

COMMENDATION.

The Secretary of the Navy recently forwarded a letter of commendation to Lieutenant Rufus G. Thayer, U.S.N., for his meritorious performance of duty on the occasion of the collision between the U.S.S. McFarland and the U.S.S. Ellis on 5 November 1934.

OFFICERS SELECTED FOR SUBMARINE CLASS BEGINNING 5 JULY 1935.

The following-named officers have been selected for the submarine class commencing 5 July, 1935:

Signal No.	Name	Rank	Class	Station
4804	Eugene T. Sands	:Lt(jg)	1930	Bushnell
4816	Thomas W. Marshall, Jr.	: do	do	Asia
4841	Rowland C. Lawyer	: do	do	Upshur
4845	Edmund S.L. Marshall	: do	do	Oklahoma
4851	Harold M. Heming	: do	do	Houston
4938	William S. Post, Jr.	: do	do	Asia
4969	James A. Woodruff	: do	do	Asia
5116	Lawson P. Ramage	: do	1931	Louisville
5121	Bafford E. Lewellen	: do	do	Memphis
5199	Elliott E. Marshall	: do	do	Biddle
5255	Marvin J. Jensen	: do	do	Wickes
5290	Hylan B. Lyon	: do	do	Colorado
5295	Augustus H. Alston, Jr.	: do	do	Louisville
5309	Alcorn G. Beckmann	: do	do	Alden
5495	Richard C. Williams, Jr.	:Ensign	1932	Idaho
5517	Maximilien G. Schmidt	: do	do	California
5562	Mason J. Hamilton	: do	do	Maryland
5596	Malcolm F. Garrison	: do	do	Maryland
5624	William Winter, Jr.	: do	do	Oklahoma
5627	DeWitt C. McIver, Jr.	: do	do	West Virginia
5733	Joseph H. Bourland	: do	1933	Maryland
5740	Reginald M. Raymond	: do	do	Chester
5794	Carter L. Bennett	: do	do	Trenton
5805	John A. Tyree, Jr.	: do	do	Ranger
5815	James H. Campbell	: do	do	West Virginia
5820	Walter L. Blatchford	: do	do	West Virginia
5827	Phillip W. Garnett	: do	do	Tennessee
5871	Harry M. Lindsay, Jr.	: do	do	Saratoga
5873	Arnold F. Schade	: do	do	Concord
5398	Carl Tiedeman	: do	do	Ranger

In selecting the above, several officers who were eligible in all respects for this class were rejected in the interests of permanence of personnel aboard their respective ships. Such officers, if still applicants, should apply for later classes.

VACANCIES IN OFFICER PERSONNEL.

There are vacancies in the Asiatic slate for two lieutenant commanders to proceed as soon as practicable, for one commander in September and for one lieutenant commander in November. Volunteers are desired.

Twenty-seven officers of the rank of lieutenant commander will retire 30 June, 1935. It is the intention of the Bureau to detach these officers from their present duties about 1 May and grant them two months' leave before retirement. Of the total number seventeen are now at sea and will have to be relieved prior to the commencement of Fleet Problem XVI. As there are no officers specially available to relieve them and there is no pool from which to draw, it will be necessary to select reliefs of the proper rank and experience from other ships and shore stations. Vacancies so made afloat will be filled from shore stations. Officers taken from shore stations for this purpose will be detached before the normal expiration of their shore duty and will go without reliefs. Shore activities will be under the necessity of operating with reduced allowances.

REQUIREMENTS FOR SUBMARINE SERVICE.

Petty officers, third class, firemen and seamen are required for submarine training. Requests should be forwarded to the Bureau provided men are physically and otherwise qualified for submarine training. The amount of sea service required is reduced to six (6) months instead of one (1) year as previously required.

REQUIREMENTS FOR MESSMAN BRANCH.

The large increase during the past year in the number of transfers to the Fleet Naval Reserve from the messman branch makes it urgently necessary for commanding officers to make a special effort to train men in the lower ratings of this branch for rapid advancement to Officers' Stewards and Cooks.

The allowance of Officers' Stewards and Cooks for the current fiscal year, for the Navy as a whole, is as follows:

Officers' Stewards 1c	225
Officers' Stewards 2c	135
Officers' Stewards 3c	117
Officers' Cooks 1c	145
Officers' Cooks 2c	223
Officers' Cooks 3c	124

The Bureau has received and approved the following requests for transfer to the Fleet Naval Reserve to take effect during the period February 1st

to June 30th:

Officers' Stewards 1c	16
Officers' Stewards 2c	11
Officers' Stewards 3c	15
Officers' Cooks 1c	12
Officers' Cooks 2c	16
Officers' Cooks 3c	17
Mess Attendants 1c	53
Mess Attendants 2c	6
Total	<u>146</u>

It is anticipated that at least this many more will be approved before June 30th.

If members of the messman branch continue to transfer to the Fleet Naval Reserve at the rate at which they have been doing so for the last six months, it can be seen that within three years a very serious shortage of Officers' Stewards and Cooks will develop. It is requested that every effort be made to train mess attendants and that they be given every opportunity to qualify for advancement. Commanding officers are urged to utilize the Officers' Cooks and Stewards School at San Diego.

DESTROYER TYPE SOUND MOTION PICTURE SCREEN.

The Commanding Officer, Naval Air Station, Sunnyvale, has reported to the Bureau of Navigation that one (1) destroyer type, 7' x 9', sound motion picture screen is available at that station for transfer to any activity desiring such equipment. Communication in connection with the above screen should be addressed direct to the Commanding Officer, Naval Air Station, Sunnyvale, California.

LEECH CUP TOURNAMENT.

A communication has been received from the Secretary of War stating that additional responsibilities in connection with the Civilian Conservation Corps have been reduced to such an extent as to permit the Army to renew the annual tennis competition for the Leech Cup. The Bureau of Navigation has started making preparations for this tournament which will probably be held at the Army Navy Country Club, Arlington, Virginia, on Saturday, 20 July 1935. Captain C. W. Nimitz, U.S. Navy, who is expected to arrive in Washington early in June, has been designated as the Navy Representative and Team Captain for these matches.

The Leech Cup is a perpetual trophy presented in 1924 by Mr. A. Y. Leech, Jr., through the U. S. Lawn Tennis Association for annual competition between teams composed of officers and men of the regular Army and Navy on active duty.

Due to decisions by the Comptroller General of the United States, no travel orders can be issued for participants in this competition and all

expenses connected therewith will have to be borne by the individual or from such unofficial funds as may be available.

Competition for the cup was started in 1924 and the results to date have been as follows:

1924 - Army 7 Navy 0
1925 - Army 4 Navy 3
1926 - Army 2 Navy 5
1927 - Army 0 Navy 7
1928 - Army 3 Navy 4
1929 - Army 1 Navy 6
1930 - Army 1 Navy 6
1931 - Army 3 Navy 4
1932 - Army 2 Navy 5
1933) Competition canceled by Army due to
1934) duties in connection with Civilian
Conservation Corps.

The service will be kept informed of such arrangements as are made for the 1935 matches as they develop.

REPAIRS TO NAVIGATION MATERIAL.

A recent analysis of repairs to navigation material indicates that 91% of the cost was eaten up by charges to Navy Yard overhead. This is an obvious waste of the Bureau's appropriation.

Whenever repairs fall within the capacity of a tender or repair ship, Commanding Officers are urged to have the repairs to navigation material effected by such vessel rather than allow repairs to accumulate until Navy Yard overhaul becomes due.

CHANGE IN BUREAU OF NAVIGATION MANUAL.

In Bureau of Navigation Manual Change No. 8, Article D-5213(3) (f) was made a separate paragraph, whereas it was intended to be a part of paragraph (e). This will be corrected in the next printed change in the Manual.

COST OF PRINTING BLANK FORMS.

The Bureau calls the attention of the service to the rapidly mounting printing costs for blank forms, with no appropriate increases in the printing appropriation.

One form, N. Nav. 493, Liberty Checks, has increased in cost 100% in the past year until now these checks cost approximately $2\frac{3}{4}$ cents each.

It is noted that some ships are using as high as four of these per man per year indicating that the Liberty checks are changed every quarter. In view of this high cost the Bureau suggests that changes at more infrequent intervals would serve the same purpose, and, at the same time, effect a considerable money saving.

The Bureau does not desire to limit the use of blank forms, but it can not afford to permit the accumulation of excessive stocks on ships or stations.