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THE SERVICE.

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OFFICER PERSONNEL

COMMISSIONS ISSUED TO ENSIGNS, U.S. NAVAL RESERVE.

The following number of graduates of the Naval Reserve Officers' Training Corps are being commissioned as Ensigns, D-V(G), U. S. Naval Reserve, effective 22 June 1933:

University of California	34
University of Washington	31
Northwestern University	25
Yale	37
Harvard	28
Georgia Tech	22
Total	<u>177</u>

~~Eighty-seven~~ graduates of the 1933 class of the U. S. Naval Academy have applied for commissions in the U. S. Naval Reserve. These commissions will be delivered to them on graduation day, 1 June 1933.

COMMENDATIONS.

Lieut. Comdr. Giles C. Stedman, D-M, U.S.N.R., received a letter of commendation from the Secretary of the Navy for the gallant rescue of the officers and crew of the British Steamship EXETER CITY by the United States Lines Steamship AMERICAN MERCHANT of which he was then commanding officer, on 20 January, 1933, under particularly stormy weather conditions.

The Secretary of the Navy commended Lieut. Comdr. C. K. Wildman, A-F, U.S.N.R., and his unit, for volunteering their services without pay, at considerable sacrifice and risk, on the occasion of the Akron disaster.

The assistance rendered involved twenty-five hours of patrol over water, and fifty-seven hours along the coast line under adverse weather conditions.

Other members of the unit receiving similar letters of commendation were:

Lieut. (jg) J. L. Baker, A-V(G), U.S.N.R.
Ensign L. C. Denton, A-F, U.S.N.R.
Ensign G. L. Countryman, C-V(S), U.S.N.R.,
Ensign D. W. Darby, A-F, U.S.N.R.
Ensign W. R. Hopf, Jr., A-F, U.S.N.R.
Ensign J. R. Stewart, A-V(G), U.S.N.R.
Lieut. S. J. Gustof, C-V(S), U.S.N.R.
2nd Lieut. H. J. Beyer, Jr., M.C.R.
Ensign F. P. Brown, A-V(G), U.S.N.R.
Lieut. L. F. Adams, A-V(S), U.S.N.R.
L. T. Gifford, RM1c, V-2, U.S.N.R.
H. S. Simmons, AMM1c, V-2, U.S.N.R.
E. Ledger, AMM3c, V-2, U.S.N.R.

Lieut. Comdr. Joel J. White (MC) U.S.N. received a letter of commendation from the Secretary of the Navy for the development of an instrument to analyze the air in cockpits and cabins of airplanes and determine the carbon monoxide concentration.

The Collier Trophy Committee of the National Aeronautical Association considered this instrument one of the outstanding aeronautical developments of the year, and the Department considers that in its perfection and development he rendered a signal service of great potential value to the Navy.

ENLISTED PERSONNEL

COMMENDATIONS.

Charles Edward Daws, F2c, U.S.N., received a letter of commendation from the Secretary of the Navy for prompt and efficient action displayed after the earthquake in Long Beach, Calif.

Daws, after assisting in rescuing and calming the occupants of the Lela May Apartments, went back, put out existing fires, and turned off the gas.

James Walter Bryan, C.M. 1c, U.S.N., received a letter of commendation from the Secretary of the Navy for rescuing a shipmate from drowning in the icy waters at Annapolis, Md., on 21 January, 1933.

In addition to being commended for this prompt and courageous action which undoubtedly saved the life of a shipmate, Bryan has also been recommended to the Secretary of the Treasury for the award of a Silver Life Saving Medal.

Paul Parsons, Seaman 2c, U.S.N., received a letter of commendation from the Secretary of the Navy for rescuing Frank Stone, a civilian, from drowning when he jumped off the ferry in mid-stream, San Pedro Harbor.

The Department also recommended him to the Secretary of the Treasury for the award of a Silver Life-Saving Medal, in recognition of this act.

ENTRIES IN SERVICE RECORD.

It comes to the attention of the Bureau that entries of leave granted enlisted men are frequently omitted from page 5 "Authorized Leave".

The most frequent omissions are those that cover leave granted in transfer, such as reenlistment leave, delay, etc. Ships and stations receiving men who are authorized to report in at expiration of leave or who are granted delay, will make the necessary entries.

UNDESIRABLE DISCHARGES.

The attention of all commanding officers is called to the fact that many letters recommending undesirable discharges of enlisted men are received unaccompanied by the men's statements as required by Art. D-9110(3), Bureau of Navigation Manual.

TRAINING COURSES COMPLETED.

During the quarter ended 31 March, 1933 the following number of training courses were completed:

Seaman Branch	1302
Artificer Br.	1192
Artificer Br. E. R. Force	283
Special Branch	270
Commissary Branch	99
Messman Branch	277
Aviation Branch	115
General Courses	<u>43</u>
Total	3581

NEW NAVY TRAINING COURSE

There is now available for distribution the new Navy Training Course "Instructions for Use in Preparation for the Rating of Electrician's Mate second class". Progress Tests and Examination Questions accompany this course.

MISCELLANEOUS

LIVING CONDITIONS ON THE ASIATIC STATION.

A letter has been received from the Commander-in-Chief, Asiatic Fleet in which he states that a general misapprehension seems to exist at home in regard to living conditions on the Asiatic station.

In the Philippines exchange does not enter into the question, and living expenses are high.

In China, although exchange is favorable to Americans, only luxuries are cheap; while the American standard of living conditions can be found only at considerable expense.

Conditions are particularly bad in this respect up the Yangtze River. The river gun boats do not remain long in any one port, and the living conditions in the various ports are not satisfactory for American women. They are often forced to find living quarters which throw them among native women and foreign refugees, to their great disadvantage.

The Bureau deplures the existence of any situation which causes our fine American women to lower in the slightest degree their own standards and, consequently, their reputation and prestige.

While the Bureau does not yet wish to prohibit entirely the transportation of families to the Asiatic station, it does feel obliged to advise that families be not taken at present, unless the officer or man concerned is fully prepared for expensive living conditions.

SEAMAN'S HANDBOOK FOR SHORE LEAVE.

Copies of the Seaman's Handbook for Shore Leave have been supplied to all ships for library use. This handbook had the approval of Ex-President Hoover and is a compilation of useful information regarding the ports of the world. If Commanding Officers desire, additional copies may be purchased from the American Merchant Marine Library Association, 67 Wall Street, New York City, at thirty cents apiece when purchased in lots of ten or more.

TAKING NAVY WHALEBOAT THROUGH HEAVY BREAKERS.

For the information of the Commanding Officers of Naval vessels who are faced with the necessity of sending men ashore through a heavy surf in a regular navy pulling whaleboat and bringing them back to the ship again, the following method devised by Chief Boatswain Eugene J. Friehe, U. S. Navy, attached to the U.S.S. HANNIBAL will prove a valuable aid:

TO LAND THE BOAT:

- (a) Anchor a navy motor launch well clear of the breakers.
- (b) Man the pulling whaleboat, keeping passengers to an absolute minimum.
- (c) Through the stern ring of the whaleboat, pass a two inch dry manila line, the other end of which is made fast to the motor launch.
- (d) Take a turn around the stroke oars thwart with the two-inch manila and coil in stern sheets clear for running. Station an extra man to tend this line (the boat officer should do this if one is present).
- (e) Whaleboat pulls in as close to surf as possible (bow towards beach) tending line in whaleboat as boat advances.
- (f) It has been noted that after three or four heavy breakers occur, there is usually a period of comparatively small ones.
- (g) When times seem opportune (see paragraph (f) above), whaleboat crew pulls in to the beach as hard as they can, the manila line being tended and payed out smartly unless it is seen that a breaker is going to over-haul the boat when a strain is put on the line to keep

boat from broaching.

- (h) As soon as the boat is inside the surf, boat crew jumps out and holds the boat against the backwash and at the same time carries it to the beach. At this time the line should be slack.

TO TAKE BOAT FROM THE BEACH THROUGH THE BREAKERS:

- (a) Turn whaleboat around and make two-inch manila line fast to the bow and signal motor launch to take in the slack.
- (b) Whaleboat crew take their places in the boat and man the oars, passengers walk the boat out as near to the breakers as practicable - slack of two-inch manila being taken in by motor launch.
- (c) Motor launch gets anchor up and stands by for a signal to pull. (Note: Care should be taken by motor launch to keep directly ahead of the whaleboat after anchor is up.
- (d) After waiting for the lull mentioned in paragraph (f) on "Landing the Boat", passengers hop in the whaleboat, person in charge of whaleboat signals motor launch to go ahead at slow speed until the outer line of breakers are passed. Whaleboat crew during this maneuver only use oars to keep boat headed directly in to breakers and depend upon motor launch to pull the boat through.
- (e) When whaleboat has passed outer breakers, the person in charge of whaleboat signals motor launch to pull at full speed so as to be sure not to be caught by a final unsuspected breaker.

The main point in these operations is coordination between motor launch and whaleboat, and signals should be arranged before hand. The two-inch manila line should above all things be dry and new preferably. The manila line is used to keep the whaleboat from broaching on the way in to the beach, and to pull the boat through the breakers on the way out.

OLD IRONSIDES.

The following letter received by the Commanding Officer of the U.S.S. CONSTITUTION shows the reaction of visitors to their visits aboard:

"To me Old Ironsides was as a good book, each deck a page and each visit a sitting down to read, when some thought of the good of those times, which helped to make America what she is today, flashed thru my mind and surely we ought to think more highly of our Country for having visited her and try to be better citizens than before. I surely learnt some things from Old Ironsides which I never learnt from words alone, and what an education for the children and those who enter into the right spirit when visiting her. I thank all for the courtesy

and kindness to me from both the officers and men and the boy scouts and always found willing hands to help me down the steps to the lower decks but I think that is characteristic of the Army and Navy, as I experienced the same kind treatment when I visited the battleships after the war. I also thank the commander for his courtesy in letting me sign the register at that famous table on which was signed the Treaty which helped to make the United States the peaceful country she is today."