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10 JANUARY 1931.

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# BUREAU OF NAVIGATION

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# BULLETIN

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NUMBER 148.

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PUBLISHED FOR THE PURPOSE OF DISSEMINATING

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GENERAL INFORMATION OF PROBABLE INTEREST TO

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THE SERVICE.

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## OFFICER PERSONNEL

### COMMENDED BY SECRETARY.

The Secretary of the Navy on 19 December, 1930, addressed letters of commendation to the following officers:

Commander Lucius W. Johnson, (MC), U.S.N., Public Health Service, Port au Prince, Haiti.

For commendable activity in relief measures immediately following the hurricane which swept the island of Haiti on 3 September, 1930.

Commander Ernest L. Gunther, U.S.N., U.S.S. MISSISSIPPI.

For prompt action in proceeding to the location of the crash of an O2U-1 plane, attached to the U.S.S. Idaho, on 27 October, 1930, and taking charge of salvage operations.

Lieutenant Commander Eric L. Barr, U.S.N., and Lieutenant (j.g.) Edward S. Lowe, (MC), U.S.N., U.S.S. IDAHO.

For tireless efforts in rendering aid in the attempt to rescue Ensign O. W. Anderson, U.S.N., and Ensign Glenn L. Desch, A-V(G), U.S.N.R., who crashed in an O2U-1 plane, attached to the U.S.S. Idaho, on 27 October, 1930.

Lieutenant Commander Julius F. Neuberger, (MC), U.S.N.

For commendatory service rendered while on duty with the Marine Brigade at Managua, Nicaragua, in the initiation and prosecution of a mosquito dusting campaign.

### OFFICERS SELECTED FOR POSTGRADUATE COURSES.

The following officers were recently selected for postgraduate instruction commencing in July, 1931:

#### ORDNANCE

Lieutenant (jg)	William H. Benson, U.S.N.,
"	Irving T. Duke, U.S.N.,
"	Warren W. Harvey, U.S.N.,
"	Clarence E. Haugen, U.S.N.,
"	Harry E. Hubbard, U.S.N.,
"	Joseph W. Ludewig, U.S.N.,
"	James M. Robinson, U.S.N.,
"	John H. Sides, U.S.N.,
"	Myron S. Teller, U.S.N.,
"	John R. Van Nagle, U.S.N.

MECHANICAL ENGINEERING

Lieutenant Ralph W. Bowers, U.S.N.,  
" (jg) John B. Brown, U.S.N.,  
" " Edward P. Creehan, U.S.N.,  
" " Tilman T. Dantzler, U.S.N.,  
" " John D. Hayes, U.S.N.,  
" " William S. Howard, U.S.N.,  
" " Albert E. Jarrell, U.S.N.,  
" " Harold O. Larson, U.S.N.,  
" " Charles E. McDonald, U.S.N.,  
" " Warren P. Mowatt, U.S.N.,  
" " William J. O'Brien, U.S.N.,  
" " Louis D. Sharp, U.S.N.,  
" " Samuel D. Simpson, U.S.N.,  
" " Rufus G. Theyer, U.S.N.,  
" " Horace G. Trainer, U.S.N.

ELECTRICAL ENGINEERING

Lieutenant (jg) James O. Banks, Jr., U.S.N.,  
" " William J. Marshall, U.S.N.,  
" " Thomas M. McGraw, U.S.N.,  
" " Edward L. Schleif, U.S.N.,  
" Clarence F. Swanson, U.S.N.,  
" (jg) Richard C. Webb, Jr., U.S.N.,  
" " Elmer E. Yeomans, U.S.N.,

DIESEL ENGINEERING

Lieutenant (jg) Elmer C. Buerkle, U.S.N.,  
" " Arthur H. Grubart, U.S.N.,  
" " Kenneth C. Hard, U.S.N.,  
" " Warren W. Johnson, U.S.N.,  
" " Oliver F. Naquin, U.S.N.,  
" " Neill Phillips, U.S.N.,  
" " John L. Welch, U.S.N.

AEROLOGY

Lieutenant (jg) David R. Hull, U.S.N.,  
" " Henry E. Richter, U.S.N.

AERONAUTICAL ENGINEERING

Lieutenant Samuel H. Arthur, U.S.N.,  
" (jg) Ezra M. Ellis, U.S.N.,  
" " James A. Greenwald, U.S.N.,  
" John E. Pixton, U.S.N.,  
" (jg) Richard W. Ruble, U.S.N.

GAS ENGINEERING

Lieutenant (jg) George W. Evans, U.S.N.,  
" John Orla Jenkins, U.S.N.

COMMUNICATION ENGINEERING

Lieutenant Frank Akers, U.S.N., ✓  
" (jg) Donald C. Beard, U.S.N., ✓  
" " Paul C. Crosley, U.S.N., ✓  
" Grover B. H. Hall, U.S.N., ✓  
" (jg) John H. Long, U.S.N., ✓  
" " Thomas B. McMurtrey, U.S.N., ✓  
" " William C. Schultz, U.S.N., ✓

LAW

Lieutenant Harold C. Fitz, U.S.N.,  
" (jg) Ira H. Nunn, U.S.N.,  
" " Roger E. Perry, U.S.N.

GENERAL LINE

Lieutenant (jg) Joseph W. Adams, U.S.N.,  
" Cecil C. Adell, U.S.N.,  
" Charles Allen, U.S.N.,  
" (jg) Frank H. Ball, U.S.N.,  
" " Frederick J. Bell, U.S.N.,  
" Laurence Bennett, U.S.N.,  
" (jg) Elmer E. Berthold, U.S.N.,  
" " Robert S. Bertschy, U.S.N.,  
" " Alfred J. Bolton, U.S.N.,  
" " Richard J. Bourke, U.S.N.,  
" " William D. Brown, U.S.N.,  
" " Robert L. Campbell, U.S.N.,  
" " Howard L. Collins, U.S.N.,  
" " Paul S. Crandell, U.S.N.,  
" " John G. Crawford, U.S.N.,  
" " John C. Daniel, U.S.N.,  
" " Elmer O. Davis, U.S.N.,  
" Joseph S. Donnell, U.S.N.,  
" (jg) Ralph Earle, Jr., U.S.N.,  
" Henry C. Flanagan, U.S.N.,  
" (jg) Dennis L. Francis, U.S.N.,  
" " John K. B. Ginder, U.S.N.,  
" " Henry W. Goodall, U.S.N.,  
" Darrrough S. Gurney, U.S.N.,  
" Frederick A. Hardesty, U.S.N.,  
" (jg) Warner U. Hines, U.S.N.,  
" " Adrian M. Hurst, U.S.N.,  
" " Frederick J. Ilsemann, U.S.N.,  
" Hugh D. Lyttle, U.S.N.

Lieutenant Lewis R. McDowell, U.S.N.,  
 " James J. McGlynn, U.S.N.,  
 " Hugh B. McLean, U.S.N.,  
 " (jg) Preston V. Mercer, U.S.N.,  
 " Charles H. K. Miller, U.S.N.,  
 " Floyd J. Nuber, U.S.N.,  
 " Donald R. Osborn, U.S.N.,  
 " Mead S. Pearson, U.S.N.,  
 " (jg) George E. Peterson, U.S.N.,  
 " Benjamin C. Purrington, U.S.N.,  
 " William F. Ramsey, U.S.N.,  
 " Edward W. Rawlins, U.S.N.,  
 " (jg) Henry T. Read, U.S.N.,  
 " Riffel G. Rhoton, U.S.N.,  
 " (jg) Thomas C. Ritchie, U.S.N.,  
 " Theodore J. Shultz, U.S.N.,  
 " Eugene T. Seaward, U.S.N.,  
 " Paul S. Slawson, U.S.N.,  
 " Max C. Stormes, U.S.N.,  
 " (jg) Murray J. Tichenor, U.S.N.,  
 " Haskell C. Todd, U.S.N.,  
 " (jg) Arthur M. Townsend, U.S.N.,  
 " Audley L. Warburton, U.S.N.,  
 " John T. Warren, U.S.N.,  
 " Edmund W. Whitehead, U.S.N.,  
 " Warren D. Wilkin, U.S.N.,  
 " Charles W. Wilkins, U.S.N.,  
 " Jack B. Williams, U.S.N.,  
 " Joseph J. Woodward, U.S.N.,  
 " Joseph M. Worthington, U.S.N.,  
 " Edward W. Young, U.S.N.

SUBMARINE PERSONNEL REQUIREMENTS.

During the first half of 1931 the following replacement ratings will be required for submarines:

1 Coxswain  
 7 Gunner's Mates  
 27 Seamen  
 46 Firemen  
 1 Pharmacist's Mate 1c

The replacements chosen will receive twelve weeks' preliminary training at the Submarine Base, New London. All requests made must be forwarded to the Bureau of Navigation in the usual manner.

ACTING PAY CLERK EXAMINATION.

Twenty Candidates Qualify.

The following is a list of the twenty candidates who qualified on the examinations conducted in October, 1930, for appointment as Acting Pay Clerk in the Navy, in the order of their standing as determined by the average mark attained on such examination.

In view of the small number of vacancies in the Warrant Corps, only a very limited number are expected to be appointed from the qualified candidates whose names appear below. Those not appointed prior to the next examination, which will probably be in July, 1931, will be required to qualify by examination again in order to be eligible for consideration for appointment.

<u>Name</u>	<u>Rate</u>	<u>Present Station</u>
Baker, Fred L.	Yeoman 1c	U.S.S. WIDGEON
Williams, James M.	Storekeeper 1c	U.S.S. UPSHUR
Dunn, Clark	Pharmacist's Mate 1c	Naval Dispensary, Navy Department, Washington, D.C.
White, Victor R.	Storekeeper 1c	Receiving Ship, San Fran- cisco
Slach, Robert F.	" "	U.S.S. SARATOGA
Lillis, Joseph H.	" "	U.S.S. CAMDEN
Shea, Francis E.	Yeoman 1c	U.S.S. MARYLAND
Parker, Alton B.	Storekeeper 1c	Naval Radio Station, Providence, R.I.
Keech, Paul H.	Ph. Mate 1c	Naval Dispensary, Navy Dept., Washington, D.C.
Stokes, Carl L.	Storekeeper 1c	U.S.S. NEVADA
Hample, Leonard C.	Yeoman 1c	U.S.S. CANOPUS
Miller, William W.	" "	U.S.S. ARIZONA
Stark, Albert F.	Storekeeper 1c	U.S.S. RIGEL
May, Harold D.	" "	U.S.S. NIAGARA
Brunn, Othello G.	" "	U.S.S. ALTAIR
Chiasson, Arthur L.	" "	Receiving Ship, Hampton Rds.
Taylor, Ross	" "	Submarine Base, Pearl Harbor, T. H.
Woods, Harold T.	" "	Naval Torpedo Sta., New- port, R. I.
Maechtle, Hilmer M.	" "	Submarine Base, Pearl Harbor, T. H.
Mandell, Charles	Yeoman 1c	U.S.S. IDAHO

NEW SUPPLY CORPS OFFICERS.

Five Naval R.O.T.C. Graduates are Commissioned.

Five Naval R.O.T.C. graduates were recently selected for Commissions in the Supply Corps of the Navy after having completed four years' instruction at Naval R.O.T.C. Units, as follows:

Thomas L. Becknell, Jr.,  
Georgia School of Technology.

Willard C. Johnson,  
University of Washington.

James W. Boundy,  
University of Washington.

James Henry Payne,  
Harvard University.

Onnie Peter Lattu,  
University of California.

ENLISTED PERSONNEL

LETTERS OF COMMENDATION.

The Secretary of the Navy recently addressed letters of commendation to the following Naval Personnel:

William C. Foreman, Radioman 3c, U.S.N., U.S.S. ROCHESTER.  
Home address, 581 Sawyer Street, Rochester, N. Y.

For prompt action in saving David L. Bixler, Yeoman 1c,  
from drowning.

James Henry Wilson, Radioman 1c, U.S.N., U.S.S. ROCHESTER.  
Home address, 272 Northrup Street, Columbia, Ohio.

John Joseph Cain, Fireman 1c, U.S.N., U.S.S. ROCHESTER.  
Home address, 28 East Hudson Street, Long Beach, N. Y.

Robert William Barth, Electrician's Mate 3c, U.S.N., U.S.S. ROCHESTER.  
Home address, 137 Radley Roads, Westfield, N. J.

For assisting in saving several members of a regular swimming party from the U.S.S. Rochester from drowning off Cardon Island Beach, Corinto Harbor, Nicaragua.

John Kill Collier, Engineman 1c, U.S.N., U.S.S. WIDGEON.  
Home address, R.F.D., Houston, Texas.

Bruce Robert Kelley, Seaman 2c, U.S.N., U.S.S. PELICAN.  
Home address, 303 Pattee Street, Missoula, Montana.

For saving Otto Karl Ratsch, Seaman 1c, U.S.Navy, from  
drowning at Pearl Harbor on 20 October, 1930.

Leslie Porter Searles, Fireman 1c, U.S.N., U.S.S. IDAHO.  
Home address, 148 Columbia Street, Cohoes, N. Y.

Warren Lloyd Hughes, Seaman 1c, U.S.N., U.S.S. WEST VIRGINIA.  
Home address, Gig Harbor, Washington.

For tireless efforts in attempting to rescue occupants of  
an O2U-1 plane, attached to the U.S.S. Idaho, from drown-  
ing when the plane had crashed after being catapulted from  
the deck of the ship.

#### PERSONNEL ALLOWANCE.

##### Present Situation Explained.

Recently the question, "Why are the ships of the fleet below  
allowance", has been asked many times. Here's the answer.

When the Operating Force Plan for 1931 was revised, it in-  
volved changes of status of vessels as follows:

To be decommissioned - 1 battleship, 2 cruisers, 3 tenders,  
16 destroyers, 2 light mine layers,  
and 25 submarines.

To be retained with reduced allowances - 3 battleships and  
8 destroyers.

The above changes in themselves reduced the number of enlisted men  
required by 7,592.

At the same time, allowances of battleships, cruisers, aircraft  
carriers, tenders, and destroyers were increased to 90% or more, and  
560 men were added to allowances of the aeronautical organization.  
Subtracting these increases from the figure in the paragraph above  
made a net decrease of 4,800 men for the remainder of the current  
fiscal year. To bring about this decrease as soon as possible, re-  
cruiting was reduced to 200 men per month, and the Bureau became  
more lenient in handling requests for special order discharges. As  
a result, it is expected that the reduction of 4,800 men will be  
accomplished by 1 March, 1931. But all the men released from ves-  
sels to be decommissioned or reduced in allowances will not be  
available for assignment to other duty for some time after that  
date.

Of the battleships, the ARKANSAS will not be reduced in allowance until her return to the States in May. Of the destroyers to be decommissioned, 2 have already gone out and it is expected that all will be decommissioned prior to 1 March. Of the submarines, none have been decommissioned, and their decommissioning will not be completed until 1 June. Of the cruisers, none have been decommissioned, and their decommissioning will not be completed prior to 1 July.

Thus it may be seen that vessels of the Fleet must be operated below allowance until the changes in status of other vessels have been completed.

#### REENLISTMENT OF AVIATION PILOTS.

##### Permanent Flight Orders Effective from Date of Receipt.

Instructions contained in Bureau of Navigation Circular Letter No. 4-31 require despatch report to the Bureau advising date of reenlistment of a chief aviation pilot, aviation pilot first class, naval aviation pilot, or student naval aviation pilot who has completed flight training at Pensacola. This is necessary in order that enlisted pilots may be reissued permanent flight orders effective from date of reenlistment. When such report is not forwarded to the Bureau, it is evident information of reenlistment may not be available to the interested Section in the Bureau for some time after reenlistment, consequently loss of flight pay is involved. A recent ruling sets forth that permanent flight orders are effective from date of receipt. Provided, on day of reenlistment of an enlisted pilot the Bureau of Navigation is advised of such reenlistment by despatch, it endeavors to effect reissue of permanent flight orders by despatch, from date of reenlistment. It is desired that all enlisted pilots, as the interested parties, be informed of the foregoing.

### TRAINING

#### OPTICAL SCHOOL NEEDS STUDENTS.

Information regarding the optical courses available at the Optical School, Navy Yard, Mare Island, California, is set forth in the Bureau of Navigation Manual and in various letters. In view of the fact that some difficulty has been experienced in finding sufficient applicants to fill the classes, it is probable that the benefits to be derived are not fully realized. At the present time the Mare Island Optical School has the following capacity:

Officers' Short Course	6	members
Enlisted Men's Short		
Course	24	"
Enlisted Men's Long		
Course	12	"

It is hoped that vessels on the West Coast will take advantage of the above courses.

### TRAINING COURSES AVAILABLE.

A recent change in requirements for advancement in rating prescribes -

- (1) That a candidate must "have completed satisfactorily the Navy Training Course when a suitable one is available for the rating to which eligible for advancement".
- (2) That reports of examination must show final mark on examination in Navy Training Course when suitable one is available.

The following is a list of "suitable courses available" at the present time. Additions to this list will be published in this Bulletin as new courses become available for issue.

Fireman 1c and 2c  
Watertender 2c  
Carpenter's Mate, Chief, 1c, 2c, and 3c  
Painter, 1c, 2c, and 3c  
Coxswain  
Boatswain's Mate, Chief, 1c, and 2c  
Quartermaster, Chief, 1c, 2c, and 3c  
Signalman, 1c, 2c, and 3c  
Aviation Machinist's Mate, 3c  
Storekeeper, Chief, 1c and 2c  
Baker's Rating  
Hospital Apprentice, 1c  
Pharmacist's Mate, Chief, 1c, 2c, and 3c  
Electrician's Mate, 3c  
Radioman, Chief, and 2c  
Shipfitter, Chief, 1c, 2c, and 3c  
Gunner's Mate, Chief, 1c, 2c, and 3c  
Torpedoman, Chief, 1c, 2c, and 3c

### NEW SLIDEFILM.

The Training Division has completed a slidefilm entitled, "Brickwork - Oil Burning Boilers", in collaboration with the Bureau of Engineering and the Fuel Oil Testing Plant, Navy Yard, Philadelphia, Pa. It is hoped to have this film on board all vessels before departure for the fleet concentration.

This slidefilm shows the latest practice in laying boiler brick. It should be instructive to a large percentage of engineering personnel who may not have had the opportunity to see the operation of rebricking a boiler, and useful as an actual guide to correct procedure in cases where repair or rebricking becomes necessary.

# NAVAL RESERVE

## CONFERENCE ON MERCHANT MARINE.

The Fourth National Conference on the Merchant Marine will be held in the main assembly hall of the United States Chamber of Commerce Building, Washington, D. C., on January 21 and 22, 1931.

Among the important topics to be discussed of especial interest to the Merchant Marine Naval Reserve are the training of personnel for the new ships which, under the present building program, are rapidly being added to the existing overseas service; the effect of marine engineering development and research on new ship construction; and the important problem of securing from American shippers and travelers an increased amount of patronage for ships of American registry.

## RETAINER PAY FOR NAVAL RESERVES.

Enlisted men about to be discharged from the Navy and assigned to Class F-2, Naval Reserve, must keep the Commandant of the District in which they will locate, informed of their address and of subsequent changes. This is necessary in order that retainer pay vouchers may be forwarded without delay. It usually requires about 25 days for payment to be made. Incorrect address causes considerable inconvenience, both to the Commandant and to the individual concerned. Keep the Commandant informed.

## MISCELLANEOUS

### U.S.S. AROOSTOOK CONTRIBUTES TO NAVY RELIEF.

The Commanding Officer of the U.S.S. AROOSTOOK has notified the Navy Relief Society that the officers and men of that vessel will contribute to the Society all money remaining on hand in the Ship's Service Department upon decommissioning of the ship. The contribution will be in excess of twelve hundred dollars and will be used to carry on the good work of the Navy Relief Society. The personnel of the Aroostook is to be congratulated for their generous gift to the Society.

### A GRATEFUL MOTHER.

Many letters are received by the Bureau from parents of Enlisted Personnel. The following characteristic letter received from the mother of a chief watertender who was recently discharged to the Fleet Naval Reserve, Class 4, is of interest:

"Secretary of the Navy.

"Kind Sir:-

"I hasten to tell you this is a Xmas letter - tho' I have intended writing since I saw my son who was discharged

from the Pacific Fleet on May 30th. Now here's to both Fleets - Atlantic and Pacific. I certainly do appreciate the interest you have manifested in my only boy and I am a widow. His father died when he was four years old. When he enlisted I thought I had buried him, indeed I did - nothing more nor less. Now I understand better what the U. S. Navy is - a little bit of it - now if I had a few more boys, when they wanted to enlist I'd feel so different about it. 'Uncle Sam' gives training no one else, not even a mother, can give. But first the sailor must have, I am sure, a desire to do his duty by both 'Uncle Sam' and his fellow man. Now please say to any and all who may have known him, I am surely proud of 'My Navy Man', indeed I am. He is the same devoted boy just as fond of his mother as before he enlisted. I cannot say he is perfect - no, but I am satisfied with him. I do hope you let me keep him always. I am 63 years old the 23rd of this month, but if he has to go I'll not complain. You, it seems, have an interest in him. Excuse all mistakes and, too, I'd like the others to know how I appreciate any kindness shown him during the sixteen years he was one of you.

"With all kinds of good wishes to each and every one who may have known him, I am,

"Sincerely,

" \_\_\_\_\_ ".

#### INFORMATION FOR PHILATELISTS.

The Bureau has been recently informed that a large number of officers who are interested in stamp collection have applied to the Post Office Department for information bulletins concerning new issues. In view of the interest which has been manifested, the Bureau will endeavor to publish information from time to time regarding new issues.

A Philatelic Agency is located in Room 216, City Post Office Building, Washington, D. C. The Agency publishes a memorandum regarding the stamps which are on hand and available for sale at their regular value. Any one desiring them must send money orders or certified checks in payment. Postage stamps and personal checks are not accepted.

In addition to postage, the registry fee on shipments valued at fifty dollars or less is fifteen cents; from fifty to one hundred dollars, twenty cents, to which should be added ten cents for each additional hundred dollars or fraction thereof, up to eight hundred dollars. Unless registry fee is received, shipment is despatched at purchaser's risk. Scott's catalogue numbers are used merely for identification purposes and are not to be used in ordering. The

Philatelic Agency will send their bulletin upon request accompanied by stamped and addressed envelope. (This information should be retained for further use as it will not again be published.)

Inasmuch as the commemorative issues frequently occur, stamp collectors are advised that the following issues are still available at the Philatelic Agency:

<u>Catalogue Number</u>	<u>Description</u>
649	2¢ Aeronautic Conference, 1928.
650	5¢ " " " "
	2¢ Massachusetts Bay Colony, 1930.
	2¢ Charleston, 1930.
	2¢ Battle of Braddock, 1930.
654	2¢ Edison, 1929 (flat).
655	2¢ " " (rotary).
656	2¢ " " (coiled sidewise).
657	2¢ Sullivan, 1929.
680	2¢ Fallen Timbers, 1929.
681	2¢ Ohio River Canalization, 1929.

THEY ARE NEVER ALONE  
THAT ARE COMPANIED WITH NOBLE THOUGHTS.

The Bulletin quotes the following words spoken by the Secretary of the Navy at a recent dinner given by the Assistant Secretary to Admiral W. V. Pratt, Chief of Naval Operations:

"And what can I say to you my associates of these two happy years. I came here to a totally new type of service. I knew little of you and your ways and less of the inside of your ships. I had never conducted an organization and was perhaps a bit apprehensive.

"Your friendliness and understanding, your support, your loyalty and eager response to every wish, have made what might have been a hard task, the real pleasure of a lifetime. I am deeply grateful. Your love for the service and devotion to duty have been the inspiration, the great happiness of my service with you."

THE IDAHO LOG.

Ship's Poet Greet's New Year in Rhyme.

0 to 4. Thursday, 1 January, 1931.

In Los Angeles Harbor, well off the shore  
The ship is swinging in Berth Baker Four;  
And carefully noted, all bearings true  
The ship is on heading two seven two;  
Two seven five to the tank, tall and black,  
Three twenty five to the white chimney stack;  
Two fourteen on the Breakwater Light,  
Our fix was taken this very night.  
The stout port anchor, without fail  
Will hold us secure against any gale;  
Seven fathoms down it grips the mud  
And gives not one inch to the ebb or flood.  
At the water's edge, thirty fathoms of chain  
Tends slightly aft with just a little strain;  
The Flag of C-in-C on the CALIFORNIA flies;  
The PROCYON in the inner harbor lies,  
While BatDiv FIVE, less the MARYLAND  
Show their anchor lights on either hand;  
The Fourth Division all in line  
With the SARATOGA total nine.  
The Breakwater Light as it swings by  
Outlines each ship against the sky.  
By Boiler Two, the mid watch dream  
For auxiliary use keeps a head steam.  
From Denver leave, both sober and clean  
Comes Corporal Williams, a big Marine;  
And fifteen days, plus three days more  
Was the time he spent upon the shore.  
The barometer steady, a near calm sea  
Starts the New Year off most cheerfully;  
But the Breakwater "Cow" sights fog somewhere  
And bellows its warning on the morning air.  
Thus a peaceful watch begins the year -  
May each of its days be full of cheer.



# OFFICER PERSONNEL

## COMMENDATION.

The Secretary of the Navy, on 19 January, addressed letters of commendation to the following officers:

Lieutenant Commander John E. Williams, U.S.N., Sixteenth Naval District -

For promptness and fearlessness, and without regard to personal danger, in disarming and subduing a Private of the Marines who had run amuck, menacing life by promiscuous firing of a riot gun on 27 October, 1930.

Lieutenant (j.g.) William C. Eddy, U.S.N., U.S.S. O-3.-

For designing and constructing an amplifier for use with submarine sound apparatus.

## CONTRACT EXPIRES.

### Brazilian Mission Returns.

The U. S. Naval Mission to Brazil will be returned to the United States by the end of January of this year. The contract expired on 6 November, 1930. Negotiations for its continuance had practically been completed, lacking only the signature of the two Governments concerned, when the Government of Brazil was deposed. The new Government found the financial condition of the country such as to require the most rigid economy. Pending the decision of the new Government as to the renewal of the contract, the Mission was requested to continue functioning. The decision was reached in November that, for the sake of economy, the U. S. Naval Mission and the French Military Mission must be discontinued, and that the service of the U. S. Naval Mission would terminate as of 31 January.

Several press items in the New York Times, emanating from its correspondent in Sao Paulo, cast unfavorable reflections on the character of the Mission and carried the implication that the reasons for the withdrawal of the Mission were other than those of economy. In a letter to the Secretary of State, the American Ambassador has drawn attention to these statements and characterizes them as unwarrantable, unjust and untrue; and has stated that neither in naval or civilian circles has the opinion stated in such articles been expressed; and that the official and personal conduct of the officers attached to the Mission during the eight years of its continuance has been of such a character as to merit commendation and appreciation.

NAVAL CONSTRUCTION POSTGRADUATES.

The following officers have been selected for postgraduate course of instruction in Naval Construction:

Ensign William C. Allen, U.S.N.,  
" Victor B. Cole, U.S.N.,  
Lieutenant (jg) John H. Ellison, U.S.N.,  
Ensign James M. Farrin, Jr., U.S.N.,  
" Herbert J. Hiemenz, U.S.N.,  
Lieutenant (jg) William T. Jones, U.S.N.,  
Ensign John H. Keatley, U.S.N.,  
" Thomas E. Kent, Jr., U.S.N.,  
Lieutenant (jg) William E. Leahy, U.S.N.,  
Ensign Thomas E. Spiller, Jr., U.S.N.,  
Lieutenant (jg) Mario G. Vangeli, U.S.N.,  
" " Herbert G. Zitzewitz, U.S.N.

THE VALUE OF SERVICE.

Information having reached the Secretary of the Navy that a feeling prevails that battleship duty is of paramount importance in determining an officer's fitness for promotion, Secretary Adams directed that the following be published to the service in modification of Bureau of Navigation Circular Letter No. 19-29. In order that it may obtain the widest possible circulation, the Bureau quotes the Secretary's observations which are as follows:

"Through force of circumstances, rather than through fault of their own, a considerable number of officers are found with battleship duty largely absent from their records, but in place thereof, in the majority of such cases, duty in submarines or destroyers. This is caused by the limited number of battleship billets available, the lack of vacancies in battleship billets at the time individual officers are ordered to sea, the necessity of retaining a regular rotation between sea and shore duty, and the necessity of ordering to submarines officers who are qualified submarine officers.

"This duty in the smaller vessels has been the natural result of the largely increased number of submarines and destroyers at a time when battleship tonnage was on the point of being and has since been materially reduced. Duty in these types of vessels places upon the shoulders of officers serving in them responsibilities greater than those of similar rank serving in subordinate capacity on larger vessels. Certainly a Navy whose personnel has devoted years to the exercise of command is better fitted to perform its ultimate mission than is one whose personnel has spent their most active years in subordinate billets.

"In former days the Navy saw many excellent old-time subordinates rise to command only to find themselves unequal to the responsibilities of the new situation. The present-day Navy is rich in experience in command of smaller craft, submarines and destroyers during and since the war; there can be no question as to the greater suitability of these officers to command our largest ships than had they spent the greater part of their service as subordinates in larger ships. And by the same token, the exercise of individual ship command must surely breed better flag officers than can the continued duties of subordinates in large ships.

"Variety in duty is desirable, but after an early cruise in a large ship 'Big ship' duty becomes of less importance to the career of an officer. It has become impossible to give all commanders the opportunity of serving as executive officer in a large ship and such duty is of less importance to the individual than is the successful command of a destroyer or submarine in preparing an officer for command and flag rank. Nothing can so well fit an officer for the responsibilities of command and flag rank as the actual experience of command.

"Important and essential as are the duties of subordinates in large ships, our ultimate aim in personnel is the training and development of leaders to command. In the view of the Department, subordinate duty on board large ships is of great importance to those ships, but of lesser value to the individual under training for command; to him duty in actual command of even one of the smallest submarines is of the greater value in preparing him to exercise command.

"With this in mind the Department directs the publication of this letter as modifying Bureau of Navigation's Circular Letter No. 19-29 to read:

'11. Parallel assignments for training exist in the command of destroyers, of submarines and of certain vessels of the train. With these assignments and with further increase in the number of light cruisers, it should be possible to accord proper assignments to Commanders on their final sea duty in that grade.'

In view of the foregoing, the Bureau of Navigation will be guided by the views of the Secretary in assigning captains, commanders, and lieutenant commanders to sea duty.

# NAVAL ACADEMY

## NAVAL ACADEMY ATHLETICS.

On 7 January, the Naval Academy basketball team defeated the excellent George Washington University team by a score of 42-38 and broke the winning streak of that team. The game was featured by excellent passing and spectacular shooting. Leading through the first half by a 4 point margin, the midshipmen were extended in order to win. For the Navy, Loughlin gave the spectators the thrill of the game. He received the ball four times and as many times sank it through the net without touching the rim. For George Washington, Forrest Burgess was the outstanding star.

On 10 January, the Naval Academy basketball team defeated the fast-playing Rutgers College team by a score of 36-26. Loughlin was again the featured player for the Navy and the team showed considerable improvement in team work in maintaining an unbroken string of victories.

The Naval Academy basketball team curtailed its string of victories by defeating Virginia 36-21 on 14 January.

On 17 January, the flashy Duke University team defeated the Naval Academy by a score of 41-27. The game was featured by the brilliant playing of Croson, Duke captain and center, and Shaw, Duke guard, who sank six field goals. Bedell, Navy guard, played an excellent game, displaying his characteristic aggressiveness which netted him six field goals, thus tying Shaw for high scoring honors.

## NAVY COACH RESIGNS.

W. A. Ingram, who for the last five years has served as Head Coach of the Naval Academy football team, recently resigned to accept a position as coach at the University of California. It is understood that no selection has as yet been made of his successor. The Bureau wishes Ingram every possible success in his new field.

## ENLISTED PERSONNEL

### COMMENDATION.

On 6 January, the Secretary of the Navy sent a letter of commendation to the following-named enlisted man:

Arthur Ellenwood Bloomer, Chief Aviation Pilot, U.S. Navy, Naval Air Station, Coco Solo. Home address, Chatham, Mass.

While a seaplane was approaching the landing at Coco Solo on 3 December, one of the propellers carried away,

throwing the plane into a steep nose dive. The second pilot who occupied the front cockpit jumped to his death. In spite of the deluge of hot water and oil thrown into his face, Bloomer made an excellent landing in a narrow stretch of water in the old French canal, thereby saving the remaining members of the crew from injury or possible death.

RECRUIT STANDARDS RAISED.

During the month of December, 146 recruits were received at San Diego. Of this number only 5% made below 50 in the General Classification Test. Fifty is the lowest limiting qualification for entrance into a service school.

The large percentage of 83.5 had either entered or had completed high school. Of the total, 33.3% had actually completed high school. Six of the recruits had completed one or more years in college.

DESERTIONS AND DISCHARGES.

During the calendar year 1930, 175 men, within the first year of their enlistment, were separated from the Naval Service by reason of discharge or desertion. Of this number, 16 were separated by desertion, 104 by special order, 7 by undesirable discharge, 20 by bad conduct, 3 for inaptitude, and 25 by reason of medical survey.

SEA AND SHORE DUTY.

Bureau of Navigation Circular Letter No. 10-31, of 12 January, defines sea and shore duty for commissioned personnel. The latter should read this letter carefully in order that they may become informed of their present status in this respect.

Bureau's Circular Letter No. 11-31, of 13 January, outlines sea service requirements for enlisted men as a qualification for shore duty. The minimum sea duty requirements before becoming eligible for consideration for shore duty for certain ratings are as follows:

C.E.M. -----	3	years	Radiomen -----	2	years
C.G.M. -----	4	"	Printers -----	3	years
C.T.M. -----	"	"	Painters -----	3	"
C.S.M. -----	5	"	Yeomen -----	2	"
C.R.M. -----	2	"	Storekeepers -----	2	"
C.C.M. -----	5	"	Pharmacist's Mates --	2	"
C.Prtr. -----	3	"	First Musicians ----	2	"
C.Y. -----	2	"	Musicians 1c, 2c ----	2	"
C.S.K. -----	2	"	Euglemasters -----	4	"
C.Ph.M. -----	2	"	Euglers -----	3	"
Bmstr. -----	2	"	Ship's Cooks -----	2	"
C.Bgmstr. -----	2	"	Aviation Ratings ----	2	"
C.C.Std. -----	3	"			

The minimum requirements for eligibility for shore assignments as set forth above do not constitute a guarantee that the ratings listed will be assigned to shore duty at the end of the time indicated. Actual assignments are made from the eligibility list maintained in the Bureau, as vacancies occur.

## NAVAL RESERVE

### NAVAL RESERVE AVIATION BASE AT MIAMI.

During the Third Annual Miami All-American Air Races, which were held in Miami January 8, 9, and 10, the City of Miami turned over to the Navy the New Miami Naval Reserve Aviation Base. Miami was selected by the Navy Department as a site in the Southeastern part of the United States offering the best facilities. The City of Miami, in order to have the Base established there, supplied a flying field comprising 157 acres of land, on which they constructed a hangar, Commanding Officer's quarters, and a recreation building, which included space for visiting officers, space for housing enlisted men on active duty, reading rooms, etc. The Navy Department was represented at the ceremonies of "taking over" by

Honorable David S. Ingalls, Assistant Secretary of the  
Navy for Aeronautics,

Rear Admiral William A. Moffett, U.S. Navy, Chief of  
Bureau of Aeronautics,

Captain Hugo W. Osterhaus, U.S. Navy, Director of Naval  
Reserves, and

Colonel Thomas C. Turner, U.S. Marine Corps, Head of  
Marine Aviation.

### THE NAVAL RESERVE.

By Act of Congress approved 28 February, 1925, the Naval Reserve is created a component part of the U. S. Navy. It consists of three general classes as follows:

Fleet Naval Reserve  
Volunteer Naval Reserve  
Merchant Marine Naval Reserve

Officers are commissioned in the Naval Reserve of the United States Navy and are assigned to such classification as they may be found qualified for.

Many officers seem to be unacquainted with the classes and sub-classes of officers in the Reserve, and with the symbols which designate the classes. The symbols are as follows:

D -----Deck	C -----Communication Officer
E -----Engineer	I -----Intelligence "
DE -----Deck and Engineer	O -----Ordnance "
A -----Aviation	L -----Legal Officer
MC -----Medical	NT -----Naval Transportation Officer
SC -----Supply	V -----Volunteer
DC -----Dental	G -----General Service
CHC -----Chaplain	S -----Special Service
CEC -----Civil Engineer	M -----Merchant Marine

Enlisted men of the Naval Reserve are classed as follows:

#### FLEET

- F-1 Men enlisted for four-year periods or with extended enlistments and attached to organized units of the Fleet Reserve.
- F-2 Men assigned for four years upon termination of one or more complete enlistments in the regular Navy.
- F-3-c Men transferred to the Naval Reserve prior to 1 July 1925 after 16 years Naval Service.
- F-3-d Men transferred to the Naval Reserve prior to 1 July 1925 after 20 years naval service.
- F-4-c Men who served in the regular Navy prior to 1 July 1925 who were either in the Navy or Naval Reserve on that date and thereafter transfer to the Naval Reserve after 16 years naval service.
- F-4-d Men who served in the regular Navy prior to 1 July 1925 who were either in the Navy or Naval Reserve on that date, and thereafter transfer to the Naval Reserve after 20 years naval service.
- F-5 Men who first enlist in the Navy after 1 July 1925 or who reenlist with broken service after that date, and transfer to the Naval Reserve after 20 years naval service.

#### VOLUNTEER

- V-1 Men associated with battalion headquarters divisions and fleet divisions.
- V-2 Men associated with squadron headquarters divisions and aviation divisions.
- V-3 Men of communication ratings of the Volunteer Communication Reserve and special branches.
- V-4 Men enlisted within three months of discharge from the regular Navy in order to maintain continuous service.
- V-5 Men enlisted as Seamen 2c for training as Naval Aviators.
- V-6 Men transferred from other classes by reason of inability to continue association with any reserve activity because of civil occupation, removal of residence, etc.

## THE FLEET NAVAL RESERVE.

The mission of the Fleet Naval Reserve is to create and mobilize trained organizations for service on board vessels of the United States Fleet and Naval Transportation service in the Theatre of operations. The officers of the Fleet Reserve and enlisted men of class F-1 are organized into divisions for training and mobilization. Each division of the seagoing branch is trained to provide a reserve crew for a designated naval vessel at time of mobilization. They are required to attend armory drills and perform a 15 day training cruise annually on a vessel similar to the one designated for mobilization. Officers and men of the Fleet aviation divisions will form the complement of aviation squadrons for war service, and are likewise required to attend drills and perform training duty annually. Officers and men of the Fleet Reserve attached to organized units receive drill pay at the rate of 1/30th of the monthly base pay of their ranks and ratings for each drill attended, not to exceed 60 per year, and receive the full pay of their ranks and ratings when performing training duty.

Fleet Reserve Officers are procured from the following sources:

- (a) By transfer of qualified officers from the Volunteer Naval Reserve. Officers who have qualified for their ranks may be transferred from the Volunteer Reserve to the Fleet Reserve or from the Fleet to the Volunteer Reserve without loss of rank or precedence.
- (b) By the appointment of enlisted men qualified by examination.
- (c) By the appointment of graduates of the N.R.O.T.C., graduates of the Naval Academy, and former commissioned officers of the Navy may be appointed in the Fleet Reserve (if vacancy exists in a Fleet organization), or in the Volunteer Naval Reserve in the rank of ensign or such higher rank as they may have held in the regular Navy (not above lieutenant commander), without professional examination. If appointed within four months of the date of resignation from the Navy, such officers are given the same date of precedence as they held under their commissions in the Navy. A physical examination is required for appointment in the Naval Reserve in any class.

The Fleet Reserve is comprised of 148 divisions of the seagoing branch in the United States and one division in Oahu, T. H., and 31 aviation divisions based at 13 different cities in the United States.

The complements of officers and men of Fleet divisions are definitely fixed so that the only officers or men who may be assigned or transferred to the Fleet Reserve are those for which vacancies exist in the authorized complements of Fleet Divisions.

(Continued in subsequent issues.)

## MISCELLANEOUS

### PHILATELIC INFORMATION.

#### Pulaski Commemorative Stamp Issued.

On 16 January, the Post Office Department issued the General Pulaski Commemorative Stamp, which was placed on sale at certain post offices throughout the country. The stamp is a special design, honoring General Casimir Pulaski, the noted Polish patriot and hero of the American Revolution. It is now on sale at the Philatelic Agency.

In addition to the commemorative stamps mentioned in the last issue of the Bulletin, the General Von Steuben two-cent stamp is also on sale. This stamp commemorates the exceptional services rendered the colonial cause during the Revolutionary War by General Baron Von Steuben.