base, Great Lakes, Illinois, on flying conditions during the extremely cold weather recently prevalent in that section. Special cowling was installed on the J-5 engines in order to operate them in zero or sub-zero temperatures. A test, approximately one-half hour in duration, was made with this cowling installed. At 5,000 feet, the thermometer which was mounted on the forward flying wires of an NY-2 plane, registered 10 degrees below zero, which was probably a few degrees above the temperature of the air, due to the heat coming back from the engine. The oil temperature dropped to 27 degrees C. and the motor did not function well unless the throttle was practically wide open. In fact, the pilot stated that a gradual descent was made at 1650 revolutions from 3,500 feet. He reported that his right goggle lens became coated with vapor which froze and completely covered its surface. In

addition to the cowling to protect the engine, the oil lines were protected with coverings of asbestos and the oil tank with a layer of felt. An open cockpit civilian plane was flown from Cleveland, Ohio, to the Chicago Municipal Air Port during this period. The pilot's face was badly frozen, his hand was frozen to the control stick and his condition was such that he had to be assisted from the plane.

LEGISLATIVE.

House Committee on Naval Affairs Meets.

The House Committee on Naval Affairs met to organize on 14 December 1929. At this meeting it was decided to begin review hearings on 17 December 1929, on the five bills passed by the House but not the Senate during the last Congress. These five bills will in all probability be reported out of the Committee favorably with little modification. They are the Navy Line personnel bill (Britten Bill), the Marine Corps personnel bill, the public works program bill, the bill allowing the appointment of pay clerks and acting pay clerks from petty officer, first class, and the bill for the relief of retired and transferred members of the Naval Reserve Force, Naval Reserve and Marine Corps Reserve.

MISCELLANEOUS.

The Habit of Command.

On 30 November, a Pennsylvania Railway excursion train from Cape Charles to New York, with over 400 passengers on board, was wrecked. The latest account showed that 9 persons were killed and 24 injured. As passengers on this train were Chief Yeoman Charles J. Cole, Chief Boatswain's Mate Karl F. Chenoweth, Chief Boatswain's Mate C. Ludlow, and a number of non-rated men of the Navy.

The customary disorder and confusion incident to such accidents resulted. Enlisted men of the Navy, however, led by Cole, Chenoweth and Ludlow, immediately turned to, to restore order, to rescue the injured and to give first aid assistance. Chenoweth was severely injured, but in spite of his injuries, carried on as best he could.

"Survivors telling today of the crash and the ensuing disorder credited Karl F. Chenoweth, a Boatswain's Mate attached to the Battleship Oklahoma, and himself a passenger, with heroic work in rescuing the injured and dying from the wreckage. His calm shout above the tumult in one of the overturned coaches - 'Save women and children first' - was said probably to have saved scores from death or injury."

It was reported that Seaman Schertill, U.S.S. FLORIDA, freed a female passenger from the wreckage and bound her wrist, from which the hand was nearly severed, and accompanied her to the hospital where her hand was amputated. It is reported that if he had not quickly extricated the girl and checked the flow of blood she would have died.

Although many of the enlisted men had their clothing torn, a number of them gave their peacoats and sweaters to protect the injured from the bitter cold.

After removing the injured from the wreckage, the enlisted men applied first aid and assisted in transporting them to a nearby hospital. There they remained and assisted the medical staff of one doctor, in his work. After the injured were taken care of, the men then turned to and scrubbed the floors of the hospital before departing to their ships.

The Norfolk Ledger, in its editorial comment regarding the excellent and efficient performance of the enlisted men of the Navy in the catastrophe, said, "One incidental lesson, however, has been taught anew - a lesson which, though incidental, is of importance. That is that the United States Navy's policy of stressing the value and constant significance of what it calls 'the habit of command' was vindicated again during the long seconds of terror which many will remember for the rest of their lives.-----But behind and beneath all the quickness and the courage and the coolness and the individual ability stands the splendid tradition of the United States Navy, which demands and sees to it that the men it entrusts with authority shall have and shall exercise 'the habit of command'. Again we have seen, and in time of peace, that the Navy's 'habit of command' isn't a theory; it's a fact - thank the Lord".

SALT LAKE CITY in Commission.

The U.S.S. SALT LAKE CITY was placed in commission at the Navy Yard, Philadelphia, on 11 December 1929. An itinerary of shakedown cruise will be announced later. Upon completion of shakedown cruise, about 8 March 1930, the SALT LAKE CITY will report to Commander Scouting Fleet for duty with Light Cruiser Divisions and will be assigned to Light Cruiser Division FIVE.

Light Cruiser No. 35 Named.

The Secretary of the Navy has assigned the name INDIANAPOLIS, in honor of the City of Indianapolis, Indiana, to Light Cruiser No. 35, which is being built by the New York Shipbuilding Company, Camden, N. J.

This is the first of the fifteen new cruisers, which were authorized by Congress on 13 February 1929, to be named.

The First Twelve Years are the Hardest.

It is noted from recent reports that the average length of service required in the British Navy before promotion to Chief Petty Officer is not less than twelve years. This recalls the British signalman yeoman, first class, who was serving in the U.S.S. NEW YORK at Scapa Flow on liaison duty during the World War, and was recommended by Admiral Rodman for advancement to chief petty officer. The Commander in Chief, Admiral Beatty, refused to approve the recommendation on the ground that the signalman had only served fourteen years in the British Navy.

Eligibility for Award of Second Nicaraguan Campaign Medal.

Since the appearance in the press of notice that the Secretary of the Navy has authorized the award of a campaign medal for services in Nicaragua, a number of letters have been received, asking whether certain specified operations were included within the terms of the General Order designating the personnel

to receive the Second Nicaraguan Campaign Medal. The first class of these inquiries refers generally to isolated operations prior to the date set as marking the commencement of the campaign, while the second class has to do with incidental services rendered subsequent to the inauguration of the campaign.

Early operations are not within the terms of the General Order now in the hands of the printer, as these instances were in the nature of individual and isolated operations planned with no further end in view than meeting the then existing emergency embracing the particular locality concerned. They were not a part of the general campaign which developed subsequently when the determination was reached to pacify the whole of Nicaragua, in accordance with a well-considered plan, involving many vessels, a considerable armed force, and embracing the entire country. Their nature and growing frequency over a considerable period of time led ultimately to the initiation of the general campaign which followed but they were not a part of it.

An example of this kind is the operation at Bluefields, Nicaragua, in May, 1926, at which time fighting was in progress between native factions, a landing force was put ashore, a neutral zone established, and order restored. The landing force was withdrawn prior to 27 August 1926.

The second class of inquiries usually has to do with services of supply rendered subsequent to 27 August 1926. Such services, as has been stated in the press, are not included within the terms of the pending General Order, for although rendered after the opening of the general campaign they were incidental to it rather than a part of it. The award of the medal has been restricted to personnel serving ashore in Nicaragua in actual or potential danger to life and limb and to personnel of ships in Nicaraguan waters operating under orders of the Commander, Special Service Squadron, and engaged in direct measures designed to secure the pacification of the country so as to afford protection to American life and property.

An instance of the type of service of supply subsequent to the opening of the campaign not included within the terms of the order are the operations of the U.S.S. ARCONNE. This vessel made several voyages with personnel and supplies for the forces in Nicaragua and at different times during the campaign was in Nicaraguan waters for a total of several months. The other extremes of service of this kind are the visit of a vessel whose contribution to the campaign consisted in landing some minor supplies while in Nicaraguan waters for a part of one day, and the making of periodic calls at Nicaraguan ports by several other vessels as a part of their regular operating schedules.

Commander Richard E. Byrd, Jr., U.S.Navy.

The recent marked accomplishments of Commander Richard E. Byrd, Jr., U. S. Navy, in the Antarctic suggest a short biographical sketch of this officer as timely.

Richard Evelyn Byrd, Jr., was born October 25, 1888, in Virginia, and appointed to the Naval Academy from that state in 1908. At Annapolis he was prominent in athletics, participating in football, gymnasium, boxing, wrestling, and track, and qualifying as an expert rifleman. He was handicapped in athletics at times by injuries, and these culminated during first class year with a broken ankle sustained in gymnasium work as captain of the gymnasium team.

Upon graduation he was commissioned an ensign and served in this rank until March 16, 1916, when he was retired as a lieutenant (junior grade) on account of his injured ankle. He has been on active duty almost continuously since his retirement, and his career has been most colorful. When the United States entered the World War, he was on active duty as Inspector-Instructor of the Rhode Island Naval Militia, and also as commanding officer of that state's naval forces. In August, 1917, he was ordered to Pensacola for flight instruction, and was designated a Naval Aviator in May 1918. He was in charge of the navigational preparations, and substitute pilot of the NC-3, in connection with the Navy's trans-Atlantic flight of the NC planes in 1919. He organized and assumed command of the Naval flying unit which accompanied the 1925 Arctic Expedition of Mr. Donald B. McMillan.

His flight to the North Pole, his trans-Atlantic flight in the AMERICA, and his recent exploits in the Antarctic are so recent and well known as to require no comment here. The present scientific expedition to the Antarctic is not sponsored by the Navy but Naval assistance has been rendered in the form of personnel and material. Commander Byrd's present status is that of a commander, U. S. Navy, (retired), assigned to active duty and now on leave. He was promoted to lieutenant and lieutenant commander through regular flow of promotion, and to commander on the retired list by special act of Congress in 1927 in recognition of his flight to the North Pole. He has been awarded the following decorations: Medal of Honor; Distinguished Service Medal and citation; Distinguished Flying Cross; Bronze Medal from International League of Aviators; Diploma of "Officier de la Legion d'Honneur"; silver Life Saving Medal; Commander of Military Order of Avis.

The following touch of prophecy, which appeared in the biographical sketch of Richard Evelyn Byrd, in the Lucky Bag of 1912, has met fulfillment in no small degree in the years that have intervened:

"He has already lived a life rich in experience, and he will lead a life richer still, but he will always give to life more than he asks."

Award of Herbert Schiff Trophy.

President Hoover presented the Herbert Schiff Trophy to Lieutenant Thomas Geary Fisher, U.S.Navy, for Training Squadron 7, on Saturday, 14 December 1929. This Trophy has been awarded annually, since 1925, to the naval aviator who has flown the greatest number of hours without accident during the year. This year's award is the first to be made under the new rules for the competition. The Trophy is now awarded to the squadron or unit which makes the best record for safety during the year, instead of to the individual with the best record, as has been the case heretofore. Various penalties and handicaps are assigned in order to arrive at a basis equitable for the several commands. A fighting squadron, where the hazards of operation are probably greatest, is assigned a handicap of 1.0, while a utility squadron, where the dangers are not as great, has a handicap of 1.20. Each accident is assigned a standard multiple according to the nature and extent of the resultant damage. A unit to be eligible must have flown 1,000 hours or more during the year.

Lieutenant Fisher, during the past year, commanded Training Squadron 7, (VN7ND11), attached to the Naval Air Station, San Diego, Calif. During the year this squadron flew a total of 8,159.35 hours and with a handicap of 1.10 led the entire Navy with a score of 1.164. Lieutenant James E. Dyer, U.S.Navy, who won the Trophy for 1928 with a total of 1,251.25 flying hours, was one of the officers serving under Lieutenant Fisher during the year. This squadron was principally engaged during the fiscal year 1929 in giving elimination training to select officers and men for later flight instruction at Pensacola. Elimination training was given to 478 students, of whom 157 were selected for further training. Training green students necessarily involves considerable hazard and the record of the squadron is particularly gratifying when this is taken into consideration. Squadron 7 flew approximately 571, 130 miles during the year. There were a total of 6 officers and 8 enlisted pilots acting as instructors. There were but three minor accidents to material and no injury whatsoever to personnel during the year.