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BUREAU OF NAVIGATION

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PUBLISHED FOR THE PURPOSE OF DISSEMINATING
GENERAL INFORMATION OF PROBABLE INTEREST TO
THE SERVICE.



SILVER LIFE-SAVING MEDAL.

The Secretary of the Treasury has awarded a Silver Life-Saving Medal to Robert Lee Rutter, Commissary Steward, U.S.N., in recognition of his service in bravely rescuing a man from drowning on 14 September 1919.

COMMENDATION.

The Secretary of the Navy recently addressed a letter of commendation to Harold Clyde Hennessee, Jr., Seaman 1c, U.S.N., for his initiative, good judgment, and courage in rescuing from drowning G. C. Obert, Seaman 2c, U.S.N.

SPONSOR FOR U.S.S. PRESTON.

The Secretary of the Navy has designated Mrs. E. H. Campbell, wife of Rear Admiral E. H. Campbell, U.S.N., Commandant of the Twelfth Naval District and Naval Operating Base, San Francisco, California, as sponsor for the U.S.S. PRESTON (DD379), named in honor of the late Lieutenant Samuel W. Preston, U.S.Navy.

The U.S.S. PRESTON (DD379) is scheduled to be launched at the Navy Yard, Mare Island, Calif., 22 April 1936.

The U.S.S. PRESTON, the third vessel of that name, was authorized by Act of Congress approved 16 June 1933.

SPONSOR FOR U.S.S. PLUNGER.

The Secretary of the Navy has designated Miss Edith Elizabeth Greenlee, daughter of Captain H. R. Greenlee, U.S.N., Acting Commandant of the Navy Yard, Portsmouth, N. H., as sponsor for the U.S.S. PLUNGER (SS179).

Miss Greenlee is the elder daughter of Captain H. R. Greenlee, U.S.N., and was nominated by the Honorable William N. Rogers, Congressman from the first district of New Hampshire.

The U.S.S. PLUNGER (SS179) probably will be launched at the Navy Yard, Portsmouth, N. H., some time in July, 1936.

This vessel was authorized by the Vinson-Trammell Bill, Act of Congress approved 27 March 1934.

U.S.S. WASP - AIRCRAFT CARRIER - HISTORICAL RECORD.

The article "U.S.S. WASP - AIRCRAFT CARRIER," which was published in Bureau of Navigation Bulletin No. 233, should be corrected to include the historical record of another vessel named "Wasp," which makes the present Aircraft Carrier CV-7 the seventh of that name instead of the sixth.

U.S.S. WASP (cont'd)

Following is the corrected record:

WASP - Schooner, 8 guns, of the Continental Navy, obtained in Baltimore, was with the first American Squadron to put to sea during the Revolution. Participated in the attack on New Providence Colony, West Indies, February and March, 1776, and in an engagement captured the tender of H.M.S. GLASGOW off Block Island, April 6, 1776. Also captured the British brig BETSEY, May 6, 1776, in Delaware Bay. Recaptured a French Schooner with cargo December 1776, off the northeastern coast of the United States. With four other ships engaged the British ships under Sir William Howe, November 1777, and was blown up by the Americans to avoid her falling into the hands of the enemy.

WASP - Ship, 18 guns, built at the Washington Navy Yard, 1812, engaged the British brig FROLIC, 22 guns, Captain Thomas Whinyates. The WASP defeated and captured the FROLIC, but shortly after the action H.M.S. POICTIERS, Captain Beresford commanding, arrived on the scene, captured the WASP, and recaptured the FROLIC.

WASP - Built at Newburyport, Massachusetts, 1813, 18 gun ship, under command of Master Commandant J. Blakeley, on June 28, 1814, captured H.M.S. REINDEER, 18 guns, Captain William Manners, after a severe fight of 19 minutes. For this victory, Captain Blakeley received the thanks of Congress and a gold medal.

On September 1, 1814, the WASP, Master Commandant Johnston Blakeley, defeated and received the surrender of H.M.S. AVON, Captain James Arbuthnot, but was unable to take possession of her prize, owing to the appearance of a superior British Force comprised of the CASTILIAN, 18 guns, and the TARTARUS, 20 guns, which arrived in time to save the survivors of the AVON's crew before that vessel sank.

The WASP took as a prize on September 21, 1814, the British dispatch brig ATALANTA, 8 guns, and sent her with a prize crew on board to a United States port. The ATALANTA reached Savannah on November 4, 1814, bringing the last direct word from the WASP. The Swedish brig ADONIS reported that the WASP spoke and boarded her on October 9, 1814, in latitude 18° 35' N - longitude 30° 10' W, and that the WASP was standing for the Spanish Main. No further word was ever received concerning the WASP.

WASP - Formerly iron side-wheel steamer EMMA PENRY, purchased from the New York Prize Court, January 13, 1865, for \$83,300.00. Assigned to duty in the special squadron of Acting Rear Admiral Godon ordered to search for the U.S.S. STONEWALL in the West Indies, May 16, 1865; left Hampton Roads with the squadron May 17, but was injured in a collision at Charleston, S.C., and unable to proceed. Name changed to WASP June 13, 1865. Attached to the South Atlantic Squadron, 1865-1876; cruised coast of Uruguay, Paraguay and Argentine Republic for protection of American interests, etc.; survey work, coast and La Plata River, 1873-1875. Condemned at Montevideo and sold June 5, 1876 to L. B. Schenier for \$2,548.47.

U.S.S. WASP (cont'd).

WASP - Formerly the yacht COLUMBIA, was purchased during the Spanish-American War, converted for use by the Navy, and used in the blockade of Spanish ports in the West Indies. She was placed out of commission at Norfolk, Va., December 1, 1919, and sold November 3, 1921.

WASP - The sixth of that name, was a motor patrol boat which was taken over by the Navy November 3, 1917, and returned to her owner in 1918.

SPANISH CAMPAIGN MEDAL.

On March 16, 1936, the Secretary of the Navy approved the recommendation of the Board of Awards - that the ninety day restriction be removed from "A-1016," Spanish Campaign Medal, Bureau of Navigation Manual (C.P.N.M.6), in order that all persons who were in the naval service and who served on active duty between April 20, 1898 and December 10, 1898 may be eligible for the issue of the Spanish Campaign Medal.

SHORE DUTY.

There is a shortage in certain ratings on the Bureau's eligibility list for consideration for assignment to shore duty in the following districts: First Naval District - CTM; Fifth Naval District (and activities located within the geographical limits thereof) - CFM; Fourth Naval District - CSK. Requests from such men as will become eligible prior to 31 August 1936 are desired at this time.

It has come to the attention of the Bureau that in many cases men who are on the Bureau's eligibility list for consideration for assignment to shore duty are also on the waiting list for advancement to the rating of chief petty officer. In selecting personnel for shore duty, these men are passed over if the date of request for shore duty is prior to the time they were placed on the list for promotion to a chief petty officer rating. This is done in order to avoid consequent cancellation of orders, as, in the majority of cases, men who have been ordered to shore duty, who are also on the waiting list for promotion to chief petty officer, have requested cancellation of orders until such time as they could qualify for permanent appointment in the chief petty officer ratings. Likewise, chief petty officers who are serving under acting appointments are not ordered to shore duty prior to completion of the necessary one year's sea service in rating.

In the event that a petty officer first class is ordered to shore duty and subsequently advanced to chief petty officer, he may, at his own request, be transferred to sea duty in order to qualify for permanent appointment. The period spent on shore, regardless of duration will be considered a normal tour of shore duty.

Chief petty officers serving under acting appointments, who are ordered to shore duty, and who accept such assignment, regardless of the fact that they have not the necessary sea service to qualify for permanent appointment, will be required to serve their full tour on shore. Subsequent requests for transfer to sea duty in order to qualify for permanent appointment will not be approved.

INFORMATION CONCERNING NAVY RELIEF
SOCIETY.

The Navy Relief Society will appreciate the showing of the following information on the motion picture screens of all ships and stations:

WHAT IS THE NAVY RELIEF DOING WITH YOUR MONEY?

During the past year of 1935, it gave in monthly allotments the sum of \$83,485.45 and in addition sent to Auxiliaries to meet emergencies the sum of \$32,742.73.

HOW MUCH MONEY DID IT LOAN AND HOW MUCH DID IT RECEIVE IN REPAYMENT?

During 1935 it loaned, without interest, \$214,734.09. These loans are repaid by monthly allotments.

Remember these figures when you are next asked to contribute to this your Service Charity to aid a fellow shipmate who has found it hard to make both ends meet.

CAMP PASSACONAWAY FOR BOYS.

The Bureau of Navigation has been advised by Mr. A. G. Carlson, Director of Camp Passaconaway, Harrison, Maine, a camp for boys, that a 10% reduction in tuition will again be granted this year to sons of naval personnel who enroll during the year. This reduction will be 10% of \$225, which is the fee for a full season if enrollment is made during this year; the regular fee is \$375 a year. Enrollment this year entitles the student to return at the reduced rate for as many years as desired.

LEECH CUP TENNIS MATCHES.

The Secretary of War has informed the Secretary of the Navy that it will not be practicable for the Army to participate in the Leech Cup Tennis Matches this year, and has recommended that, beginning in 1937, the matches take place during each alternate year.

The Acting Secretary of the Navy has expressed his agreement to the proposed arrangements.

NEW GOVERNORS OF GUAM AND AMERICAN SAMOA ASSUME OFFICE.

The two Naval Governments, Guam and American Samoa, are headed by new governors.

On 20 January 1936, Captain McGillivray Milne, U.S.Navy, assumed the duties of Governor of American Samoa, relieving Captain Otto C. Dowling, U.S.Navy, and on 27 March 1936, Commander Benjamin V. McCandlish, U.S.Navy, relieved Captain George A. Alexander, U.S.Navy, as Governor of Guam.

Both of the new governors received commissions from the President to these important offices.

DECEASED ENLISTED PERSONNEL.

The following is a list of enlisted personnel who died during the week of March 22 to 28, inclusive:

BARTLETT, Davis Boone, Fireman 2c, U.S.N. Died 22 March 1936, near Kingsport, Tenn., while on authorized leave, en route from the N.O.B., Hampton Roads, Va., to U. S. Receiving Ship, New York, for duty. Next of kin, Father, Mr. Daniel Boone Bartlett, 808 Cherry Street, Clarksville, Arkansas.

FERGUSON, Woodrow Wilson, Fireman 2c, U.S.N. Died 27 March 1936, U. S. Naval Hospital, Puget Sound, Washington. Next of kin, Wife, Mrs. Mary Ferguson, 1476-A Henderson Street, Long Beach, Calif.

The following is a list of enlisted personnel who died during the week March 29 to April 4, 1936, inclusive:

CARR, Edward Lynn, Seaman 1c, U.S.N. Died 2 April 1936, aboard U.S.S. RELIEF at San Pedro, Calif. Next of kin, Father, Mr. Edward Lynn Carr, Sr., 133 Palm Avenue, Orange, Calif.

CLARK, John Alfred, Seaman 1c, U.S.N. Died 30 March 1936, U. S. Naval Hospital, San Diego, Calif. Next of kin, Mother, Mrs. Hannah Clark, 414 East Cherry Street, Cushing, Okla.

EVANS, Robert Lester, App. Sea., U.S.N. Died 31 March 1936, U. S. Naval Hospital, Norfolk, Va. Next of kin, Father, Mr. Frank B. Evans, 127 Breaker Street, Parsons, Pa.

GRIFFIN, Eldon Lawrence, Fire Controlman 3c, U.S.N. Died 3 April 1936 at Corsicana, Texas, while on leave from U.S.S. CHICAGO. Next of kin, Father, Mr. John Ross Griffin, 718 South Main Street, Corsicana, Texas.

HARRINGTON, Walter Fay, Yeoman 1c, U.S.N. Died 30 March 1936, Regimental Hospital, Shanghai, China, (formerly attached U.S.S. SACRAMENTO). Next of kin, Cousin, Mr. H. C. Erwin, 183 West 87th Street, New York, N. Y.

McCLURE, Eddie "H", Radioman 2c, U.S.N. Died 30 March 1936 while on duty at the American Legation, Berlin, Germany. Next of kin, Mother, Mrs. Annie E. Seay, Westville, Okla.

PUGH, Lawrence James, Seaman 1c, U.S.N. Died 2 April 1936, U. S. Naval Hospital, San Diego, Calif. Next of kin, Brother, Mr. Floyd Pugh, Victoria Hotel, Lorain, Ohio.

The following is a list of enlisted personnel who died during the week April 5 to 11, 1936, inclusive:

BERGERE, Louis George, Radioman 2c, U.S.N. Died 11 April 1936 at Wilmington, Calif., while attached to the U.S.S. ARGONNE. Next of kin, Uncle, Mr. Louis G. Ortner, 133 East Carrillo Street, Santa Barbara, California.

DECEASED ENLISTED PERSONNEL (cont'd).

MILLER, Charles Alfred, Yeoman 3c, U.S.N. Died 11 April 1936, U. S. Naval Hospital, San Diego, Calif. Next of kin, Father, Mr. Thomas Henry Miller, R.F. #1, Herriman, Utah.

PFITZER, Eugene John, C.M.M., U.S.N. Died 11 April 1936, U. S. Naval Hospital, Annapolis, Md. Next of kin, Wife, Mrs. Lyda Grady Pfitzer, 21 South Stricker Street, Baltimore, Md.

WILLIAMS, Sammy Allen, Seaman 1c, U.S.N. Died 9 April 1936, County Hospital, San Bernardino, Calif., while on leave from U.S.S. TENNESSEE. Next of kin, Mother, Mrs. Carra Elizabeth Williams, 1634 Mount View, San Bernardino, Calif.