

7 JUNE 1930.

**BUREAU OF NAVIGATION**

**BULLETIN**

**NUMBER 132.**

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





Rear Admiral Leigh Goes to Sea.

Rear Admiral Upham Becomes Chief of Bureau.

On 22 May, Rear Admiral Richard H. Leigh was succeeded by Rear Admiral F. B. Upham, as Chief of Bureau of Navigation. The former immediately departed for Hampton Roads, where he assumed command of the Battleship Divisions, Battle Fleet, with the rank of Vice Admiral. Prior to his departure, all officers in the Navy Department assembled in the Bureau to bid Admiral Leigh good-bye, and to wish him every success in his new assignment. No better evidence of the general appreciation of officers for Admiral Leigh's steady and consistent work in behalf of Naval Personnel could be had. On Friday, 16 May, Rear Admiral Leigh made his last appearance before the House Naval Affairs Committee, accompanied by Rear Admiral Upham. The Honorable Fred A. Britten, Chairman, presiding, in calling the Committee to order, made the following remarks:

"Gentlemen of the committee, I wish to call your attention to the fact that we have with us this morning Vice Admiral Leigh and his successor as Chief of the Bureau of Navigation, Rear Admiral Upham. Before you leave Washington for your new sea duty, Admiral, I wish to say one or two words not only for myself but for the entire committee, in commendation of your work as Chief of the Bureau of Navigation.

"Admiral Leigh, when I first met you about 15 years ago, we were crossing the Pacific together en route from Japan. I little thought then that 'Red' Leigh, as you were called - because your hair was red then, more so than it is now, as since then you have become dignified in appearance as well as in rank - and I were going to be associated in naval matters so much as we have been in Washington. I want to say to you that the committee is really indebted to you for your constancy, your fairness, and your uniformly courteous cooperation in representing the Navy's side of various bills that have come before the committee. Some of those bills have met with the committee's approval, and some have not, and if we have passed out any good legislation in the interest of the Navy and the personnel of the Navy particularly, I am sure you are entitled to much of the credit for it. You have been an outstanding and most capable Chief of the Bureau of Navigation. We all earnestly wish for your continued success.

"I would like to suggest to Admiral Upham that he will be called upon frequently by members of this committee, both as members of this committee and as Members of the House, with various requests that may mean much to us and our constituents - more, perhaps, than to you, and I hope you will regard us as all of equal rank. We have no rank in this committee. And I also hope that when the chairman calls on you occasionally for a favor, that you will be more kind and generous than has your predecessor, Admiral Leigh. (Laughter)."

## OFFICER PERSONNEL

### NEW NAVAL AIDE FOR PRESIDENT.

#### Captain Charles R. Train to Relieve Captain Allen Buchanan.

Captain Charles Russell Train, U. S. Navy, has been ordered to succeed Captain Allen Buchanan as Naval Aide to the President. Captain Buchanan, who has served as Naval Aide since 24 June, 1929, has been ordered to duty as Chief of Staff at the Naval War College and will report for that duty prior to 1 July, 1930.

### RECRUITING OFFICERS WANTED.

#### Vacancies Will Soon Exist for 18 Officers.

Under scheduled transfers to sea duty, 18 vacancies will occur in recruiting assignments between now and 31 December, 1931. It is the intention of the Bureau, so far as is practicable, to order to this duty only those officers of the rank of lieutenant commander and above who have had duty as a head of department or in command. It is likewise the intention of inditing special comment upon the official records of officers who excel on this duty. The Bureau believes that officers assigned to this important duty should be carefully selected. Recruiting offers an opportunity that should be sought by every officer who would better fit himself for handling men.

## ENLISTED PERSONNEL

### COST OF ENLISTMENTS.

#### Figures on Cost Per Recruit for Present Fiscal Year.

The table below indicates the average costs per enlistment for the months of January, February and March, 1930, and for the first six months of the present fiscal year.

Month	:First :Enlist- :ments	: Re- :enlist- :ments	: Total :Enlist- :ments	: Re- :cruit- :ing	:Trans- :por- :tation	:Other :appro- :pria- :tions	: All :appro- :pria- :tions	: All :charges :except :trans- :por- :tation
January	: 1261	: 267	: 1528	:\$7.61	:\$28.92	:\$29.22	:\$65.75	:\$36.82
February	: 649	: 206	: 855	:\$9.24	:\$30.78	:\$47.27	:\$87.29	:\$56.51
March	: 1235	: 216	: 1451	:\$6.34	:\$29.67	:\$31.40	:\$67.41	:\$37.74
First Six Months fis- cal Year	:	:	:	:	:	:	:	:
1930	: 7363	: 1105	: 8468	:\$6.47	:\$28.92	:\$31.38	:\$66.78	:\$37.86

# TRAINING

## ENLISTED CANDIDATES FOR NAVAL ACADEMY.

### Results Attained by Preparatory Schools at Hampton Roads and San Diego.

The percentages of enlisted men sent to the Naval Academy Preparatory Schools at Hampton Roads and San Diego who have passed the Academy entrance examinations during the past four years have been as follows:

<u>1927</u>	<u>1928</u>	<u>1929</u>	<u>1930</u>
36.4%	31%	49%	49%

## NAVY TRAINING COURSES.

### Courses for Machinist's Mates and Electrician's Mates in Preparation - Economy in use of General Courses Essential.

New rating courses for machinist's mates and electrician's mates are being prepared by the Bureau. These new courses will cover the information included in many of the purchased general courses. A limited supply of those purchased courses is available and they will be issued until exhausted.

Great economy in the use of these courses is necessary in order to make the number now available last until the rating courses replacing them are issued to the service.

## A RATING REQUIREMENT.

### Yeomen Must be Stenographers.

Asiatic Fleet Circular Letter No. 18-30 indicates that the Commander-in-Chief believes that stenographic ability is not only a prerequisite for promotion, but the lack of this ability may be sufficient cause for reduction in rating. At present, the stenographic qualifications of yeomen in the Asiatic Fleet are being studied. The letter indicates the probability of disrating, or reduction in rating, in the case of yeomen who do not possess the necessary stenographic ability by 1 June, 1930.

## RECRUITS UNDER INSTRUCTION.

### Number at Training Stations on 24 May.

The following table shows the number of recruits under instruction

at the various Training Stations on 24 May, 1930.

	: Great Lakes	: Hampton Roads	: Newport R.I.	: San Diego	: Total
: Recruit Training	:	:	:	:	:
: Apprentice Seamen	: 419	: 514	: 527	: 637	: 2097
: Seamen Second Class	: 8	: 25	: 30	: 4	: 67
: Other Ratings	: 16	: 42	: 7	: 27	: 92
	: 443	: 581	: 564	: 668	: 2256

## NAVAL ACADEMY DIVISION

### RESULTS OF EXAMINATIONS FOR PRESIDENTIAL APPOINTMENTS.

#### 42 of 79 Candidates Pass - 15 to Receive Presidential Appointments.

The law authorizes the appointment of fifteen midshipmen at large annually by the President. These appointments are given as a result of a competitive examination to the sons of officers and sons of enlisted men of the regular Army, Navy, and Marine Corps. In the examination held 16 April 1930, 79 candidates reported for the examination, and of this number 42 passed. As but 15 can be appointed, the only way the remaining 27 can enter the Academy this year is to receive an appointment from a Senator or Representative.

The following-named fifteen candidates received the highest marks on the examination, and, as a result, win the fifteen Presidential appointments:

<u>Name of Candidate</u>	<u>Son of</u>
McCLUNG, E. R., Jr.	Comdr. E. R. McClung, U.S.N.
CALHOUN, W. L., Jr.	Capt. W. L. Calhoun, U.S.N.
MANN, R. L.	Comdr. R. R. Mann, U.S.N. (Deceased)
SMITH, W. R., 3d	Comdr. W. R. Smith, U.S.N.
SHEPARD, R. D.	Comdr. G. W. Shepard (MC) U.S.N.
SMITH, R. C., 3d	Lt. Cdr. R. C. Smith, Jr., U.S.N.
THOMPSON, H. L., Jr.	Lt. H. L. Thompson, U.S.N.
BARR, E. L., Jr.	Lt. Cdr. E. L. Barr, U.S.N.
COXE, L. C.	Capt. L. Coxé, U.S.N.
HEATH, G. D., 3d	Capt. G. D. Heath, Jr., U.S.A., (Retired)
INGERSOLL, R. R.	Capt. R. E. Ingersoll, U.S.N.
OLD, B. S.	Capt. E. H. H. Old, (MC) U.S.N.
DuBOIS, T. H.	Capt. B. P. DuBois (SC), U.S.N. (Retired)
PROCTOR, A. B. 3d	Capt. A. B. Proctor, Jr., (QMC) USA.
SHILSON, J. S.	C. Q.M. James Shilson, U.S.N.

The following-named twenty-seven candidates were successful in passing the examinations, but Presidential appointments are not available for them as they are in excess of the fifteen allowed by law.

<u>Name of Candidate</u>	<u>Son of</u>
EDRINGTON, T. C., 3d	Lt. T. C. Edrington (SC) U.S.N.
MECLEARY, E. R.	Comdr. H. B. Mecleary, U.S.N.
BAKER, M. D., Jr.	Lt. M. D. Baker (MC) U.S.N., (Retired)
MILNER, R. M.	Lt. Cdr. F. W. Milner, U.S.N. (Deceased)
CHRISTENSEN, E. E.	R. Christensen, A.P., F.N.R.
KOSSLER, H. J.	Ch. Gun. H. Kossler, U.S.N.
CORDINER, D. L. L.	Maj. D. C. Cordiner (QMC GSC), U.S.A.
SETTLE, W. A., Jr.	Lt. W. A. Settle, (SC) U.S.N.
BENEDICT, A. L., Jr.	Capt. A. L. Benedict, U.S.A.
SHEFFIELD, F. L., Jr.	Capt. F. L. Sheffield, U.S.N. (Deceased)
GEARING, H. C., 3d	Comdr. H. C. Gearing, Jr., U.S.N.
UPHAM, F. K.	Lt. Col. J. S. Upham, U.S.A.
MANNIX, D. P.	Capt. D. P. Mannix, U.S.N., (Retired)
MAGRUDER, P.	Maj. M. Magruder, U.S.A.
ARNOLD, J. D.	Maj. A. C. Arnold, U.S.A.
LINDBLAD, T. H.	Lt. A. T. Lindblad, U.S.N.
EDE, A. L.	Lt. A. L. Ede, U.S.N. (Deceased)
JONES, E. K.	Cdr. E. L. Jones, (MC), U.S.N.
KENNEY, J. F.	Chief Boatswain P. J. Kenney, U.S.N. (Retired)
CORBIN, W. L.	Lt. L. R. Corbin (SC) U.S.N.
IRELAND, M. T.	Lt. Col. M. L. Ireland, (QMC), U.S.A.
OWENS, T.	Cdr. W. D. Owens (MC), U.S.N. (Retired)
GRAHAM, T. A.	Capt. A. T. Graham, U.S.N.
REEVES, M. C.	Capt. I. S. K. Reeves, (MC), U.S.N.
CLOUD, A. B.	Lt. B. W. Cloud, U.S.N.
POWERS, B. G.	Maj. W. C. Powers, Jr., U.S.M.C.
PRYOR, J. C., Jr.	Capt. J. C. Pryor (MC), U.S.N.

## LEGISLATIVE

### ITEMS OF LEGISLATION OF SERVICE INTEREST.

#### No Action on Pay Legislation.

The Joint Committee to investigate pay matters has not met since the last issue of the Bulletin.

### No Further Action on Line Personnel Bill.

No opportunity for the consideration of the Line Personnel Bill, which has passed the Senate, by the House has been afforded since its rejection on the consent Calendar on May 20th.

### Hearings on Naval Treaty Continued.

Hearings on the Naval Treaty by both the Senate Foreign Relations Committee and the Senate Naval Affairs Committee have continued. From general press reports it appears that Congress will shortly adjourn after the conclusion of normal business and that soon thereafter the President will call the Senate in special session to act upon the Treaty.

### Naval Appropriation Act Passes Senate with Few Amendments.

The Naval Appropriation Bill, outlined in the last issue of the Bulletin, was passed by the Senate on May 29th without substantial debate. A few amendments were made as passed by the House; these amendments provided for (1) immediate availability of one million dollars of the appropriation for pay, subsistence and transportation; (2) increase of \$140,000 for the Naval Reserve in order to prevent cutting down Reserve activities; (3) increase to 5559 and 1479 of the limiting numbers of commissioned officers and warrant officers, set by the House as 5499 and 1455, respectively; (4) reduction of \$336,000 in fuel and transportation because of lowered cost of oil; (5) provision for the re-erection of a dirigible hangar at Lakehurst; (6) provision for advance subscriptions to newspapers for ships and stations; (7) provision for the erection of necessary buildings at Naval radio, and radio compass stations.

The bill has gone to conference and doubtless will soon be reported out therefrom and finally passed.

### Medals for Byrd Expedition Members and Private Bills.

A bill awarding medals to the members of the Byrd Expedition has been enacted. A number of private bills were passed by the House in its recent private calendar session.

### West Coast Naval Airship Base Hearings.

The House Naval Affairs Committee has been conducting extensive hearings on the site of an airship base on the West Coast, with a view to the selection of a proposed base at Camp Kearny, near San Diego, Cal., and at Sunnyvale, near San Jose. The Senate Naval Affairs Committee has mainly been occupied with the Treaty but held a meeting on Monday, June 2d, and considered the House bills, mostly private bills, awaiting action by the Committee and by the Senate. Report from the Committee on these bills may shortly be expected.

## MISCELLANEOUS

### "NC-4" MEDAL PRESENTATION.

#### President Awards Decoration to Crew of First Successful Transatlantic Flight Plane.

On 23 May, 1930; the President presented the "NC-4" medal to Commander John J. Towers, U.S.Navy, Commander Albert C. Read, U.S.Navy, Lieutenant Commander Elmer F. Stone, U.S.C.G., Lieutenant Herbert C. Rodd, U.S.Navy, and Ex-Lieutenant Walter Hinton, U.S.N.R.

The presentation ceremonies took place at the White House and were attended by the Secretary of the Navy, the Assistant Secretary of the Navy for Aeronautics, the Chief of Naval Operations, the Chief of the Bureau of Aeronautics, Miss Catherine Q. Barton, the sculptress of the medal, and a few guests including Mr. Glenn H. Curtiss, the designer of the NC-4.

These medals were authorized by the Congress in recognition of the achievement of the recipients of the medals in bringing to a successful conclusion the first transatlantic flight.

Ex-Lieutenant James L. Breese, U.S.N.R., and Ex-Machinist's Mate Eugene S. Rhoads, U.S.Navy, both of whom were members of the crew of the NC-4 and were included in the Act of Congress authorizing the medals, were unable to attend the ceremonies.

On 24 May, 1930, the Secretary of the Navy presented the medal to Ex-Machinist's Mate Eugene S. Rhoads, who arrived in Washington by plane from Kansas City that morning.

### YALE ELECTS ATHLETIC CHAIRMAN.

#### Professor R. Selden Rose Heads Board of Control.

Professor R. Selden Rose has been elected Chairman of the Board of Control of the Yale University Athletic Association for 1930-31. This information will undoubtedly be pleasing to officers attached to the U.S.S. NEW YORK during the Summer of 1929 when Professor Rose participated in the annual cruise of the Naval Reserve Officers' Training Corps Unit established at Yale.

Professor Rose knows athletics. His interest in inter-collegiate athletics is evidenced by the honor which has been bestowed upon him. During the cruise on the NEW YORK he was given an opportunity to see at first hand how amateur athletics are conducted in the Fleet. His impressions of the cruise in general, and the NEW YORK in particular, are most flattering to the Navy.

HIGH PRAISE FOR MEN OF FLEET.

Executive Secretary of New Y.M.C.A. Branch Writes in Glowing Terms.

Arthur E. Hoffmire, executive secretary of the William Sloane House, the new branch of the Y.M.C.A. for men of the Army and Navy, located at 356 West 34th Street, New York, extolled the Enlisted Personnel of the Fleet in the following glowing terms:

"I have been in contact with the men of the Army and Navy for many years", said Hoffmire, who before taking charge of Sloane House was an executive in the Army and Navy Department of the National Council of the Y.M.C.A., "but in all that time, including my experience in the World War, I have never seen a group of young men who are so well mannered and wholesome as the sailors who have been the guests of the city of New York for the past two weeks.

"No one need worry about the future of the country if these young fellows are a fair sample of the youth of the nation. They have been given liberty in this large city where they have been free to do as they pleased, and so far as I know, not a single complaint has been made about the actions of any one of them. This is a wonderful record when one remembers that these boys, while ashore, are away from the supervision of their superior officers.

"It has been a real pleasure to have had the privilege of serving these boys at Sloane House and we are looking forward to the time when they will return again. Nearly every night, while the Fleet has been in port, we have had dances for the boys, and the girls from the various Y.W.C.A.'s, churches and other organizations who attended these dances are unanimous in their high opinions of the sailors.

Compliments From a Resident of New York City.

The following excerpts are quoted from a letter addressed to the Secretary of the Navy by Mr. Lyman S. Alger of New York, N.Y.;

"I feel that a word should be spoken for the boys of our Navy that are here in such great number.

"Being a busy business man but appreciative of all that is right and just, I am telling you that, never in all the many years I have resided here, have I seen such a fine lot of boys, gentlemen every one.

"My opinion is that it would be a mighty fine example to have all our rich men's sons join the U.S.N. and be clean and men of the finest fleet that ever came into this harbor.

"I am not the father of a Navy boy, but I would be PROUD to be father to any one of these splendid fellows. May God keep them as they are throughout their lives."

CURTISS MARINE TROPHY RACES.

Results of Meet Held at Anacostia Naval Air Station on 31 May, 1930.

Official results of the Curtiss Marine Trophy races (100 miles) held at Anacostia Naval Air Station on Saturday, 31 May, 1930, are summarized as follows:

FIGHTING PLANES

Type of Plane	Engine	Speed (m.p.h.)	Rated Speed (m.p.h.)	Pilot
F6C-3	Curtiss D-12	164.08	158	Capt. A.H. Page, U.S.M.C.
F6C-4	Pratt & Whitney Wasp	162.96	155	Lt. A. P. Storrs, U.S.N.
F7C	Pratt & Whitney Wasp	142.78	153	" W.M. Dillon, U.S.N.
F6C-4	Pratt & Whitney Wasp	142.30	155	"(jg) W.D. Leach, U.S.N.
F6C-4	Pratt & Whitney Wasp	134.16	155	" A.P. Flagg, U.S.N.

1929 Record: 162.52 m.p.h., pilot Lt. W. G. Tomlinson, U.S. Navy.

OBSERVATION PLANES

Type of Plane	Engine	Speed (m.p.h.)	Rated Speed (m.p.h.)	Pilot
O2U	Pratt & Whitney Wasp	145.81	148	Lt. J.E. Dyer, U.S.N.
O2U	" " " "	144.98	148	" C.C. Champion, U.S.N.
O2U	" " " "	143.43	148	" M.H. Kernodle, U.S.N.
O2U	" " " "	143.15	148	" J.B. Lynch, U.S.N.
O2U	" " " "	136.29	148	" D. Kiefer, U.S.N.

1929 Record: 145.80 m.p.h., pilot Lt. W. E. Rounds, U.S.N.R.

TORPEDO PLANES

Type of Plane	Engine	Speed (m.p.h.)	Rated Speed (m.p.h.)	Pilot
T4M	Pratt & Whitney Hornet	118.72	112	Lt.(jg) P.B. Stroop, U.S.N.

(Three entries had forced landings on last lap)

1929 Record: 114.79 m.p.h., pilot Lt. W. E. Cleaves, U.S.N.

AMPHIBIANS

Type of Plane	Engine	Speed (m.p.h.)	Rated Speed (m.p.h.)	Pilot
OL-8	Pratt & Whitney Wasp	117.84	120	Lt. T.D. Guinn, USN.
OL-8	" " "	" 113.80	120	Ens. W.E. Burdick, U.S.N.R.
OL-8	" " "	" 111.14	120	Lt. Cdr. S. W. Callaway, U.S.N.
OL-8	" " "	" 110.83	120	Lt. G.C. Haerberle, U.S.N.
OL-8	" " "	" 110.31	120	Lt. (jg) J. L. Kane, U.S.N.

1929 Record: 116.95 m.p.h., pilot Lt. Comdr. J. C. Montfort, U.S.N.

TRAINING PLANES

Type of Plane	Engine	Speed (m.p.h.)	Rated Speed (m.p.h.)	Pilot
NY-2	Wright Whirlwind	102.02	92	Lt. (jg) D. W. Harrigan, U.S.N.
NY-2	" "	101.26	92	Lt. (jg) S. E. Bur- roughs, U.S.N.
NY-2	" "	100.73	92	Lt. (jg) E. R. McLean, U.S.N.

(Two forced landings, one on the third and the other on the fourth lap.)

1929 Record: 113.56 m.p.h., pilot, Lt. W. L. Peterson, U.S.N.

Winners of prize awards for the races were as follows:

Curtiss Marine Trophy - Captain A. H. Page, U.S.M.C.

Ingalls Trophy, an engraved silver bowl presented by the Assistant Secretary of the Navy for Aeronautics to the pilot of the plane attaining the highest percentage of his plane's rated speed - Lt. (jg) D. W. Harrigan, U.S.N.

Hamilton Awards, wrist watches presented by the Hamilton Watch Company to winner in each class of planes - Captain A. H. Page, U.S.M.C.; Lt. J. E. Dyer; U.S.N., Lt. (jg) P. B. Stroop, U.S.N.; Lt. T. D. Guinn, U.S.N.; and Lt. (jg) D. W. Harrigan, U.S.N.

Curtiss Aeroplane and Motor Company and Wright Aeronautical Corporation Awards, - wrist watch to first place, cigarette case

to second place and cigarette humidor to third place in training, amphibian and fighting planes, respectively:

Training Planes, Lt. (jg) D. W. Harrigan, U.S.N., Lt. (jg) S. E. Burroughs, U.S.N., and Lt. (jg) E. R. McLean, U.S.N.

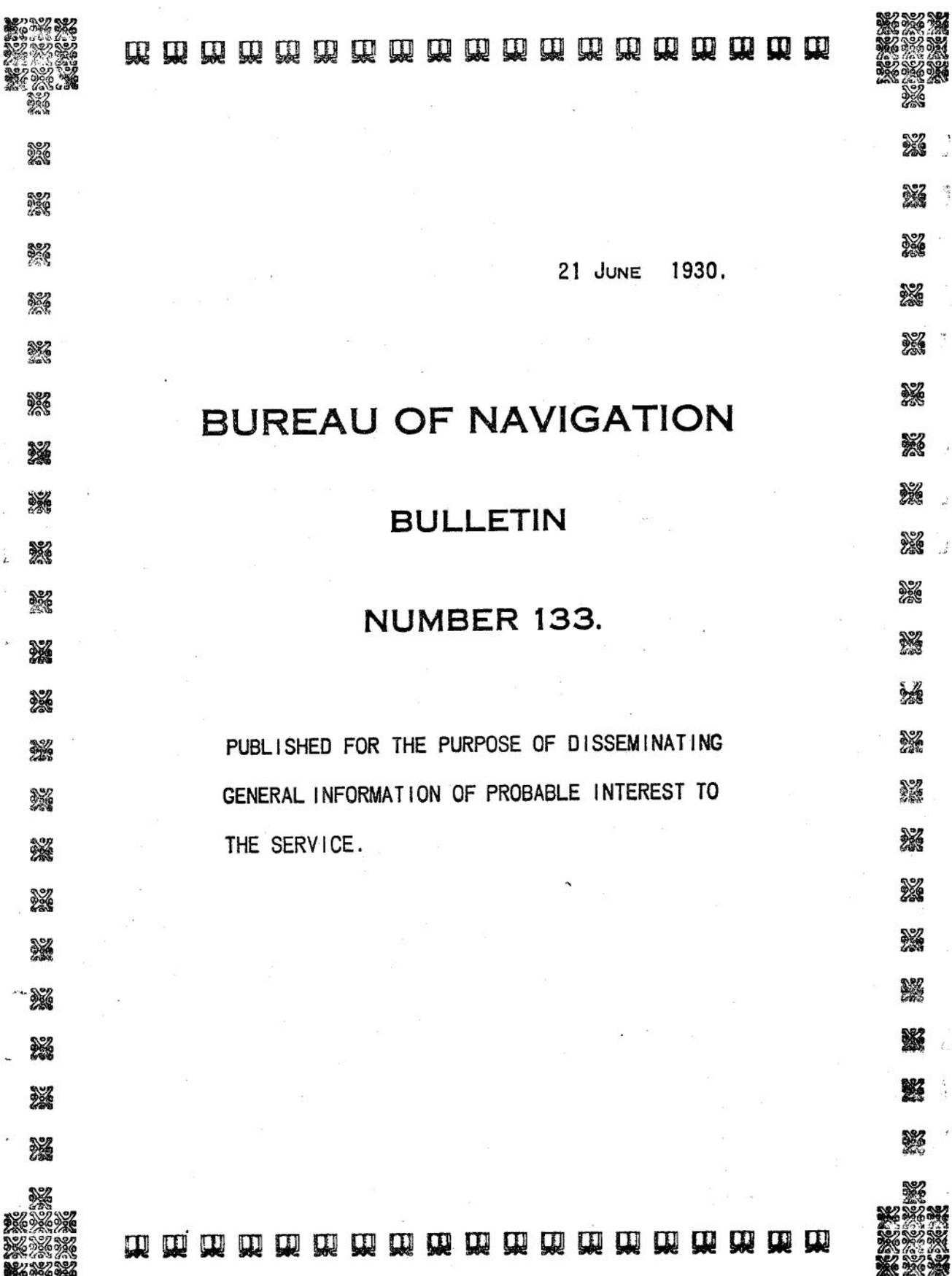
Amphibians, Lt. T. D. Guinn, U.S.N., Ens. W. E. Burdick, U.S.N.R., and Lt. Comdr. S. W. Callaway, U.S.N.

Fighting Planes, Captain A. H. Page, U.S.M.C., Lt. A. P. Storrs, U.S.N., Lt. W. M. Dillon, U.S.N.

Vought Awards, silver humidors presented by Mrs. Chance Vought to first, second and third places in observation plane class - Lt. J. E. Dyer, U.S.N., Lt. C. C. Champion, U.S.N., and Lt. M. H. Kernodle, U.S.N.

Glenn L. Martin Aircraft Corporation Award, silver cigarette box to winner in torpedo plane class - Lt. (jg) P. R. Stroop, U.S.N.

Pittsburgh Screw and Holt Corporation Award, cup to winner of training seaplane class - Lt. (jg) D. W. Harrigan, U.S.N.



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# OFFICER PERSONNEL

## TRANSFER OF LINE OFFICERS TO SUPPLY CORPS.

Applications from Members of Naval Academy Classes of 1927, 1928, and 1929 to be Considered.

The Bureau has recently announced in a circular letter that the Department is considering the transfer of a limited number of line officers of the Naval Academy Classes of 1927, 1928, and 1929 to the Supply Corps. This action has been taken in view of the shortage of successful candidates for appointment to commissioned rank in the Supply Corps during the current year. Transfers are to be made on request only, and officers so transferred will not lose either rank or precedence in accordance with the provisions of the Equalization Act of 10 June, 1926.

## COMMENDATION OF OFFICERS.

Lieutenant Commander H. L. Maples, U.S. Navy, for Life Saving.

The Secretary of the Navy has recently addressed the following letter of commendation to Lieutenant Commander H. L. Maples, U.S. Navy, U.S.S. NIAGARA:

"1. The following report has been received from the Commanding Officer, U.S.S. NIAGARA, regarding your rescue of Marion Suggs, Fireman 2c, U.S.N., with the assistance of John Carter Jones, Coxswain, U.S.N.

'The U.S.S. NIAGARA was at anchor in the Gulf of Panama, at 7:10 p. m., on 28 May 1930, riding to a two knot current, with the sea smooth and the wind calm. Suggs, Marion, Fireman second class, U.S.N., fell overboard from the forecastle when passing outboard of the forward shrouds. Suggs swam a few strokes, became panic-stricken and sank for the first time. In anticipation of such a development, Lieutenant Commander Maples had promptly secured a position over the side and, at the first indication of loss of control on Suggs' part, he dived overboard and swam to the rescue. Breaking the clutch of Suggs, Lieutenant Commander Maples brought the drowning man within reach of a line from the ship. At the time when the situation was most tense and the outcome was most uncertain, Jones entered the water and assisted Lieutenant Commander Maples in supporting Suggs and in getting him out of the water.'

"2. It appears from the report of the Commanding Officer who was a witness to the rescue that your action resulted in saving Suggs' life under conditions involving substantial danger to your own life. The Department takes pleasure in highly commending you for your courageous action.

"3. A copy of this letter has been filed with your official record."

Lieutenant Apollo Soucek, U.S.Navy, For Breaking World's Altitude Record.

The Assistant Secretary of the Navy for Aeronautics addressed the following letter to Lieutenant Apollo Soucek, U.S.Navy, on 9 June, 1930:

"1. Having just heard that you have broken the world's altitude record in attaining an altitude of 43,166 feet, I wish to extend to you my heartiest congratulations on this splendid achievement.

"2. In all of your work I have noted that you attack the problem at hand quietly, forcefully, and efficiently, and that you show a high degree of tenacity of purpose. It is by such characteristics that real accomplishments are attained. I am delighted that this honor has come to you and I wish you every success on your new assignment with one of the Fleet Squadrons."

## ENLISTED PERSONNEL

### ENLISTMENT STATISTICS.

#### Figures on Enlistments and Re-enlistments, For May, and Fiscal Year to date.

Applicants for enlistment at all recruiting stations during May, 1930, reached a total of 8,662. There were 688 first enlistments, and 193 re-enlistments, at recruiting stations during the month. Total first enlistments for the fiscal year to 1 June 1930, were 12,056, while re-enlistments for the same period numbered 2,187.

### DELAY BRINGS BROKEN SERVICE.

#### Completion of Re-enlistment within Three Months is an Essential Requirement for Continuous Service Benefits.

Recently a man discharged with an honorable discharge applied for re-enlistment at a recruiting substation on the last day of the three months allowed for re-enlistment under continuous service. He was furnished transportation to the main station, but on account of the distance, did not arrive until the next day. When informed that he could not re-enlist under the benefits of continuous service, he refused to re-enlist.

With the exception of the recruiting substation at Washington, D. C., first enlistments are not completed at substations. A number of instances have occurred where men applying late on the last day were found to require a waiver of physical defects which could not be secured in sufficient time to permit their re-enlistment under continuous service. Under decision of the Comptroller, these men

cannot be re-enlisted until waiver is authorized, even though they presented themselves within the time limit.

At time of discharge, men who are contemplating re-enlistment should be advised to present themselves in sufficient time to enable completion of their re-enlistment before expiration of the three months' limit.

COMMENDATION OF ENLISTED MEN.

Roger Thurman Huss, S2c, U.S.Navy, For Life Saving.

The Chief of Bureau of Navigation has recently addressed the following letter of commendation to Roger Thurman Huss, S2c, U.S. Navy, U.S.S. WEST VIRGINIA, home address R. R. #2, Lagrange, Indiana:

"1. The Commanding Officer, U.S.S. WEST VIRGINIA, has brought to the attention of the Bureau your meritorious action in rescuing a boy from drowning.

"2. It appears that during the afternoon of 22 May 1930, Albert Florey, a nine-year old boy, while swimming from the beach to the dock at Old Point Comfort, Virginia, became exhausted and was on the verge of drowning. You noted the boy's condition, immediately dived over the side of the ship's boat, and brought him to the dock.

"3. The Bureau takes pleasure in commending you for your prompt action which undoubtedly saved the boy's life.

"4. A copy of this letter will be made a part of your official service record."

Michael Leonard Perry, Ylc, U.S.Navy, For Excellent Performance of Recruiting Duty.

The following letter of commendation has been forwarded by the Chief of Bureau to Michael Leonard Perry, Ylc, U.S.Navy, Navy Recruiting Station, Boston, Mass., home address 47 St. Mary's Street, Brookline, Mass.:

"1. The Bureau is in receipt of a letter from the Officer in Charge, Navy Recruiting Station, Boston, Massachusetts, setting forth your excellent performance of duty while attached to that station.

"2. This report states that you have shown at all times a keen personal interest in the success of the recruiting district to which you are attached; have shown a commendable spirit of pride in every matter the district has been engaged in; and have aided quality recruiting and the advancement of the Navy's interest with the public at large.

"3. It is most gratifying to receive reports of this nature and it is with pleasure that the Bureau commends you for your excellent performance of duty."

RECRUIT LOSSES FROM MEDICAL SURVEYS.

Tabulated Data Showing Losses at Training Stations from this Source.

The table below indicates the number of recruits at training stations lost to the Service by medical survey since January of the current year. Percentages of these losses as compared with total number of recruits received are also shown:

: HAMPTON ROADS			: NEWPORT			: GREAT LAKES			: SAN DIEGO			:		
: Rec.	: Dis.	: %	: Rec.	: Dis.	: %	: Rec.	: Dis.	: %	: Rec.	: Dis.	: %	: Mo.	: Av.:	:
:Jan.	230	5	.022	273	20	.073	360	36	.1	:426	4	.009	:.0504:	:
:Feb.	113	2	.018	127	5	.039	173	13	.075	:209	3	.014	:.037:	:
:Mar.	220	7	.032	232	10	.043	338	22	.065	:413	6	.015	:.0374:	:
:Apr.	149	4	.027	176	8	.045	247	27	.109	:313	9	.029	:.0542:	:
:May	114	0	.000	132	1	.008	172	7	.041	:213	5	.023	:.0206:	:
:	826	18	.022	940	44	.047	1290	105	.081	:1574	27	.017	:	:

Total number received at all training stations-----4630  
 Total number discharged at all training stations (M.S.)----- 194  
 Percent----- .0419

TRAINING

FIRST NAVAL R.O.T.C. GRADUATES COMMISSIONED.

Names of 109 to be Enrolled as Ensigns D-V(G), U.S. Naval Reserve.

The names and home addresses of 109 graduates of the Naval Reserve Officers' Training Corps, who are this year being commissioned as Ensigns D-V(G), U.S. Naval Reserve, are listed below. The commissions of a few of those named are being withheld pending completion of their Advanced Course Cruise this summer. Approximately six will be commissioned as Ensigns, (Supply Corps), U.S. Navy. It is anticipated that several more will be accepted for flight training in which case they will be enrolled as seamen second class, V-5, U.S. N.R., pending successful completion of flight training and commissioning as Ensigns A-V(G), U.S. N.R.

University of California.

<u>Name.</u>	<u>Home Address.</u>
ADAMS, Jack L.	121 S. 51st St., Omaha, Nebr.
ARCHER, James W.	2601 Lyon St., San Francisco, Cal.
BOWEN, Francis S.	1426 S. Eldorado St., Stockton, Cal.
BRAUN, Paul M.	2841 Lincoln Way, San Francisco, Cal.
CHASE, Henry J.	1628 Grove St., Berkeley, Cal.
CLAUDIUS, Herbert G.	2874 Ida St., Omaha, Nebr.

University of California. (Cont.)

<u>Name.</u>	<u>Home Address.</u>
COIT, Frank R.	1435 Harrison St., Oakland, Cal.
CUTTLE, Tracy D.	Regillus Apts., Oakland, Cal.
DOELL, Edward C.	1238 Peralta Ave., Berkeley, Cal.
GALINDO, Harold F.	Concord, Cal.
GARRISON, John, Jr.	RFD-4, Box 149-A, Salinas, Cal.
HURSH, Jack E.	645 16th Ave., San Francisco, Cal.
IDE, Charles E.	2510 68th Ave., Oakland, Cal.
LATTU, Onnie P.	P.O.Box 165, Fort Bragg, Cal.
ROWE, Harry C.	P.O.Box 510, Nevada City, Cal.
ROWE, Jesse G.	P.O.Box 510, Nevada City, Cal.
ZANZOT, Raymond J.	359 50th St., Oakland, Cal.

University of Washington.

AKEY, Kenneth T.	507 18th Ave. N., Seattle, Wash.
BOUNDY, James W.	7340 16th Ave., N.E., Seattle, Wash.
BUDDRESS, Elmer N.	3642 Ashworth Ave., Seattle, Wash.
DE GARMO, Ernest P.	5016 7th Ave., N.E., Seattle, Wash.
FLOBERG, Victor A.	417 N. M Street, Tacoma, Wash.
FOX, William J., Jr.	2616 24th Ave. No., Seattle, Wash.
GREEN, Allen V.	Enumclaw, Wash.
HOLGATE, Charles G.	4742 Brooklyn Ave., Seattle, Wash.
JOHNSON, Carl A.	2637 E. Helen St., Seattle, Wash.
JOHNSON, Willard C.	Walker Apts., Tacoma, Wash.
KELLER, Jack D.	2717 Boylston Ave. N. Seattle, Wash.
KETTENRING, Robert L.	4733 17th Ave., N.E., Seattle, Wash.
LETSON, Charles F.	2409 E. Prospect St., Seattle, Wash.
LINDMAN, Bertram H.	5916 California Ave., Seattle, Wash.
LUNDSTROM, Herbert F.	6523 1st Ave., N.W., Seattle, Wash.
MOORE, Josiah C., Jr.	2409 E. Prospect Ave., Seattle, Wash.
SWENSSON, Karl H.P.	803 32nd Ave., Seattle, Wash.
TRONSTAD, Menford S.	1302 N. 42nd St., Seattle, Wash.
ULSH, Charles A.	1304 E. 42nd St., Seattle, Wash.

Georgia School of Technology.

ANDERSON, Karl H.	1454 Forbes St., Jacksonville, Fla.
ASKEW, John D., Jr.	1186 Briarcliff Pl., N.E., Atlanta, Ga.
BECKNELL, Thomas L., Jr.	754 Park St., N.W., Atlanta, Ga.
BINKLEY, Walter C.	410 5th Ave., N., St. Petersburg, Fla.
BOYCE, Andrew S.	2110 Gardner Ave., Augusta, Ga.
CARNES, James R.	Acworth, Ga.
DANIEL, Frank P.	Senoia, Ga.
FRINK, James R.	221 S.W. 13th Ave., Miami, Fla.
HATCHER, Leland Elwood	Screven, Ga.
HERRIN, George F.	Senoia, Ga.
HOLSENBECK, William M.	304 Broad St., Winder, Ga.
HOWELL, John C.	5 Woodward Ave., Montgomery, Ala.
MANSTON, Charles A., Jr.	200 Waverly Way, Atlanta, Ga.
MEREDITH, Frank R.	234 Love St., Erwin, Tenn.
MIZELL, Luke W.	Box 1486, Miami, Fla.

Georgia School of Technology. (Cont.)

MORRISON, Max A. P.O.Box 5, Nahunta, Ga.  
TAYLOR, William R. 887 Ponce de Leon Ave., Atlanta,  
Ga.  
WADDEY, Lewis R. 569 Cresthill Ave., Atlanta, Ga.

Northwestern University.

BONNELL, Ralph A., Jr. 1056 Foster Ave., Chicago, Ill.  
BROODER, James D. 320 S. Main St., Sheridan, Wyo.  
BULLOCK, Gordon W. 2644 Asbury Ave., Evanston, Ill.  
GIVENS, Samuel O., Jr. 734 Woodbine Ave., Oak Park, Ill.  
HITCHCOCK, Cecil S. Gilman, Ill.  
JOHNSON, George A. 7317 Ellwood Ave., Chicago, Ill.  
KELLENBERGER, Prenton L. 2713 Prairie Ave., Evanston, Ill.  
NEILL, Horace W. 1080 Wade St., Highland Park, Ill.  
NYWEIDE, Wallace G. 1103 Newell Ave., Muscatine, Ia.  
ROGERS, Robert W. 814 Lincoln Ave., Wilmette, Ill.  
ROJAN, George C. 304 Ottawa St., Muskegon, Mich.  
SHRONTS, John F. Momence, Ill.

Yale University.

ABBOTT, Clark T. 125 Homestead Ave., Stratford, Conn.  
COLLIER, Barron, Jr. 8 East 75th St., New York, N.Y.  
DYKE, Herbert G. Rockwood, Shadow Lane, Larchmont,  
N.Y.  
ENGLAND, George Miller 201 S. 8th St., Ponca City, Okla.  
FORREST, Marshall W. 30 Sanders Ave., Lowell, Mass.  
HAMMER, Charles Keller 325 Allison St., N.W., Washington,  
D. C.  
HARRIS, Harry M., Jr. 5220 Shriver Ave., Des Moines, Ia.  
HARVIE, James B., Jr. 201 W. 79th St., New York, N. Y.  
HUNT, Pearson 89 St. Mark's Place, S.I., N.Y.  
MILLER, Ogden D. Southington, Conn.  
LOMBARD, Danforth H. 95 Boston St., Guilford, Conn.  
LOOK, Frank B. West Tisbury, Mass.  
O'HARA, Francis J., Jr. 9 Willow St., No. Adams, Mass.  
OLSON, John O. 36 Howard Ave., Meriden, Conn.  
STEVENS, Robert C., Jr. 56 Curtis Ave., Wellingford, Conn.  
TALMEY, Paul 262 Beechmont Drive, New Rochelle,  
N. Y.  
TURNER, John S. 125 E. 57th St., New York, N.Y.  
WALDEN, Howard T., Jr. 33 Prospect Ave., Larchmont, N.Y.  
WHITTREDGE, Robert B. 166 May St., Needham, Mass.  
YINKEY, Arden, Jr. 1662 Maumee Rd., Grosse Point, Mich.

Harvard University.

BALDWIN, James T. 96 Crafts Rd., Chestnut Hill, Mass.  
BASSETT, Henry B. 5440 Northumberland St., Pitts-  
burgh, Pa.  
BARRETT, James E. 234 Merriam Ave., Leominster, Mass.

Harvard University. (Cont.)

<u>Name.</u>	<u>Home Address.</u>
BROWNELL, Morris R.	6 Fort Street, Fairhaven, Mass.
BUTLER, Arthur P., Jr.	Southwest Harbor, Maine.
CAMPBELL, Albert A.	555 Selby Ave., St. Paul, Minn.
CHUTE, Oliver S.	350 Marlboro St., Boston, Mass.
CLARK, Percy H., Jr.	Cynwyd, Pa.
CROSS, Harold F.	76 Summit St., Hyde Park, Mass.
DAVIS, Foster S.	39 Auburn St., Concord, N. H.
FULLER, Stephen D.	60 Fairview Ave., South Orange, N.J.
HAMLIN, George P., Jr.	61 Mt. Vernon St., Boston, Mass.
HOLBROOK, Guy C., Jr.	107 Clifton Ave., Clifton, Mass.
LEWIS, John G.	Cedarhurst, L. I., N. Y.
LOWE, Albert L.	6 Tremont Place, Peabody, Mass.
MARKS, Lionel P.	192 Brattle St., Cambridge, Mass.
PAYNE, James H., Jr.	56 Gardner St., Allston, Mass.
PETERSON, Abbot, Jr.	353 Walnut St., Brookline, Mass.
ROSS, Robert E.	265 Millbank Ave., Greenwich, Conn.
STEWART, Malcolm F.	12 Woodlawn St., Jamaica Plain, Mass.
THOMPSON, Richard H.	Peaches Point, Marblehead, Mass.
TURNBULL, Walter J. H.	136 Brattle St., Cambridge, Mass.
WARNER, Nathaniel	9 Elmwood Ave., Cambridge, Mass.

DISCIPLINE

DISCIPLINE IN ITS HIGHEST SENSE.

Mutual Understanding and Striving Shoulder to Shoulder  
Bring Happy Results.

The following letter was recently received from the Commanding Officer of a battleship:

"This is the first opportunity I have had to try on a large ship the methods which worked so successfully on smaller ships and the results have been very gratifying. It is believed that by properly indoctrinating the men, they will meet you more than half way, and they will make an actual physical effort to keep the ship's standard very high. They will become very proud of the ship's record and will exert influence on their shipmates to prevent them from committing offenses. I know that this has happened on this ship in a number of cases. In the spreading of the propaganda, extreme care is necessary, for if the idea once occurs that you are trying to preach to the crew, the entire effect will be lost. On the other hand, by a carefully prepared plan of distribution of information and by rewarding the good ones rather than punishing the bad ones, the morale can be built up very quickly as has occurred on this ship.

"From the first of July 1929 to date, there have been only 102 offenses requiring disciplinary action, distributed as shown below:

July 1929	- 2 cases	November 1929	- 0 cases	March 1930	- 3 cases
Aug. "	-29 "	December "	- 7 "	Apr. "	- 4 "
Sept. "	-11 "	Jan. 1930	- 10 "	May "	-12 "
Oct. "	-14 "	Feb. "	-11 "		

"During this period, there has been only one general court-martial case for a deserter over a period of three months, thirty-one summary courts-martial, and seven deck courts, and one Undesirable Discharge.

"During this period, there was a total of 46,800 liberties and leaves granted. From this, it is seen that for the entire period from 1 July 1929 to date, the percentage of liberty and leave breaking on this ship amounts to only  $1\frac{1}{4}$  per 1,000. Such results are very gratifying."

## HYDROGRAPHIC

### PROGRESS OF CUBAN SURVEYS.

#### HANNIBAL Completes Work on Northwestern Coast; NOKOMIS Requires Two Additional Seasons on Northeastern Coast.

The U.S.S. HANNIBAL, under the command of Captain D. M. LeBreton, U.S. Navy, has arrived at the Philadelphia Navy Yard after completing the survey of the northwestern coast of Cuba. The survey of this section of Cuba, the Gulf of Batabano, and the Isle of Pines, has been under way for several years. The HANNIBAL has been assisted in this survey by auxiliary craft and airplanes from VJ Squadron 3-S.

It is contemplated that the HANNIBAL will occupy the next surveying season in surveying the east coasts of Nicaragua and Costa Rica in the vicinity of the approaches to the proposed Nicaraguan Canal.

The U.S.S. NOKOMIS, under the command of Commander H. A. Badt, U.S. Navy, has returned to the Navy Yard, Philadelphia, after continuing the survey of the northeastern coast of Cuba, beginning at Nuevitas. The NOKOMIS will be engaged approximately two more survey seasons before completing this section of Cuba. With the completion of the NOKOMIS' survey, accurate and complete charts will be available of the entire island of Cuba.

## TRANSPORTATION

### PERSONNEL ORDERED TO SHIP FITTING-OUT.

#### Their Dependents Entitled to Transportation when Assignment During Fitting-out Period Exceeds Five Months.

The Bureau has straightened out a difficulty in connection with the transportation of dependents, which has been working a hardship on both officers and men.

Officers and men transferred to a yard in connection with the fitting-out of a vessel, can now receive transportation for their dependents when the date set for the commissioning of the vessel, as indicated in the Navy Directory, is five months or more later than the orders to the officer or man. Previous to the adoption of this

policy, the Comptroller General had disapproved claims covering such travel, on the ground that the officer or man did not have a new station until the ship had been commissioned and a home yard assigned.

The Bureau submitted several claims to the Comptroller General with recommendation that the same policy be followed in connection with such orders as is followed where men are ordered to a school for training; that is, duty in excess of five months would be considered permanent duty. The Comptroller agreed to the policy. It is now being followed and will be included in an amendment to the transportation instructions, to be issued to the service within the next few weeks.

If the officer or enlisted man purchases transportation for dependents from personal funds and the date of commissioning of the vessel is delayed, so that the duty is in excess of five months, claim can be submitted and the officer or man is entitled to reimbursement. In cases where transportation has been purchased from personal funds, claim can be submitted, after the vessel has been commissioned and a home port or home yard has been assigned, and reimbursement will be based on cost of transportation from the last permanent station to the home yard or home port of the ship, as assigned.

## NAVAL ACADEMY DIVISION

### GRADUATES COMMENDED.

#### Six Awarded Letters by Superintendent.

On 20 May, 1930, the Superintendent of the Naval Academy addressed to Midshipmen Andrew McB. Jackson, Jr., William E. Gentner, Jr., Paul Moret, Mell A. Peterson, Jack S. Dorsey, and Raymond W. Johnson, the following letter of commendation and appreciation:

"1. The Superintendent has the pleasure of informing you that you have been selected as one of the midshipmen who has contributed most to the development of naval spirit and loyalty within the Regiment during the Academic Year 1929-30. He therefore takes this opportunity to commend you for the officer-like characteristics which you have shown and for the able manner in which you have performed your duties as a midshipman. A continuance on this course should assure you a successful naval career.

"2. The Navy Department has been furnished two certified copies of this letter, with the request that one be filed with your record as a midshipman, and the other with your record as an officer."

The following letter of commendation was addressed to Midshipman Paul Moret, first class:

"1. The Superintendent has noted with pleasure the exceptional work done by you in promoting athletics at the Naval

Academy during the Academic Year 1929-30. He therefore takes this opportunity to commend you for your perseverance, zeal and example by which you have contributed very much to the promotion of athletics, and the splendid athletic spirit at the Naval Academy.

"2. The Navy Department has been furnished two certified copies of this letter with the request that one be filed with your record as a midshipman and the other with your record as an officer."

## LEGISLATIVE

### ITEMS OF LEGISLATION OF SERVICE INTEREST.

#### No Action on Pay Legislation.

The Joint Committee to investigate pay matters has not met since the last issue of the Bulletin.

#### No Further Action on Line Personnel Bill.

No opportunity for the consideration of the Line Personnel Bill (Britten Bill) by the House has been afforded since its rejection on the Consent Calendar on 20 May.

#### Bill to Provide Officers' Quarters at Naval Academy Introduced.

A bill has been introduced by Mr. Gambrill of Maryland for the construction of officers' quarters at the U. S. Naval Academy.

#### Provision of War-Time Rank for Retired and Former Officers Passed.

Bill S. 465, to give war-time rank to retired officers and former officers of the Army, Navy, Marine Corps and/or Coast Guard of the United States has passed both Houses of Congress.

#### Bill for Retirement of Disabled Nurses Passed.

Bill H.R. 10375, to provide for the retirement of disabled nurses of the Army and the Navy has passed both Houses of Congress.

## NAVAL RESERVE

### DUTY DURING RIOTS AT OHIO STATE PENITENTIARY.

#### Battalion Commander Describes Services Rendered by Naval Reservists.

The following is quoted from a letter from the Battalion Commander, 13th Battalion, U.S.N.R., Columbus, Ohio, addressed to the Battalion under his command:

"The Battalion Commander wishes to take this opportunity to express his gratification for the manner in which all officers

and men conducted themselves when on duty at the Ohio Penitentiary.

"I was complimented many times on the appearance of the men, the manner in which they performed their duty, and the discipline maintained throughout.

"The Battalion was ordered mobilized at 9:30 P.M. on 21 April, 1930. In exactly one hour and forty-five minutes, the 7th Division reported, fully equipped, at the Penitentiary. It was followed just fifteen minutes later by the 52nd Division, and in less than two hours the Battalion had nine officers and one hundred and thirty-eight men on duty.

"The Battalion was on duty at the Penitentiary the 21st, 22nd, and 23rd of April. On the 23rd of April, the Battalion relieved the Guard Companies at the State Fair Grounds, taking over all sentry posts, handling caskets shipped out to relatives, and later furnishing sentry details as well as handling caskets at the cemeteries. The Battalion was demobilized at 7:00 P.M., 26 April, 1930.

"28 April, 1930, eight officers and ninety men were recalled and on reporting at the Penitentiary, were the first to go inside the Walls at the outbreak of rioting. Again, when one thousand of the 'White City' prisoners were changed to the Stockade, the Battalion was assigned to the task of keeping them in a stockade without gates. You rendered a great service to the State and Community. The duty was of a most exacting nature, yet it was performed in a manner worthy of the highest commendation."

#### AIRPORT DEDICATED.

Named in Honor of Late Ensign William H. McMullen, A-V(G), U.S.N.R.

On Saturday, 3 May, 1930, five training landplanes from Squadron VN9RD9 at Grosse Isle, Mich., piloted by Lieut. E. A. Wenz, A-V(G), U.S.N.R., Lieut. C. D. Williams, Jr., A-F, U.S.N.R., Ensign V. F. Halliburton, A-F, U.S.N.R., Ensign C. M. Ellicock, A-F, U.S.N.R., and Ensign V. F. Randecker, A-F, U.S.N.R., flew to Grayline, Michigan, to dedicate an airport in honor of the late Ensign William H. McMullen, A-V(G), U.S.N.R., formerly of this Squadron, who was killed while on active duty with VF Squadron 1B, on 28 February, 1930.

#### HONORED BY ITALIAN GOVERNMENT.

Lieutenant Manning and Life Boat Crew Awarded Medals for Rescue of FLORIDA'S Crew.

The press recently carried an account of the award by the Italian Government of medals for bravery to Lieut. Harry Manning, D-M, U.S.N.R., and his lifeboat's crew of eight, who rescued the crew

of the water-logged Italian freighter Florida on the night of 23 January, 1929. Lieut. Manning is Chief Officer of the SS America. His citation reads as follows:

"Manning, setting an admirable example of daring for the marine fraternity, succeeded in spite of darkness and the severest gale in reaching the Florida's drifting boat and rescuing the crew, taking no note of the labor and danger involved."

## MISCELLANEOUS

### PRACTICE MAKES PERFECT.

#### Blind Flying Training Proves Its Value.

On 18 May, 1930, a Sikorsky Amphibian from the Naval Air Station, San Diego, piloted by Lieutenants L. E. Gehres and William Sinton, U.S.N., made a three-day trip to West Coast Airports. In the party were, Honorable G. L. Buck, City Manager, City of Long Beach; Roy Hilton, of the Long Beach Press Telegram; Mr. Robert Gordon, of the Long Beach Aviation Commission; Mr. W. J. Putnam, manager of the Long Beach Municipal Airport; Lieutenant Esten B. Koger, A-F, U.S.N.R.; Commanding Officer, U. S. Naval Reserve Aviation Base, Long Beach, Cal., and A.M.M.lc Pieper, U. S. Navy. A thorough survey of all airports was made.

The party was enveloped in a dense fog over the Tehachapi Mountains, between Los Angeles and Bakersfield, for about one hour. The training in "blind flying", regularly given to all Naval Pilots, proved its value on this occasion. Navigation of the craft, which involved several changes of course, was perfectly executed. When the Sikorsky emerged from the fog, it was at a point where the pilots expected they would be.

### NAMES OF LIGHT CRUISERS.

#### Those Assigned CL32, CL33, CL34 and CL36 Announced.

The Secretary of the Navy on 6 June assigned the following names to four light cruisers which were authorized to be constructed by Act of Congress, 13 February, 1929:

CL 32 - NEW ORLEANS	Building at Navy Yard, New York.
CL 33 - PORTLAND (Maine)	Bethlehem Shipbuilding Corp., Fore River, Quincy, Mass.
CL 34 - ASTORIA (Ore.)	Navy Yard, Puget Sound, Wash.
CL 36 - MINNEAPOLIS	Navy Yard, Philadelphia, Pa.

Light Cruiser CL 35 was assigned the name "Indianapolis"  
4 December, 1929.

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

TRAINING DIVISION.

28 JUNE 1930.

# BUREAU OF NAVIGATION

## BULLETIN

### NUMBER 134.

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

## TECUMSEH NUMBER



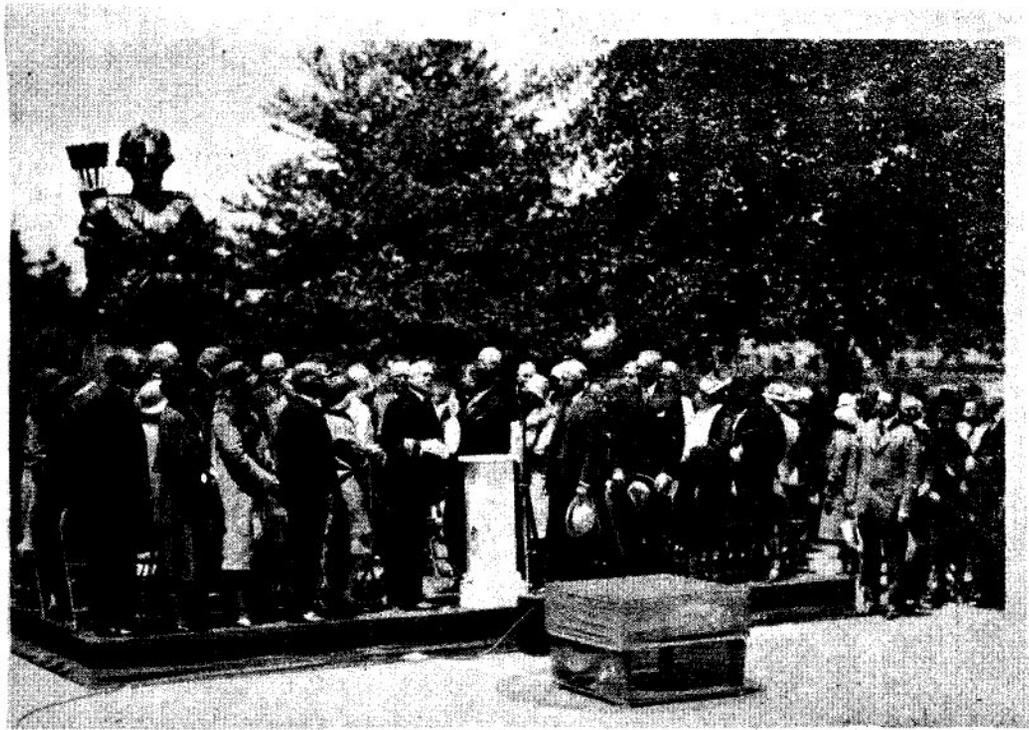
PENN TREATY MONUMENT—SHACKAMAXON

It commemorates the treaty with the Indians that was not ratified by oath and that was never broken.



BURIAL GROUND OF THE INDIAN CHIEF TAMENEND

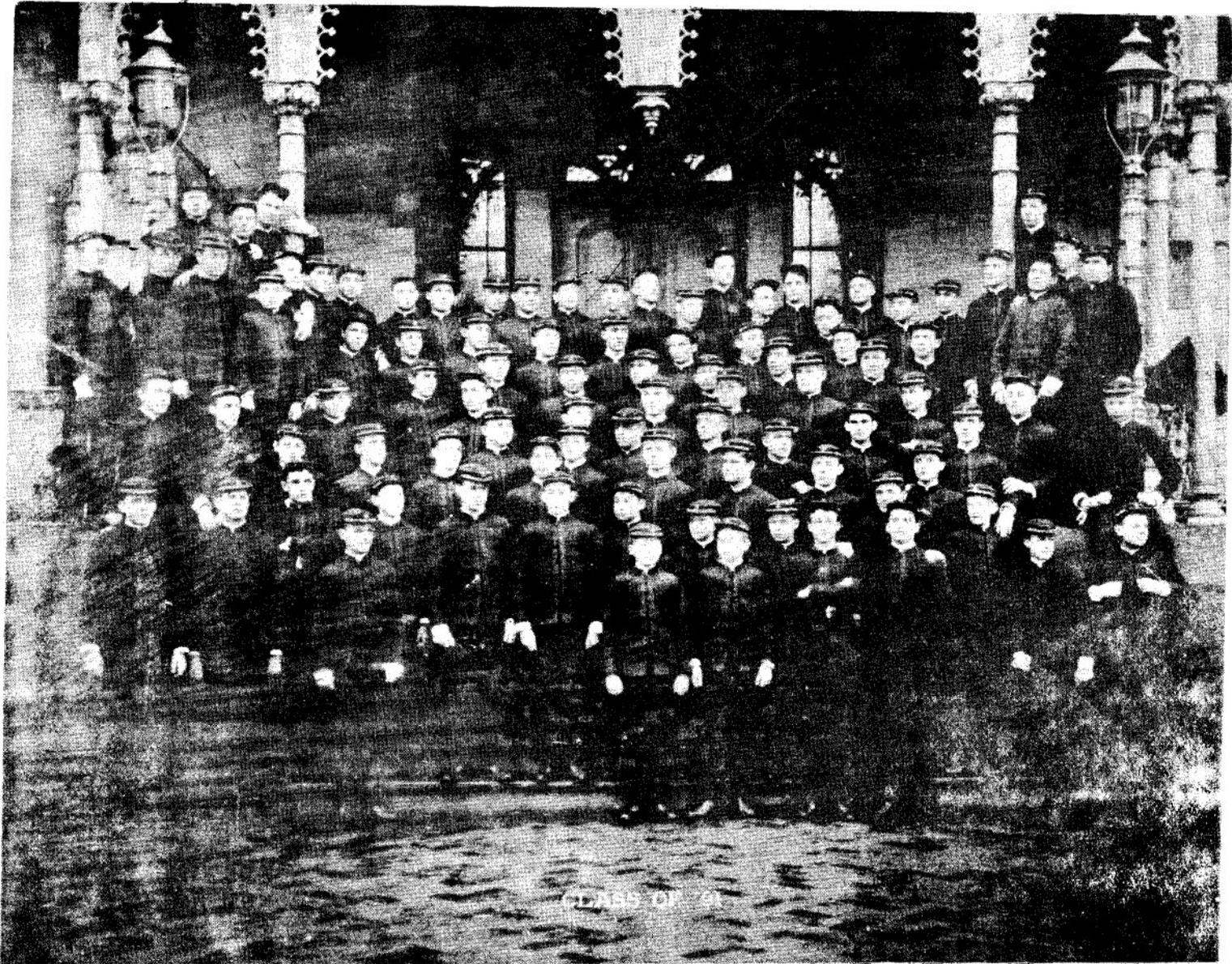
The last resting place of "St. Tammany," at Chalfont, five miles from Doylestown, has been rescued from oblivion by the Bucks County Historical Society.



**UNVEILED**



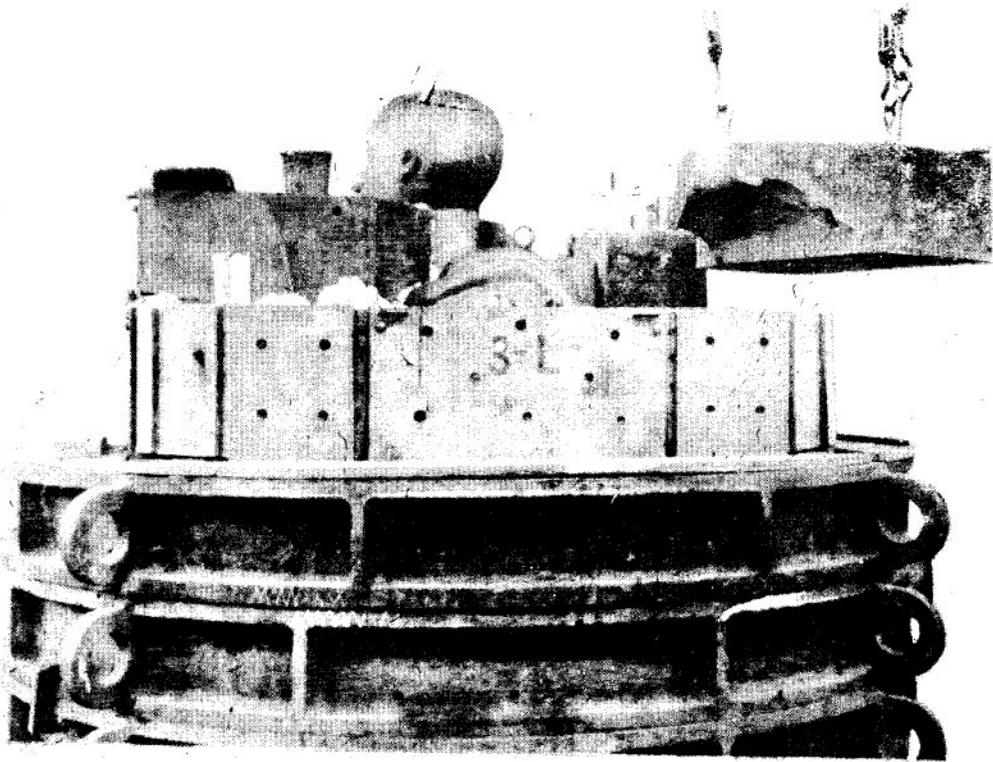
**MISS DOROTHY BIERER  
THE SPONSOR**



CLASS OF '91 AS PLEBES



TECUMSEH OF TODAY



FINAL ASSEMBLY OF MOLD



TECUMSEH REBORN



CADET OFFICERS AND PETTY OFFICERS

CLASS OF '91



THE PATRON SAINT

GOD OF "2.5".

"AN ANCIENT DELAWARE CHIEF WHO NEVER HAD HIS EQUAL. HE WAS IN THE HIGHEST DEGREE ENDOWED WITH WISDOM, VIRTUE, PRUDENCE, CHARITY, AFFABILITY, MEEKNESS, HOSPITALITY, IN SHORT, WITH EVERY GOOD AND NOBLE QUALIFICATION THAT A HUMAN BEING MAY POSSESS."

"THIS INDIVIDUAL STANDS FOREMOST IN THE LIST OF ALL GREAT MEN OF HIS NATION, IN ANY AGE. HIS COUNTRYMEN COULD ONLY ACCOUNT FOR THE PERFECTIONS THEY ASCRIBED TO HIM, BY SUPPOSING HIM TO BE FAVORED WITH THE SPECIAL COMMUNICATIONS OF THE GREAT SPIRIT."



## TECUMSEH COMES TO THE NAVAL ACADEMY.

The War of the Rebellion sounded the death knell to wooden vessels of war. One by one they passed out of existence, supplanted by stancher ships of more modern trend in design and utility. The old frigates had served their purpose. Not only had they proved their worth against the enemy, but it was upon their decks that our cherished naval tradition was born.

Just as nature has a curious way of taking its own course and finding means of preservation, so is there always a tangible something which links the present with the past and keeps tradition ever in the forefront of our thoughts and ideals. Thus, someone who loved the old frigates brought about the transfer to the Naval Academy of many old figureheads which had proudly graced the bows of the graceful wooden warriors. He linked the present with the past, and to countless young midshipmen provided the incentive for keeping fresh in their minds the thoughts of Service.

To the body of midshipmen, the figureheads, in general, represented glorious deeds on gallant ships. One figurehead, however, stood out above the others. It was the bust of the old Indian Chief. Some knew it as Powhatan. Some gave it other names. But finally the nickname of Tecumseh was accepted by all. And as Tecumseh it is known today.

They called the figurehead the "God of 2.5", and as they marched to and from their recitations, they muttered a prayer for success. Eventually, Tecumseh became an important figure in the ritual of the student body. The statue became so great a symbol that every "Plebe" was required to show his humility to the great warrior and to the mythological power represented, by a reverent salute and a "by your leave" upon entering the august presence.

When, in 1906, it became necessary to move the carved figure to a new location, it was found to be in such a condition of decay that serious consideration was given to the thought of destroying it. The news spread and reached the ears of the Head of the Department of Seamanship, Lieutenant Commander A. W. Grant. The latter literally captured the old Indian Chief and removed him to the precincts of his department. There the statue was repaired. The decayed wood was replaced by concrete, putty, and paint, and Tecumseh, reinstalled on a new and firm foundation, again appeared to reinspire the midshipmen to nobler efforts.

During the years succeeding this first rejuvenation, Tecumseh stood the ravages of time and weather as well as might be expected. It recently became evident, however, that the end was in sight, and again a savior appeared to preserve the venerated object for future generations of reverence.

#### '91 TO THE RESCUE.

At one of the regular monthly meetings of the Class of '91, the suggestion was made that Tecumseh be reproduced in bronze. The proposition met with instant approval. Who made the suggestion is a matter of importance, of course. Who bore the brunt of the work is likewise a matter of equal importance. The project entailed an unlimited amount of labor. Credit must necessarily be given where credit belongs. One member of the class to whom was ascribed the inception of the idea, modestly stated that the idea was general, not singular. In a like manner, other members of the class disclaimed the thought of personal credit. Under the circumstances, it is best left to the judgment of the class as to how the project was brought about. At a class dinner, held at the New Willard Hotel in Washington, on May 30, twenty members gathered to celebrate the completion of the new statue. At this dinner, one of the members, sensing the modesty of his classmates, arose with the determination to disclose the names of the prime movers and their connection with the undertaking. The following extract from his speech, quoted from the minutes of the meeting, tells the tale. Parenthetical interpolations are editorial.

"Rosy Richards (Brigadier General George Richards, U. S. Marine Corps) then proceeded to analyze the work which had been done on the Tecumseh project, ascribing the inception of the idea to Reddy (Vice Admiral Richard H. Leigh, U. S. Navy); the raising of the fund to Henry (Rear Admiral Henry H. Hough, U. S. Navy), assisted by Reddy, and the actual consummation of the work, including what may be termed all the tangible results, bronze casting, sculpturing, setting, etc., to Boeffe (Vice Admiral A. L. Willard, U. S. Navy)."

#### A FUND IS RAISED.

The magnitude of the task of obtaining sufficient funds will be understood when it is known that the class determined to give every original member, or his relatives in the case of those who are deceased, the opportunity to contribute.

At first, it became necessary to obtain the present address of all living members, and the addresses of the nearest relatives of deceased members. Every available means of communication was used - mail, telegraph, cable, radio advertisement, and even the police. Replies were received from all over the world. From a rural district came a letter saying, "I heard over the radio that you would like to know where I am. I am right here on my farm where I have been for the last forty years". Another, from a Chief of Police, said, "If you want to get in touch with \_\_\_\_\_, you had better do it quick. He is ill at home". Still another brought the information from a sister of one of the members of the class who had resigned soon after graduation, that he had passed away only a few months ago. And so it went. Finally, the address of every living member of the class as it entered the Naval Academy was obtained; also the addresses of the nearest relatives of the deceased classmates.

The complete roster having been obtained, the call for contributions was issued. Every mail brought immediate reply. From Panama, South America, Japan, and practically every state in the union, funds poured in, and the project was assured of successful completion.

#### CONSTRUCTION IS STARTED.

Rear Admiral Arthur L. Willard, U.S.N., Superintendent of the Naval Gun Factory, undertook the important work of construction. The Secretary of the Navy generously permitted the use of certain old captured ordnance material, and this, together with the funds raised to defray the actual cost of the work done by this, our foremost Government Ordnance Plant, enabled Admiral Willard to proceed. The Superintendent of the Naval Academy, Rear Admiral S. S. Robison, consented to the use of the wooden statue as a model, provided it would not be damaged or destroyed, or even marred! The Naval Gun Factory is capable of making anything. Although established as a gun foundry, the variety of its products for the years of its existence include such articles as motion picture cameras, airplane catapults, optical instruments, etc. It contributed to the attainment of peace when, in 1914, it beat three score sabres into plough shares for the Secretary of State. With characteristic skill, the force tenderly removed thick coatings of paint and disclosed the delicate pattern of the wooden statue. Accurately, skilled hands set about carefully to measure and to tram. Finally, the pattern was completed and ready for the mold.

### THE CEREMONY OF CASTING.

On December 5, 1929, all available members of the Class of '91 assembled at the Naval Gun Factory to attend the ceremonies of casting in bronze the figure of Tecumseh. Rear Admiral Willard, Commandant and Superintendent, made the address of the occasion. Those members who were unable to be present will be interested in the following extracts from his speech:

"Fellow Members of the Class of 1891 - U.S. Naval Academy:- "

"We have met today to witness the act of casting in enduring bronze the sculptured figure of this man who lived more than two hundred years ago, who may be truly called a Great American, and who, through his great virtues, so left the imprint of his character upon the History of America that those who have followed after him have been glad to do honor to his memory..

"After sufficient funds had been raised, we here at the Gun Factory undertook to make the bronze TECUMSEH and I must say it was no easy task, for the wooden image could not be damaged or destroyed in making the mold. The Superintendent of the Naval Academy was very clear about that!

"Through the skill and cleverness of our Master Pattern Maker, Mr. W. Crawford, and our Master Molder, Mr. J. E. Crown, and their able assistants, particularly Messrs. A. A. Griest, F. A. Keaggy, patternmakers, and Quarterman Molder Harry Hill and Messrs. H. King and W. Hissey, Molders, we have finally made the precious mold for our old Indian Chief and we will now pour about thirty five hundred pounds of bronze metal into this mold and when the sand is cleared away I feel confident that we will have a TECUMSEH who, through his greater strength and resistance to the ravages of the passing years, will exert even greater powers than he did when he was made of wood.

"Next Spring when we return TECUMSEH to his sacred precincts at the Naval Academy, he will go with the best wishes of the Naval Gun Factory where we have faithfully and tenderly made him into bronze, and we hope that he will shine in a new glory in keeping with those high principles which he exemplified when this nation was in its infancy."

## DEDICATION.

The remarkable casting of Chief Tamanend, so popularly known as Tecumseh, was transported to the Naval Academy and mounted upon its granite pedestal. Perfection of workmanship produced an object without a single defect. Not even a scratch marred its perfect outlines. Inside of the bronze replica of the figurehead of the gallant ship Delaware were placed the following articles:

One class ring of Class 1891, U.S.N.A.

One envelope containing class marches, drawing of pedestal for bust, drawings of U.S.S. DELAWARE. List of personnel of U. S. Naval Gun Factory who assisted in making bronze bust.

One envelope containing Tamanend ("Tecumseh") pictures.

Leaflet, Programme exercises, June week, 1930.

Booklet, U. S. Naval Institute Proceedings, May-June, 1914 containing Article "Tamanend vs. Tecumseh".

Pamphlet - Register U.S.N.A. 1887-8.

Three books - Register of Officers, U. S. Navy and Marine Corps, 1888, 1891, 1894.

One Pamphlet, Register of Officers, U. S. Navy and Marine Corps, 1930.

Two loose leaf books, History of U.S.N.A. Class 1891 in two volumes.

News item for "Log".

Souvenir Program, Navy Day, Navy Yard, Washington, D. C., October 29, 1929.

One envelope containing photographs of wooden and bronze figureheads, molds for bronze figure, Naval Academy 1887-8, and Class '91 as "Plebes".

Pamphlet, Class '91, addresses 1929.

Pamphlet, Class '91, addresses 1930.

Speech, Chas. F. Consaul at ceremony of casting.

Speech, Rear Admiral Willard at ceremony of casting.

Speech, Rear Admiral Willard on ceremony of Presentation of Replica.

Pamphlet, Figurehead of Chief Tammany, by Henry D. Paxson.

Booklet, U. S. Naval Academy Regulations, 1876, in effect 1891.

Pamphlet, Tamanend, The God of Two-Five.

Music - March "Light Cruisers" by Benter, Dedicated to Rear Admiral Willard.

Music - March "All Hands" by Benter, Dedicated to Rear Admiral Leigh.

Music - March "Class of 1891, U.S.N.A." by Benter.

Music - "March of the Delawares" by Benter.

Saturday, May 31, 1930, was designated as the day upon which the statue would be presented to the Naval Academy. The speaker to whom was given the honor of making the speech of presentation was, by unanimous choice, Vice Admiral Arthur L. Willard, U.S. Navy, Commander Scouting Fleet. In order that the excellence of the address may not be spoiled, Vice Admiral Willard's speech is quoted in full.

"Mr. Secretary, Admiral Robison, Fellow-Members of the Class of 1891, Midshipmen of the Naval Academy, Ladies and Gentlemen:-

"It is with a feeling of deep sentiment and a particular pride that I, as a Member of the Class of 1891, U. S. Naval Academy, address you on this occasion when the members of that class have assembled here to give some expression of their affection for this great school which trained them for their country's service, and to present a lasting token of their reverence for and devotion to the high ideals and sacred traditions of the U.S. Naval Academy.

"Tradition is one of the greatest mainsprings of human action. Traditions of families, of races, and of nations have made our present civilization. The high ideals and great deeds of our forefathers are our inspiration and govern our rules of conduct today and at the same time link us to the past. So today, our actions should be on every occasion and in every circumstance, such as to uphold those ideals of loyalty and duty, and each generation should weld and add another strong link to the lengthening chain of the traditions of the Service and of Our Country.

"It has been just thirty-nine years since the members of the Class of 1891 passed out of the portals of this Academy, ready for service in the Navy. During that time we have served through two wars and we have seen sails give way to steam and electricity, new weapons invented and used, the field of communication vastly widened, the ranges and accuracy of guns and torpedoes greatly increased, Naval warfare extended from the surface of the sea to the skies above and to the depths below, and many other revolutionary changes in the composition and handling of our Fleets.

"During this period, the Navy's record is bright with pages of accomplishment, both in Peace and in War. We of the class of '91 are proud to have had our part in these developments and as the years of our active service draw to a close we realize more than ever that such successes and such victories as we may have won over the difficulties which lay across our individual paths, have been largely due to the training and the traditions which we received here from our Alma Mater.

"It was, therefore, with a feeling of gratitude in our hearts to this great institution and those officers who guided our early footsteps here, and to all those who have maintained its high standards since the day of its establishment in 1845, that we of the class of '91 desired to place some memorial at this Academy which would be expressive of our appreciation of the rigid training we received here during the four years when we battled for a 'Two-Five' in order that we might win our commissions in the Navy. We particularly desired to install a memorial which might serve as an inspiration and encouragement to those who are to come after us.

"When it was learned that the most venerated object here at the Academy and the one which has most completely engaged the affections of Midshipmen as the 'God of Two-Five' and as a symbol of good luck and success for over half a century - the wooden figure of the old Indian Chief which for about forty years, sailed the seas as the figurehead of the U.S.S. DELAWARE - was suffering from the inroads of Time and would soon crumble away and be only a memory, we turned our attentions to it.

"The suggestion was made that we, the class of '91, should reproduce the 'Patron of Two-Five' in bronze so that he and his good influence could go on offering hope, encouragement, and inspiration to future generations of Midshipmen. This idea met with instant and unanimous approval and a hearty and generous response financially from the living members of the class and the relatives of those deceased including the family of Kaga Kusu Niro of the Imperial Japanese Navy who graduated here with us, and who gave his life in the service of his country in the Russo-Japanese War.

"After obtaining authority from the Navy Department we at the U. S. Naval Gun Factory undertook to cast the bronze figure and although it was no easy task, yet, thanks to our skilled artisans, the result was a complete success and we obtained a perfect replica of the wooden figure. It will interest you to know that we poured over four thousand pounds of bronze metal into the mold. This metal was obtained from ordnance materials captured in war, and therefore has an historic importance.

"When the casting was completed we invited the U. S. Commission of Fine Arts to inspect it. The members of this Commission - the recognized highest authority on Art and Architecture in America - were so impressed with the appearance of this historic figure that they said we must be careful to provide a suitable pedestal for it. At our request, the Commission furnished a design for this pedestal which was prepared by Mr. John W. Cross, the architect member of

the Commission. In keeping with this design we obtained a pedestal of green granite from the Vermont quarries. The rough block weighed fifteen tons, the second largest ever quarried there.

"In order that this bronze figure may lose none of the potent power with which the Midshipmen have endowed the historic wooden Indian Chief, we have been careful to transfer the 'wooden brains' and the 'heart' of the ancient wooden Indian into this new one of bronze.

"They were trepanned out of the wooden figure and together with the original arrows, tomahawk, and culmet - the pipe of peace - were placed inside the figure in a cast bronze box hermetically sealed after sterilization by heat and exhausting the air.

"In order that proper records for the future may be preserved, we have placed inside this bronze box a complete list of all members of the class of 1891 and a short resume of their history, photographs of the wooden and bronze busts, outline of the design of the U.S.S. DELAWARE, and other documents in connection with the HISTORY of this venerated character and his bust.

"It is well to touch upon the important points of this history.

"When the U. S. Ship of the Line Delaware was being built at the Norfolk Navy Yard in 1817 to 1821, Commodore John Rodgers of the Navy Commissioners, asked of Senator V. Van Dyke, one of the senators from Delaware, for suggestions for a figurehead for the ship bearing the name of that State. On January 5, 1821 a letter signed by Senators Van Dyke and O. Horsey and Representatives Willard Hall and L. McLane of Delaware, stated that the Indian Chief Tamanend was the most distinguished chief of the Delaware Indians and his name was connected with the early history of our country, and suggested that his bust would be an appropriate figurehead for the Ship-of-the-Line, 'Delaware'.

"This suggestion was duly adopted and the figurehead representing Tamanend was carved and placed on the 'Delaware'. The records, so far examined, unfortunately do not disclose the name of the sculptor who carved this splendid figure. It seems probable however, that it was the work of William Rush, a sculptor of Philadelphia and famous at that time for his carvings in wood of similar character.

"This figurehead sailed the seas on, and guided the destiny of the Delaware until April 21, 1861, when that vessel was destroyed by the Union Forces when they evacuated the Norfolk Navy Yard. The figurehead was saved, however, and about 1874-76 it was brought to the Naval Academy and set up on a pedestal in the grounds where it overlooked the midshipmen as they marched to and from their recitations. The sphinx-like expression of the strong face of the Old Indian made a vivid impression on the minds of the midshipmen and they conceived the idea that he possessed peculiar powers and would bestow good luck upon those who did him reverence. He was called the 'God of Two-Five', the satisfactory or passing mark at the Naval Academy, and we all remember the days when we invoked the good will of the stern yet benevolent face of the old Indian as we passed before him.

"The best records indicate that Tamanend was born about 1628 and died about 1698. His burial place is at Chalfont, Pennsylvania, about thirty miles north of Philadelphia.

"He was the great friend of William Penn and welcomed the latter to America on his arrival in the Delaware Country, October 2, 1682, and in 1683 he signed the 'League of Friendship' under the famous TREATY ELM with Penn, in what is now Philadelphia.

"History declares that Tamanend 'stands foremost in the list of all great men of his nation in any age. He was a mighty warrior, an accomplished statesman, and a pure and high minded patriot. In private life he was as distinguished for his Virtues as in public life he was for his talents. His countrymen could only account for the perfections they ascribed to him by supposing him to be favored with the special communications of the Great Spirit'.

"During the Revolutionary War the memory of the character and patriotism of Tamanend was so glorified by the Americans as well as their Indian Allies that he was dubbed 'Saint Tamanend' and MAY FIRST was set upon the calendars as 'Saint Tamanend's Day'. It is a coincidence that MAY FIRST is now celebrated in the Navy as Dewey Day in honor of the Hero of Manila Bay.

"When this figurehead was brought to the Naval Academy and set up in the grounds it did not bear any name to indicate whom it represented. As time went on the midshipmen gave it various nicknames such as 'Powhatan', 'Uncas', and 'Tecumseh'. The latter was the most popular and for the past forty years this old Indian figure, so deeply venerated by the Midshipmen, has **been** known as 'Tecumseh'. Many of our Admirals and Captains, retired, and active, remember the days when they used to salute 'Tecumseh', offer the usual pennies, and invoke his blessing to the end that they might make a 'Two-Five' on a difficult examination.

"The Indian Chief 'Tecumseh' of the Creek tribe was engaged for the greater part of his life in fighting Americans. His courage and military skill as well as his mercy to his defeated enemies have won him great respect. It is a peculiar paradox, however, that we should have adopted 'Tecumseh' as a nickname for Tamanend and endowed this old Indian enemy of ours with such benevolent powers for good luck.

"But regardless of whether it is called 'Tamanend' or 'Tecumseh' this old Indian's face is so wonderfully modeled that it speaks a message all its own. We see there an expression of utmost patience, determination, courage, wisdom, and sympathy, such as should be the characteristics of a great chief as he guided and protected his tribe. It is this spirit of guidance and protection that seems to have pervaded this statue as it stood here in the Naval Academy grounds during the many years the Midshipmen in their daily formations have passed under the watchful eye of their 'Patron Saint' and hoped for his 'blessing' and approval.

"This statue in bronze resting on this solid block of Vermont granite will now defy the inroads of Time.

"In presenting the statue of the Great Tamanend to the U. S. Naval Academy the Class of 1891 looks backward as well as forward.

"BACKWARD, to the days when in the freedom of youth we enjoyed the good fellowship of our classmates and comrades, many of whom have passed from our midst but whose characters and deeds are still bright in our memory.

"FORWARD, to all the years of the future when generations of young men of America will pass through this Academy, the great 'melting pot' of the Navy, where minds are trained and characters are formed, for the service of our country.

"Midshipmen of the present and the future, we ask you to bind to your hearts the Traditions of the Service and to emulate the courage and fortitude and patience of this great Indian Chief Tamanend, of the Delawares whose admirable traits of character are so well defined in the face of this statue.

"Admiral Robison, Officers and Midshipmen of the Naval Academy, we now place this symbol of our service traditions into your hands, with every confidence that the standards of this Institution will, in the future as in the past, be maintained in accordance with the best 'Traditions of the Navy'."

## FINALE.

Two thousand years ago the Greeks went forth and won battles against overwhelming odds when the Delphian Oracle had approved their cause, and during the long stretch of centuries since that time omens have played a heavy part on many a battlefield. The soldiers of Constantine redoubled their blows when the sign of the cross appeared among the shifting clouds; Crusaders triumphed over the Saracens through the aid of a lucky talisman carried into battle; hardy Norsemen braved their foes upon turbulent seas, in frail craft whose strength lay in some potent figurehead carved upon the prow.

In 1917 America set out to "make the world safe for democracy". This phrase, coined by a man who had a vision of all that it might mean, invaded many a shell swept trench and lonely watch at sea, bringing comfort and strength to thousands of men who saw in it little more than a happy combination of words that somehow seemed to reach down and take hold of some spiritual reserve within them. The race had moved on beyond its oracles and omens, the figurehead had disappeared from the prow of the ship of war, and a new kind of symbol, - Tradition - had come to take its part in the courage and fortitude called forth by war.

Myths and traditions flourish best in the youth of a race. They still find fertile soil in spots where the youth of today is brought together. Dartmouth freshmen sit through their first chapel exercise on seats liberally sprinkled with salt and water to bring them health and hardihood; the Stanford initiate pitches his pebble against the hollow obelisk that surmounts the grave of the stallion Palo Alto, and the Midshipman tosses his penny to the statue of Tamanend to insure himself a passing mark in a difficult examination.

As the potent "God of 2.5", Tamanend is a curious blending of traditions, for Tamanend, or Saint Tammany, is himself largely a tradition. Authentic history that deals with him is short and simple, but the Tamanend that tradition has constructed holds a place in Indian lore of America analogous to that of the demigods of ancient Greek mythology. The wooden image of Tamanend is part of a tradition that placed such figures upon the prows of ships, long after men had ceased to believe in them as potent aids in battle. And, on beyond this background of tradition, an American Indian built for himself a new character and a new tradition. It is fitting therefore that this tradition should survive in everlasting bronze, so that future generations of Midshipmen, who by their first prayer delivered at the feet of the idol, consecrate their soul and body to unselfish service of their Country and its People.