

COMMENDATIONS.

The following-named officer and enlisted personnel were forwarded letters of commendation by the Secretary of the Navy:

Commander Charles H. Maddox, U.S.N., for his interest, initiative, and zeal in the extremely valuable pioneer work he did in the development of aviation radio equipment. In July, 1912, he personally manufactured, installed, and operated the first radio transmitter used by our Navy in airplane communication.

Lieut. (jg) Jack H. Lewis, U.S.N., for prompt and courageous action when he undoubtedly saved the life of an enlisted man at Coco Solo, Canal Zone, on 26 April 1934. Francis J. Quigley, Seaman first class, fell from the deck of a submarine and struck his head on a float alongside before slipping into the water. Having witnessed this fall, Lieut. Lewis promptly dived to his rescue.

Theodore S. Gay, Jr., Aviation Metalsmith 1c, U.S.N., and Joe F. Benecke, Aviation Machinist's Mate 2c, U.S.N., for the coolness, courage, and skill displayed when they cast loose their rubber boat, and after turning the inflation valve dropped it into the water near Ensign A. W. Dunning, A-V(G), U.S.N.R., whose plane sank after a forced landing at sea. Such conduct, which obliged them to climb from the forward cockpit aft and outboard to reach the boat compartment, is in keeping with the best traditions of the naval service.

Patrick J. Murphy, Radioman 1c, U.S.N., for his heroic action in deliberately and knowingly risking his life in attempting to save the life of a shipmate. Noticing that Alton Beauchamp, late Radioman first class, U.S.N., was being held and electrocuted by the current of a TD transmitter, he immediately jumped towards and hit him, thus causing him to fall clear, where he worked over him in an attempt at resuscitation. Such conduct is in keeping with the best traditions of the naval service.

John P. Doyle, Seaman 2c, U.S.N., for his prompt and courageous action which undoubtedly saved a child's life. On 6 June 1934, while on leave from his ship in Amsterdam, Holland, he dived into a canal and brought a drowning child within reach of help on the dyke. Such action is in keeping with the best traditions of the naval service.

Raymond L. Ouellette, Fireman 3c, U.S.N., for his prompt and courageous action which undoubtedly saved the life of a shipmate. He dived into shark-infested waters and towed James T. Rhea, Signalman 1c, to a life preserver, later assisting in hoisting the unconscious shipmate aboard. His action in disregard of his own personal safety is in keeping with the best traditions of the naval service.

AVAILABILITY OF RECRUITING BILLETS.

The following recruiting billets will become available in 1935.

Inspectors to be filled by officers with rank of Commander:

Central Division (Chicago).

Officers in charge of recruiting stations to be filled by officers with rank of Lieutenant Commander:

Springfield, Mass.,
Richmond, Va.,
Nashville, Tenn.,
Cincinnati, Ohio,
Des Moines, Iowa,
Macon, Ga.

EFFECT OF TELEPHONES ON MAGNETIC COMPASSES.

It is not unusual for a telephone, battle, sound-powered or ship's service, to be used near the magnetic steering compass. Sometimes, the telephone is used very close to the compass for communication with another station for the specific purpose of checking the magnetic compass. The Bureau desires to point out that telephones contain relatively strong magnets, and that a magnetic compass may be in error when telephones are promiscuously used in the vicinity. The distance at which the telephone may affect the compass cannot be predicted, but tests have indicated that there will be no appreciable effect at distances in excess of twelve feet.

COMMUNICATION SHORE BILLETS.

Owing to the expiration of tours of duty, it is expected that vacancies will occur in the following communication shore billets in the summer of 1935:

D.C.O. Sixth Naval District (Charleston)
D.C.O. Seventh Naval District (Key West)
D.C.O. Eighth Naval District (Pensacola)
Communication Officer, Naval Station, Guantanamo Bay, Cuba

The Bureau expects to select one postgraduate radio communication engineer to take the law course, with special instruction in patent law, at the George Washington University. The officer selected will be attached to the Office of the Judge Advocate General, with additional duties under instruction at the University.

Volunteers, particularly from among those with special training or experience in communication engineering, are desired for the above billets.

PILOT CHART, OCTOBER, 1934.

On the reverse side of the Pilot Chart of the North Pacific Ocean for October, 1934, just issued by the Hydrographic Office, will be found a presentation of the average expectancy of the circulation of the surface water of the North Pacific Ocean for the quarter September, October, and November, based upon averaged conditions reported observed during the years 1904-1924, inclusive, by the observers of the Hydrographic Office.

While this presentation in the main has appeared before on the Pilot Charts; that is, showing the character of the currents observed by "Current Roses" with current percentages concentrated upon 16 points, the average drifts in miles per day, the number of observations on which the "Roses" were based, and the resultant direction of the averaged current in each one-degree quadrangle; there has now been added the resultant drift (in miles per day) of the current in these one-degree quadrangles.

This current presentation will enable the navigator to more rapidly anticipate the vagaries in the circulation of the sea and air.

Supplement No. 1 to H. O. Publications Nos. 87 and 88 (International Code of Signals, 1931) will shortly appear on the reverse side of the Pilot Chart of the North Atlantic Ocean for September, 1934, and also be issued separately in pamphlet form.

CHANGE IN LANDING FORCE MANUAL.

A change in Paragraph 14-5 of the Landing Force Manual, U. S. Navy, is now being distributed to all ships. Ships will receive a number of copies of the change in accordance with the number of copies of the Landing Force Manual on the allowance list. Shore stations should request from the Bureau the number of copies of the changes for each copy of the Landing Force now on hand.

TRAINING OF SOUND MOTION PICTURE OPERATORS.

All ships and stations should anticipate the transfer or discharge of their specially qualified men such as sound motion picture operators, barbers, laundrymen, cobblers, etc., as the Bureau is not normally prepared to provide qualified reliefs.

Where allowances are sufficiently large, trained reliefs should be provided by commands concerned, sending suitable men to service schools where necessary. On shore stations where allowances are too small to permit this, the Bureau should be advised in sufficient time to arrange for the training of a relief.

TRANSPORTATION OF DEPENDENTS.

The change of home ports of the Scouting Force, effective 21 August, authorized transportation for 1,000 or more dependents of the officers and men attached to these vessels, from the East to the West Coast. Many requests for authority to issue commercial transportation for the dependents, or for authority for the dependents to travel by private automobile, or by commercial carrier, are being received by the Bureau, and are being acted on as rapidly as possible.

Bureau of Navigation Circular Letter No. 37-34, covering the travel of dependents, was necessary on account of this change of the home ports of the Scouting Force. It will be necessary to request additional funds of Congress and more data was required by the Bureau. The first sentence in paragraph two of this circular letter, reading, "Officers and men must also apply to the Bureau of Navigation for authority to perform travel between the coasts by automobile, or to purchase transportation from personal funds", refers only to the travel of dependents, the subject of this letter.

SPONSOR FOR U.S.S. QUINCY.

The Secretary of the Navy has designated Mrs. Henry S. (Catherine) Morgan, of 1620 Glen Cove, Locust Valley, Long Island, New York, daughter of former Secretary of the Navy, Charles Francis Adams, as sponsor for the U.S.S. QUINCY, Heavy Cruiser CA39, named after the city of Quincy, Massachusetts.

The U.S.S. QUINCY was authorized to be constructed by Act of Congress dated February 13, 1929. No launching date has been set.

CORRECTION TO BUREAU OF NAVIGATION PAMPHLET.

It is requested that all copies of the Bureau of Navigation pamphlet "Schools and Colleges Granting Concessions to Sons and Daughters of Officer and Enlisted Personnel, U. S. Navy, 1928" be corrected on page 14 by deleting the concession granted by the University of Oklahoma.

CAMP NICATOUS FOR BOYS.

A recent letter received from Mr. Robert Denniston, the Director of Camp Nicaous for Boys, at Berlington, Maine, states that the camp offers a 20% discount for naval officers' sons attending the camp. The usual rate is \$250.00 for the 8-weeks season and the 20% discount makes the fee \$200.00 for naval personnel. Any communications regarding this camp should be made direct to Mr. Robert Denniston, Tarrytown, New York.

FORM OF REQUEST FOR NAVY TRAINING COURSES.

After publishing in the Bulletin several times the fact that the Bureau desires requests for Navy Training Courses to be made in the form on page 122 of the "Yearbook of Enlisted Training, 1932", many requests reach the Bureau in improper form.

Attention of Commanding Officers is again invited to the fact that Training Courses may be requested only in numbers sufficient to supply the demands of men actually ready to commence the courses. Therefore, the instructions on page 122 of "Yearbook of Enlisted Training, 1932" must be followed.