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BUREAU OF NAVIGATION

BULLETIN

★

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GENERAL INFORMATION OF PROBABLE INTEREST TO
THE SERVICE.

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COMMENDATIONS.

The Secretary of the Navy recently forwarded letters of commendation to the following:

Alden Gustafson, Radioman 1c, U.S.N., First Naval District, for his prompt and courageous action in rescuing Marvin DeLorey, a civilian, from drowning off the Radio Direction Finder Station, Deer Island, Mass., on 3 September 1936. On receipt of a report at the direction finder station that two men were clinging to a capsized boat offshore, Gustafson, with great difficulty, succeeded in launching a punt and proceeded to the assistance of the two men. While towing one of the men who could not swim, a heavy swell capsized the punt. Gustafson immediately grabbed the exhausted man and swam with him to safety.

Robert Leslie Wells, Seaman 2c, U.S.N., U.S.S. MacLEISH, for his initiative, good judgment, and prompt action in rescuing fifteen people at Cayucos, Calif., on 5 July 1936. Wells, coxswain of the Macleish gig, which was alongside when the gangway carried away, precipitating fifteen people into the water, jumped overboard and together with Ernest Williams, Poilermaker first class, went to their assistance. Many of the people were nonswimmers and one woman was rendered temporarily unconscious by the fall. The prompt assistance rendered undoubtedly saved the life of one person and probably prevented the accident assuming serious consequences.

Ernest Williams, Poilermaker 1c, U.S.N., U.S.S. MacLEISH, for his initiative, good judgment, and prompt action in rescuing fifteen people at Cayucos, Calif., on 5 July 1936. Williams, who was on the pier when the gangway carried away, precipitating fifteen people into the water, jumped into the water and together with Robert Leslie Wells, Seaman 2c, went to their assistance. Many of the people were nonswimmers and one woman was rendered temporarily unconscious by the fall. The prompt assistance rendered undoubtedly saved the life of one person and probably prevented the accident assuming serious consequences.

SPONSOR FOR U.S.S. SAMPSON.

The Secretary of the Navy has designated Mrs. Wat T. Cluverius, wife of Rear Admiral Wat T. Cluverius, U.S.Navy, Commander Base Force, as sponsor for the U.S.S. SAMPSON (DD394), named in honor of her father, the late Rear Admiral William T. Sampson, U.S.Navy.

The U.S.S. SAMPSON (DD394) is building at the Bath Iron Works Corporation, Bath, Maine, and is scheduled for completion 19 June 1938. She probably will be launched at that plant the latter part of 1937.

The U.S.S. SAMPSON (DD394), the second vessel of that name, was authorized by the Vinson-Trammell Bill which was approved by Act of Congress dated March 27, 1934.

SPONSOR FOR U.S.S. BENHAM.

The Secretary of the Navy has designated Mrs. Albert I. Dorr, of Riverby, Mystic, Connecticut, as sponsor for the U.S.S. BENHAM (DD397), named in honor of her great-uncle, the late Rear Admiral Andrew Ellicot Kennedy Penham, U.S.Navy.

The U.S.S. BENHAM (DD397) is scheduled to be launched at the plant of the Federal Shipbuilding and Dry Dock Corporation, Kearny, New Jersey, 1 September 1937.

This is the second destroyer to be named in honor of the late Rear Admiral Andrew Ellicot Kennedy Penham, the first one having been christened by his daughter, Miss Edith Wallace Penham, now Mrs. James M. Helm, the widow of the late Rear Admiral James M. Helm, U.S.Navy. Mrs. Helm suggested her cousin, Mrs. Dorr, as sponsor for the second vessel named in honor of her father.

The U.S.S. BENHAM (DD397) was authorized by the Vinson-Trammell Bill which was approved by Act of Congress dated March 27, 1934.

CHIEF OF STAFF, FIFTEENTH NAVAL DISTRICT.

The Chief of Staff billet in the Fifteenth Naval District is now vacant and will be filled prior to July, 1937, by a Captain from the Classes of 1905 to 1908, inclusive. The Bureau prefers to assign a volunteer to this duty and will consider requests from officers of the above classes who are available in June, 1937.

OFFICERS SELECTED FOR POSTGRADUATE INSTRUCTION
IN NAVAL CONSTRUCTION.

The following-named officers have been selected for postgraduate instruction in Naval Construction:

Ensign William W. Keller, U.S.N., ✓
" Louis L. Schock, Jr., U.S.N., ✓
" John J. Fee, U.S.N., ✓
" John H. McQuilkin, U.S.N., ✓
" Benjamin G. Wade, U.S.N., ✓
" Bradley F. Bennett, U.S.N. ✓

ALTERNATES (in order of acceptability):

Ensign Paul Van Leunen, Jr., U.S.N.,
" William F. Petrovic, U.S.N.

ONLY ONE PERIOD OF FOUR DAYS TO PROCEED
ALLOWED IN ONE SET OF ORDERS.

Sometimes the Bureau is in receipt of appeals for relief from officers who have had their pay suspended due to absence without leave after they have failed to report for permanent duty or temporary duty within the time prescribed by Article 132, U. S. Navy Regulations and Paragraph C-4001(4), Bureau of Navigation Manual.

The usual explanation is that an officer was detached from his permanent station and directed to proceed and report for temporary duty afloat or ashore, and upon the completion of this duty to proceed and report for permanent duty at his new station. Each time the word "proceed" appeared the officer was under the impression he was entitled to travel time and four days within which to report. It will be observed that Navy Regulations and the Bureau of Navigation Manual provide that only one delay of four days is allowed in carrying out a set of orders.

This information is furnished to enable officers to avoid similar pay suspensions in the future.

TRAVEL VIA VESSELS FLYING AMERICAN FLAG REQUIRED BY LAW.

At present the law requires that all officers in traveling via commercial steamer on official business, where the Government pays for such passage, must travel on vessels flying the United States flag. It sometimes happens that officers are directed to proceed to a port outside the United States via a Government vessel, but prefer, and are authorized by the Bureau, to proceed via any other route or steamer of their own choice with the understanding that no additional expense to the Government will be involved. This permits the officer concerned, after completion of his travel, to submit a claim for the amount it would have cost the Government had he proceeded as directed in his orders.

Occasionally, however, an officer purchases transportation on a steamer which does not fly the United States flag, with the result that, in view of the present law, he is unable to obtain reimbursement to which he would have been entitled had he traveled on a vessel flying the United States flag.

These cases are most prevalent among officers en route from the Asiatic Station to the United States via Europe, or among those traveling between New Orleans and the Canal Zone.

CRUISE OF N.R.O.T.C. STUDENTS IN U.S.S. LEXINGTON.

In accordance with U. S. Fleet Letter No. 27-31 of 11 August 1931, the Commander-in-Chief, U. S. Fleet, authorized the cruising of 43 students of the University of Washington N.R.O.T.C. Unit in the U.S.S. Lexington, from Long Beach Cal., to Seattle, Wash., during the period 2 - 5 January 1937. An excellent program of instruction was arranged by the Commanding Officer of the U.S.S. Lexington, and students were given watches and other duties commensurate with their training. They were assigned to junior officers' staterooms and were messes in the junior officers' mess.

CRUISE OF N.R.O.T.C. STUDENTS IN U.S.S. LEXINGTON (Contd).

The following excerpt from a letter to the Chief of the Bureau of Navigation from the Professor of Naval Science and Tactics, University of Washington, is quoted:

"It is the opinion of this office that the excellent cooperation of forces afloat in carrying out U. S. Fleet Letter #27-31, authorizing the embarkation of Naval R.O.T.C. students on short trips in vessels of the Fleet, has resulted in extra-curricula training of great value. The privilege of observing, and to some extent, participating in the regular work-a-day life in the Navy, if only for a few days, does more to indoctrinate true Navy spirit into these students than the best series of classroom lectures that could be desired."

MEN ORDERED TO WASHINGTON, D.C., AND VICINITY.

Men ordered to the following activities for duty or instruction should be directed to report to, and their records and accounts forwarded to, the Commanding Officer, Receiving Station, Navy Yard, Washington, D. C., and NOT to the Commandant or Officer in Charge of the various schools:

Receiving Station, Washington.
Advanced Fire Control School.
Primary Fire Control School.
Naval Unit, Edgewood Arsenal.
District Communication Office.
U. S. Naval Gun Factory.
Deep Sea Diving School.
Experimental Diving Unit.

Optical School.
Range Finder School.
Slide Film School.
Bellevue Magazine.
Navy School of Music.
U. S. Navy Band.
U.S.S. SEQUOIA detail.

Men ordered to duty at the Naval Research Laboratory, Bellevue, D. C., or to duty or instruction in the Radio Material School and the Electrical Interior Communication School, should be directed to report to, and their records and accounts forwarded to, the Director, Naval Research Laboratory, Bellevue, Anacostia Station, Washington, D. C.

Men ordered to the Naval Air Station, Anacostia, D. C., should be directed to report to, and their records and accounts forwarded to, the Commanding Officer of that station.

MEN UNDER ORDERS TO COMMANDER BASE FORCE.

Where transfers of enlisted personnel to Commander Base Force for assignment to duty are directed via first available government transportation and are subsequently modified to permit men to travel at own expense or via privately owned motor vehicle, orders issued such men should direct them to report to a receiving ship or station on the West Coast for assignment to duty by Commander Base Force, and not to the Flagship of Commander Base Force.

APPLICATION OF SOCIAL SECURITY ACT TO
CIVILIAN EMPLOYEES OF SHIP'S SERVICE ACTIVITIES.

The Secretary of the Navy has approved the opinion of the Judge Advocate General in which it is stated that in view of the prior determination by the Navy Department that ship's service activities are instrumentalities of the United States, engaged in the performance of governmental functions pursuant to the laws and regulations for the government of the Navy, this office is of the opinion that the words "an instrumentality of the United States," as used in Titles II, VIII, and IX of the Social Security Act, include ship's service activities and that, accordingly, the provisions of the Social Security Act are inapplicable to civilian employees of ship's service activities while so employed.

ILLEGAL REGISTRATION OF COMMON LAW WIFE.

There have been several instances recently of disciplinary action in cases of men who register as dependents or beneficiaries their common law wives. It should be brought to the attention of all men that, although common law wives have certain rights and legal standing in some circumstances in civil courts, the laws governing naval personnel apply to legal wives only. All men should be advised of this fact, and if they now have common law wives registered as beneficiaries, their records should be corrected, to remove possible disciplinary action.

REENLISTMENT FOLLOWING DISCIPLINARY DISCHARGE NOT AUTHORIZED.

The Bureau receives numerous letters from men who have been discharged for disciplinary reasons, which indicate that they have been misinformed regarding reenlistment.

At the present time, the Bureau will accept for reenlistment only those men who have been discharged with good or honorable discharges; these must have been recommended for reenlistment at time of discharge and must apply within three months from the date of discharge.

NAUTICAL ALMANACS FOR USE OF INDIVIDUAL OFFICERS.

The limited funds of the Naval Observatory allow for issuing Nautical Almanacs for official purposes only. Officers desiring copies of this publication for their personal use may purchase them from the Superintendent of Documents, Government Printing Office, Washington, D. C., at a cost of 50 cents a copy.

TEXTBOOKS FOR USE IN PREPARING FOR NAVAL ACADEMY
ENTRANCE EXAMINATIONS.

Each year the Bureau receives requests from ships for textbooks required for the use of men preparing for Naval Academy entrance examinations.

It has been the policy of the Bureau to provide for the larger ships such as battleships, cruisers, and tenders, one set of the textbooks required, for the library. Because of the limited funds available it is not possible to supply a set of textbooks to the individual man. It is understood that some ships have found it possible to purchase such material from such funds as Ships' Service Store Profits.

TEXTBOOKS FOR USE IN PREPARING FOR NAVAL ACADEMY ENTRANCE EXAMINATIONS (contd)

The Bureau is planning to provide uniform textbooks for the use of the preparatory class at the Naval Training Station, Hampton Roads. When the new uniform sets become available, it is hoped to distribute the textbooks now in use to ships.

OGONTZ SCHOOL SCHOLARSHIP.

The Bureau of Navigation has been advised by the Principal of the Ogontz School, Montgomery County, Pa., that the Trustees of the Ogontz School have decided to give two partial scholarships of \$900.00 each and one full scholarship for the coming school year.

These scholarships are limited to daughters of graduates of the U. S. Naval Academy on active duty and not restricted as to place of residence. The \$900.00 reduction in the annual cost of tuition and expenses at the school covers about one-half the total charge.

These scholarships will be for the course in the Ogontz Junior College, which provides for two years a course of study containing the essentials of a college course both in academic and artistic work. The plan of study is equally adapted to the girl who wishes to continue her work in a senior college or to a girl who completes her education at Ogontz. The courses offered prepare any member who attains high standing to enter universities and certain specified colleges with the rank of junior.

There is no entrance examination, but the applicant must be a graduate of an accredited high school or comparable secondary school, and while it is specifically prescribed that no selection by competition is desired or intended, other things being equal the selection will naturally be given to a girl who has a good scholastic record rather than to one with a poor record.

Since it is extremely difficult to judge the applicants solely on the basis of "paper" records, the personal interview of those deemed to have a reasonable chance of selection becomes a very desirable element in the making of those fine distinctions which will undoubtedly be necessary if the judging is to be done on an equitable basis.

The Commandant of the Eleventh Naval District and the Superintendent of the Naval Academy have been designated to appoint a board or committee to interview and to nominate applicants for the scholarships to the Navy Department where final selections will be made after consideration of the detailed recommendations of the respective boards or committees.

The parents of any girl desiring to have their daughter's name considered for one of these scholarships should apply to the Commandant of the Eleventh Naval District or to the Superintendent of the Naval Academy. The letter of application should state whether or not a partial scholarship is desired should another applicant receive the full scholarship. The following should be submitted with the letter of application: a photograph of the applicant; a letter from the pastor of the family's church; and one from the principal of the high school or secondary school from which the applicant has graduated, together with an attested statement of her academic record; and such other letters of recommendation as the parents desire to send.

DECEASED ENLISTED PERSONNEL.

The following-named enlisted personnel of the regular Navy died during the month of December, 1936:

ALCONES, Domingo, Officer's Cook 1c, U.S.N. Died on 11 December 1936 at the U.S. Naval Hospital, Brooklyn, N. Y. Next of kin, wife, Maria Alcones, San Narcisco, Zambales, P.I.

ALEXANDER, John William, Aviation Machinist's Mate 3c, U.S.N. Died 31 December 1936 at Coronado Beach, Calif. (Attached Naval Air Station, San Diego, Calif.) Next of kin, wife, Mrs. Lois Sayer Alexander, RFD #1, Box #7, Palm City, Calif.

FARNES, Lloyd Matthews, Aviation Machinist's Mate 1c, U.S.N. Died 7 December 1936 as result of airplane crash, off Point Loma, Calif. Next of kin, father, Mr. Ollie T. Farnes, 511 North Wallace St., Rozeman, Mont.

PELLERIS, Gordon Emil, Apprentice Seaman, U.S.N. Died 11 December 1936, U.S. Naval Hospital, Great Lakes, Ill. Next of kin, sister, Mrs. Fern Johnson, Rt. #2, Hamel, Minn.

PONDRA, Michael John, Chief Gunner's Mate, U.S.N. Died 24 December 1936, U.S. Naval Hospital, Puget Sound, Wash. (Formerly attached U.S.S. MISSISSIPPI.) Next of kin, wife, Mrs. Pearl Pondra, 1019 Durwell St., Bremerton, Wash.

BOYER, William Henry, First Musician, U.S.N. Died 25 December 1936 at Los Angeles, Calif., while on liberty from the U.S.S. PENNSYLVANIA. Next of kin, wife, Mrs. Gladys M. Boyer, 333 North Grand Avenue, San Pedro, Calif.

FAGUE, Thomas Paul, Chief Water Tender, U.S.N. Died on 5 December 1936, U.S. Naval Hospital, Norfolk, Va. Next of kin, wife, Mrs. Vera F. Fague, 1417 Leckie St., Portsmouth, Va.

HATFIELD, Arnold Elmer, Seaman 2c, U.S.N. Died on 20 December 1936, U.S. Naval Hospital, San Diego, Calif. Next of kin, uncle, Mr. Enis Hatfield, Luther, Iowa.

HAWKINS, Willis Herbert, Machinist's Mate 2c, U.S.N. Died 13 December 1936 at Santa Monica, Calif., while on liberty from the U.S.S. NEW YORK. Next of kin, mother, Mrs. Florence Hawkins, 1809 Good Hope Road, S. E., Washington, D. C.

HOLLAND, William Archie, Boatswain's Mate 1c, U.S.N. Died 26 December 1936 aboard U.S.S. ARGONNE at San Pedro, Calif. (Formerly attached U.S.S. SAN FRANCISCO) Next of kin, wife, Mrs. Neva P. Holland, 390 W. 17th St., San Pedro, Calif.

JONES, Robert Dutton, Apprentice Seaman, U.S.N. Died on 8 December 1936 at the U.S. Naval Hospital, Newport, R.I. Next of kin, mother, Mrs. Dorothea Jones, 136 Greenwood St., New Haven, Conn.

LOUCK, John Henry, Electrician's Mate 2c, U.S.N. Died 23 December 1936 at Baltimore, Md., while on leave from the U.S.S. NITRO. Next of kin, father, Mr. John Louck, 1316 Fleetwood Ave., Baltimore, Md.

LUNDISHOFF, Alexander Andrew, Chief Boatswain's Mate, U.S.N. Died 18 December 1936 at U.S. Submarine Base, Coco Solo, C.Z. Next of kin, wife, Mrs. Isabel Lundishoff, 1007 Domingo Diaz, Colon, Republic of Panama.

DECEASED ENLISTED PERSONNEL (contd).

MC CORMACK, Mike Alfred, Water Tender 1c, U.S.N. Died 26 December 1936 at the U.S. Naval Hospital, San Diego, Calif. Next of kin, wife, Mrs. Helen McCormack, 12 Elizabeth St., Glen Falls, N.Y.

PAYNE, James Robert, Fireman 1c, U.S.N. Died 3 December 1936 at Jefferson Hospital, Philadelphia, Pa. (Attached Navy Yard, Philadelphia, Pa.) Next of kin, mother, Mrs. J. Cassidy, Santa Rosa, Calif.

PETERSEN, Orvy William, Sea. 1c, U.S.N. Died 22 December 1936 aboard U.S.S. NEVADA at Long Beach, Calif. Next of kin, father, Mr. Joseph H. Petersen, 336 South Albion Ave., Burley, Idaho.

RANJO, Venancio, Officer's Steward 1c, U.S.N. Died on 11 December 1936 at San Diego, Calif., while serving aboard the U.S.S. NAUTILUS. Next of kin, father, Mr. Maximiano Ranjo, Pasuquin, Ilocos, Norte, P. I.

SCHNEIDER, Richard Walter, Seaman 2c, U.S.N. Died 27 December 1936 at his home 50-15 46th Street, Woodside, L.I., New York, while on leave from the U.S.S. CONYNGHAM. Next of kin, father, Mr. Edward B. Schneider, 50-15 46th Street, Woodside, L.I., New York.

SCHUH, Leroy John, Seaman 1c, U.S.N. Died on 29 December 1936 at Redbluff, Calif., while on leave from the U.S.S. MILWAUKEE. Next of kin, father, Mr. Peter P. Schuh, 1235 Southeast Mall St., Portland, Oregon.

ST. JACQUES, Arthur Otto, Chief Photographer, U.S.N. Died 30 December 1936, near Bakersfield, Calif., while on leave from the U.S.S. PENNSYLVANIA. Next of kin, father, Mr. Gideon St. Jacques, 6390 Drolet St., Montreal, Canada.

STRICKLAND, Clyde Spencer, Musician 1c, U.S.N. Died 21 December 1936 aboard the U.S.S. ARGONNE at San Pedro, Calif., while on leave from the U.S.S. ARIZONA. Next of kin, sister, Mrs. Della Masek, 1232 South Oak St., Casper, Wyo.

TEMPLE, James Isaac, Electrician's Mate 2c, U.S.N. Died 9 December 1936, Mercy Hospital, Sacramento, Calif., while on leave from U.S.S. TUSCALOOSA. Next of kin, wife, Mrs. Florence E. Temple, 1257 Mullen Ave., Los Angeles, Calif.

TOTHEROH, Omer Loyd, Chief Water Tender, U.S.N. Died 19 December 1936, U.S. Naval Hospital, Chelsea, Mass. Next of kin, wife, Mrs. Margaret Louise Totheroh, 70 Glenn St., Somerville, Mass.

VARNEDORE, Andrew Henry, Electrician's Mate 1c, U.S.N. Died 2 December 1936, U.S. Naval Hospital, San Diego, Calif. Next of kin, wife, Mrs. Elizabeth D. Varnedore, 1245 Locust Ave., San Diego, Calif.

WILLIAMS, Max Alfred, Seaman 1c, U.S.N. Died 4 December 1936, U.S. Naval Hospital, San Diego, Calif. Next of kin, father, Mr. Alfred Edward Williams, 3732 Nicolllet Ave., Minneapolis, Minn.

DECEASED ENLISTED PERSONNEL (Contd).

WRIGHT, Charles Alexander, Seaman 2c, U.S.N. Died 31 December 1936 at San Francisco, Calif., while attached U.S.S. HENDERSON. Survived by his parents, Mrs. H. Morris, Box 373, Park Station, Waynesboro, Va., and father, Mr. Robert L. Wright, Ph.M.1c, U.S.N., attached Sixteenth Naval District, Cavite, P.I.

The following-named men died during November, 1936, but report of their deaths was not received in time to be included in the last Bureau of Navigation Bulletin:

HAGEN, Eric Karl, Seaman 1c, U.S.N. Died 30 November 1936 at Amoy, China, while on liberty from U.S.S. TULSA. Next of kin, father, Mr. Karl W. Hagen, 446 South Maple Drive, Beverly Hills, Calif.

MEEKS, Spencer, Chief Water Tender, U.S.N. Died 14 November 1936 by drowning at Sinclair Inlet, Washington, while attached to the U.S.S. COLORADO. Next of kin, brother, Narvin D. Meeks, Adrian, Ga.