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# BUREAU OF NAVIGATION

## BULLETIN

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GENERAL INFORMATION OF PROBABLE INTEREST TO  
THE SERVICE.

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COMMENDATIONS.

The Secretary of the Navy has recently forwarded letters of commendation to the following-named enlisted personnel:

BAIRD, Robert Walter, Sea.1c, U.S.N., U.S.S. OGIALA - For his commendable action in rescuing two small girls from drowning on 19 August 1936. The two girls, daughters of Mrs. Martha Davis, fell from a pier at San Francisco, Cal., and were washed into the pilings by the waves from an outgoing steamer. The children were in a helpless condition as they could not swim. Baird was standing nearby, and without thought of his own personal safety, jumped overboard and went to their assistance. He held them up until someone on the pier was able to help him bring them to safety. His prompt and courageous action undoubtedly saved the lives of the children.

Next of kin: Father, Royal Irving Baird, 7020 Jeffery Blvd., Chicago, Ill.

KALISZEWSKI, Mack Stanley, M.M.2c, U.S.N., U.S.S. PERKINS - For his commendable action on 10 January 1937 in rescuing C. T. Wood, Sea.2c, U.S.N., of the U.S.S. Mississippi, from drowning. Wood had fallen into the water from Berth #5B. Kaliszewski was returning from liberty at the time and was on Pier #4 when he heard shouts and ran to the spot. A number of men from the U.S.S. Mississippi arrived at the scene of the accident and lowered a lifebuoy to Wood, but he was too incapacitated to help himself. Kaliszewski volunteered to go into the water and was lowered on a line into the water where he supported Wood until another line was passed to him. He secured the line to Wood, who was then hauled up onto the pier. At the time of the rescue there was snow on the ground and the water was icy cold. Kaliszewski's prompt and courageous action undoubtedly saved the life of Wood.

Next of kin: Wife, Agnes Ruth Kaliszewski, 1842 Brookside Ave., Indianapolis, Ind.

PENDLETON, Oliver, A.M.M.1c, U.S.N., Naval Air Sta., San Diego, Cal. - For his commendable action on the occasion of an explosion in Shop 2-B of the Naval Air Station, San Diego. It appears that the accident occurred on 20 November 1936. Pendleton, as a shop foreman, on hearing the initial discharge of the CO<sub>2</sub> flask, which was about to escape from the hands of the charging operator, made a determined effort to seize or fall on said flask, although well aware of the great danger to himself incurred by such an act. Pendleton was commended for his action which was taken in an effort to prevent injury to four other men and which resulted in critical injuries to himself, inasmuch as he disregarded his own opportunity to avoid being struck.

Next of kin: Wife, Freda May Pendleton, San Diego, Calif.

REILLY, Thomas Maurice, Torpedoman 3c, U.S.N., U.S.S. CUTTLEFISH - For his commendable action in attempting to rescue two boys from drowning, on 6 February 1937. It appears that two boys, Edward Sullivan, age 13 years, and Thomas Bolan, age 15 years, while playing on the ice in Clove Lake, West New Brighton, Staten Island, N.Y., fell through the ice of the lake about 75 feet from the nearest shore. A patrolman went to the rescue of the boys but became exhausted and was unable to reach them. When Reilly observed the condition of the patrolman he immediately removed his coat and shoes, and attaching a rope to his arm, dived into the water and made repeated efforts to locate the drowning boys. He located the bodies but was so benumbed by the icy waters he was unable to bring them to the surface, and it was necessary for others to render assistance to bring him

COMMENDATIONS (contd).

ashore. He showed initiative and personal bravery on this occasion and such conduct is in keeping with the best traditions of the naval service.

Next of kin: Father, Patrick Reilly, 53 Cassidy Place, N.B., Staten Island, N.Y.

SCOTT, Edward Raymond, B.M.1c, U.S.N., U.S.S. WIDGEON - For his excellent performance of duty with the Reconnaissance Detachment on Johnson Island. During the period 2 to 8 October 1936, inclusive, while temporarily detailed for duty with the Reconnaissance Detachment on Johnson Island, he performed hazardous duty in preparing and planting quantities of high explosive on the bottom of coral heads in 25 to 30 feet of water. He showed excellent judgment and exceptional skill in handling explosives. The work performed is considered more hazardous than diving at great depths.

Scott showed enthusiasm and untiring effort on this occasion, and his conduct is in keeping with the best traditions of the naval service.

Next of kin: Wife, Lucy G. Scott, 1250 8th Avenue, Honolulu, T.H.

SPONSOR FOR U.S.S. STINGRAY.

The Secretary of the Navy has designated Mrs. Ridley McLean, widow of the late Rear Admiral Ridley McLean, U.S.Navy, as sponsor for the U.S.S. STINGRAY, SS186, building at the Navy Yard, Portsmouth, N. H.

Mrs. McLean, who lives at 2121 Kalorama Road, N. W., Washington, D. C., is the mother-in-law of Lieut. Comdr. C. G. Moore, U.S.Navy, formerly on duty in the Press Room of the Navy Department which comes under the direction of the Office of Naval Operations. Comdr. Moore has recently been detached from the Department and is now assigned to the U.S.S. Pennsylvania.

The U.S.S. STINGRAY, SS186, is expected to be launched late in September or early in October of this year.

This vessel was authorized by Act of Congress dated March 27, 1934.

OFFICERS' DATA CARDS.

Officers' data cards (Form N.Nav. 278) are frequently submitted to the Bureau incompletely filled out or bearing a notation to the effect that no change has occurred in preferences for duty. It should be noted that the old cards are destroyed when new ones are submitted and that practically all assignments to duty are made after reference to the card of the officer concerned. No clerical force is available in the Bureau to copy data from one card to another, and officers should insure that both sides of the form are completely filled out before it is mailed. Attention is also invited to the fact that these cards should be submitted annually about 1 August.

## PHYSICAL REQUIREMENTS OF MEN TRANSFERRED TO RECRUITING SCHOOLS.

It has come to the attention of the Bureau that men are being transferred to Recruiting Schools who do not meet the physical requirements as set forth in Article D-7025(6), Bureau of Navigation Manual. All commands will take steps to insure compliance with the provisions of the Manual.

### "STUMBLING BLOCKS" IN RECENT CHIEF PETTY OFFICER EXAMINATIONS.

An analysis of the results of the examinations for chief petty officer held on 21 December 1936 has been made. Difficulty or failure in individual items was not universal in any rating, but there were certain topics in which the majority of candidates appeared weak. These are listed below.

The examinations also indicated that careful and detailed preparation and study based on the requirements for advancement of the Bureau of Navigation Manual are essential for success. Bureau of Navigation Training Courses, the Manuals of the technical Bureaus and standard publications available in ships' libraries should be made available to all prospective candidates. The candidate should start his preparation, with several hours a day study, well in advance and should ascertain for himself at that time what text books will be required. Prompt request should be made through Division Officers or Heads of Departments to Commanding Officers to make the necessary reference or text books available. Chief petty officer examinations will be a severe test of the candidate's knowledge of his specialty and subjects all petty officers should know.

#### "Stumbling Blocks"

##### Chief Boatswain's Mate

General duties of Boatswains; cordage; emergency drills, general quarters, conditions of readiness; infantry, small arms, gunnery; signalling.

##### Chief Gunner's Mate

Classification of explosives; allowance lists, cognizance and custody of material; proving ground practices; mining; torpedoes; diving; smokeless powder, tests and reports; infantry, artillery.

##### Chief Torpedoman

Problems in arithmetic; general safety precautions, guns and ammunition; mines and mining; diving; explosives, properties of, handling of; ammunition tests and inspections and reports; torpedo director and mount settings and operations, torpedo adjustments.

##### Chief Turret Captain

Titles and cognizance of ordnance material; gun factory and proving ground procedure; infantry and artillery; fire control and elementary ballistics; target practice rules, limitations on stationing personnel.

### Chief Quartermaster

Charts, chart markings, Notices to Mariners; piloting, elementary navigation, compass errors; star identification, constellations; weather, storm warnings; time, time zones, conversion angular measurement into time.

### Chief Signalman

Communication organization, communication rules, radio direction finders, charts; compass corrections, bridge instruments; time, time zones, conversion angular measurement into time; buoyage systems; hydrographic information, charts; quarterly allotments, inventories, surveys.

### Chief Fire Controlman

Range keepers, director systems, optical systems; ballistic computations, range tables; range finders, rangefinder correction curves, internal adjustments.

### Chief Electrician's Mate

Brush settings, truing of commutators, generator overload, reversal of magnetism; reluctance and capacitance; induction motors, construction and operation; armature construction and types, windings, repairs; problems in A.C. and D.C. electricity, power factor, inductance, capacity, resistances, circuits in parallel.

### Chief Radioman

Communication instructions; operation of and errors in radio direction finders; electricity as applied to radio circuits and appliances; visual signalling and procedure; commercial communications systems and procedure, Federal Communications Commission, problems in frequencies, inductance and capacitance, voltage, current and resistance; Kirchoff's law, alternating circuits, use of watt meters, ammeters, volt meters; operating ability - one (1) mistake in a message results in a mark of zero for that message.

### Chief Carpenter's Mate

Rules regarding determination of gross, net and dead weight tonnages of ships; woods, types and characteristics; water tight subdivision, arrangements for stability; cognizance and custody of material and installations, use of accounting titles; safety precautions, gun; universal speed gears (A & B ends); colors of gas cylinders, painting instructions.

### Chief Shipfitter

Use of metal shapes, plates, bars, tensile strengths; mensuration, arithmetic; electric welding; subdivision of ships, buoyancy and stability; safety precautions, gun; hydraulic systems, universal speed gears; painting instructions; fresh water systems, painting of fresh water tanks, treatment of rust. In general chief shipfitters showed an inadequate degree of training. Examination marks were very low - the highest mark made under D-5222 (4) was a 2.67, with three (3) minor subhead failures in this case.

### Chief Machinist's Mate

Reciprocating engines and machinery; condensers, boilers, fuel oil pressures and temperatures; simple problems in arithmetic and mensuration; air compressors; internal combustion engines; power measurements, indicator cards, etc.; elementary electricity.

### Chief Water Tender

Rotary pumps, gasoline engines, use of engineering materials; types of gland packing, turbine operation, condensers, turbine clearances, use of dummy micrometers, bridge gauges, use of indicator cards in reciprocating engines; types of packing, making up of joints; use of refractory materials in boilers.

### Chief Boilermaker

Boiler compound, use of, constituents of, effects of; distilling plants, low and high pressure, operation of; boiler tests, smudge and hydrostatic; feed water tests, alkalinity, chloride, soap hardness; tests of materials; packing, piping, sizes of, repair guide lists.

### Chief Metalsmith

(From Molder) Properties and constituents of metals, and alloys, foundry practices; (From Blacksmith) Annealing and tempering of metals, properties and constituents of metals and alloys, welding processes; (From Coppersmith) Colors of steel when heated, use of acetylene welding outfits, precautions in use; use of various classes of piping, use of various types of tools; machine tools, use of; expenditure titles.

### Chief Yeoman

Failures of chief yeoman were principally due to failure in the stenographic test.

### Chief Storekeeper

Failure in typewriting test in speed or accuracy or both; surveys; calculation of storeroom capacities, metric system of weights and measures, apothecary weights.

### Chief Commissary Steward

Commissary provisions for a landing force, field equipment, sanitary provisions; essential food elements, parts of hind and fore quarters of beef, quantities of foods per 100 men, types of flour, etc.; cold storage, meats and eggs, vegetable stowage, stowage of cereals, coffee, onions; approximate costs of tinned and dry provisions.

### Aviation Chief Machinist's Mate

Carburetor and magneto adjustments, causes and effects of improper engine operation; distributors, starters; machine tools, adjustments and use of; assembly and adjustment of planes on board ship and ashore; repairs to plane wings; use of cables and wires, splicing.

### Aviation Chief Metalsmith

Oxy-acetylene welding, welding of alloys, safety precautions, spot welding; forging processes, flame and metal colors at high temperatures; annealing and tempering of metals, working of alloys.

### Aviation Chief Carpenter's Mate

Use of woods in airplane construction, characteristics of various woods, wood flaws; definitions of terms used in airplane construction, parts of airplanes; forces acting on airplanes; use and nomenclature of machine tools; stitching and splicing in making structural repairs; parachutes, construction of, dimensions of, use of.

### Chief Aerographer - Chief Printer

No subjects in which candidates appeared particularly weak.

### Aviation Chief Ordnanceman

Bombs and bomb sights; aviation ordnance material and equipage, requisition, cognizance, and custody of, reports; infantry - school of the squad, platoon and company.

### FIVE SONS IN THE U.S.NAVY.

The Secretary of the Navy has sent a letter of appreciation to Mr. Frank Wolf, Glen Morgan, W.Va., who, with the enlistment of Howard Vernard and Lewis Edward Wolf at the Recruiting Station, Richmond, Va., on 12 May, has five sons serving in the Navy, the other three being:

Peter Thomas Franklin Wolf, Aviation Machinist's Mate second class, at the Fleet Air Base, Pearl Harbor, Hawaii, who first enlisted at the Navy Recruiting Station, Richmond, Va., 5 August 1930; was honorably discharged on account of expiration of enlistment 4 August 1936 and reenlisted 5 August 1936.

James Samuel Woodroe Wolf, Seaman first class, U.S.S. Minneapolis, who enlisted at the Navy Recruiting Station, Richmond, Va., 18 December 1933.

Lawrence William Wolf, Seaman second class, U.S.S. Minneapolis, who enlisted at the Navy Recruiting Station, Richmond, Va., 12 August 1936.

### RAPID PROMOTION.

On 24 October 1933, Kenneth Gilbert and George Donald MANNING, brothers, walked into the Recruiting Station at New Haven, Conn., and lifted their right hands for a cruise in the Navy. After three months at the Naval Training Station at Norfolk, Va., they were together rated Seaman second class, and on 15 March 1934, at the Receiving Station, Navy Yard, Philadelphia, their ratings were changed to Fireman third class. Both were transferred to and arrived on board the MINNEAPOLIS on 19 May 1934 for duty, the day of commissioning of that vessel.

### RAPID PROMOTION (contd).

The brothers completed training courses for Fireman second class on 29 September 1934 and were rated Fireman second class early in 1935. On 16 February 1936, both were advanced to Fireman first class, and on 16 May 1937 they both became the proud possessors of "crows" and the rating of Machinist's Mates second class.

### ISSUE OF NAVY DIRECTORY.

The Bureau of Navigation has found it necessary, owing to the limited funds allowed under the appropriation "Printing and Binding," to restrict the issue of the Navy Directory for the fiscal year 1938 to three issues instead of four. It is intended to eliminate the 1 July 1937 Navy Directory and to issue a Directory on 1 September instead of 1 October.

### STATUS OF NAVAL RESERVE AVIATION CADETS WHILE PERFORMING ACTIVE DUTY IN THE FLEET.

Under the provisions of law (Section 24 of the Act of 15 April 1935, Pub. No. 37 - 74th Congress), Naval Reserve and Marine Corps Reserve aviation cadets take precedence next before warrant officers of the Naval Reserve or Marine Corps Reserve. Their status will, therefore, be that of junior officers analogous to the status of midshipmen ordered to sea as junior officers.

### USE OF SHIPPING ARTICLES (N.NAV.351) - NAVAL RESERVE ENLISTMENTS.

Under the provisions of law, in the event of war or a national emergency, officers and men of the Naval Reserve may be required to serve throughout the period of such war or national emergency, irrespective of the date of expiration of enlistment.

Under the provisions of the Shipping Articles (N.Nav. 351), enlisted reservists obligate themselves to serve for four years only, the same as enlisted men of the regular Navy.

In order that there may be no doubt in the mind of any reservist as to the authority of the Secretary of the Navy to retain him in active service, in the event of war or national emergency, beyond the date of expiration of his enlistment, it is directed that the following be stamped across the face of the Shipping Articles for Naval Reservists, prior to execution of the oath and signature:

"In the event of war or national emergency during my term of service, I further obligate myself to serve throughout the war or national emergency, if so required."

### DECEASED ENLISTED PERSONNEL.

The following-named enlisted personnel died during the period 1 - 31 May 1937:

ATTERBERRY, Harold Dearing, Ship's Cook 2c, U.S.N. Died on 3 May 1937, by drowning, near Forks, Wash. Attached to Direction Finder Station, Destruction Island, Wash. Next of kin, Uncle, Mr. William D. Dearing, Atlanta, Missouri.

DECEASED ENLISTED PERSONNEL (contd).

HELL, Glenn Morrison, Radioman 1c, U.S.N. Died 7 May 1937, by seaplane crash, VS Squadron TWO-B (USS SARATOGA) in Hawaiian area. Next of kin, wife, Noma Lee Beal, 3846 Eagle St., San Diego, Cal.

BEDNARIK, Albert John, C.B.M., U.S.N. Died 14 May 1937, Naval Hospital, Chelsea, Mass. Next of kin, Mother, Mrs. Barbe Bednarik, 319 McCounghy St., Johnston, Pa.

BENNETT, Aubrey Lee, App.Sea., U.S.N. Died 29 May 1937, Naval Hospital, San Diego, Cal. Next of kin, Father, Mr. George Lee Bennett, 1165 Curtis Ave., San Jose, Cal.

CHAMBERS, John Alton, Radioman 2c, U.S.N. Died 3 May 1937, by drowning, near Forks, Wash. Attached to Direction Finder Station, Destruction Island, Wash. Next of kin, Mother, Mrs. John Chambers, Albee, S.D.

FARRELL, Harvey Rae, App.Sea., U.S.N. Died 3 May 1937, Naval Hospital, San Diego, Cal. Next of kin, Father, Mr. Harry Guy Farrell, Box 62, Oroville, Wash.

GAGHAN, Clarence Edgar, Torpedoman 2c, U.S.N. Died 15 May 1937, aboard U.S.S. BEAVER at Pearl Harbor, T.H. Next of kin, Father, Mr. Fred Gaghan, 3511 Ishen Ave., Cincinnati, Ohio.

HARDY, Donald Vincent, Radioman 3c, U.S.N. Died 21 May 1937, U.S. Submarine Base, Coco Solo, C.Z. Next of kin, Mother, Mrs. Carl H. Bauer, 2230 Nowland St., Indianapolis, Ind.

KELLY, Owen Joseph, Sea.1c, U.S.N. Died 15 May 1937, Naval Hospital, Mare Island, Cal. Next of kin, Aunt, Miss Jane Kelly, 5844 Penridge St., Phila., Pa.

MUSGRAVE, Robert Elmer, Fireman 2c, U.S.N. Died 25 May 1937 at Grace Hospital, New Haven, Conn., of injuries sustained while on liberty from Submarine Base, New London, Conn. Next of kin, Mother, Mrs. Pearl B. Yeamans, 125 Sherman Ave., New Haven, Conn.

MYERS, Howard Elliot, Sea.2c, U.S.N. Died 23 May 1937, U.S. Naval Hospital, Puget Sound, Wash. Next of kin, Father, Mr. Clifford Edward Myers, 301 West 2nd St., Arcanum, Ohio.

NARANS, William Arthur, Chief Storekeeper, U.S.N. Died 9 May 1937, by drowning, off Fort Moultrie, S.C. (Attached USS CHARLESTON.) Next of kin, Wife, Mrs. Marietta Narans, 3124 Newton Ave., San Diego, Cal.

REFERMAT, Felix John, Seaman 2c, U.S.N. Died 30 May 1937, U.S. Naval Hospital, Puget Sound, Wash. Next of kin, Mother, Mrs. Rose Reformat, 74 Houghton St., Buffalo, N.Y.

RUSSELL, George, Officer's Cook 1c, U.S.N. Died 11 May 1937 at Army Hospital, San Juan, Puerto Rico. (Formerly attached USS OMLHA.) Next of kin, Wife, Mrs. Emma Virginia Russell, 201 Delaware St., Salisbury, Maryland.

DECEASED ENLISTED PERSONNEL (contd).

SCHWARTZ, David, Sailmaker's Mate 3c, U.S.N. Died 24 May 1937 at Cheyenne, Wyo., while on leave from U.S.S. RIGEL. Next of kin, Father, Mr. Frank Schwartz, 1028 Orange Ave., Youngstown, Ohio.

SEITZ, Walter Clark, Musician 1c, U.S.N. Died 31 May 1937, at Montgomery County Hospital, Sandy Springs, Md. (Attached to Navy Band, Navy Yard, Wash., D.C.) Next of kin, Wife, Mrs. Mary Truscott Seitz, 1303 "S" St., S.E., Washington, D.C.

WEBER, Christian Joseph, Chief Electrician's Mate, U.S.N. Died 21 May 1937 at City Hospital, Portsmouth, N.H. (Attached to U.S.S. PERCH.) Next of kin, Brother, James J. Weber, Pvt., U.S.A., Motor Transport Co., U.S. Military Academy, West Point, N.Y.

ENLISTED MEN PASSING NAVAL  
ACADEMY ENTRANCE EXAMINATIONS.

Of the 78 enlisted men who, in April, took the Naval Academy Entrance Examinations at the Naval Academy Preparatory School, U. S. Naval Training Station, Norfolk, Va., 66 obtained passing marks in all subjects.

From among those recommended candidates who could not complete the required nine months of sea service in time to be assigned to the Naval Academy Preparatory School, 15 were successful in passing the entrance examinations at sea.

This total of 81 successful candidates is the greatest number of enlisted men qualifying by examination for entrance to the Naval Academy since 1931.