12 February 1938

BUREAU OF NAVIGATION

BULLETIN

★

NUMBER 257

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

★

OFFICERS SELECTED FOR POSTGRADUATE COURSE OF INSTRUCTION IN CIVIL ENGINEERING.

The following-named officers have been selected for the postgraduate course of instruction in Civil Engineering:

Ensign Clement E. Langlois, U.S.N.,
" James A. Coddington, U.S.N.,
" Kenneth C. Lovell, U.S.N.

FLIGHT PHYSICAL EXAMINATIONS.

The Bureau of Navigation desires that all reports of physical examinations for flight training for those officers desiring such training in July, 1938, be forwarded to reach the Navy Department not later than 1 April, 1938. Attention is invited to the requirement that officers who were physically qualified prior to 1 January, 1938, must requalify in order to be eligible for the class convening about 1 July, 1938.

NEW DESTROYERS.

The Secretary of the Navy, with the approval of the President of the United States, has assigned the following names to the two destroyers DD427 and DD428, authorized by Act of Congress, March 27, 1934:

DD427 - Hilary P. Jones - Named in honor of Admiral Hilary Pollard Jones, U.S.Navy. Building at the Navy Yard, Charleston, S.C.

DD428 - Charles F. Hughes - Named in honor of Rear Admiral Charles Frederick Hughes, U.S.Navy. Building at the Navy Yard, Puget Sound, Wash.

Briefs of the services of the above-named officers are as follows:

HILARY POLLARD JONES, U. S. NAVY.

Admiral Hilary P. Jones, U.S.Navy, Retired, was born in Hanover County, Va., November 14, 1863, and in 1880 was appointed to the Naval Academy from the Third District of Virginia by Hon. J. E. Johnston. He was graduated from the Naval Academy in 1884.

In 1887 he was ordered to the NIPSIC which on March 16, 1889 escaped destruction in the Samoan disaster. The TRENTON, VANDALIA, and NIPSIC, with four vessels of the British Navy and three German warships, were in the harbor in Apia, Samoa, where a hurricane of such violence arose that most of the shipping at anchor was wrecked. The TRENTON and VANDALIA were lost despite the gallant efforts of the officers and crew of the TRENTON, who climbed up into the rigging and formed a human sail in an attempt to save their ship. The NIPSIC was successfully beached, and, though badly damaged, was able to proceed after the storm had abated.

In the official report of the disaster the commanding officer of the NIPSIC, Commander D. W. Mullin, said:

"I beg to call your attention particularly to the valuable services of Ensign H. P. Jones, Jr., who was officer of the deck of the morning watch and who superintended the steering of the ship properly and carefully for two long hours to prevent the OLGA from cutting us down. He bravely stood at his post by my side on the poop through all the storm, rain, and volumes of smoke when at times we could see but a few feet ahead, as the blinding smoke and heat were simply terrible. Mr. Jones is a young officer of great promise and bids fair to be of value to the service and his country."

During the Spanish-American War, Admiral Jones served on the DOROTHEA, a converted yacht, which was with Admiral Sampson's Fleet on patrol duty. He spent a number of years in South America and on the U.S.S. SCORPION in Dominican and West Indian Waters. In 1909 he served as executive officer of the IDAHO, and in 1911 commanded the TENNESSEE.

In 1912 he was appointed commandant of the Washington Navy Yard and Superintendent of the Naval Gun Factory. In 1916 Admiral Jones attended the Naval War College.

At the beginning of the World War, Admiral Jones was in command of Squadron 1, Patrol Force, Atlantic Fleet, and in July, 1917, assumed command of Division 1, Squadron 1, Cruiser Force.

As commander of the Newport News Division of the cruiser and transport forces from April, 1918, to January, 1919, Admiral Jones had control of the transports sailing from Hampton Roads. More than 250,000 troops were embarked from the district under the direct supervision of the division commander; local convoys were organized and escort cruisers sailed under his direction through mined waters and waters where enemy submarines were known to be operating.

There were attached to the Newport News division of the transport force sixteen transports, for the turn around of which the division commander was directly responsible. During the time from April 1 until the signing of the armistice only one transport missed the sailing date set by the Department and the Force Commander, and that was due to the non-arrival of absolutely necessary material.

In addition to the transport division, on August 20, 1918, all floating equipment belonging to the Army, Navy and Shipping Board in the Hampton Roads District was pooled for operation under Admiral Jones as Administrator.

For his services during the war he received the Distinguished Service Medal from the War Department and the Navy's Distinguished Service Medal. He was a commander of the Legion of Honor of France and had been decorated by the Brazilian Government.

HILARY POLLARD JONES, U.S.NAVY (contd.).

The citation for the Navy's Distinguished Service Medal reads:

> "For exceptionally meritorious service in a duty of great responsibility, first, in the command of the First Squadron patrol force, Atlantic Fleet; second, in command of the First Division cruiser force; third, commander, Newport News division, cruiser and transport force, and fourth, as administrator of harbor floating equipment in Hampton Roads district."

In July, 1919, Admiral Jones was given the rank of Vice Admiral in command of Battleship Squadron 2, Division 3, Atlantic Fleet, and in August 1920, commanded the battleship force Atlantic Fleet. In 1921, he became Commander in Chief of the Atlantic Fleet with rank of Admiral. When the organization of the fleet became effective in December, 1922, Admiral Jones' title was changed to Commander in Chief of the United States Fleet.

After serving two years as Commander in Chief, Admiral Jones was ordered to duty with the General Board.

On November 14, 1927, having attained the statutory retirement age of 64 years, he was transferred to the retired list. Before and subsequent to his retirement, he was designated naval member of the American representation on the Geneva Preparatory Commission in 1926 and 1927. In 1927 he was, with Ambassador Hugh S. Gibson, a delegate to the three-power conference for limitation of naval armament at Geneva, and in 1929 was designated naval adviser to the American delegation to the sixth meeting of the Preparatory Commission for Disarmament Conference at Geneva.

In January 1930, he was appointed naval adviser to the American Representative on the London Naval Conference.

Admiral Jones died at his home in Washington, D. C., on 1 January 1938.

CHARLES FREDERICK HUGHES, U.S.NAVY.

Rear Admiral Charles F. Hughes, U. S. Navy, Retired, former Commander-in-Chief, United States Fleet, and former Chief of Naval Operations, died May 28, 1934 at his home at 107 Hesketh Street, Chevy Chase, Maryland.

Admiral Hughes was born in Bath, Maine, October 14, 1866, and was appointed Naval Cadet from the Second District of Maine by Hon. J. Dingley, Jr., in 1884.

With his classmates which included former Secretary of the Navy Curtis D. Wilbur, Rear Admiral S. S. Robison, U.S.Navy, Rear Admiral Henry A. Wiley, U.S. Navy, retired, Major General John A. Lejeune, U.S.Marine Corps, retired, Major General Eli K. Cole, U.S.Marine Corps, Rear Admiral Ashley H. Robertson, U. S. Navy, and Brigadier General Theodore P. Kane, U.S.Marine Corps, retired, he made his midshipman practice cruises at sea on the old frigate CONSTELLATION and graduated from the Naval Academy in 1888.

He was commissioned Ensign June 1, 1890 and promoted to Lieutenant (junior grade) April 27, 1898.

During the Spanish-American War, he was on duty on the monitor MONTEREY which was dispatched June 11, 1898 from the west coast to the Philippines in response to a cable from Admiral Dewey and with the MONADNOCK arrived August 4 and took part in the bombardment of Manila.

From December 1899 to November 1900, he was in charge of the Branch Hydrographic Office, Philadelphia, and also Inspector of Equipment and Ordnance, Philadelphia. From December 1, 1900, until August 16, 1904, Admiral Hughes served on the U.S.S. MASSACHUSETTS. In 1902, he had been under instruction in torpedoes at the Torpedo Station.

From 1904 until 1906 he was on duty in the Bureau of Equipment and in September 1906 until 1909 he was on the armored cruiser WASHINGTON, which was later renamed the SEATTLE. This ship had just been commissioned and was one of the vessels to escort President Roosevelt on his visit to Panama. After a cruise to France, the WASHINGTON sailed around Cape Horn to take her station with the Pacific Fleet. On October 4, 1909, Admiral Hughes took up his duties as Recorder of the Board of Inspection and Survey. On December 4, 1911, Admiral Hughes took command of his first ship, the BIRMINGHAM, and the following spring participated in the ceremonies of the sinking of the wreck of the battleship MAINE which had been raised from Havana Harbor and after being towed out to sea was sunk with full naval honors.

After the TITANIC disaster in April 1912, the Hydrographic Office, Navy Department, recommended the institution of a patrol to report ice conditions in the North Atlantic. The BIRMINGHAM was assigned to this duty, the first ice patrol ever conducted by any nation, and cruised until July 8, 1912. When the International Convention for the Safety of Life at Sea convened in London in 1913, the fourteen nations that attended requested that the ice patrol be made permanent and allotted the task to the United States.

His next command was the DES MOINES which was sent on special service to Vera Cruz, Mexico, at the time of the Diaz revolution.

Admiral Hughes was appointed Chief of Staff of the Atlantic Fleet, January 4, 1913. He was on the WYOMING, flagship of the Atlantic Fleet, at Vera Cruz, May 18, 1914 until September 7, 1914.

Promoted to the rank of Captain on July 10, 1914, he was a member of the General Board, Navy Department, from September 20, 1914 until September, 1916.

Admiral Hughes took command of the battleship NEW YORK, October 21, 1916. She was one of the six American battleships which in December, 1917, sailed for England to cooperate with the British Fleet. Soon after joining the Grand Fleet, the American ships with the NEW YORK, Admiral Hugh Rodman's flagship, were designated as the Sixth Battle Squadron and assigned to one of the two places of honor and importance in the battle line - one of the two "fast wings" which would take station at the head or rear of the battleship force when going into action. On one occasion when the Grand Fleet came within a few miles of the German Fleet, the American division was in the van, and would have led the action, but the Germans took refuge behind their defenses before the British and Americans could run them down and force an engagement.

The NEW YORK had two narrow escapes from German submarines in the North Sea. On one occasion a submarine rammed the NEW YORK, dented the bottom and demolished the starboard propeller. According to Admiral Rodman's report there was every reason to believe that the blows from the propeller sank the submarine. En route to drydock to make repairs and install a new propeller, three torpedoes in rapid succession were fired at her by hostile submarines. But again she avoided them by clever maneuvering and escaped.

For his services during the World War, Admiral Hughes was awarded the Navy's Distinguished Service Medal with the citation:

> "For exceptionally meritorious service in a duty of great responsibility in command of the USS NEW YORK in the War Zone in association and cooperation with the British Grand Fleet."

He was also awarded the decoration of Commander of the Order of Leopold (Military) by the King of the Belgians for his World War service.

In October 1918, he was appointed Commandant of the Philadelphia Navy Yard, and at this time was given a temporary commission as Rear Admiral. On March 7, 1919, he became Commandant of the Fourth Naval District in addition to his duties as Commandant of the Navy Yard.

September 27, 1920, he assumed command of Battleship Division Four, Atlantic Fleet, and in December 1920, commanded Battleship Division Three.

He was commissioned Rear Admiral, February 11, 1921. On March 17, Admiral Hughes was given command of Squadron Two, Battleship Force, Atlantic Fleet, as additional duty. On September 14, 1921, he was given command of Battleship Division Seven, Pacific Fleet.

On January 6, 1923, his title was changed to Commander Division Four, Battleship Divisions, Battle Fleet, when the Fleets were reorganized.

July 1, 1923, he was a member of the class at the Naval War College, Newport, R. I. Upon the completion of that course in June, 1924, he was appointed Director of Fleet Training, Navy Department. When the experiments on the battleship WASHINGTON which was sunk under the terms of the Limitation of Armaments Conference were carried out, Admiral Hughes was a member of the Board which witnessed the tests.

On October 14, 1925, Admiral Hughes raised his flag as Commander in Chief of the Battle Fleet with the rank of Admiral. The following September he was given command of the United States Fleet, and on November 14, 1927, succeeded Admiral E. W. Eberle, U.S.N., as Chief of Naval Operations. He was detached from that duty on September 17, 1930, and retired from active duty on November 1, 1930, upon reaching the statutory retirement age.

The Government of Venezuela conferred upon Admiral Hughes the decoration of Liberator in recognition of the official visit of the United States Fleet under his command to Caracas, Venezuela, in 1927.

THE EDWARD LONGSTRETH MEDAL.

Upon recommendation of the Committee on Science and the Arts of the Franklin Institute of Philadelphia, Pa., the Board of Managers of that scientific society has voted to award to Captain Julius F. Hellweg, U.S.Navy, Retired, U.S.Naval Observatory, and Mr. Paul Sollenberger, U.S.Naval Observatory, jointly, Edward Longstreth Medals:

The reason for the awards is as follows:

"In consideration of their invention of a device combining a crystal controlled clock with a stroboscopic reading element and apparatus for emitting radio time signals, whereby the accuracy of those signals has been increased and the labor of preparing for their transmission reduced."

The Secretary of the Navy has congratulated both Captain Hellweg and Mr. Sollenberger and expressed his gratification that this unusual honor has been conferred upon them.

CLEANING OF SEXTANT ARCS AND VERNIER GRADUATIONS.

The Naval Observatory has received examples of the careless treatment of sextant arcs and verniers. In some cases the degree markings have been completely rubbed or polished away by the use of an improper cleaning compound. Bright work polish, rouge, or pumice should never be used. Instead, the following procedure should be followed:

Take a piece of clean cheese cloth, and dampen with a small amount of sperm oil. Rub this on a clean piece of charcoal. Then, with the cheese cloth prepared in the above manner, rub the surface of the arc to be cleaned, but rub only long enough to remove the stain, or corrosion.

Do not attempt to obtain a bright polish, as this is a means of cleansing, not polishing.

A LESSON IN NAVAL LEADERSHIP.

The following article "Memorandum for all officers" is a copy of the shakedown indoctrination policy of the Commanding Officer of the U.S.S.CLARK. It is reproduced here for its obvious value and general application to all ships.

"U.S.S. CLARK"

"Memorandum for all officers:

"At this time when we are commissioning a new ship and all starting fresh on a clean slate practically strangers to one another, it may be of value to you to have some idea of the point of view, likes and dislikes, desires and peculiarities of your Commanding Officer.

"Accordingly I have set forth below a few observations, some original, some not, in the hope that they may give you a helpful insight into my philosophy of naval life.

"A ship cannot be imagined without organized leadership. It is obvious that the first essential in any military body is an established system of controlling men. We have the benefit of the system as it exists in the Navy. We are backed up by all the machinery of law, regulations, and custom. They help a lot, but such things are only externals - means to an end. Obedience itself is not the object. It is only a step toward the end - a necessary step, but it should be a demonstration of willingness and not an evidence of compulsion. The end sought is the coordination of individual strength to produce the maximum concentrated effort toward the accomplishment of the objec' 'n view.

"We shall never be leaders as long as our men are giving only the measure of obedience COMPELLED by law. We shall be leaders only when our men look up to us with confidence, when they are anxious to know our wishes, eager to win our praise and ready to jump at a word from us in the execution of our orders regardless of whether they think them right or wrong.

"How is this to be done? How can we arouse this sentiment in the men of this ship? The answer is simple, but the practice is difficult.

"BY SETTING THE EXAMPLE. BY PRACTICING WHAT WE PREACH.

"In the morning when we appear on deck let us think what we would like every man in the crew to be and then let us try to be that man ourselves. Men unconsciously imitate their officers. We stand before them constantly as examples. If we are military, smart, decisive in our bearing they will brace up and try to be like us. But if we are sloppy, careless and seem congenital sufferers from that 'tired feeling,' no amount of nagging will make the men otherwise. If we are active, energetic, enthusiastic, and perhaps best of all, cheerful, our example will be contagious.

"A ship, like a navy, is as good as the men in that ship - NO BETTER.

"Officers can guide, can influence, can mould men. But whether their efforts are successful depends upon the officers setting the very best example in everything and of PRACTICING WHAT THEY PREACH. There is scarcely anything more infamous, more destructive of discipline and loyalty, than the officer whose philosophy of life is based on the principle of 'Don't do as I do, do as I say.'

"Know the practical business of going to sea. The examination papers of many officers reveal the fact that while they are able to make a diagram of a radio set or a sketch of a Diesel engine, they are often deplorably deficient in elementary seamanship, in rules of the road, the different kinds of buoys, and how to lower or hook on a boat in a seaway. Whatever your other technical qualifications, you must be a good sailorman. I want you to know more about every man and everything in your department or part of the ship than any man in it. Know where the fire plugs are, the spanners, nozzles, magazine floods, water-tight doors, and how to handle them. Know where everything is stowed. I want every officer in the ship personally and without assistance to be able to veer chain, let go an anchor, put on a stopper, and heave in. In case of fire, collision or other emergency, lead your men through knowledge acquired

beforehand. Be ABLE to take charge, and when you are in charge, then BE in charge. You know theoretically far more than any enlisted man. The same is true of all graduates of the Naval Academy. Yet you have seen, as I have seen, a lot of officers standing around like tailors' dummies, afraid they might be mistaken.

"If your powers of general observation are not of the best, develop them by conscientious training. When you go up topside or walk about the decks learn instinctively to look round. Drill yourself constantly until you notice without effort and make a mental note of such things as the direction of the wind, whether or not it is freshening or the sky becoming overcast, the absence of the admiral's flag from the ship where it usually flies, that some ship has gone alongside the tanker, that another is painting or preparing to weigh, etc., etc. And in this process don't forget the CLARK. If you see lines or swabs hanging over the side or the Colors are foul, don't pass it all up because you are not on duty - DO something about it. We are all on duty 24 hours a day, although not necessarily at all times engaged in executive duty. And in this connection if you return aboard at 0311 and fail to see the P.O.D., don't turn in and forget it because you're not on watch and it's not your pigeon anyhow. If you do you're infinitely more remiss in your duty than was the P.O.D. in being in the fireroom or on the bridge over a bowl of coffee.

"It is NOT how much ability an officer HAS, but HOW WELL HE USES what he DOES have that determines his value to the Navy.

"A man's character expresses itself in everything he does.

"It is said that 'responsibility makes cowards of us all.' How many of us are but too inclined to criticize and hold forth on what WE would do were we in so-and-so's billet. Yet when we actually do step into his shoes and shoulder the responsibility for the success or failure of operations which seemed so simple from the outside looking in, we find this responsibility so discouraging to our dash and conceit that we only too frequently follow the path of least resistance - excessive caution.

"Any fool can criticize. Most fools do.

"Don't nag your men; don't neglect them; don't coddle them; don't play the clown.

"Almost any man with brains can run a reasonably well designed piece of machinery. But it takes a lot more than brains successfully and continuously to run the human machine.

"Let no man leave an interview with you with a feeling of resentment in his heart.

"I want you to feel the same responsibility when the man breaks down and fails that you do when the machine gets out of adjustment. I want you to use the same observation, attention, and care with the man that you do with the machine. I want you to study the human failure just as you examine the reasons for mechanical failure. I want you to feel a personal pride in the man who, under your command, becomes a self-respecting, upstanding man-of-war's man, just as you feel a PERSONAL sense of FAILURE for the unfortunate who becomes a deserter and a bum. I ask you to undertake your solution of the human problem with the firm belief that the personnel you are given to control and to lead can be ruined or perfected, by your own individual efforts, by your own observation, foresight, care, and intelligence.

"NEVER GIVE AN ORDER THAT CANNOT BE ENFORCED. NEVER GIVE AN ORDER THAT IS NOT LIKELY TO BE OBEYED UNLESS YOU YOURSELF INTEND TO SEE THAT IT IS OBEYED.

"Remember that you are by no means your own master nor even entirely your own property, and that anything you may do to bring temporary discredit on yourself may bring lasting discredit on the United States.

"No important question should ever be decided without considering PRIMARILY its effect on the efficiency of this ship for WAR.

"Know when to say NO and have the guts to do so.

"In handling men it is well to remember that often it is not so much what you do as HOW you do it that counts.

"Cultivate a personality that will inspire obedience. You will recall those teachers at school who could keep a large roomful of boys quiet and orderly merely by an occasional glance round; while others were in a continual state of apprehension, dispensing punishments broadcast; and the tumult increased in direct proportion to the impositions inflicted. Cultivate a personality. The ingredients are: A calm demeanor, a voice and temper under perfect control, a firm conviction of the righteousness of your cause, and a fixed determination to see that cause triumph. And you must know what you're talking about.

"Try to earn for this ship the reputation of a next ahead on whom it is possible to keep station.

"You will never earn it.

"No ship ever has.

"But it is worth trying!

"Discipline is impossible without silence. So is efficiency. Whenever a general exercise such as coming alongside, casting off, inspecting the liberty party, handling stores, paying off, etc., is in progress, INSIST on absolute silence except from those giving the necessary orders.

A LESSON IN NAVAL LEADERSHIP (contd.).

"In matters of personal bearing, uniform, etc., I shall expect you to be guided by my example. There are certain practices to which I strongly object. They are:

"1. Failing smartly to return salutes rendered you.
"2. The wearing of unstarched collars with blue uniforms in port.
"3. The wearing of dirty, spotted, torn, or frayed uniforms at any time except when working on greasy machinery.
"4. Lounging in the wardroom in dungarees or out of uniform.
"5. Pacing or lounging on the weather decks with hands in trouser pockets. If your hands are cold put them in your blouse or jacket side pockets. It does not look unseamanlike and that is what the jacket pockets are for.
"6. Chewing gum at any time in uniform.
"7. Leaning over or against the life lines or against anything on the weather decks thereby telling the world that one is a victim of that 'tired feeling.'
"8. Needing a shave after 0800.
"9. Any kind of cheap, vulgar, uncultivated talk, especially to or in the presence of an enlisted man.
"10. Pencils and fountain pens in sight in uniform outside breast pockets.
"11. He who suddenly bursts into a frenzy of energy and zeal when unexpectedly he finds himself under the eye of the captain.

"At sea in matters of uniform take your cue from me.

"Avoid, as you would the plague, hostile criticism of authority, or even facetious or thoughtless criticism that has no hostile intent. Our naval gunnery instructions state that 'Destructive criticism that is born in officers' messes will soon spread through the ship and completely kill the ship spirit.'

"Admiral Lord Jervis said: 'Discipline begins in the wardroom. I dread not the seamen. It is the indiscreet conversations of the officers and their presumptious discussions of the orders they receive that produce all our ills.'

"Howlett Thebaud, Comdr., U.S.N."

ABSENCE OF FILE NUMBERS IN ACKNOWLEDGMENT OF RECEIPT OF BUREAU CORRESPONDENCE.

The Bureau notes a tendency on the part of many activities to omit correspondence file numbers in acknowledging receipt of Bureau correspondence. This is particularly true with respect to the receipt of papers to be used in conducting examinations for promotion where two or more Bureau letters are acknowledged in one receipt. The Bureau requests that steps be taken to insure strict compliance with correspondence regulations in this respect.

COMPASS OFFICE INFORMATION.

In order to make gyro compass parts more readily available to the majority of vessels having new equipment, the Navy Yard, Puget Sound, is being made distributing yard for spare parts of the following equipments:

Sperry Compasses, Mark X and XI, all Mods.
Arma Compasses, Mark IV, VI, and VII, all Mods.
Dead reckoning tracer equipment, all Marks and Mods.
Self-Synchronous Alidade equipment, all Marks and Mods.
Course Recorder equipments, all Marks and Mods.

Norfolk Navy Yard will remain the distributing yard for all other gyro compass material.

Class 61 of the Standard Stock Catalogue is being reprinted to bring it up to date with new material and the above change in distributing yard. This will take some time to complete, but in the meantime a supplement will be issued giving the change in designation of distributing yards. When this is received, requisitions for "not in excess" material should be made on Puget Sound or Norfolk, as designated in the supplement.

As the moving of stock from Norfolk to Puget Sound will take a little time, the Bureau is endeavoring to fill all tender allowances completely, before the change is made, to tide over the unsettled period.