12 APRIL 1930.

BUREAU OF NAVIGATION

BULLETIN

NUMBER 128.

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

OFFICER PERSONNEL.

Line Selection Board Ordered.

The Board to select line officers for promotion to the grades of Rear Admiral, Captain and Commander has been ordered to convene in the Navy Department on 12 May, 1930. The number of officers to be selected for these grades has not as yet been finally fixed due, (1) to possible changes before May 12, and (2) to possible enactment of the Line Personnel (Britten) Bill. The Selection Board will be constituted of the following members:

Vice Admiral Lucius A. Dostwick, Commander Battleship Divisions, Battle Fleet, President.
Vice Admiral William C. Cole, Commander Scouting Fleet.
Rear " Mark L. Bristol, General Board.
" " Jehu V. Chase, " "
" " George C. Day, " "
" " Luke McNamee, " "
" " Frank H. Clark, Comdr. Light Cruiser Divisions and Light Cruiser Division Three, Scouting Fleet.
Rear Admiral Ridley McLean, Budget Officer of the Navy.
" " Henry V. Butler, Comdr. Aircraft Squadrons, Battle Fleet.

Leave of Absence.

Inquiries received by the Bureau concerning leave indicate lack of information concerning this very important subject. The Bureau has not heretofore set forth in detail its policy concerning leave of absence. In view of the many inquiries received, the Bureau herein outlines, in general, its policy concerning leave, method of computation, and limiting conditions.

Although the Bureau believes that officers should take leave so as to benefit by mental and physical relaxation and recreation, it must be thoroughly understood that it is a privilege and not a right. Leave of absence is not an allowance. It is competent for the Secretary of the Navy to deny any or all leave. Laws under which leaves of absence are regulated are not authority to grant leave, but impose restrictions with regard to pay when in the leave status.

The leave year extends from 1 July to the following 30 June, both inclusive. Thirty days for each year is credited on 1 July, and any leave that has accumulated is carried over to the next leave year, but the amount so accumulated is not carried in amounts exceeding four months. Leave of absence, therefore, accumulates at the rate of thirty days per year, up to a maximum of four months.

The Bureau endeavors to grant two months leave of absence, provided that much has accrued, to officers in advance of retirement. In case of resignation, the same principle is applied, the date upon which resignation is effective being the last day of the leave given.

The Bureau also endeavors to grant one month's delay in reporting, such delay to count as leave, to officers on change of station from sea to shore. Officers desiring such leave should, however, submit appropriate request.

The number of officers at present on the Navy list makes it impracticable to grant more than two months leave in any one year, irrespective of the amount accrued. Should the personnel situation ease up, it might be possible, at times, to increase the amount of leave granted at any one time.

Officers on leave are entitled to full pay and allowances, up to the date of expiration of their accumulated leave. If leave beyond that amount is taken, such officers are automatically placed in the half-pay status for the period in excess of the accumulated leave, and are denied rental and subsistence allowance. This is a general ruling, but in cases in which leave in excess of the amount accumulated is taken, the matter is considered separately by the Comptroller General.

Retired officers, recalled to active duty, are not entitled to any accumulative leave that might have accrued at the time of their retirement. Likewise, an officer entering the Navy from the Naval Reserve is not entitled to any leave that he might have accumulated while in the Reserve.

Lifetime Associations Are Not Easily Broken.

"The more I see of civil life, the more I like the Navy."

The above quoted statement expresses the sentiment of a former Naval Aviator who left the Service to enter commercial flying. He goes on to state that he holds no particular brief against civil life as he has been fortunate with regard to positions, friends and associations on the outside. But - he misses Service life and that intangible but gripping attraction that it holds for us.

The records of the Bureau indicate that, since 1926, twenty-four Naval Aviators have resigned from the Service. This number includes one commander, five lieutenant commanders, twelve lieutenants, five lieutenants (junior grade) and one machinist. It is rather a striking fact that, of this number, two lieutenant commanders, nine lieutenants, four lieutenants (junior grade) and one machinist, or a total of sixteen, have enrolled in the Naval Reserve and thus apparently attempted to maintain the old contacts and associations. Then, too, there have been several cases of officers who have tendered their resignations and recalled them before the dates on which they were to become effective, realizing before it was too late that their reasons for staying were greater than those for leaving.

ENLISTED PERSONNEL.

Recommendations for Advancement Desired.

The Bureau will be pleased to receive recommendations for advancement to officers' steward SECOND CLASS and to officers' cook FIRST CLASS. Men with extremely long service in lower rating or with extremely long total service will be considered if fully qualified. Report of examination should accompany the recommendation, except that the Asiatic Fleet, Guam and Samoa may submit recommendations by despatch, forwarding report of examination by mail.

Enlistments During March,

Applicants for enlistment at all recruiting stations during March, 1930, reached a total of 8905. There were 1177 first enlistments, and 213 reenlistments, at recruiting stations, during the month. Total first enlistments for the fiscal year to 1 April, 1930, were 10,397, while reenlistments for the same period numbered 1785.

Transfers to Fleet Reserve,

The Bureau has noticed an increasing number of requests for cancellation of authorizations for transfer to the Fleet Naval Reserve. These requests have been uniformly disapproved and the transfer of the applicant directed in accordance with the original authorization.

The law gives the Bureau no discretion relative to the transfer of men after they have completed sufficient service and their retention after they have become eligible for the Fleet Naval Reserve results in the formation of a class of men who may leave the service at their option. In this connection many who are eligible for transfer should carefully consider the import of the recent Comptroller's decision which requires that all men transferred to the Fleet Naval Reserve must be physically qualified to perform duty in time of war.

Commendation.

The Secretary of the Navy has recently addressed the following letter of commendation to Earl Earwin Comingore, C.Q.M., U.S.N., U.S.S. PROCYON, home address, 536 Exeter Avenue, Indianapolis, Indiana:

"1. The Commanding Officer, USS MARYLAND, has brought to the attention of the Bureau your conduct in assisting in the rescue of a shipmate from drowning.

"2. It appears that at about 2330, 9 March, 1930, while you were on patrol duty, a patrol motor boat made the port gangway of the USS MARYLAND to deliver to the ship R.A. Voruz, Private, U. S. Marine Corps, who was apparently under the influence of intoxicating liquor. In stepping from the boat to the gangway, Voruz lost his balance and fell overboard, carrying you with him. As Voruz was unable to care for himself, you kept hold of him until assistance was rendered.

"3. The Department commends you for the presence of mind and unselfish action you displayed. Your conduct on this occasion was in keeping with the best traditions of the Naval Service.

"4. A copy of this letter will be made a part of your official service record in the Department."

TRAINING.

Notes on Slidefilm Production.

The Slidefilm School has now progressed to the point where it produces its own slidefilms. Recently an officer from the Bureau of Aeronautics had a lecture to give to an Army audience. He gave the school the material he wished to use for illustrations on the screen and in three days he had a slidefilm which he used to illustrate his lecture. Besides being cheaper, this was much more convenient than slides. When the Fleet is provided with personnel familiar with this production, it will be possible to make up slidefilms on board ship to illustrate critiques and for other purposes.

There are now in course of production three slidefilms which should be of considerable service interest. These are:

Safety Precautions - Gasoline Driven Power Boats (release date 1 May 1930).
Safety Precautions and Casualties - Oil Burning Boilers, Part I.
" " " " " " " " II.

Considerable effort has been expended on these films to make them accurate in every detail. They show how to prevent casualties and what to do in case of casualties - in fact they show everything necessary except how to beat a general court martial in case you are found responsible for casualties.

If your ship has not yet gotten its slidefilm projector, you will get your money's worth if you buy one now for these three slidefilms.

Release dates for the above slidefilms will be announced in this Bulletin at a later date.

The following is quoted from a letter received by the Bureau of Navigation from one of the vessels of the Battle Fleet:

"The Bureau of Navigation educational pictures have been received with great interest by the officers and crew. They furnish probably the best method of imparting information and instruction to personnel, and many of them could be shown at frequent intervals without loss of interest or value."

LEGISLATIVE.

Status of Legislation.

The Line Personnel (Britten) Bill passed the Senate on 1 April. Although this bill, in identical form, was passed by the House in the last Congress, its re-passage by the House in this Congress is now necessary. In view, however, of this prior passage, it is believed that it will pass the House in the present Congress without serious difficulty, when it is brought up for consideration. The date on which such consideration will be given the bill cannot be definitely predicted at this time, but it is hoped that it will pass the House and become law before the adjournment of the present session of Congress.

In such event, vacancies will be created for approximately 55 additional commanders and 110 additional lieutenant commanders. No additional vacancies will occur in the grades of rear admiral and captain, although the number to be selected will be somewhat increased. Additional officers so selected for those grades will be placed on a promotion list and remain there until vacancies occur to which they become entitled by seniority on the promotion list. Examinations for officers who may become due for promotion to commander and lieutenant commander due to the additional vacancies will be held up for a time, probably about two months, to offer adequate time for preparation.

Due to the slight reduction in the number of lieutenants carried in the bill, there will be a minor delay in promotion to the lieutenant's grade. This delay, originally estimated in the Bureau's pamphlet No. 65-28, of November 6, 1928, as a maximum of four months, can now be definitely predicted as less than two months.

On the same day, 1 April, the Public Works Bill, providing for improvements in naval stations, and the Marine Corps Personnel Bill, instituting a selective system similar to that of the Navy, in the Marine Corps, failed to receive the unanimous consent necessary for passage and were therefore continued on the Senate Calendar for further consideration in the future.

The Senate also passed a bill, S. 953, granting an increase of disability pensions to former officers and men of the Regular Service, without the requirement of being a veteran of any war, and for an increase in the pension of dependents of deceased non-veteran regular service personnel who die, or have died in line of duty. These new pension rates carried by this bill, which has yet to be considered by the House, are approximately equal to those now provided for World War veterans, and the bill therefore represents a much needed and welcome equalization of the pension benefits of men of the regular service with those of the World War veteran. The pension rates in the bill for dependents, irrespective of the rank of the deceased, are $30 for the widow and $6 for each child, and/or $20 for dependent mother or father. The present pension rates for the regular service are dependent on rank and range from $12 for the widow of an enlisted man through intervening rates up to $30 for the widow of a lieutenant commander or above, with $2 for each child in all grades.

Both the Senate and the House have passed and the President approved a law granting the temporary rank of Captain of the Medical Corps to the Naval Officer assigned to duty as physician to the White House during the period of such assignment. This is applicable at present to Lieutenant Commander J. T. Boone, Medical Corps, U.S.Navy, who is thereby granted the temporary rank of Captain in the Medical Corps.

The Joint Committee to investigate pay legislation, which has now received the extensive data it desired from the several Departments, held a meeting on April 8th to discuss further procedure. The results of this meeting are not available when this Bulletin goes to press but it is hoped that now that the Senate Members have been freed from the hitherto necessary continuous attendance on the Tariff debate, the Committee will find it possible to go ahead with its investigation of this subject.

Resolutions from various Chambers in support of the Interdepartmental Pay Board's recommendations continue to be received. Most recent was a very complete and strong recommendation of the Chamber of Commerce of the State of New York, dated April 3, 1930. On request by the Chamber of Commerce of the State of Ohio the U. S. Chamber of Commerce has listed the matter of pay increase for the military services as one of the questions to be taken up in its annual meeting of the entire U. S. Chamber in Washington in late April and early May. It is hoped that the U. S. Chamber, in its annual meeting, will place itself on record in favor of pay increases for the Services. Such an endorsement by the U. S. Chamber of Commerce will necessarily be of material advantage.

HYDROGRAPHIC.

Movements of Icebergs and Ice in North Atlantic.

One of the responsibilities of the Hydrographic Office in making the seas safe for navigation is that of obtaining information concerning the movements of icebergs and ice in the regions of the North Atlantic ship lanes, and to advise mariners when the safety of their vessels and the lives of passengers are menaced. This information is handled in the Hydrographic Office by Mr. A. B. McManus, who has been attached to the Hydrographic Office for 31 years and who, during that time, has amassed a wealth of information of ice movements, ocean currents, winds, etc., and is recognized as an authority on these matters.

During January 1930, icebergs and field ice had made their appearance in such unusually low latitudes and in such quantities that a careful record of their movements was begun in the Hydrographic Office in order that warning might be made if they should constitute a grave menace to vessels using the northern lane, Track "C", crossing longitude 50 degrees, latitude 43 degrees, westbound to the United States, and longitude 50 degrees, latitude 42 degrees, eastbound toward the English Channel. This Track was to have continued until 1 April.

On 5 February, an iceberg was reported in latitude 45 degrees, 02' North, longitude 48 degrees, 20' West, by the British steamer WESTPOOL, and on 7 February the German steamer MUENCHEN reported an iceberg in latitude 43 degrees, 20' North, longitude 48 degrees, 58' West, practically on the lane then being used by Westbound ships.

The Hydrographer, therefore, on 7 February, recommended to the United States Coast Guard that the International Ice Observation and Ice Patrol Service be started as soon as practicable. The Branch Hydrographic Office in New York was directed to inform the representative of the North Atlantic Track Agreement of the early and heavy movement of ice and the menace to Track "C", and recommended that Track "C" be discontinued and shipping routed over Track "B", crossing longitude 47 degrees, latitude 41 degrees, 30' Westbound, longitude 47 degrees, latitude 40 degrees, 30' Eastbound. The steamship companies shifted to Route "B" on 15 February.

On 11 February the U. S. Coast Guard Cutter TAMPA was sent out for preliminary observation and patrol and in consequence of reports made by her of the presence of a great amount of ice, the U.S.Coast Guard Cutters MODOC and

MOJAVE began the regular patrol on 27 February, alternating this duty every two weeks. These vessels have found ice in unusually large quantities and low latitudes as anticipated. They report daily to the Hydrographic Office the ice conditions found by them or reported to them by other ships. These reports are broadcast daily by the Hydrographic Office, and by the Coast Guard Ice Patrol vessel, and are also published in the Daily Memorandum and the Weekly Bulletin issued by the Hydrographic Office. This information is also issued weekly in the form of an Ice Supplement to the Hydrographic Bulletin in which the location of ice with reference to the steamer lanes is shown graphically.

OBSERVATORY.

The Hoey Position Plotter.

The reports of practical tests of the Hoey Position Plotter have been received, and indicate that the instrument has, in general, been found useful. The Bureau has indicated the allowance and procurement procedure in a recent Bureau of Navigation circular letter.

Some of the reports received at the Observatory seem to indicate that there is an occasional misconception as to the intended use of the Hoey Position Plotter. This instrument was never intended to replace the Universal Drafting Machines, but rather as a substitute for parallel rulers, especially in locations or at times where no drafting machine is available. Under such conditions, and after sufficient practice to acquire facility with the instrument, it is thought that its usefulness will be obvious.

A few of the unfavorable reports indicated that the instructions for use of the instrument were not understood. Some operators evidently considered it necessary to bring one of the vertical lines on a meridian, and one of the horizontal lines on a parallel of latitude, at the same time. Obviously this double orientation is unnecessary, and restricts the field of usefulness of the instrument. It may not be generally known that the French Navy has used this protractor, but without a movable arm, for many years. Most French charts are issued without a compass rose.

Many ships reported that meridians and parallels of latitude on Harbor Charts are too far apart for use of the instrument. In this case, parallel lines should be drawn in where desired. If the instrument comes into general use, it is intended to take up the matter of special lines on charts with the Hydrographic Office, and to provide an alternative longer arm.

Some ships reported the instrument to be of especial value for use with the dead reckoning tracer where there is no compass rose on the plotting paper. The Hoey Position Plotter is used to check the course steered, and, when maneuvering, to determine the courses made good between two given times.

TRANSPORTATION.

U.S.Navy Travel Instructions.

The U. S. Navy Travel Instructions cover all basic matters pertaining to passenger transportation, although they are supplemented from time to time by special letters of instruction.

Copies of the U. S. Navy Travel Instructions were distributed in such a way as to insure that all Naval vessels in commission would have at least one copy. Large vessels have been furnished with more than one copy. All stations on shore where travel is issued or where reference to travel instructions is necessary have been supplied with at least one copy. In addition, each officer of the Supply Corps has been issued an individual copy. It was not deemed practicable, or necessary, to furnish every officer of the Service with an individual copy on account of the great expense involved.

Transportation of Household Effects.

There appears to be a general misunderstanding on the part of Naval personnel with regard to transportation of household effects. While it is true that orders involving a permanent change of station give the authority by which household effects are moved, attention is called to the fact that transportation of personnel and transportation of household effects are covered under separate laws. The laws pertaining to household effects appear to be more liberal than those pertaining to transportation of dependents. The Bureau of Navigation has no cognizance over shipment of household effects; this authority is in the hands of the Bureau of Supplies and Accounts. Applications for shipment of household effects should be made direct to that Bureau.

NAVAL RESERVE.

Chicago's New Armory.

The U.S.S. Commodore, which has long served the Chicago units of the Naval Reserve, has been vacated and the vessel has been put up for sale.

This fifty-five year old landmark will be removed. For several years it has been perched high and dry on the beach near the inner basin at the foot of the Randolph Street Viaduct. Its wooden structure gives the appearance of Noah's Ark.

The Commodore has served the Chicago units as an Armory for many years. The recent completion of the Armory built by the State of Illinois has moved these units to more modern quarters. This new Armory, built on the waterfront of the inner basin, is one of the finest in the country. It is centrally located, making it a convenient base for embarking the inland reserves. It is within fifteen minutes of the railway stations and cruising ships can moor alongside the Armory. They have every modern convenience that an Armory could have, such as, a swimming pool, large mess halls, etc. It is expected that this modern Armory will be of great benefit in maintaining a strong and healthy Naval Reserve throughout the middlewest.

Merchant Marine Naval Reserve.

The Merchant Marine Naval Reserve is having a daily growth in the number of commissioned officers, number of vessels warranted to fly the Flag of Merchant Marine Naval Reserve, and vessels on the approved list. Congress has provided no funds, as yet, with which to pay these officers and the organization is on a purely volunteer basis. The officers are showing an enthusiastic interest, and it is hoped that the service will show them every possible courtesy whenever contact with them is made.

Reserve Aviation.

The first class of seamen second of Class V-5 Naval Reserve are about to complete their course at Pensacola. A statutory board has been ordered to give them an examination for Ensign in the Naval Reserve. Out of the class that started on July 18, 1929, there remains 16 out of the original 20. These men are picked from colleges and reserve units after fulfilling some strenuous requirements before they are sent to Pensacola. They take the course as enlisted men as no means are provided by law to give them any other status. If they complete the course at Pensacola, they are given an examination for commission as ensign. Those successful in this examination are given an opportunity to perform one year of active duty with the Fleet. There are a total of 66 men in Pensacola at the present time. Twenty entered in August, and sixteen remain. There are seventeen remaining in each class that entered in September and October; one has been dropped from each class.

Ages of Officers in Fleet Reserve.

Interesting disclosures are made in the study of the ages of the various grades of officers in the Fleet Naval Reserve, as shown in the following table:

Rank	Number	Oldest	Youngest	Average Age
Captain	10	59	45	52.4
Commander	8	59	47	50.6
Lieut. Comdr.	108	60	34	50.0
Lieutenant	237	60	29	37.2
" (j.g.)	168	52	26	33.8
Ensign	192	41	22	29.6

With the first class of graduates of the Naval R.O.T.C. this year, a source of new material is developed and this should aid in maintaining officers of the correct age in each rank.

MISCELLANEOUS.

Cordial Invitation Extended Men of Fleet by National Navy Club of New York.

The National Navy Club of New York is making extensive preparations for the arrival of the United States Fleet in North River in May, and desires that enlisted men of the Navy and Marine Corps of the Fleet be informed of the facilities for comfort, convenience and entertainment which the Club is anxious to provide for them.

Men will find rooms at fifty cents a night, checking facilities, post-office, a canteen with reasonably priced home cooking, lockers, showers, etc., at the Club. Dances are held twice a week, with partners provided, and there is an Open House each Sunday afternoon, with music and refreshments, games, etc. Library and card room facilities are available, as well as up-to-the-minute information regarding points of interest, sightseeing trips, busses, etc. A most hearty welcome, and an earnest desire to do the utmost for your happiness and comfort, awaits you who visit the Club.

The National Navy Club is located at 93 Park Avenue, two blocks south of Grand Central Station.

Night Flying Made Safe by Milk Cans and Pure Alcohol.

Naval Reserve Aviation Base, Seattle, Wash., reports that night flying in planes not properly equipped for this work has been greatly improved by the ingenuity of Naval personnel. Running lights, made of condensed milk cans of the brand known to the trade as "Pet", were used. The standard liquid supplied for the compasses, on account of its muddy color, obscured the compass markings and aviators had difficulty in steering a straight course. It was replaced by pure alcohol, and a special light made of a "Pet" milk can was installed, after which aviators were able to steer a straight course.

LT.COMDR. C. H. ROPER. U.S.N.

TRAINING DIVISION.

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OFFICER PERSONNEL.

Commendation for Members of Navy Search Expedition.

The Secretary of the Navy, on 12 April, commended Lieutenant Commander G. S. Gillespie, U.S.N., for the leadership he displayed in conducting the Navy Search Expedition organized in San Diego to help in the search for Pilot Graham of the Western Air Express. The officers under Lieutenant Commander Gillespie's command (Lieutenant D. Kiefer, Lieutenant F. W. McMahon, Lieutenant (jg) H. D. Felt, Lieutenant (jg) W. K. Goodney, Ensign B. F. Jones, and Radio Electrician C. G. Alexander, U.S.N.) were also commended for their resourcefulness.

This expedition consisted of three scouting planes from VS Squadron Three-B, three from VS Squadron Two-B, and one Sikorsky amphibian, with four extra enlisted radiomen. They flew from San Diego to March Field, near Riverside, California, on 17 January, 1930. From there they were piloted over the mountains at Banning to Los Vegas, Nevada by Army pilots. It was necessary to fly at a height of 10,000 feet to clear the pass.

From Los Vegas, after consulting with the Western Air Express officials, the search was conducted by planes flying in pairs as far as Salt Lake City. An air mail pilot led them over the route usually followed by the civilian flyers.

The following day the weather was unsettled with snow at Salt Lake City, but the Navy planes took off for a more detailed search. The mountainous region in the vicinity of Milford and Fillmore was searched that day. The country covered was about 11,000 feet high with deep snow over the mountains and temperatures of around 22° below zero.

The planes spent the night in two groups, one at Fillmore and one at Milford. It was necessary to drain the motors of oil overnight and heat this oil before putting it in the motors in the morning. Gasoline torches were used to heat the cylinders before putting the oil in. This heating was done for about half an hour before filling the motors with hot oil and attempting to start. It took from 1000 to 1500 to get all motors operating satisfactorily.

The search was then conducted south to Los Vegas, where Lieutenant Commander Gillespie was thanked by the Western Air officials for his aid. The planes then flew through the mountain passes again and returned to San Diego by March Field.

ENLISTED PERSONNEL.

Requests for Recruiting Duty.

It is evident, from the number of requests received, that men who are eligible for transfer to the Fleet Naval Reserve are not

aware of the present policy of the Bureau regarding the assignment of reservists to recruiting duty. With the exception of pharmacist's mates, no reservists are being recalled to active duty for recruiting. Men have been requesting transfer to the Fleet Naval Reserve and recall to active recruiting duty, and upon being informed that they would not be recalled, have requested cancellation of transfer. As it is not the policy of the Bureau to approve such cancellation, men contemplating transfer should be governed accordingly.

Letters of Commendation.

The following enlisted men have recently been awarded letters of commendation:

Howard William Norman, Coxswain, U. S. Navy, U.S.S. SOUTHARD, home address, 341 West Jackson Street, Morris, Ill., has been commended by the Secretary of the Navy for his prompt and courageous action in rescuing Leroy Eli LaBrie, Torpedoman second class, U.S.Navy, from drowning. LaBrie accidently fell into the water between the starboard side of the U.S.S. MAC DONOUGH and the port side of the U.S.S. SOUTHARD, at about midnight on 21 December, 1929. In falling, his forehead and left arm struck the side of the MAC-DONOUGH, partially stunning him and rendering the arm momentarily useless. Norman clambered down a live steam line onto the guard rails and rescued him from drowning. Norman's conduct on this occasion is in keeping with the best traditions of the Naval Service.

Anton Frank Bella, Seaman first class, U.S.Navy, U.S.S. MELVIN, home address, 1905 South Brookfield Street, South Bend, Ind., has been commended by the Secretary of the Navy for his prompt and courageous action in saving Henry T. Cook, Fireman second class, U.S.Navy, from drowning. On the night of 28 January, 1930, while the U.S.S. MELVIN was moored in San Diego Harbor, Cook, while attempting to enter the ship's motor whaleboat by way of the propeller guard, lost his balance and fell into the water. He was handicapped by his pea coat and was unable to swim. Bella promptly swam to his assistance and towed him to safety; he has been recommended to the Secretary of the Treasury for the award of a life-saving medal in recognition of his deed.

Thomas Ansell Stubbs, Radioman first class, U.S.Navy, Marine Barracks, Naval Station, St. Thomas, V. I., home address, Geneva, Ga., has been commended by the Secretary of the Navy for his prompt action in assisting in the rescue of Private Nicholas Hoffman, U.S.Marine Corps, from drowning. On the afternoon of 28 December, 1929, Hoffman, while swimming at Water Hole, located on the south side of the Island of St. Croix, Virgin Islands, became exhausted and was unable to swim to shore. Stubbs and Private Russell Oliver, U.S.Marine Corps, swam to his assistance and succeeded in towing him to the beach where he was resuscitated.

Raymond Hart, Torpedoman second class, U.S.Navy, U.S.S. MC CORMICK, home address, 477 Rivet Street, New Bedford, Mass., has been commended by the Secretary of the Navy for his meritorious conduct in rescuing a shipmate from drowning. On 24 December, 1929, while the U.S.S. MC CORMICK was at anchor in the Yangtze River at Nanking, China, Harry R. Quirk, Seaman first class, U.S.Navy, fell overboard from the fantail of the ship, while under the influence of liquor. As Quirk's efforts to swim were ineffective, and as the current was rapidly carrying him down stream, Hart dived overboard and assisted him to the ship. Hart has been recommended to the Secretary of the Treasury for the award of a life-saving medal, in recognition of his deed.

Josiah L. Crane, Chief Fire Controlman, U.S.Navy, Navy Recruiting Station, Boston, Mass., home address, 151 Park Street, Portsmouth, N. H., has been commended by the Chief of the Bureau of Navigation for his excellent performance of duty at the Navy Recruiting Sub-station, Manchester, New Hampshire, which through his industry, tact, interest and general efficiency, has been improved to the extent that it is now the leading sub-station in the Boston District, not only as regards productiveness, but also in securing recruits of the highest order of excellence. It is noted in connection with this commendation that Crane last year received a letter of commendation carrying with it an extra year's recruiting duty, as a result of his selection by the Officer in Charge as the most valuable canvasser in his district.

TRAINING.

Percentile Rank.

New notations will shortly appear on pages 4-B of the service records of men received from the Training Stations. Marks will be recorded for the General Classification Test, Mechanical Aptitude Test, spelling and arithmetic tests, etc., as heretofore, but, in addition, percentile ranks will be assigned in the various tests and subjects.

Percentile rank in a given test or subject is the figure representing the proportion of men that a man surpasses on that test or subject. In other words, this figure shows how far the man stands from the bottom of a typical group of 100 men representing a cross section of the Navy. If one subtracts the percentile rank, assigned in a particular test or subject, from 100, a figure is obtained showing how far from the top a man stands in that test or subject. For example, a percentile rank of 85 in arithmetic means that the man to whom this rank is assigned is better than 85% of enlisted men, and is 15% from the top in that subject. Percentile rank for each subject or test will be recorded in parentheses following the mark assigned for the particular test or subject, thus:

English 60 (P. R. 31)

Use of these rankings will doubtless prove of much greater value in the assignment of men than marks alone, for the additional notations furnish the relative proficiency of men in a test or subject, rather than absolute marks, based on two or more examinations which may differ considerably in difficulty.

Weakness in Arithmetic a Handicap.

Two classes have entered the recently opened school for Officers' Cooks and Stewards at Hampton Roads. Experience demonstrates that the work of the school is much hampered by the general lack of knowledge of arithmetic of men under instruction.

Weakness in arithmetic must prove a handicap for messes as well as for the school. Mess accounting, and adjustments of recipes to provide food in proper quantities for varying numbers of officers, require a working knowledge of arithmetic. Ships can doubtless greatly extend the usefulness and efficiency of their cooks and stewards by teaching them arithmetic.

Small Arms Training For Recruits.

The Naval Training Station at Newport has been devoting considerable attention to small arms for some time, and all recruits trained there recently have had experience in firing Service types of minor caliber weapons. Since last July, 97.6% of recruits at the Station have qualified on the indoor range; 90.8% of them qualified as marksmen on the outdoor range from July until that range was closed for the winter. All this has been accomplished without serious interference with other activities required of recruits at the Station. Preparations are now being made to conduct matches under the rules of the National Rifle Association for gallery firing as a part of the program of indoor training. This early work with small arms is considered of great benefit as it permits recruits to become familiar with these weapons and gain a degree of proficiency in their use prior to transfer to duty on board ship. It also provides valuable groundwork for future training of recruits for stations as members of gun-pointer groups.

From a Mother's Viewpoint.

The following letter was recently received by the Commanding Officer, Naval Training Station, San Diego, California, from the mother of an enlisted man:

"Dear Sir:

"I received your letter about my son (------), and it made me very happy to know that he is getting along so well and has been appointed a petty officer so soon - shall always hope and pray that he makes good and learns something while in the Navy.

"From his letters he likes it very much and speaks so well of his officers, and I know when a boy likes them, they will like him and he will get along fine.

"Just the few months that he has been in the Navy has done wonders for him, and he has written me letters that six months ago he would never have thought of writing.

"Your letter has made me very happy and shall always keep it. I didn't know they took such interest in the boys as to write their parents.

"Of course I have always been like a lot of other people, always looked down on a 'gob' until my own son joined the Navy. He has always been a good clean boy and hope he will always remain one.

"Sincerely yours"

NAVAL RESERVE.

Appointments of Former Naval Officers to Naval Reserve.

In order that the Bureau may keep in close touch with experienced personnel, appointments of former Naval Officers to the Naval Reserve are allowed in the ranks held when they were honorably separated from the Navy, but not above Lieutenant Commander. These officers are given the date of precedence which they held in the regular Navy, provided their complete application and report of physical examination are received within four months of their separation from the Service. The physical examination given at time of resignation is acceptable if it is reported on Medicine and Surgery Form Y. There has been much misunderstanding on this point as the physical examination given on separation from the Service is often only recorded as a notation on the health record of the officer concerned. This is insufficient for issuing an appointment in the Naval Reserve. A flight physical examination is also required in case of a candidate for aviation duties. Applications are always made to the Commandant of the Naval District in which the officer resides.

Arrangements for Reserve Training Cruises, 1930.

The annual training cruises of all Fleet Reserve Units in the Ninth Naval District will be conducted on the Great Lakes this summer. An officer of the regular Service will be assigned to each cruising vessel. This should prove of much assistance in training the Reserve Units, as none of them from the Ninth Naval District will cruise with the active fleet this year; it should also be an interesting experience for the officers of the regular Navy assigned this duty as opportunities for cruising on the Lakes are seldom afforded them.

Arrangements for the Reserve Training Cruises on the West Coast have been published. The CHANDLER, SOUTHARD, HOVEY, LONG, BROOME and ALDEN will cruise the Southern California Reserves to British Columbia ports; the TATTNALL, BADGER, TWIGGS, BABBITT, JACOB JONES and HAMILTON will take the Puget Sound Reserves to Alaskan ports. The NOA and WILLIAM B. PRESTON will take the Northern California Reserves on cruises to Catalina.

HYDROGRAPHIC.

Movements of Survey Vessels.

The U.S.S. NOKOMIS has been surveying the Northeast coast of Cuba, including adjacent reefs and shoals, and will return to the Navy Yard, Philadelphia, Pa., about 20 May. It is anticipated that the survey of the Northeast coast of Cuba will be completed during the next season, beginning about 1 December. The NOKOMIS is in command of Commander H. A. Badt, U. S. Navy.

The U.S.S. HANNIBAL has been surveying the Northwest coast of Cuba from Bahia Honda to the Eastward since about the 10th of December. It is expected that this survey will link up with the survey previously made to the Eastward of Havana and be completed this season, about 20 May, 1930, when the vessel will return to the Navy Yard, Philadelphia, Pa., to work up the data obtained during the past survey season. The HANNIBAL is in command of Captain D. McD. LeBreton, U.S.Navy.

The U.S.S. NIAGARA sailed from the Navy Yard, Philadelphia, Pa., on 1 April to continue the survey of the Gulf of Panama, which will begin at the Pacific entrance of the Canal and extend to the Eastward. The NIAGARA makes the port of Balboa every week end for recreation and liberty. The NIAGARA is in command of Commander N. L. Nichols, U.S.Navy.

TRANSPORTATION.

Class of Accommodations.

Papers passing through the Bureau recently brought to light a point which, naturally, caused some confusion in the Service.

Under date of 11 June, 1928, an Alnav was sent to the Service, directing that separate staterooms on commercial vessels be authorized only in the case of flag officers.

Under date of 1 August, 1928, change No. 11 in the Navy Regulations was forwarded to the Service, and among the provisions of this change was authority to furnish separate staterooms to captains and commanders. Naturally, in view of the fact that the change was issued several months after the Alnav was forwarded, there was doubt as to which governed.

In this case the Alnav governed.

Changes in departmental instructions, especially the Regulations, are in course of preparation for some time and must be approved before being forwarded to the printer. This, of necessity, results in considerable retardation in the date of printing. In cases of this kind, which occur occasionally, the better plan is to follow instructions of the Alnav, or to communicate with the Bureau of Navigation by mail or telegram for advice.

The class of accommodations to be furnished officers is now covered fully in paragraphs 1-33 of the U. S. Navy Travel Instructions. The Bureau still has this question under consideration in connection with changes in the Navy Regulations. The present instructions in the Regulations, covering this question, are, temporarily at least, in abeyance.

LEGISLATIVE.

Pay Legislation.

The Joint Committee to investigate the pay conditions in the Services has held no meeting since the last issue of the Bulletin.

Line Personnel Bill.

In the House the first opportunity in this Congress for consideration of the Line Personnel Bill (Britten Bill) occurred on 21 April, when it was reached on the unanimous consent calendar. After considerable discussion in support of the bill by Mr. Britten, Mr. Vinson and Mr. Hale of the Naval Affairs Committee, and in opposition to it by Mr. French and Mr. Barbour of the Appropriations Committee, Mr. French objected to its passage by unanimous consent. Mr. French based his objection on the ground that in view of the Joint Pay Committee, of which he is a member, no promotion legislation with a bearing on pay should be passed until the Pay Committee had concluded its work. It was pointed out by Mr. Britten and others that the Bill did not affect pay in any manner and offered only an adjustment of promotion, rather than a change in the method of promotion, but Mr. French maintained his objection. As a result, the Bill did not pass on unanimous consent. This, however, does not change its status as before the House and as available for consideration at any time, if a special rule for its discussion is allowed by the Rules Committee. It is definitely available for consideration on the Naval Committee's calendar day late in this session or early in the next. Since the bill has already been passed by the Senate, favorable action by the House only is necessary, unless it is amended by the House, in which case further reference to the Senate for action on the amendments will be required.

Status of Other Naval Legislation.

The Public Works Bill, authorizing a number of improvements at various Navy Yards and Naval Stations, which have been banked up for some years owing to failure of this and prior bills to pass,

has been passed by the House. It had already passed the Senate but the House added some amendments and in consequence further action by the Senate is necessary. This may be anticipated, however, in the near future. The House amendments comprise a provision for the leasing of the dry dock at New Orleans; the omission of a small floating dry dock at San Diego, and reduction of the authorized cost of the Commandant's quarters at the Naval Base, Canal Zone.

A number of other important bills for the Navy, carried on the consent calendar, were not reached but presumably will be acted upon on Monday, 5 May. These include the Marine Corps Personnel Bill, authorization for new hospitals at Washington and Philadelphia, the establishment of a Hydrographic Office at Honolulu, the relief of retired and transferred members of the Naval Reserve adversely affected by the Comptroller's decisions resulting in the reduction of their original retired pay, and the appointment of pay clerks from petty officers first class as well as from chief petty officers.

On the consent calendar action of the House on 11 April, the bill allowing six months' death gratuities to beneficiaries of Naval Reservists who die while on active duty was passed, and bills were objected to as follows - for retirement of nurses for physical disability in line of duty, for the establishment of the U.S.S. OLYMPIA in Washington as a memorial, for the lease of Naval Base at Squantum, Mass., for the attendance of Marine Corps Band at the Confederate Reunion at Biloxi, Miss., for change in ratings and pay of the members of the Naval Academy Band, and for hospitalization without subsistence charges for retired enlisted men and men of the Fleet Naval Reserve. All these bills were replaced on the consent calendar for another hearing thereon and may, if they fail again, be considered on the Naval Committee's calendar day.

In the Senate, since the last issue of the Bulletin, the Public Works Bill was passed on unanimous consent, and as noted above has now passed the House with amendments. In addition, the bill paralleling the House Bill cited above for the relief of retired and transferred members of the Naval Reserve, and numerous private bills affecting individual officers and men, were passed. Other matters of interest also passed by the Senate were bills providing for a tablet at the Naval Academy in memorial of the officers and men lost on the S-4, a resolution for the detail of a medical officer of the Navy as physician to the Senate (one is now acting in the House), and a bill allowing the transfer of surplus and obsolete machinery, mechanical equipment and tools to schools and colleges in the vicinity of navy yards, for use in vocational training and instruction.

MISCELLANEOUS.

Exercises to Commemorate North Pole Discovery.

The exercises held in Arlington National Cemetery on April 7, 1930, to commemorate the twenty-first anniversary of the discovery of the North Pole by the late Rear Admiral Robert E. Peary, C.E.C.,

U.S.Navy, were conducted under the auspices of Robert E. Peary Ship #427, Veterans of Foreign Wars of the United States. This Post of Naval Veterans has not forgotten that if we care naught for the heroic efforts and achievements of such men as Admiral Peary, our own lives are doomed to flow in ignoble channels.

The Acting Secretary of the Navy, Ernest Lee Jahncke, attended with representatives from the Navy Department.

Rear Admiral A. L. Parsons, C.E.C., U.S.N., delivered a most inspiring address.

New Athletic Field for Guam.

The Bureau is in receipt of information from the Governor of Guam that ground was broken for an athletic field on the Island on 7 April, 1930. The new field, which is expected to be one of the finest in the Orient, is situated just within the city limits of Agana, and will cover eleven and one-half acres. It is hoped to have the field ready for the opening of the Fall athletic season. This will remove major athletic contests from the Plaza where they have been conducted for many years.

Award of Secretary of the Navy's Pistol Trophy, 1930.

Midshipman Samuel Sylvester Yeaton, First Class, having made the highest score in the Pistol Match for the Secretary of the Navy's Pistol Trophy, is designated to receive that award for the year 1930.

The presentation of the award will take place on the afternoon of Wednesday, 4 June, at the Naval Academy.

Tenth Annual Reunion, Class of 1920, U.S.N.A.

The Tenth Annual Reunion of the Class of 1920, U. S. Naval Academy, (which graduated 6 June 1919), will be held at the Hotel Astor, New York, N. Y., beginning at 1800 on Friday, 16 May, 1930.

Hubbard Hall Dedicated.

Hubbard Hall, the new boathouse at the Naval Academy, was dedicated on Saturday, 19 April, 1930, preceding the regatta held on that day in which crews of Columbia, Massachusetts Institute of Technology and the Naval Academy participated.

Rear Admiral S. S. Robison, U.S.Navy, presided at the brief dedication ceremony. Among the speakers was Rear Admiral John Hubbard, U.S.Navy, retired, for whom the boathouse is named. Rear Admiral Hubbard, in 1870, stroked the first crew to represent the Naval Academy against an opponent when the Academy crew finished several lengths ahead of Quaker City Club of Philadelphia.

The new building embodies the most modern ideas on boathouse construction. It was erected under an appropriation of $250,000

authorized by Congress in 1928.

Material to be Collected for Naval Museum.

The Secretary of the Navy has directed that all Navy and Marine Corps activities, with the exception of the U. S. Naval Academy, make a thorough search and compile a complete list of all material that can be considered as relics, memorials, or tokens of Naval or Marine Corps achievements, or Naval or Marine Corps history, which should be preserved.

When the new Navy Building is erected, it is desired to have one floor set aside as a Naval Museum, and to put on this floor all worth-while relics, flags, models, copies of correspondence, memorials, and tokens which will depict the history of the American Navy or Marine Corps from their inception. In the grounds and parkways surrounding the building it is proposed to place historical monuments, guns, anchors and other articles of Naval or Marine Corps material which are illustrative of the Services and of their history.