

31 OCTOBER 1936

BUREAU OF NAVIGATION

BULLETIN

★

NUMBER 241

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

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### SPONSOR FOR U.S.S. BROOKLYN.

The Secretary of the Navy has designated Miss Kathryn Jane Lackey, daughter of Rear Admiral and Mrs. F. R. Lackey, as sponsor for the U.S.S. BROOKLYN (CL40), named for the Borough of Brooklyn, New York.

Miss Lackey who resides with her parents at 1223 Union Street, Brooklyn, New York, was born in Brooklyn and attended the public schools there, graduating from Erasmus Hall High School and Adelphi College in Brooklyn. She is a member of the D. A. R. and her ancestors have resided in Brooklyn for the past five generations.

Rear Admiral F. R. Lackey, her father, is Commanding Officer of the New York Naval Militia. He served continuously during the World War as an officer of the U. S. Naval Reserve and was commended for his efficient service by the Secretary of the Navy. Since the World War he has been an active member of the Naval Reserve and since 1 March 1932 has been assigned to active duty at the Headquarters of the Third Naval District in connection with Naval Reserve - Naval Militia activities.

The U.S.S. BROOKLYN (CL40) was authorized by Act of Congress dated February 13, 1929.

### SPONSORS FOR SUBMARINES.

The Secretary of the Navy, the Honorable Claude A. Swanson, has selected the following ladies to sponsor five submarines which were authorized by the Vinson-Trammell Bill approved by Act of Congress dated March 27, 1934:

Three of these submarines are being built at the Electric Boat Co., Groton, Conn. These are the SALMON (SS182), SEAL (SS183), and SKIPJACK (SS184).

The sponsor for the U.S.S. SALMON (SS182) will be Miss Hester Laning, daughter of Rear Admiral Harris Laning, U.S.N., Commandant 3rd Naval District and Navy Yard, New York. The SALMON is scheduled to be launched June 15, 1937.

Mrs. John F. Greenslade, wife of Lieutenant John F. Greenslade, U.S.N., and daughter-in-law of Rear Admiral John W. Greenslade, U.S.N., will sponsor the U.S.S. SEAL (SS183) which will probably be launched August 25, 1937. Mrs. Greenslade's address is Wardman Park Annex, 2660 Woodley Rd., N. W., Washington, D. C.

The U.S.S. SKIPJACK (SS184) will be sponsored by Miss Frances Cuthbert Van Keuren, daughter of Captain Alexander H. Van Keuren (CC) U.S.N., Superintending Constructor, New York Shipbuilding Corp., Camden, N. J., when that vessel is launched November 22, 1937.

Two of the submarines are building at Navy Yards - the U.S.S. POMPANO (SS181) at the Navy Yard, Mare Island, California, and the U.S.S. SNAPPER (SS185) at the Navy Yard, Portsmouth, N. H. No dates of launching have been set for either of these two submarines. However, selection has been made of sponsors.

SPONSORS FOR SUBMARINES (contd)

For the U.S.S. POMPANO (SS181) Mrs. Isaac Irving Yates, wife of Captain Isaac Irving Yates, U.S.N., Manager, Navy Yard, Mare Island, California, will officiate as sponsor.

In the case of the SNAPPER, the wife of Rear Admiral Harold R. Stark, U.S.N., at present Chief of the Bureau of Ordnance in the Navy Department, will act as sponsor. Rear Admiral Stark was formerly Aide to the Secretary of the Navy. Mrs. Stark's address is Shoreham Hotel, 2500 Calvert St., N. W., Washington, D.C.

NAMES FOR NEW SUBMARINES.

In accordance with the established policy of the Department to assign the names of fishes to submarines, the Secretary of the Navy has approved, under date of 21 September 1936, the following names of fishes to be assigned to submarines SS188 to SS193, inclusive:

SS188 - Sargo  
SS189 - Saury  
SS190 - Spearfish  
SS191 - Sculpin  
SS192 - Squalus  
SS193 - Swordfish

The above submarines were authorized by Act of Congress dated March 27, 1934.

SS188 - SARGO - The term "Sargo" is apparently of Spanish origin and is sometimes applied, chiefly by Spanish-speaking fishermen in the southern part of the country, to several species belonging to the porgy family. The best known of these species is more commonly designated as sheepshead, an excellent food and game fish of rather small size, taken chiefly on the coast of the southern states near shore.

SS189 - SAURY - The Saury is a rather small pelagic fish which travels in schools. It is sometimes used for food. The term "saury" is not the only name applied to the species. It is a slender marine fish of Europe and America and has long, thin, beaklike jaws.

SS190 - SPEARFISH - A large and powerful fish related to the swordfish, but having scales and ventral fins. It is found on the American Coast and in the Mediterranean.

SS191 - SCULPIN - Any one of numerous species of marine cottoid fishes of the genus "Cottus," having a large head armed with several sharp spines and a broad mouth. They are generally mottled with yellow, brown, and black. Several species are found on the Atlantic Coasts of Europe and America.

SS192 - SQUALUS - The term "squalus" is a scientific name of rather small species of ground sharks occurring chiefly in our North Atlantic waters.

SS193 - SWORDFISH - A very large oceanic fish. It is highly valued as a food fish.

FITNESS REPORTS - METHOD OF OBTAINING EXTRACTS.

Referring to the item appearing in Bureau of Navigation Bulletin No. 233, dated 7 March 1936, concerning the Bureau furnishing extracts from fitness reports on payment, by officers desiring the same, for the out-of-hours work involved, the Comptroller General has recently objected to the procedure of this Bureau in the premises. This practice will be discontinued.

It is suggested that officers who desire excerpts from, or evaluations of, their reports on fitness obtain such data by authorizing, in writing, officer acquaintances of theirs on duty in the Navy Department to make such excerpts or evaluations.

OFFICER'S DATA CARDS.

Upon receipt of an Officer's Data Card, the Detail Office destroys the former card on file for that individual. It is necessary, therefore, that each card be completely filled out before forwarding to the Bureau.

The card should furnish a complete "picture" of the officer's former duties and his desires for future assignments. Hence it is to the individual's advantage to prepare his own card completely and properly.

OFFICERS SELECTED FOR SUBMARINE TRAINING AT NEW LONDON.

Selections of officers for the next class in submarine training to convene at New London, Conn., on 4 January 1937 have been made. Officers selected for this course will be detached from their present duties as early in December as practicable and will be given delay, to count as leave, until 4 January in reporting to New London.

Those chosen for this duty are:

Lieut. (jg)	Wm. C. Hughes, Jr., U.S.N.	Ensign	Nathaniel B. Davis, Jr., U.S.N.
"	" George G. Molumphy,	"	" Fitzhugh McMaster,
"	" Henry G. Munson,	"	" Blish C. Hills,
"	" Scott K. Gibson,	"	" Arthur C. Smith,
"	" John P. Roach,	"	" Richard C. Latham,
"	" James M. Clement,	"	" Orme C. Robbins,
"	" Herbert L. Jukes,	"	" Robert M. Brinker,
"	" Philip D. Quirk,	"	" John M. Hyde,
"	" Willard R. Laughon,	"	" Donald G. Irvine,
"	" John S. Coye, Jr.	"	" Wayne R. Merrill,
"	" J. W. Williams, Jr.	"	" Bernard A. Clarey,
"	" Harry C. Maynard,	"	" Francis D. Boyle,
"	" Roy M. Davenport,	"	" Herman J. Kessler,
"	" Edward E. Shelby,	"	" Clyde G. Caldwell,
"	" James B. Grady,	"	" John C. Martin,

FITNESS REPORTS ON AVIATION CADETS.

In connection with the submission of Fitness Reports on Aviation Cadets, attention of all reporting officers is invited to the fact that such reports should be submitted on Form N.Nav. 443-A. Form N.Nav. 443-B (white sheet for Ensigns) will not be used.

INSPECTION OF NAVAL R.O.T.C. UNITS BY  
THE CHIEF OF THE BUREAU OF NAVIGATION.

The Chief of the Bureau of Navigation recently made an inspection of the Naval Reserve Officers' Training Corps units at Northwestern University, University of Washington and University of California. The Chief of Bureau was favorably impressed by the efficient operation of these units, the valuable instruction and training being given, and the high calibre of the Naval Reserve Officers' Training Corps students.

CLAIMS FOR REIMBURSEMENT OF PERSONAL  
EFFECTS LOST OR DESTROYED IN MARINE DISASTERS.

Recently there have been received in the Bureau officers' claims for reimbursement of personal effects lost or destroyed in marine disasters, which are incorrectly submitted and which necessitate the return of the claim to claimant, thereby delaying its early settlement.

Attention is again invited to the Bureau of Navigation Circular Letter No. 43-34, of 4 December, 1934, and particularly to that part of paragraph 2 thereof which reads as follows:

"Jewelry - x x x

Watches, when used for professional use. In this connection the Bureau is not of the opinion that every aircraft crash results in a total loss of a watch. In every case repairs will be made, if possible, and the claimant will be reimbursed for the amount of the repairs. Voucher for repairs will accompany the claims, and, where the watch is beyond repair, a statement from a reliable source will likewise accompany the claim."

U. S. GOVERNMENT DESPATCH AGENT, LONDON.

It has been brought to the attention of the Bureau of Navigation that the existence of the U. S. Government Despatch Agent, London, is not well known throughout the naval service. The address of this agent is 6 Grosvenor Gardens, S.W.1, which is the same building which houses the Military, Naval and Agricultural Attaches of the American Embassy. The Office of the Naval Attache keeps the Despatch Agent informed of the movements of U. S. naval vessels in European waters. However, when commanding officers of vessels desire to have their mail forwarded through London, they should make explicit request to that effect to the U. S. Government Despatch Agent in London, whose telegraphic address is USDA London.

U. S. GOVERNMENT DESPATCH AGENT, LONDON (contd)

The present Despatch Agent is Mr. John H. E. McAndrews, who is very cooperative and interested in doing whatever he can to be of service to the U. S. Navy. Not only does he receive and forward mail, but he also will arrange for reduced railway fares and for tourist agencies to contact naval vessels for the purpose of exchanging money or for any other services required. Also, if sufficient numbers from ships will attend, it is sometimes possible for him to arrange for reduced theater prices of admission.

PREPARATION OF PERSONNEL REPORTS.

The Bureau has noted with concern an increase in carelessness in the preparation of monthly reports of enlisted personnel (N.Nav. 25); for example, on the reverse of a report of 30 September, 1936, appears:

"Number of men by ratings in hospital whose return to duty is expected:

1 CRM(AA) who died on 30 September 1936.

INTERPRETATION OF BUREAU OF NAVIGATION CIRCULAR LETTER NO. 39-36.

Requests have been received for interpretation of paragraph 2 of Bureau of Navigation Circular Letter No. 39-36. Changes in rating from blacksmith and coppersmith to metalsmith in same pay grade without examination shall be effected at earliest convenience and not later than 30 June, 1937. All advancements to metalsmith first and second class shall be in accordance with requirements set forth in Bureau of Navigation Circular Letter No. 39-36, which will be included in Printed Change Number 11, Bureau of Navigation Manual.

REQUESTS FOR SUBMARINE DUTY - ENLISTED MEN.

The Bureau is receiving insufficient requests from enlisted men for submarine training. Seamen, Firemen, and certain petty officers third class are desired for this instruction, and according to present estimates about forty men will be required each month for instruction at the Submarine School, New London, Conn.

Commanding officers are requested to encourage men that are physically and in other respects qualified for submarine duty, and to forward such requests promptly to the Bureau. Upon receipt of such requests they will be given careful consideration for the classes which will convene in December, 1936, and January, 1937.

Attention is invited to the fact that men serving aboard submarines are paid extra compensation.

Men submitting requests at the present time will probably be ordered to the December and January classes at the Submarine School.

### MEN QUALIFIED FOR ADVANCEMENT.

Attention is invited to Bureau of Navigation Circular Letter No. 27-36 and the purpose behind it. Pending the change in the printed form N.Nav. 25, it was directed that the column headed "Lower Ratings in Training" be changed to read "Lower Ratings Qualified for Advancement."

Entries in this column should be a net figure and should include only such men as are known to be fully qualified for advancement in accordance with current instructions. Men rated during current month and those who have become disqualified for any reason should be carefully eliminated from these figures. The purpose of the entry is to give information upon which quotas are to be allotted and thereby to reduce the number of ratings returned unfilled.

Entries indicating first class petty officers qualified for advancement to chief petty officer should continue to include each man known to be on the Bureau of Navigation waiting list until he is either advanced in rating or is removed from the waiting list for cause.

### CHIEF PETTY OFFICER EXAMINATIONS, NEW CONSTRUCTION.

Inquiry has been received in regard to the appointment of boards to supervise competitive examinations for advancement to chief petty officer ratings for candidates attached to vessels under construction and fitting out.

It was not intended that Bureau of Navigation Circular Letter No. 9-36 should impose unnecessary restrictions on the functions of administrative command. Appointment of boards to supervise these examinations is considered to come within the cognizance of District Commandants until such time as these vessels are assigned to units afloat for purposes of effecting advancements in rating. Commandants may appoint boards as necessary.

### CHIEF RADIOMAN EXAMINATIONS.

In the examinations for advancement to Chief Radioman (Acting Appointment), to be given on 21 December, 1936 (36 ALNAV), will be included certain problems. Use of tables or slide rule will not be required but may be helpful. For such parts of the examinations, tables, slide rule, books, and notes will be permitted.

### EXAMINATION OF ENLISTED MEN FOR ADVANCEMENT.

It has come to the attention of the Bureau that a Machinist's Mate first class, who recently reported for a tour of shore duty in the Fifth Naval District, had no experience whatever in the operation of machine tools.

Records show that this man was examined on 15 February 1935 for promotion to the rating of Machinist's Mate first class, and was given a mark of 3.9 by the Examining Board in the subject Article D-5216(3)(1) "Be an excellent mechanic with machine and hand tools."

It is apparent that this man's promotion was unwarranted and was caused by the dereliction of the Examining Board. It is desired that this information be disseminated to all officers in order that a repetition of this dereliction may not occur.

### CLASS A SERVICE SCHOOL GRADUATES.

The Bureau has received information recently that many ships upon receipt of Class "A" School graduates on board are assigning these men on deck for periods from three to six months in order that they may obtain general experience in the Navy.

The Chief of Bureau does not desire to interfere in any way in the administration of any ship, but does desire to point out to commanding officers that in certain special ratings, for example, men trained in typing and radio, in the course of even three months away from this specialty will probably lose much of the proficiency which has been laboriously acquired at the Class "A" Schools.

It is felt that with comparatively small effort on board service experience can be given these men while they are still performing the specialty in which trained.

### CONTINUOUS SERVICE.

The Commanding Officer, U.S.S. ARIZONA, has invited the attention of the Bureau of Navigation to the service record of Adolph William Kammerer, Chief Machinist's Mate (PA), U.S.Navy. The record of Kammerer indicates that he first enlisted in the Navy at Kansas City, Missouri, 24 April 1917, and was transferred to the U.S.S. ARIZONA, 12 May 1917, as Machinist's Mate second class. With the exception of a short time, while on temporary detached duty from 30 September 1919 to 22 December 1919, he has served continuously in the U.S.S. ARIZONA, and on the same station (Port Engine Room), up to the present time. This record of nineteen years and approximately two months' service in one vessel, wherein the man has been successfully advanced from Machinist's Mate second class to Chief Machinist's Mate (Permanent Appointment), is very commendable.

### IMPROPER CANCELLATIONS IN USE.

It has come to the attention of the Bureau of Navigation that on various occasions, Navy Mail Clerks have used cancellation stamps not issued by the Post Office Department. Generally, the authorized stamp is used and in addition thereto an auxiliary stamp is superimposed upon the mark of cancellation in such a manner as to make it appear that the whole is the cancellation stamp. This practice is a violation of the Postal Laws and Regulations and Navy Mail Clerks involved in such practice are subject to disciplinary action.

Ships to which no mail clerks are attached are prohibited from using cancellation stamps.

It appears that a cachet on the face of a letter which commemorates some specific incident, but which cannot be construed to be a part of the cancellation stamp, is legal.

### MATERIAL FOR SHIPS' PAPERS.

It is common practice for many of the various service papers and periodicals to recall events and occurrences of historical interest to the Navy. It is often the policy to record a particular event on its anniversary and probably difficult to find suitable material arranged in chronological order.

The series of volumes now being published by the office of Naval Records and Library, Navy Department, are exactly suited to perform this service. They deal with our little known Quasi-war with France (1798-1801), forming a day by day authoritative record of our Navy and its operations beginning with the creation of the Navy Department. They provide basic contemporary source material, suitable for historical sketches listed for every day over a period of three years.

The documents and manuscripts which are reproduced are identical with the originals and copies in the Navy Department Archives. Many of them have never been published before. Some tell a story in themselves, others lend themselves to interpretation; all should be of interest to naval personnel of whatever rank or grade. Editors of ship or station papers who follow a policy of mentioning events of historical interest would find a wealth of source material conveniently arranged in these books.

The publishing of these volumes is authorized by an Act of Congress which forbids free distribution. They are sold at cost by the Government Printing Office, Washington, D. C., under the title "OLD NAVAL DOCUMENTS." The first three volumes, each containing some 550 pages of text with illustrations, are now on sale at \$3.50 apiece. The series covering the period of the Quasi-War with France will probably come to about six volumes.

### LUBRICATING OIL FOR GYRO COMPASSES.

Instructions in regard to the proper oil to use for gyro compasses is given in Gyro Compass Bulletin #34, dated 1 June 1936. It is requested that it be adhered to at all times. Recently, it has come to attention that several ships have been using an oil listed in the Federal Stock Catalog, SS#14-0-3470, as gyro oil, under the subhead "Torpedoes." This oil, due to its nature, is entirely unsuited for gyro compass lubrication. It has been found to leave a gummy deposit on the bearings resembling brown shellac.

It is desired that on all ships and stations the information contained in Gyro Compass Bulletin #34 be disseminated to all gyro compass personnel charged with the upkeep and repair of these instruments. A copy of Bulletin #34 should appear in the gyro compass spare part box as required by the forwarding letter.

DECEASED ENLISTED PERSONNEL.

The following is a list of enlisted personnel who died during the period 1 to 20 September 1936, inclusive:

AWALT, George Frank, Jr., Pharmacist's Mate 3c, U.S.N. Died 2 September 1936, Emergency Hospital, Washington, D. C. Next of kin, Father, Mr. George Frank Awalt, Sr., Ridgway, Ill.

BASILIERE, Leonard Joseph, Pharmacist's Mate 2c, U.S.N. Died 2 September 1936, Gorgas Hospital, Balboa, C. Z. (Attached U.S.S. MEMPHIS.) Next of kin, Wife, Mrs. Luvenia F. Basiliere, #168 5th Street, Eastport, Md.

DANIELS, George Gomez, Mess Attendant 1c, U.S.N. Died 4 September 1936 at San Diego, Calif., while on liberty from U.S.S. McCORMICK. Next of kin, Father, Mr. George A. Daniels, R.F.D.#1, Birmingham, Ala.

DOSSEY, James Thomas, Apprentice Seaman, U.S.N. Died 1 September 1936, U. S. Naval Hospital, Norfolk, Va. Next of kin, Father, Mr. Thomas J. Dossey, P.O. Box #226, Courtland, Ala.

FAULKNER, Luther Calaway, Jr., Aviation Machinist's Mate 3c, U.S.N. Died 4 September 1936 at Los Angeles, Calif., while on leave from VS-6B (CINCINNATI). Next of kin, Father, Mr. Luther C. Faulkner, Sr., General Delivery, Big Springs, Texas.

FOURNIER, William George, Seaman 1c, U.S.N. Died 11 September 1936 at Bellaire, Ohio, while on leave from U.S.S. CONCORD. Next of kin, Mother, Mrs. E. A. LaCasse, 229 Front Street, Manchester, N. H.

GREEN, Benjamin John, Fireman 2c, U.S.N. Died 5 September 1936, near Gadsden, Ala., while on leave from U.S.S. WRIGHT. Next of kin, Father, Mr. David Martin Green, 214 Third Street, East Gadsden, Ala.

GREEN, Herbert Frank, Fireman 2c, U.S.N. Died 11 September 1936 at Chefoo, China. (Attached U.S.S. ALDEN.) Next of kin, Uncle, Mr. Herbert Pehrs, 1047 9th Avenue, South Clinton, Iowa.

JOSLYN, Robert Vincent, Seaman 2c, U.S.N. Died 17 September 1936 at Honolulu, T.H. (Attached U.S.S. OGLALA.) Next of kin, Father, Mr. Harold W. Joslyn, Gilt Edge, Montana.

ROZANSKI, Dominic, Shipfitter 1c, U.S.N. Died 8 September 1936 aboard U.S.S. CONCORD at Mare Island, Calif. Next of kin, Mother, Mrs. Michalena Rozanski, P.O. Box #52, Greenville Station, Norwich, Conn.

YENKOFSKI, Michael Anthony, Storekeeper 1c, U.S.N. Died 1 September 1936 at U. S. Submarine Base, Coco Solo, C. Z. Next of kin, Niece, Miss Agnes Stains, 15 Ridge Street, Ashley, Pa.

DECEASED ENLISTED PERSONNEL (contd).

The following is a list of enlisted personnel who died during the period 21 September to 11 October 1936, inclusive:

ALLEN, Walter Emerson, Coxswain, U.S.N. Died 1 October 1936 aboard U.S.S. RELIEF at San Pedro, Calif. Next of kin, Father, Mr. Daniel C. Allen, 2172 South 12th Street, Springfield, Ill.

BASSLER, Robert West, Seaman 2c, U.S.N. Died 26 September 1936 at the U. S. Naval Hospital, Pearl Harbor, T. H. Next of kin, Father, Mr. Clarence S. Bassler, 128 Main Street, Stillwater, Okla.

CAMPBELL, Murl Lee, Carpenter's Mate 1c, U.S.N. Died 10 October 1936, by drowning at San Pedro, Calif., while on liberty from the U.S.S. VESTAL. Next of kin, Father, Mr. Pearl Campbell, Memphis, Missouri.

CROCKETT, Charles Harry, Seaman 1c, U.S.N. Died 22 September 1936, U. S. Naval Hospital, Mare Island, Calif. Next of kin, Father, Mr. William H. Crockett, 5003 Midwood Avenue, Baltimore, Md.

DACUS, Herbert Chesley, Storekeeper 2c, U.S.N. Died 10 October 1936 at San Pedro, Calif., while on liberty from U.S.S. VESTAL. Next of kin, wife, Mrs. Bessie M. Dacus, 562 Harker Street, San Pedro, Calif.

DAVIS, Joseph Roscoe, Mess Attendant 2c, U.S.N. Died 30 September 1936 at Norfolk, Va. Next of kin, Mother, Mrs. Ruth Newton, 804 North "H" Street, Fort Smith, Arkansas.

DUACSEK, Frank Joseph, Apprentice Seaman, U.S.N. Died 26 September 1936, U. S. Naval Hospital, San Diego, Calif. Next of kin, Father, Mr. Anton Duacsek, 1217 $\frac{1}{2}$  West 64th Street, Los Angeles, Calif.

FOX, Lester Leo, Seaman 1c, U.S.N. Died 27 September 1936 at Long Beach, Calif., while on liberty from the U.S.S. TENNESSEE. Next of kin, Mother, Mrs. Amelia E. Fox, Severy, Kansas.

FOZZY, Alfred Manuel, Radioman 3c, U.S.N. Died 11 October 1936 at Gale Hospital, Haverhill, Mass. (Attached Headquarters, First Naval District, Boston, Mass.) Next of kin, Mother, Mrs. Annie Fozzy, 199 Perkins Avenue, Brockton, Mass.

FRIESEN, Victor Streimer, Apprentice Seaman, U.S.N. Died 11 October 1936 at Long Beach, Calif., while on liberty from U.S.S. NEW YORK. Next of kin, Father, Mr. Abram K. Friesen, 601 Third Street, South, Rupert, Idaho.

HAPPLE, Carl Eugene, Chief Radioman, U.S.N. Died on 30 September 1936, U. S. Navy Hospital, Charleston, S. C. Next of kin, Wife, Mrs. Margery Virginia Happle, Box 8, Navy Yard, Charleston, S. C.

HERMAN, Albert, Chief Fire Controlman, U.S.Navy. Died 7 October 1936, U. S. Naval Hospital, Chelsea, Mass. Next of kin, Wife, Mrs. Della Lee Herman, c/o Mr. A. E. Irby, Route #1, Taylor, Ark.

DECEASED ENLISTED PERSONNEL (contd).

KEARNS, Wilfred Earl, Hospital Apprentice 2c, U.S.N. Died 21 September 1936, U. S. Naval Hospital, Puget Sound, Washington. Next of kin, Father, Mr. Ora E. Kearns, 1615 West First Street, Aberdeen, Wash.

LUSK, James Manning, Fireman 3c, U.S.N. Died 10 October 1936 at Miami Beach, Fla. Next of kin, Father, Mr. Winn B. Lusk, P.O. Box 253, Hialeah, Fla.

MESA, Vicente Flores, Native Seaman 2c, U.S.N. Died by drowning off Agana, Guam, on 4 October 1936. (Attached Naval Station, Guam.) Next of kin, Wife, Mrs. Rufina Alvarez Mesa, Agana, Guam.

MC ELROY, Paige Lively, Aviation Machinist's Mate 3c, U.S.N. Died 24 September 1936, at St. Helena, Norfolk, Va. Next of kin, Wife, Mrs. Willie Mae McElroy, Thalia, Texas.

MITCHEN, Kenneth Cook, Aviation Machinist's Mate 3c, U.S.N. Died 8 October 1936 at Methodist Hospital, Dallas, Texas, while on leave from the U.S.S. CHICAGO. Next of kin, Father, Mr. Henry Mitchen, 109 Dalton Street, Bastrop, La.

SPENCER, Otis Wheat, Bandmaster, U.S.N. Died 11 October 1936 aboard the U.S.S. MARYLAND at San Pedro, Calif. Next of kin, Wife, Mrs. Florence Louise Spencer, 703 Paseo Del Mar, San Pedro, Calif.

UNIAK, John Edward, Seaman 2c, U.S.N. Died on 2 October 1936 at the Naval Air Station, San Diego, Calif. Next of kin, Mother, Mrs. Mary Uniak, 1619 Palou Ave., San Francisco, Calif.

WOLGAMOTT, Donald Francis, Seaman 1c, U.S.N. Died on 24 September 1936 aboard the U.S.S. BLACK HAWK at Chefoo, China. Next of kin, Father, Mr. Alva Bert Wolgamott, Box #235, Stratton, Colo.