4 JANUARY 1930.

BUREAU OF NAVIGATION

BULLETIN

NUMBER 121

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

OFFICER PERSONNEL

Selections for Postgraduate Instruction.

The following officers have been selected for postgraduate courses commencing in July, 1930:

Mechanical Engineering.--Lieuts. (J. G.) Allen F. Calvert, Jeane R. Clark, Terrence R. Cowie, Homer O. Dahlke, Francis S. Drake, Clifford A. Fines, William C. Fisher, Herbert K. Gates, Richard H. Gingras, Paul A. Hartzell, Charles L. F. Hoffman, Joseph S. Lillard, James L. Miller, Wallace S. Newton, Gerald P. Ogle, Anthony L. Rorschach, Harry A. Simms, Edwin J. Taylor, Jr., George C. Wright.

Electrical Engineering.--Lieut. Harold E. Parker.
Lieuts. (J. G.) Philip S. Creasor, Hebert E. Cronin, Clifton C. Grimes, Carleton C. Hoffner, William A. Hickey, Aubrey B. Leggett, James A. McNally, Franklin W. Slaven, William L. Turney, George W. Stott.

Diesel Engineering.--Lieut. John B. Longstaff.
Lieuts. (J. G.) Arthur D. Barnes, Daniel N. Cone, Marshall L. Dana, Dwight N. Day, Jr., William C. Latrobe, Frederick K. Loomis, John H. Spiller, John E. Will, Carl K. Zimmerman,

Aeronautical Engineering.--Lieut. Thomas S. Combs.
Lieuts. (J. G.) John W. King, 3rd, Selden F. Spangler.

Gas Engineering.--Lieuts. (J. G.) Hammond J. Dugan, Edwin R. Wilkinson.

Ordnance.--Lieuts. (J. G.) Charles H. Anderson, Jr., Sherman D. Burroughs, Jr., (Aviation), Norman M. Ellis, (Aviation), William C. France, James D. Laidlaw, William J. Longfellow, Merle A. Sawyer, Edward I. Woodyard, Joseph M. P. Wright, Fremont B. Wright.

Aerology.--Lieuts. (J. G.) Robert O. Minter, Emory W. Stephens.

Communication Engineering.--Lieut. John C. Jones.
Lieuts. (J. G.) Jose M. Cabanillas, Willis H. Cleaves, Forrest Close, Frederick R. Furth, Wilfred D. Goulett, Paul V. Hord, Kerrall K. Kirkpatrick, William P. McCinn, John L. Holgaard.

Civil Engineering.--Ensigns Albert J. Fay, Horace B. Jones, Howard F. Ransford.

General Line.--Lieuts. Ernest V. Abrams, Marshall A. Anderson, Bayard H. Colyear, John P. Curtis, Martin E. Derx, Miles P. Duval, Oliver W. Caines, Harry D. Goldy, Wallace H. Gregg, John B. Griggs, Jr., Drayton Harrison, Charles C. Hartman, Richard R. Hartung, Charles B. Hunt, Lunsford Y. Mason, Paul Miller, Andrew M. Parks, Harry A. Rochester, Elmer S. Stoker, Willard J. Suits, Paul W. Steinhagen, Cyril E. Taylor, Clarence L. Waters, Desmond J. Sinnott, Paul C. Wrenn.

Lieuts. (J. G.)--Arthur A. Ageton, Everett H. Brown, William P. Burford, Church A. Choppell, Robert A. Cook, Murvale T. Farrar, James E. Fuller, Wallace E. Guitar, Thomas H. Hoderman, George K. Hodgkiss, Philip H. Jenkins, Henry C. Johnson, Jr., Thomas E. Kelly, Francis W. Laurent, Stanley Leith, Philip D. Lohmann, Arthur L. Maher, Richard P. McDonough, John M. McIsaac, Lewis N. Miller, Robert M. Morris, John H. Parrott, William G. Pogue, Valentine L. Pottle, Francis L. Robbins, Frank E. Shoup, Jr., John D. Shaw, Thomas L. Turner, Robert P. Wadell, Ralph B. Wilson, Jr., James H. Willett, Beverly R. Harrison, Jr., George W. J. Welker.

Law.--Lieuts. Ransom K. Davis (Patent Law), Thomas A. Gaylord, William E. Hilbert, Hobart A. Sailor,

Compass Installation and Nautical Instrument Design.--Lieuts. (J. G.) John A. Marsh, Joseph T. Sheehan , Stirling P. Smith.

TRAINING

Slidefilm Instruction.

A letter from the Officer in Charge of Training Activities on the Nevada states that "We have two slidefilms and have ordered two more. They have created a very favorable impression on board". The news received from slidefilms is generally very favorable and the Bureau believes that this method of training will prove of great value. Some very interesting films are in course of preparation. Ships should provide themselves with projectors in accordance with BuNav Circular letter No. 45-29 at an early date in order to get full benefit of their service.

Recruits under Instruction.

The following table shows the number of recruits under instruction at the various Training Stations under date of 21 December 1929.

	Great Lakes	Hampton Roads	Newport R.I.	San Diego	Total
Recruit Training					
Apprentice Seamen	724	758	745	1454	3681
Seamen 2c	0	14	20	38	72
Firemen 3c	0	0	0	37	37
Other Ratings	18	21	18	23	80
	742	793	783	1552	3870

LEGISLATIVE

Priority List of Essential and Desirable Legislation.

The following letter was addressed to the Chairman of the House Committee on Naval Affairs by the Secretary of the Navy under date of 3 December, 1929:

"My Dear Mr. Chairman: For the information of the Committee on Naval Affairs of the House of Representatives, I have the honor to submit two inclosed lists of legislation which the Navy Department

contemplates recommending for enactment during the regular session of the Seventy-first Congress. These lists are arranged in the order of priority as determined by the Navy Department under the headings of 'essential' legislation and of 'desirable' legislation. Items of legislation other than those included on these two lists will be submitted later by the Navy Department.

"Sincerely yours,

C. F. ADAMS,
Secretary of the Navy."

Items of Essential Legislation

Priority	Title of bill
1.	To authorize the Secretary of the Navy to proceed with the construction of certain public works, and for other purposes.
2.	To authorize alterations and repairs to modernize the NEW MEXICO, MISSISSIPPI, and IDAHO.
3.	To authorize the Secretary of the Navy to install propulsive units of the Diesel electric type in the submarines S-5, S-6, and S-7.
4.	Personnel legislation:
	(a) To regulate the distribution and promotion of commissioned officers of the line of the Navy, and for other purposes.
	(b) To regulate the distribution and promotion of commissioned officers of the Marine Corps, and for other purposes.
	(c) Providing for a joint committee relative to pay legislation.
5.	To amend the act approved June 24, 1926, entitled "An act to authorize the construction and procurement of aircraft and aircraft equipment in the Navy and Marine Corps, and to adjust and define the status of the operating personnel in connection therewith."
6.	Relief bills:
	(a) For the relief of Miguel Pascual, a Spanish subject and resident of San Pedro de Macoris, Santo Domingo.
	(b) For the relief of Benjamin Gonzalez.
	(c) For the relief of Enriqueta Koch v de Jeanerot.
	(d) For the relief of Jose Francisco Rivas.
	(e) For the relief of Mrs. Fanor Flores and Pedro Flores, citizens of the Republic of Nicaragua.
	(f) For the relief of Lieut. (Junior Grade) Victor B. Tate, United States Navy, and Paul Franz, torpedoman, third class, United States Navy.
	(g) For the relief of retired and transferred members of the Naval Reserve Force, Naval Reserve, and Marine Corps Reserve.
	(h) Ten bills for the relief of 10 paymasters.
	(i) To provide for the reimbursement of certain enlisted men and former enlisted men of the Navy for the value of personal effects lost, damaged, or destroyed by fire at the naval training station, Hampton Roads, Va., on February 21, 1927.
7.	To provide that certain staff officers of the United States Navy shall come under the operation of section 16 of the act of June 10, 1926.
8.	To establish a naval airship base in one of the Pacific Coast States.
9.	For the conservation, care, custody, protection, and operation of the naval petroleum and oil-shale reserves, and for other purposes.

10. To amend the naval appropriation act for the fiscal year ended June 30, 1916, relative to the appointment of pay clerks and acting pay clerks.
11. To provide for the elimination from the active list of the Navy of certain officers of the staff corps who have not been selected for promotion.
12. To repeal the provisions in the act approved June 10, 1896, prohibiting the employment of officers of the Navy or Marine Corps on the active or retired list by persons or companies furnishing naval supplies or war material to the Government.
13. To prohibit the making of photographs, sketches, or maps of vital military and naval defense installations and equipment, and for other purposes.
14. Granting accommodations to officers of high rank on ocean travel.

Items of Desirable Legislation.

1. To authorize the Secretary of the Navy to lease the United States naval destroyer and submarine base, Squantum, Mass.
2. To authorize the Secretary of the Navy to erect temporary buildings costing not to exceed $5,000 each.
3. To authorize the withholding of pay of personnel indebted to the United States.
4. To extend the provisions of section 19 of the rivers and harbors act, approved March 3, 1899, to the navigable waters of the Virgin Islands.
5. To extend the admiralty laws of the United States of America to the Virgin Islands.
6. To amend section 11 of the act approved February 28, 1925, entitled, "An act to provide for the creation, organization, administration, and maintenance of a Naval Reserve and a Marine Corps Reserve." (To provide same pay for commissioned warrant officers of the Naval Reserve as for commissioned warrant officers of the regular Navy when on active duty.)
7. To extend the provisions of the World War veterans' act, as amended, to the personnel of the Navy and Marine Corps who have or shall have served on shore in Nicaragua between December 1, 1926, and the date of withdrawal of naval forces therefrom.
8. To amend section 6 of the act approved February 28, 1925, entitled, "An act to provide for the creation, organization, administration, and maintenance of a Naval Reserve and a Marine Corps Reserve." (To provide for discharge of reservists sentenced by civil authorities.)
9. To authorize the Secretary of War and the Secretary of the Navy to class as secret or confidential certain material, apparatus, or equipment for military or naval use, and for other purposes.
10. To amend section 1860 of the Revised Statutes as amended. (To permit appointments to civil office in United States Territories of Army and Navy retired officers.)
11. To provide for better administration of justice in the Navy. (Persons serving in confinement in pursuance of sentence of naval courts-martial to remain in all respects subject to Articles for the Government of the Navy.)
12. To authorize certain officers of the Navy and Marine Corps to administer oaths.

13. To extend commissary privileges to widows of officers and enlisted men of the Navy and Marine Corps, and also to Foreign Service officers at isolated foreign stations.
14. To facilitate award of contracts for purchase of motor vehicles for the Naval Establishment.
15. To amend section 12 of the act approved May 18, 1920. (Transportation in kind furnished to prospective resident on permanent change of station.)
16. To authorize the President to fix the clothing allowance for enlisted men of the Navy.
17. To amend section 22 of the act of March 4, 1925, entitled "An act providing for sundry matters affecting the naval service and for other purposes." (To authorize an increase in the total personnel of the Naval Reserve Officers' Training Corps from 1,200 to 2,400.)
18. Continuation of allowances for quarters for men sick in hospitals or absent on duty status.
19. Retirement of disabled nurses.
20. To establish an astrographic laboratory at the United States Naval Observatory, Washington, D. C., and to provide modern equipment therefor.
21. Authorizing the Secretary of the Navy to make determination of dependency in death gratuity cases.
22. Payment of death gratuity to fleet reservists on active duty.
23. Hospitalization of ex-service men with tuberculosis of service origin.
24. Hospitalization of naval reservists.
25. Purchase of recreation buildings at Samoa.
26. To amend section 8 of an act entitled "An act providing for sundry matters affecting the naval service, and for other purposes," approved March 4, 1925. (In re C.L. Wold and others).
27. To establish validity for accounting purposes of Navy Department orders and certification of orders as on public business.
28. To provide for the purchase of a bronze bust of the late Lieut. James Melville Gillis, United States Navy, to be presented to the Chilean National Observatory.
29. To prohibit the recovery of any indebtedness to the United States from either the principal or interest due and payable to any depositor from the military or naval service whose savings were intrusted to the Government under the provisions of existing law.
30. Permitting checkage of pay for indebtedness to Government under proper safeguard.
31. To amend paragraph 1 of section 22 of the interstate commerce act, as amended. (Authorizing public carriers to transport officers and enlisted men of the military and naval services while on leave of absence or furlough at own expense at reduced rates.)
32. To regulate the minimum age limit for enlistments in the Naval Reserve or Marine Corps Reserve.
33. Authorizing medical attendance at Government expense for officers on leave of absence.
34. To give war-time rank to retired officers and former officers of the United States Army (and Marine Corps).
35. Retirement of Naval Academy professors.

Status of Legislation.

The House Committee on Naval Affairs has considered and voted to report the line personnel bill (Britten bill) and the Public Works program without amendment and the Marine Corps personnel bill with minor amendments.

The Senate Military Affairs committee has voted to report out the Resolution creating the Joint Committee on Service Pay, and early action after re-convening (January 6) on this resolution is expected in the House Rules Committee. It appears more than possible that the Resolution will pass both Senate and House by January 15 with the result that the Joint Committee may be formed and commence its hearings before February 1.

MISCELLANEOUS.

Service Pay.

The Military Order of the World War, at its Annual Convention at Niagara Falls, September 27, 1929, endorsed the service pay increase recommended by the Interdepartmental Board. Rear Admiral T. J. Cowie, (S.C.), U.S.N., retired, Commander-in-Chief of the Order, forwarded a copy of the resolution adopted by the Order, to the Secretary of the Navy. Their resolution reads as follows:

"WHEREAS an Interdepartmental Board, duly appointed to consider a proposed Joint Service Pay Bill for the entire personnel of the Military and Naval forces of the United States, including the Army, Navy, Marine Corps, Coast Guard, Public Health, and Coast and Geodetic Survey, both active and retired, and for those reserves who may be called into active service from time to time under the direction of the President; have reported their personnel, commissioned and enlisted, of these services very much underpaid as compared with other governmental departments and like employment elsewhere in civil life; and

"WHEREAS officers and men are leaving these services to accept positions of greater remuneration elsewhere, a condition detrimental to the efficiency and morale of these services; and

"WHEREAS a new pay schedule covering the above named services has been recommended as a remedial measure for consideration of the Congress and the Executive Departments concerned; and

"WHEREAS the Military Order of the World War in National Convention assembled believes that said recommendations are meritorious, equitable and just, and that the enactment of the proposed measure by Congress will be recognition of the faithful service performed by those already in its personnel, and a means of preventing continued resignations from these services, and draw into these different departments of the military forces men of ability, reliability, energy and action, and add a stimulus to the men who have suffered during the World War to seek appointment and enlistment in the reserve forces of the military arm of our Government, all of which will add materially to the furtherance and the proper carrying out and fulfillment of the National Defense Acts;

"THEREFORE BE IT RESOLVED that the Military Order of the World War in National Convention assembled unanimously endorses the proposed increase in pay for these several services as recommended by the Interdo-

partmental Board; and

"BE IT FURTHER RESOLVED that a copy of this Resolution be furnished the President of the United States, the Secretaries of the Treasury, War, Navy and Commerce, the Military and Naval Committees of the Senate and the House, and all Senators and Representatives."

Niagara Falls, N.Y.
Sept.27, 1929.

In acknowledging receipt of Rear Admiral Cowie's letter, the Secretary of the Navy wrote, "It is needless to assure you that I am in entire accord with your expressed views".

Recognition for Byrd Expedition.

The President, on 21 December, 1929, signed the bill (S.2740) providing for the advancement of Commander Richard E. Byrd, U.S. Navy, retired, to the grade of rear admiral on the retired list of the Navy "in recognition of his extensive scientific investigations and extraordinary aerial explorations of the Antarctic continent, and of the first mapping of the South Pole and Polar Plateau by air".

The Naval Radio Station, Tutuila, Samoa, picked up the following message which was forwarded to the Navy Department:

From Little America To the Secretary of the Navy.

December 24.

"The Department's message informing me of my promotion to Rear Admiral is respectfully acknowledged and I send sincere appreciation for the Department's congratulations.

"Immediately upon return to the States there will be forwarded to the Navy Department commendations of fifteen Navy men who have contributed greatly to the success of our enterprise and who therefore deserve great credit for the work of the expedition for which the leader has been promoted.

"Byrd."

On 15 December Rear Admiral Byrd sent the following message:

"For Secretary of the Navy Adams, Washington, D.C. Dear Mr. Secretary: My shipmates and I feel very keenly the honor done our expedition by your part in Saturday's broadcast from Washington. And I send you the sincere appreciation of my companions and myself for your kind expressions which are a great encouragement to every man in camp. Whatever we have been able to accomplish has been made possible only by the united effort of all hands working as a unit with the same sort of spirit that prevails on the ships of the Navy during target practice. Many of the men with me are Navy trained. The expedition owes to the Navy a big debt of gratitude for the cooperation and assistance the department so generously gave us in our preparations, particularly Naval Operations,

Communications, Aeronautics, Navigation, Engineering, Hydrographic Office, the Operating Base at Hampton Roads and the Commandant, Navy Yard, New York. Fourteen men on the expedition are connected with the Navy and have contributed greatly to the success of this expedition and in so doing have lived up to the highest traditions of the Naval service. They are: Regular Navy, Harold I. June, Chief aviation pilot, Fleet Naval Reserve sixteen year class, Charles D. Lofgren, Chief yeoman, John J. Beyer, Chief machinist's mate. Retired list, Lieut. Harry Adams, Richard W. Konter, Chief radioman. U.S. Marine Corps, master sergeant Victor Czegka, gunnery sergeant Konnard F. Bubier. Marine Corps Reserve Captain Alton N. Parker. U.S. Naval Reserve, Lieut. Commander Frederick C. Melville, Lieut. Malcolm P. Hanson, Ensign Gustav L. Brown, Ensign Joe DeCanchl, Ensign Thomas B. Mulroy, Ensign Lloyd V. Berkner. I respectfully recommend that this commendation be made a part of their efficiency records. All at Little America join me in good wishes. Very respectfully,

"Richard Byrd".

The home addresses of men mentioned in the despatch of 15 December are:

Harold I. June, Chief Aviation Pilot, U.S.N., R.F.D. #28½ Cosoob, Conn.

Charles D. Lofgren, Chief Yeoman, U.S.N.R., 904 Kearney St., N.E., Washington, D. C.

John J. Beyer, Chief Machinist's Mate, U.S.N.R., 204 Clermont Avenue, Brooklyn, N. Y.

Lieutenant Harry Adams, U.S.N., retired, 1415 Lenox Ave., Bethlehem, Pa.

Richard W. Konter, Chief Radioman, U.S.N., retired, c/o Midwood Trust Co., 1144 Flatbush Ave., Brooklyn, N. Y.

Master Sergeant Victor H. Czegka, U.S.M.C., Marine Barracks, Quantico, Va.

Gunnery Sergeant Konnard F. Bubier, U.S.M.C., Providence, R.I.

Captain Alton N. Parker, U.S.M.C. Reserve, 2219 Kensington Ave., Youngstown, Ohio.

Lieut. Comdr. Frederick C. Melville, D-M, U.S.N.R., 546 Western Avenue, Lynn, Mass.

Lieut. Malcolm P. Hanson, D-V(S) U.S.N.R., University of Wisconsin, Madison, Wis.

Ensign Gustav L. Brown, D-M, U.S.N.R., 1721 Porter St., Philadelphia, Pa.

Ensign Joe De Canchl, A-V(C), U.S.N.R., 6 Beverly Gardens, Bronxville, N. Y.

Ensign Thomas B. Mulroy, B-V(C), U.S.N.R., 325 West 4th Street, New York, N. Y.

Ensign Lloyd V. Berkner, A-V(C), U.S.N.R., Sleepy Eye, Minnesota.

18 JANUARY 1930.

BUREAU OF NAVIGATION

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OFFICER PERSONNEL.

Reports on the Fitness of Officers.

The figure on the following page represents that portion of the second page of the Report on the Fitness of Officers covered by question twelve. Definitions below each division of the various qualifications have been omitted in the interest of clarity; they may be readily obtained by reference to the standard fitness report form. The curves traced on the figure are drawn through the composite marks of one hundred line officers in each of the ranks from captain to ensign. The officers in each rank, from whose reports the composite marks were obtained, were selected at random subject only to the following general restrictions:

(1) More cases of officers "at sea" than cases of officers "on shore" were utilized.

(2) One report only per officer was utilized.

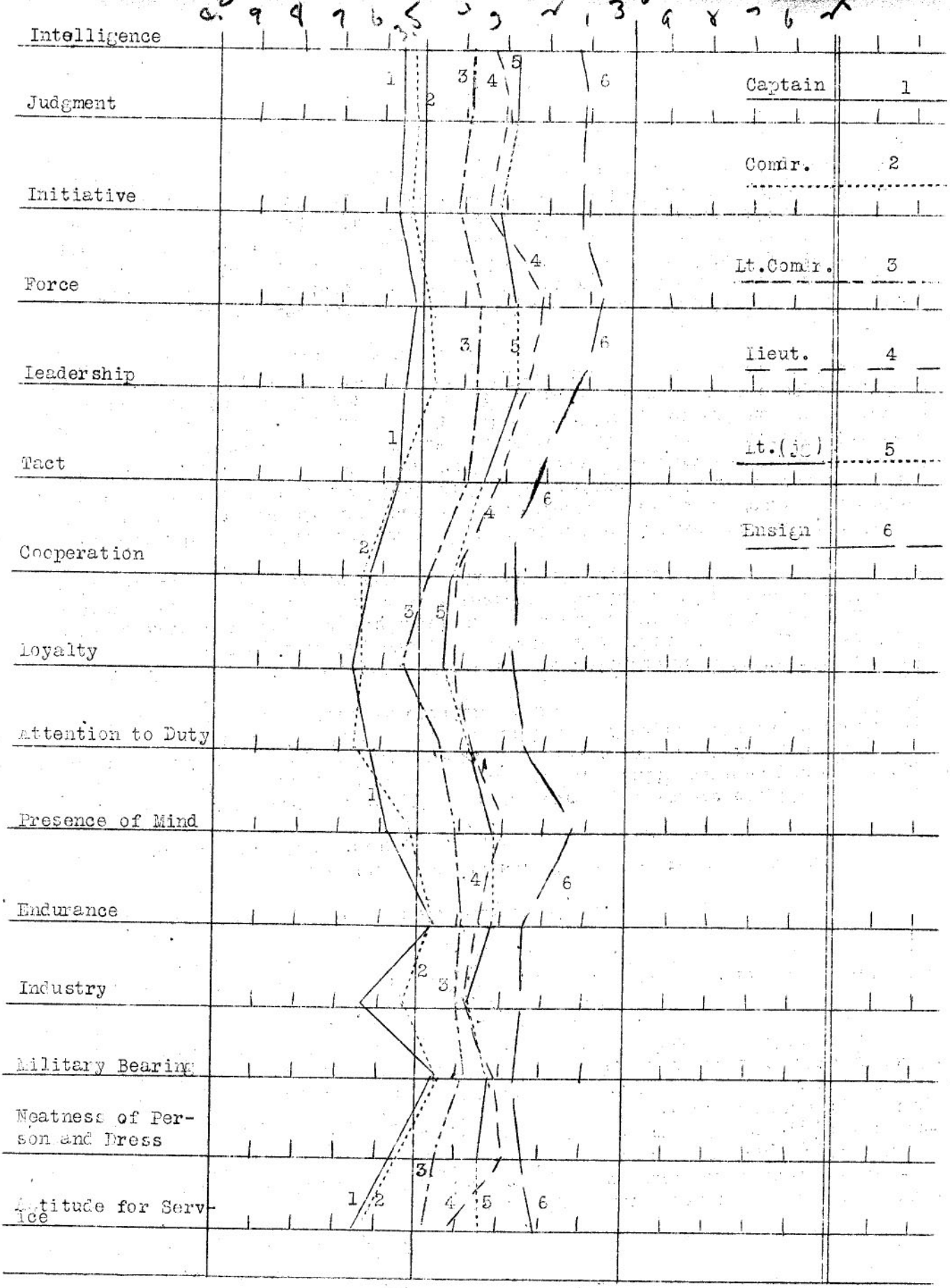
(3) The field of reporting seniors submitting the reports was kept as wide as practicable.

It is believed that the location of the curves, in their relation to one another, presents a fairly accurate picture of the qualifications possessed by an average officer of a particular rank. It will be apparent from the curves that the reporting senior is given wider latitude of expression in the form that is being used at present than in earlier forms.

For example, on the old form of report the suitable mark in "Aptitude for the Service" for two officers, one of the rank of captain, the other an ensign, who might have been under consideration, could quite properly have been "Above the Average". The fitness reports of these two officers would then have indicated aptitudes for the service in all respects equal.

Manifestly this could not have been an accurate picture, as the captain must have demonstrated his aptitude as above average over long years of service, and these same years must have lent much of experience to increase his natural aptitude. The ensign, on the other hand, must have had service character and habits as yet unformed, could not have had opportunities to demonstrate his aptitude to any great extent, and must have been lacking in experience to temper his natural aptitude. The mark on the old form in the case of the captain must have been based on accomplishment, while in the case of the ensign it could hardly have been more than a prediction.

The new form enables the reporting senior to draw this distinction. Without reference to the absolute location of the curves on the report, or to the degree of perfection the composite marks indicate for each grade, it is believed that the new fitness report form affords a better picture of the individual than did the old. It is fully realized that a perfect fitness report form on which each individual's characteristics can be portrayed without possibility of error is impracticable to achieve; it is considered, however, that the new form is a step in the right direction.


Intelligence
Judgment
Initiative
Force
Leadership
Tact
Cooperation
Loyalty
Attention to Duty
Presence of Mind
Endurance
Industry
Military Bearing
Neatness of Person and Dress
Aptitude for Service
Captain 1
Comdr. 2
Lt.Comdr. 3
Lieut. 4
Lt.(jg) 5
Ensign 6

Japanese language Students.

The policy of the Navy Department with regard to Japanese language students is to select two officers each year for this instruction. Officers selected are sent to Tokyo for a three year course, and ordinarily depart from the United States in August of the year they are assigned to this duty. The availability of this detail is brought to the attention of the Service with a view to the submission of applications by those who are best fitted, by aptitude and inclination, for this instruction. This will insure the quota being selected annually from all officers who possess the necessary qualifications and desire the course.

The following qualifications are set forth for the information of officers who are interested in this detail so as to preclude requests being submitted by those who do not meet these conditions:

(1) That an officer be unmarried. Experience has indicated that the disadvantages to the married officer and his family are so numerous, without any corresponding advantages, that he should not be selected for this duty unless possessing some very technical qualification which makes his detail desirable. Disadvantages of the married officer for this duty include the use of too much English, constant diversion from study, lack of freedom to go out and mix with the natives, and the high cost of living incident to the support of a family.

(2) That an officer be between the ages of 25 and 30. It has been found that younger officers can absorb the language far more easily than older ones.

(3) That an officer be not below the rank of lieutenant (junior grade). The cost of living in Japan is so high that an officer below the rank of lieutenant (junior grade) finds his living expenses all but beyond his means. Detail of ensigns is precluded by the Bureau policy which requires all officers to have at least five years at sea after graduation before becoming eligible for this duty.

The general past record and reputation of applicants for Japanese language instruction will be made the subject of closest investigation. Linguistic ability may be of assistance to the student in coping with certain difficulties, but does not indicate a certain predisposition to success in mastering the Japanese language. A good memory and an ability to devote at least ten hours a day to concentrated study are quite as important attributes for this work as a linguistic bent.

ENLISTED PERSONNEL.

The Benefits of Continuous Service.

The Bureau believes that there are many men in the Navy who do not fully realize the penalties of broken service. This is apparent from the percentage of broken service re-enlistments, which for the current fiscal year to date is .072%, and for the fiscal years 1929 and 1928 was .089%, and .116%, respectively. These figures sound low, and give percentages of continuous service re-enlistments which compare favorably with the advertised percentage of purity of a

well known soap. When one considers, however, that of 4266 re-enlistments for the current fiscal year to date, 510 have been of the broken service variety, the figures assume respectable proportions, and it is evident that there are many men who have awakened, too late, to find that opportunity has made his last trip, returned to the ship, and been hoisted in.

The greatest sacrifice that the broken service man makes is his hard earned rate which goes by the board. The chief petty officer who stays out over ninety days cannot re-enlist in any rating higher than third class petty officer, except in a very few groups. In the great majority of groups he must go back to seaman or fireman and start the long climb from the bottom of the ladder all over again. The second climb is apt to be a lengthy one, and the loss of pay involved will, in all probability, amount to hundreds of dollars. Then, too, the broken service man finds that his re-enlistment gratuity has vanished into thin air, and this is no small item in these days of high prices and low pay. All enlisted men, and particularly those whose expiration of enlistment is close at hand, will do well to give the benefits of continuous service the importance they so richly deserve.

Abolition of Rating of Engineman.

The Bureau is issuing a circular letter that will abolish the rating of engineman. This rating was created to avoid lowering the standard of machinist's mates at a time when machinists were being paid such high wages in civilian life the Navy could not keep enough of them in the service to fill the complements. It was a question of either lowering the standards and filling the complements with men that were not really qualified machinist's mates or of creating a new rating with lower professional requirements to do the work that did not require the technical knowledge and experience of a trained machinist's mate. The rating of engineman was created to fill this gap and at the present time there are 1,487 first and 2,065 second class allowed in this rating for the whole Navy.

The Bureau has stopped all advancements to engineman second class and expects that practically all men will have passed out of this class within two years, either by advancement to first class or transfer to the machinist's mate group.

Commanding Officers have been authorized to examine all enginemen for the rating of machinist's mate and to transfer all those found qualified to the corresponding class of machinist's mate regardless of vacancies. As the number of enginemen in the Navy decreases the allowance of machinist's mates will be increased until the entire 3,552 enginemen have been added and the rating of engineman has become a memory of "The Old Navy".

As the allowance of machinist's mates will be greatly increased next July, it is all to the advantage of the enginemen to change their rates as quickly as possible in order to be ready to take advantage of these extra chances for promotion.

Commanding Officers are urged to expedite the examination of their enginemen.

Service School Requirements For Advancement To Chief Petty Officer.

Bureau of Navigation Circular Letter No. 7-28 is to be replaced by instructions to be included in the next printed change in the Bureau of Navigation Manual. Heretofore graduation from certain service schools has been a requirement for advancement to certain chief petty officer ratings, but men could be placed on the eligibility lists prior even to attendance at the schools, being passed over until eventual graduation. Under the forthcoming change men holding these ratings, unless serving on the Asiatic Station, will not be recommended to the Bureau for placing on the eligibility lists until graduation. The ratings and schools affected are as follows:

(a) Chief Radioman.....Radio Material School, Washington, D. C.

(b) Chief Electrician's Mate.....Gyro Compass School, Navy Yard, New York, N.Y.

(c) Chief Torpedoman.....Torpedomen's School, Newport, R.I., or Battle Fleet Torpedomen's School, San Diego, Calif.

(d) Chief Commissary Steward.....Cooks' and Bakers' School, Hampton Roads, Va., or San Diego, Calif.

(e) Chief Photographer.....Photographer's School, Pensacola, Fla.

Commendation.

The Chief of the Bureau of Navigation recently addressed the following letter of commendation to Alvan Marshall Stewart, M.M.1c, U.S.Navy, U.S.S.S-16, home address, 167 Ninth St., Troy, N. Y.

"1. The Bureau is in receipt of a letter from the Chief of the Bureau of Engineering in which he states that you have developed a modification for the water fitting for the exhaust valves of the M.A.N. engines of the USS S-14 to 17. This modification has made it possible on this installation to do away with gaskets, to adjust the exhaust valve fitting while the engine is running, to renew the hose jumper on the exhaust valve while the engine is running, and by doing away with the gaskets in this position avoids a possibility of stoppage of the circulating water in the exhaust valve. He further states that this modification has been under test for eight hundred engine hours and has proven conclusively that it is the most desirable alteration on this type engine.

"2. The Bureau takes pleasure in commending you for the interest, initiative, and zeal you have displayed in developing this advanced improvement in propelling machinery of submarines.

"3. A copy of this letter will be made a part of your official record in the Bureau of Navigation."

Training Courses Aid in Advancement.

Recent correspondence from an officer who had conducted competitive examinations for advancement in one of the major units of the Battle Fleet demonstrated that "men examined for advancement, who had completed the Bureau of Navigation Courses, submitted superior papers to those who had not taken the Courses or had studied them in a perfunctory manner".

Results of Elimination Flight Training - Hampton Roads.

Results of the Elimination Flight Training conducted at the Naval Air Station, Hampton Roads, Virginia, during the calendar year 1929, are tabulated below.

Officers	No. Students	Passed	Percentage Passed	Failed	Dropped
Jan., Feb., March, 1929	3	3	100%	0	0
April, May, June, 1929	29	17	58.62%	12	0
July, Aug., Sept., 1929	34	30	88.24%	3	1#
Oct., Nov., Dec., 1929	47	38	80.85%	9	0
Calendar Year 1929	113	88	77.88%	24	1#
Enlisted Men					
Calendar Year 1929	374	152	40.64%	155	67*

Note 1. One officer dropped at own request due to chronic air-sickness.

* Note 2. Students were dropped after 6 or 7 hours instruction when it was evident they could not be taught to fly. The figure for number dropped includes 8 men whose training was discontinued at their own request.

Slidefilm Program.

A number of photographers from the Scouting Fleet have completed a brief course in slidefilm technique. During this instruction much progress was made which will tend to improve the quality of these films.

Many good scenarios are on hand and will be executed as soon as possible. Among these are:

Manufacture of Optical Glass) 1st part of the optical series.
Working of Optical Glass)
Physical drill with arms
Physical drill without arms
Deep Sea Diving (part of "Submarine Salvage")
Gasoline Precautions - motor boats
Handling and Salvaging of Aircraft
Ground Tackle
Catapults
and many others.

Quite a few ships have not yet purchased the slidefilm projector. These ships are missing much. Projectors cost $35.28 and may be obtained as outlined in paragraph 5, Bureau of Navigation Circular letter No. 45-29 which is quoted:

"Commencing about 1 September, 1929, projectors may be procured by requisition submitted to the Bureau under ship's Store Profits or allotments from the appropriation 'Recreation for Enlisted Men'. Vessels and stations desiring to purchase these projectors from ship's service store profits or other unofficial funds may do so by letter request to the Bureau, enclosing therewith check or money order payable to the Bureau of Navigation to cover the cost. While the exact cost of these projectors cannot be determined until purchase is made, it is estimated that they can be procured for about $35.00 each."

Graduates of Chemical Warfare School.

The following table showing the number of graduates of the Chemical Warfare School at Edgewood Arsenal, Maryland, is summarized from data published in "Chemical Warfare" under date of 15 December, 1929.

	Commissioned	Enlisted	Total
U. S. Army	514	147	661
U. S. Navy			
Line	324	130	454
Medical Corps	18	30	48
Construction Corps	63		63
Total, U. S. Navy	405	160	565
U. S. Marine Corps	53	32	85
Foreign			
Cuban Army	1		1
Argentine Navy	1		1
Grand Total	974	339	1313

From the foregoing it will be noted that Navy and Marine graduates of the Chemical Warfare School, to date, almost equal the number of Army graduates.

NAVAL RESERVE.

Commendation of Naval Reserve Officers.

Lieutenant Commander A. M. Moore, D-M, U.S.N.R., Master of the S% REPUBLIC, Lieut. H. L. Winslow, D-M, U.S.N.R., Chief Officer, and Lieut. F. S. Soboll, D-M, U.S.N.R., Third Officer, of the same vessel have recently been commended for their part in the rescue of the crew of the sinking British Schooner "CANDER DEAL".

The following extracts are taken from the letter of commendation addressed to Captain Moore:

"The Department has just been advised of your excellent work in connection with the rescue of the crew of the British Schooner "CANDER DEAL" on the morning of 5 December 1929. It appears that this rescue was effected under weather conditions which called for the display of the highest order of seamanship and courage and was accomplished without a single casualty.

"The Department wishes to commend you for your actions on this occasion, which were in keeping with the best traditions of the Navy and the American Merchant Marine."

The following extracts are from the letter of commendation addressed to Chief Officer Winslow:

"The Department has received reports of the successful rescue of the crew of the British Schooner "GANDER DEAL" by the S. S. REPUBLIC on the morning of 5 December, 1929, under very trying weather conditions while enroute from Cherbourg, France, to New York, N. Y., in latitude 47° north, longitude 40° west.

"From these reports it appears that you were in charge of the life boat which in the heavy seas of a winter gale effected the transfer of the eleven members of the crew of the "GANDER DEAL" to the S. S. REPUBLIC.

"The Department notes with pleasure the highly seamanlike and efficient manner in which this transfer was accomplished, and takes great pleasure in commending you for your heroic conduct on this occasion, which is in keeping with the highest traditions of the Navy and of the American Merchant Marine."

The Chief of the Bureau of Navigation also commended Lieut. Soboll, who as Officer of the Watch sighted the "GANDER DEAL", and recognized her signals of distress, although several other vessels had previously passed within sight of the sinking ship without noticing her condition.

LEGISLATIVE.

Status of Legislation.

On 6 January the Senate passed the Resolution creating the Joint Committee on Service Pay. It is hoped that this Resolution will very shortly be passed by the House, and that the Committee will thereupon be formed and commence its investigations.

The Naval Affairs Committee of the House, having again reported out the bills which passed the House but failed to pass the Senate in the last Congress, i.e., the Public Works Bill, the line Personnel Bill (Britten Bill), the Marine Corps Personnel Bill, a bill authorizing the appointment of pay clerks from petty officers first class, and a bill validating the Department's action in transferring a number of Naval Reserve officers and men to the retired list and to the Fleet Reserve, adjourned subject to the call of the Chairman. These bills have already been reported favorably by the Senate Naval Committee and are now awaiting action on the calendars of both chambers.

It appears probable that further major Naval legislation, aside, of course, from the annual Naval Appropriation Bill, hearings on which before the House Appropriation Committee began on 16 January, will, in large part, await the results of the London Conference.

MISCELLANEOUS.

United States Delegation Sails for London Conference.

The United States Delegation to the London Conference on the Limitation of Naval Armaments sailed from New York on the S. S. George Washington on 9 January. The delegates are: Secretary of State Henry L. Stimson, Secretary of the Navy Charles F. Adams, Ambassadors Charles G. Dawes, Hugh L. Gibson and Dwight W. Morrow, and Senators David A. Reed and Joseph T. Robinson. Ambassadors Dawes and Gibson were already abroad. The delegates were accompanied by advisory staffs from the State and Navy Departments and by a clerical staff. The naval officers accompanying the delegation as advisors and assistants are:

Admiral William V. Pratt, U.S.N., Commander-in-Chief, United States Fleet.
Rear Admiral Hilary P. Jones, U. S. N., (Retired).
Rear Admiral William A. Moffett, U.S.N., Chief of the Bureau of Aeronautics, Navy Department.
Rear Admiral Joel R.P. Pringle, U.S.N., President of the Naval War College, Newport, R. I.
Rear Admiral Harry E. Yarnell, U.S.N., Chief of the Bureau of Engineering, Navy Department.
Rear Admiral Arthur R. Hepburn, U.S.N., Chief of Staff, Commander-in-Chief, United States Fleet.
Captain Alexander H. Van Keuren, Construction Corps, U.S.Navy, in charge of the Design Division, Bureau of Construction and Repair, Navy Department.
Captain W. W. Smyth, U.S.N., Member of Special Board on Naval Ordnance, Navy Department (Bureau of Ordnance).
Captain Montgomery E. Higgins, Medical Corps, U.S.N., Navy Department.
Commander Harold C. Train, U.S.N., on duty with the General Board, Navy Department.
Lieutenant Charles W.A. Campbell, U.S.N., aide and flag lieutenant to Commander-in-Chief, United States Fleet.

AUGUSTA To Be Launched.

Light Cruiser No. 31, the AUGUSTA, will be launched on February 1, 1930, at the plant of the Newport News Shipbuilding Company, Newport News, Virginia.

Upon the recommendation of the Honorable W. B. Bell, Mayor of the City of Augusta, Ga., the Secretary of the Navy has designated Miss Evelyn McDaniel, 2562 Walton Way, Augusta, Ga., as sponsor.

AUGUSTA is the sixth cruiser to be launched in a program of eight light cruisers which were authorized in 1924. On December 31, 1929, she was 67.5 percent completed.

The United States Navy has assigned the name AUGUSTA to two other vessels. The first AUGUSTA was a sailing vessel, (brig), with fourteen guns and a crew of eighty men. She was built or purchased at Baltimore, Md., at a cost of $16,294 in 1799. Commanded by Lieutenant Archibald McIlroy, she was part of

Commodore Silas Talbot's Squadron in the West Indies in the quasi-war with France. In 1800, she captured the vessels L'ESPOIR, LA VICTOIRE, LA JEANNE, LE REPUBLICAIN and with the U.S.S. HERALD, the LA LUTINE. In 1801, she was sold at Norfolk, Va., for $13,889.

The second AUGUSTA was a paddle steamer of 1310 tons used during the Civil War.

Disposition of Historical Data Plates.

The Commander, Destroyer Squadrons, Battle Fleet, requested permission to send the historical data plates of decommissioned destroyers to the next of kin of the persons for whom the destroyers were named.

The Judge Advocate General has decided that the historical data plates being government property could not be so disposed of, and that the plates can only be disposed of in the same manner as other government property; that is, by advertising, bidding, and sale to the highest bidder.

Changes in Regulations For Wear of Working Dress - Naval Aviators.

A change in Article 205 of the Uniform Regulations, which prescribes the occasions on which the working dress for aviators may be worn, has been approved by the Secretary of the Navy. The change permits Naval Aviators to wear this uniform for the duration of extended flights except when in attendance at evening functions.