

6 MARCH 1937

BUREAU OF NAVIGATION

BULLETIN



NUMBER 245



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



SPONSOR FOR U.S.S. WARRINGTON.

The Secretary of the Navy has designated Miss Katherine Taft Chubb, eighteen-year-old daughter of Mr. Wister Morris Chubb, of 605 West 112th Street, New York, N. Y., as sponsor for the U.S.S. WARRINGTON (DD383), named in honor of her great-great-grandfather, the late Commodore Lewis Warrington, U. S. Navy.

The U.S.S. WARRINGTON (DD383) is scheduled to be launched at the plant of the Federal Shipbuilding and Dry Dock Co., Kearny, N. J., 1 May 1937.

The U.S.S. WARRINGTON (DD383), the second vessel of that name, was authorized by the Vinson-Trammell Bill, Act of Congress dated March 27, 1934.

On the 25th of January 1936, the Secretary of the Navy designated Mrs. Hugh North of 229 East Orange St., Lancaster, Pa., as sponsor for the Destroyer WARRINGTON. Mrs. North was a great-granddaughter of Commodore Warrington. As Mrs. North died 8 November 1936, it became necessary to select another sponsor.

SPONSOR FOR U.S.S. JARVIS.

The Secretary of the Navy has designated Mrs. Thomas T. Craven, wife of Rear Admiral Thomas T. Craven, U. S. Navy, Commandant Thirteenth Naval District and Navy Yard, Puget Sound, Washington, as sponsor for the U.S.S. JARVIS (DD393), named in honor of the late Midshipman James C. Jarvis, U. S. Navy.

The U.S.S. JARVIS (DD393) is scheduled to be launched at the Navy Yard, Puget Sound, Washington, 6 May 1937.

This vessel was authorized by the Vinson-Trammell Bill, Act of Congress dated March 27, 1934. This is the second vessel of that name.

BOARD OF VISITORS FOR U.S. NAVAL ACADEMY.

The following are the members of the Board of Visitors appointed to meet at the Naval Academy at 11 a. m., on 26 April 1937:

BY THE PRESIDENT.

Dr. George B. Cutten - - - - - President, Colgate University, Hamilton, N.Y.
Dr. Walter D. Scott - - - - - President, Northwestern University, Evanston,
Ill.
Dr. Lee P. Sieg - - - - - President, University of Washington,
Seattle, Wash.
Dr. Isaiah Bowman - - - - - President, Johns Hopkins University, Baltimore,
Md.
Dr. Harold W. Dodds - - - - - President, Princeton University, Princeton, N.J.
Dr. George Van Santvoord - - - - - Headmaster, Hotchkiss School, Lakeville, Conn.
Reverend Maurice S. Sheehy - - - - - Catholic University, Washington, D. C.

BOARD OF VISITORS FOR U.S. NAVAL ACADEMY (contd).

BY THE VICE PRESIDENT.

Senator David I. Walsh of Massachusetts - (Chairman, Naval Affairs Committee,
U. S. Senate, ex officio member
of Board.)

Senator Millard E. Tydings of Maryland.
Senator Homer T. Bone of Washington.
Senator Frederick Hale of Maine.
Senator Ernest W. Gibson of Vermont.

BY THE SPEAKER OF THE HOUSE.

Representative Carl Vinson - 6th Congressional District of Georgia.
(Chairman, Naval Affairs Committee of the
House of Representatives, ex officio member
of Board.)

Representative Schuyler Otis Bland of 1st Cong. Dist. of Virginia.
Representative John F. Dockweiler of 16th Cong. Dist. of California.
Representative William D. McFarlane of 13th Cong. Dist. of Texas.
Representative Charles A. Eaton of 5th Cong. Dist. of New Jersey.
Representative Melvin J. Maas of 4th Cong. Dist. of Minnesota.

The Chairman of the Committee on Naval Affairs of the Senate and the
Chairman of the Committee on Naval Affairs of the House of Representatives are,
by law, ex officio members of the Board.

OFFICERS SELECTED FOR POSTGRADUATE
INSTRUCTION IN CIVIL ENGINEERING.

The following-named officers have been selected for postgraduate instruc-
tion in Civil Engineering:

Ensign Joseph P. Plichta, U.S.N.,
" Alexander C. Husband, U.S.N.,
" William A. McManus, U.S.N.,
" John H. Lofland, Jr., U.S.N.,
" James A. Bentley, U.S.N.

ALTERNATE:

Ensign John J. Baranowski, U.S.N.

BUREAU OF NAVIGATION CIRCULAR LETTER NO. 23-34.

In the cases of those officers who have not already complied with the
provisions of Bureau of Navigation Circular Letter No. 23-34, dated 15 May 1934,
reporting officers are requested to have one copy of a recent photograph of each
officer reported upon forwarded with the report of fitness submitted for the
period ending 31 March 1937, to be used for identification purposes.

BUREAU OF NAVIGATION CIRCULAR LETTER NO. 23-34(contd).

The photograph should preferably be unmounted, of approximately $2\frac{1}{2}$ x $2\frac{1}{2}$ inches ("Passport" size), and show the head and shoulders of the officer, in uniform, uncovered. However, any "snap-shot" or other unmounted photograph presenting a good likeness will be acceptable.

The photographic print should be pasted to the center of a sheet of official size paper, so that it may be filed readily and the following data included upon the sheet just below the photograph:

- (a) Name and rank of officer.
- (b) Approximate date of photograph.
- (c) Signature.

INQUIRIES REGARDING ARRANGEMENTS FOR PROMOTION EXAMINATIONS.

It has recently come to the attention of the Bureau that some officers have addressed inquiries to Members of the Naval Examining Board requesting that arrangements be made to conduct their promotion examinations during a stated period.

The Bureau of Navigation is the agency charged with the arrangement of such matters and it is therefore directed, in the future, that inquiries of this nature be addressed to the Bureau.

In this connection, attention is invited to the fact that for the last two years this Bureau has endeavored to answer the general question as to periods when examinations would be given, by the publication of a circular letter covering the cases of the majority of officers to be examined.

SELECTION BOARD CARDS

In the Fitness Report Office are maintained, for all Line officers, sets of large sheets known as "Selection Board Cards," on which are copied assignments to duty, names of reporting officers, and remarks for entire period of service. These cards are used by Selection Boards and by the Detail Office.

In the past it has been the practice to keep these cards in the files for one year after the retirement of an officer, and then to destroy them, inasmuch as the original fitness reports, from which extracts are copied, are always available in case the record of the retired officer has to be referred to.

The Bureau believes that many retired officers might desire their Selection Board cards as a matter of personal record, and further that such cards may be useful to an officer, about to be retired, in seeking employment. Therefore, in the future, when an officer is transferred to the retired list, his Selection Board cards will be mailed to him.

In the cases of officers already retired, where Selection Cards are extant, such cards will be forwarded in the near future.

REIMBURSEMENT FOR TRAVEL OF DEPENDENTS.

It has come to the attention of the Bureau that in a number of cases officers who have been transferred to or from vessels on the west coast, having home yards on the east coast, and home ports on the west coast, did not receive as much as they expected in the way of reimbursement for travel of their dependents.

The allowances are based upon certain definite rules which may be summarized as follows:

- (a) The law contemplates the dependents being at either the home yard of a vessel, or its home port.
- (b) Allowances are based upon the cost from home port to home port, or home yard to home yard, unless the actual cost involved is less than either of the foregoing.
- (c) When dependents start from, or go to, a place other than the home yard or home port, the basis for travel allowance is as in (b), the cheapest of the three being the allowed amount.

The application of these basic rules is fully explained in Article 2505, U. S. Navy Travel Instructions. All personnel receiving orders involving transportation of dependents are advised to consult the Travel Instructions before commencing travel and to determine therefrom the precise conditions governing the allowance involved. The Bureau will be very glad to furnish detailed explanations when perusal of the Travel Instructions leaves any doubt as to the proper allowance.

LAW CONCERNING THE EMPLOYMENT OF RETIRED OFFICERS.

The Act of June 10, 1896, making appropriations for the Naval Service, provided:

"That hereafter no payment shall be made from appropriations made by Congress to any officer in the Navy or Marine Corps on the active or retired list while such officer is employed, after June thirtieth, eighteen hundred and ninety-seven, by any person or company furnishing naval supplies or war material to the Government; and such employment is hereby made unlawful after said date."

The Line Personnel Bill, passed by both the Senate and the House in July, 1935, carried an amendment introduced by Senator Copeland, by which the last proviso of the above quoted Act was amended to read as follows:

"And Provided Further, That hereafter no payment shall be made from appropriations made by Congress to any officer in the Navy or Marine Corps on the active list while such officer is employed, after June 30, 1897, by any such person or company furnishing naval supplies or war materials to the Government, and such employment is hereby made unlawful after said date: Provided, That no payment shall be made from appropriations made by Congress to any retired officer in the Navy or Marine Corps who for himself or for others is engaged in the selling of, contracting for the sale of, or negotiating

LAW CONCERNING THE EMPLOYMENT OF RETIRED OFFICERS (contd).

for the sale of, to the Navy or the Navy Department, any naval supplies or war material."

After many years of effort on the part of the Navy Department, and the personal interest taken in this matter by the Secretary of the Navy, the above amendment was finally passed to give retired officers the opportunity of being employed by companies doing business with the Government, subject to the restrictions noted above.

Any abuse by retired officers of this privilege would probably lead in the future to the rescinding of this amendment. Therefore, the Navy Department expects each retired officer to fully appreciate the enactment of this legislation and to comply strictly with the intent of the law as to the employment of such officers.

WAR GAME BOARDS.

In view of the difficulty of storing the linoleum which is a part of the war games outfit, the Commanding Officer of the U.S.S. Worden initiated the plan of painting the squares on the deck in the Division Commander and Captain's cabin to simulate a war game board.

In reply to the Bureau's request for comment and recommendation regarding the extension of this plan to other ships, the Commander in Chief concurred in the suggestion that in lieu of the usual linoleum the squares of the game board be hereafter painted on the linoleum deck of a suitable location in officers' country of each vessel.

A TO N COURSE.

The A to N course is now ready for distribution. The course for Water Tender first class and Chief Water Tender will be ready early in March.

DECK LOG ENTRY ON FORCE OF WIND.

When making entries in the deck logs (Forms N. Nav. 330 and N. Nav. 43) all ships equipped with anemometers are authorized to type in the word "knots" above the word "force" in the column headed "WIND--FORCE" on the page for navigational data and to make the entries in this column from the readings of anemometers of the force of the wind instead of using the Beaufort scale for this purpose. It is found on many aviation tenders that requests from Aircraft for wind data, sometimes days later when checking problems, requires reconversion to knots with a big possibility of errors.

FORWARDING OF SERVICE RECORDS AND SHIPPING ARTICLES.

Attention is invited to Bureau of Navigation Circular Letter No. 2-36.

To facilitate the handling of records in the Bureau, it is desired that when a man reenlists on board a ship or station the day after discharge, the shipping articles be attached to the closed out service record and forwarded to the Bureau.

POLICY REGARDING PRINTING EQUIPMENT FOR SHIPS.

The policy regarding printing equipment for ships is as follows:

- (a) Flagships of type commanders and above and tenders - maintain printing outfits as at present to accomplish work which of necessity is larger in size than 10 X 14 and certain special work, and replace as occasion demands the smaller printing presses on these types of vessels by multiliths, including the necessary photographic apparatus.
- (b) Replace as need arises, printing outfits of all ships, except flagships of type commanders and above and tenders, with the multilith, minus photographic outfit, and furnish multilith, minus photographic outfit, to all new ships which, under present policies, would be entitled to printing equipment: Provided, that new vessels designated as flagships of type commander and above, and new tenders, shall be entitled to multilith with camera, typesetting machine, printing press, and printing plant accessories.

The policy regarding printing equipment was first promulgated in Bureau of Navigation News Bulletin No. 215 of 13 October 1934, but under the policy so promulgated new vessels, even though designated as flagships of type commanders and above, and new tenders would have been entitled only to the multilith minus photographic outfit.

DECEASED ENLISTED PERSONNEL.

The following-named enlisted men died during the month of January, 1937:

AMBAY, Eusebio, Officer's Cook 1c, U.S.N. Died 31 January 1937 at U.S. Naval Hospital, San Diego, Calif. Next of kin, wife, Amada Amray, 333 18th Street, San Diego, Calif.

BRATTUS, John Otto, Seaman 1c, U.S.N. Died 3 January 1937 aboard USS ARGONNE at San Pedro, Calif. Next of kin, father, Mr. Jack Brattus, Renton, Wash.

CALDWELL, Eugene Purdum, Seaman 1c, U.S.N. Died 23 January 1937, U.S. Naval Hospital, Puget Sound, Wash. Next of kin, mother, Mrs. Edith Caldwell, Scottsville, Va.

COOK, Thomas Jay, Machinist's Mate 2c, U.S.N. Died 8 January 1937 at San Pedro, Calif. (formerly attached USS COLORADO). Next of kin, uncle, Mr. Thomas Osten Cook, Victoria, Calif.

DEATON, Jack James, Fireman 2c, U.S.N. Died 14 January 1937, U.S. Naval Hospital, San Diego, Calif. Next of kin, mother, Mrs. Grace Deaton, Route #9, Box #316, Portland, Ore.

DESPAIN, Fred Edwin, Seaman 1c, U.S.N. Died 25 January 1937 at San Diego, Calif. Next of kin, wife, Mrs. Laura H. Despain, 3303 Market Street, San Diego, Calif.

DIFFIN, William Tracy, Chief Storekeeper, U.S.N. Died 14 January 1937, U. S. Naval Hospital, Canacao, P.I. Next of kin, wife, Mrs. Eva May Diffin, #19 Colon, Cavite, P.I.

DECEASED ENLISTED PERSONNEL (contd).

DOOLING, William Thomas, Aviation Chief Machinist's Mate, U.S.N., attached VP Squadron 14-F. Died on 21 January 1937, U.S. Naval Hospital, Norfolk, Va. Next of kin, wife, Mrs. Louise Dooling, 661 St. Childs Ave., West End, Birmingham, Ala.

DOONS, James Benjamin, Jr., Patternmaker 2c, U.S.N. Died 27 January 1937 aboard USS MEDUSA at San Pedro, Calif. Next of kin, father, Mr. James Benjamin Downs, 721 East Anderson St., Stockton, Calif.

FOREHAND, John William, Chief Gunner's Mate, U.S.N. Died 14 January 1937 aboard USS WORDEN. Next of kin, wife, Mrs. Mildred Forehand, 855 17th St., San Diego, Ca

FREETLY, Paul Edward, Fireman 1c, U.S.N. Died 14 January 1937, at the Royal Naval Hospital, Hongkong, China (formerly attached USS ASHEVILLE). Next of kin, father, Mr. John M. Freetly, Fulda, Minn.

FULK, James Terrill, Apprentico Seaman, U.S. Navy. Died 31 January 1937, U. S. Naval Hospital, Great Lakes, Ill. Next of kin, father, Mr. Robert Fulk, St. Louis Crossing, Indiana.

GARTLAND, Edward Logan, Water Tender 2c, U.S.N. Died 25 January 1937, U.S. Naval Hospital, San Diego, Calif. Next of kin, wife, Mrs. Dorothy Gartland, 2055 National Ave., San Diego, Calif.

HAWKINS, Worth, Fireman 1c, U.S.N. Died 12 January 1937, U.S. Naval Hospital, San Diego, Calif. Next of kin, father, Mr. Visco Hawkins, Route #1, Doerun, Ga.

JAMES, Henry Oscar, Radioman 2c, U.S.N. Died 14 January 1937, U.S. Naval Hospital Canacao, P.I. Next of kin, sister, Mrs. Stella DeFone, 2217 $\frac{1}{2}$ Ewing St., Los Angeles, Calif.

MALEC, William Stanley, Shipfitter 3c, U.S.N. Died on 29 January 1937, U.S. Naval Hospital, San Diego, Calif. Next of kin, wife, Mrs. Helen Josephine Malec, 950 Cedar St., San Diego, Calif.

MC CLURG, Harry, Coxswain, U.S.N. Died 1 January 1937, U.S. Naval Hospital, Canacao, P.I. (admitted from USS BLACK HAWK). Next of kin, mother, Mrs. Libby McClurg, Pauoa Road, Honolulu, T.H.

MORRIS, John Albert, Chief Torpedoman, U.S.N. Died 1 January 1937, U. S. Naval Hospital, Pearl Harbor, T.H. (admitted from USS S-30). Next of kin, wife, Mrs. Helen Morris, #2045-A Kalakaua Ave., Honolulu, T.H.

MOWER, George Louis, Seaman 1c, U.S.N. Died 11 January 1937, Dr. Freidman's Hospital, Ponta Delgado, Azores (formerly attached USS ERIE). Next of kin, mother, Mrs. Dora Brasseur, Firth, Idaho.

PETERSON, James Arthur, Fireman 1c, U.S.N. Died 31 January 1937 at Waimoa Beach, Honolulu, T.H. (attached USS CUSHING). Next of kin, mother, Mrs. Minnie Alta Peterson, Box 397, Kingman, Ariz.

RIDDLE, Claude Bernard, Seaman 2c, U.S.N. Died 11 January 1937, U.S. Naval Hospital, Norfolk, Va. Next of kin, mother, Mrs. Savannah Robinson, 1001 Grove St., Charlotte, N.C.

DECEASED ENLISTED PERSONNEL (contd).

SWANSON, August Camiel, Ship's Cook 3c, U.S.N. Died 2 January 1937 aboard USS ARGONNE at San Pedro, Calif. Next of kin, father, Mr. August Carl Swanson, 277 Munich St., San Francisco, Calif.

*TESSIER, George Edward, Radioman 1c, U.S.N. Died 14 December 1936 at South Shaftsbury, Vermont, while on leave from the U.S. Receiving Ship, New York. Next of kin, mother, Mrs. Elizabeth Tessier, South Shaftsbury, Vermont.

THOMPSON, Samuel Curtis, Seaman 2c, U.S.N. Died 9 January 1937 aboard USS OKLAHOMA at San Pedro, Calif. Next of kin, mother, Mrs. Mary L. Thompson, Box 181, Aberdeen, Md.

WALKER, Marvin Martin, Signalman 1c, U.S.N. Died on 7 January 1937 at Visalia, Calif., while on leave from USS MELVILLE. Next of kin, wife, Mrs. Mary E. Walker, 157 North Ronnie Beach Place, Los Angeles, Calif.

WINTERS, Herbert Anthony, Machinist's Mate 1c, U.S.N. Died 12 January 1937, U.S. Naval Hospital, San Diego, Calif. Next of kin, wife, Mrs. Katherine Winters, 4177-T, Park Boulevard, San Diego, Calif.

* Report of death of TESSIER received too late to be included in list of deaths for December.

The following-named enlisted personnel died during period 1 to 20 Feb. 1937:

CADWALADER, Thomas Gordon, Bandmaster, U.S.N. Died 1 February 1937, U.S. Naval Hospital, San Diego, Calif. Next of kin, wife, Mrs. Harriette E. Cadwalader, 515 Merlin Drive, Encanto, Calif.

GARSIE, Harold, Apprentice Seaman, U.S.N. Died 9 February 1937, U.S. Naval Hospital, Newport, R.I. Next of kin, guardian, Mr. Thomas W. MacKnight, 154-15 Tenth Ave., Beechurst, Whitestone, N.Y.

HOWARD, Andrew Johnston, Jr., Fireman 2c, U.S.N. Died 10 February 1937 at Long Beach, Calif., while on leave from USS MARYLAND. Next of kin, father, Mr. Andrew J. Howard, 927 E. 66th St., Inglewood, Calif.

KURONYA, Stephen, Seaman 1c, U.S.N. Died 11 February 1937 at Long Beach, Calif., while on leave from USS ARIZONA. Next of kin, mother, Mrs. Louis Kuronya, RFD 60, Allentown, Pa.

LIND, Carl August, A.M.M.1c, U.S.N. Died 8 February 1937, N.A.S., Pensacola, Fla. Next of kin, wife, Mrs. Beatrice E. Lind, 3632 Grim St., San Diego, Calif.

PETERS, Travis Howland, Fireman 2c, U.S.N. Died 10 February 1937, Naval Hospital, Mare Island, Calif. Next of kin, father, Mr. Clarence H. Peters, Lake Hill, N.Y.

SCHNOOPERGER, William Adam, Chief Aerographer, U.S.N. Died 8 February 1937, N.A.S., Pensacola, Fla. Next of kin, mother, Mrs. Sibilia Schnoobergger, 534 Superior St., South Haven, Mich.

DECEASED ENLISTED PERSONNEL (contd).

SIMINGTON, Robert Ellison, Seaman 2c, U.S.N. Died 12 February 1937, U. S. Naval Hospital, San Diego, Calif. Next of kin, mother, Mrs. Mary Helen Good, RFD 4, Youngstown, Ohio.

WATTS, Francis Eber, Fireman 1c, U.S.N. Died 13 February 1937 near Dinsmore, Fla., while on leave from USS PICKERSON. Next of kin, wife, Mrs. Margaret J. Watts, P.O.Box 126, Bremerton, Wash.

SILVER LIFE-SAVING MEDAL.

The Secretary of the Navy recently forwarded a Silver Life-saving Medal, awarded by the Secretary of the Treasury, to James W. Monahan, Seaman 1c, U.S.Navy, U.S.S. VINCENNES, in recognition of his service in bravely rescuing a shipmate from drowning on 3 July 1936.

SPONSOR FOR U.S.S. MAURY.

The Secretary of the Navy has designated Miss Virginia Lee Maury Werth of 28 North 15th Street, Allentown, Pa., as sponsor for the U.S.S. MAURY (DD401) named in honor of her great-grandfather, the late Commander Matthew Fontaine Maury, U.S.Navy.

This vessel is building at the plant of the Bethlehem Shipbuilding Corporation, Union Plant, San Francisco, California, and is scheduled for completion 19 December 1937. She probably will be launched the latter part of 1937 but no definite launching date has, as yet, been set.

The U.S.S. MAURY (DD401), the second of that name, was authorized by the Vinson-Trammell Bill, Act of Congress dated March 27, 1934.

SPONSOR FOR U.S.S. STERETT.

The Secretary of the Navy has designated Mrs. Edward Simpson, widow of the late Rear Admiral Edward Simpson, U.S.Navy, as sponsor for the U.S.S. STERETT (DD407), named in honor of her great-uncle, the late Lieutenant Andrew Sterett, U.S.Navy.

Mrs. Simpson lives at 1528 Bolton Street, Baltimore, Md.

The U.S.S. STERETT (DD407) is building at the Navy Yard, Charleston, S.C., and is scheduled for completion 14 June 1938. She probably will be launched the latter part of 1937 but no definite date has, as yet, been set.

The U.S.S. STERETT (DD407), the second of that name, was authorized by the Vinson-Trammell Bill, Act of Congress, March 27, 1934.

PROFESSIONAL EXAMINATIONS OF OFFICERS OF SUPPLY CORPS.

After 1 April 1938, examinations for promotion up to the rank of Commander, Supply Corps, will include questions on cryptographic security.

SUBMARINE CLASS TO CONVENE ON 30 JUNE 1937.

From a list of 91 applicants the following 27 officers have been selected to attend the next class at the Submarine School at New London, Conn.:

Lieut. (jg) Vernon C. Turner, U.S.N.	(BOGGS)
" " Frederick H. Wahlig, U.S.N.	(ARKANSAS)
" " Charles B. Jackson, Jr., U.S.N.	(TEXAS)
" " Earle C. Schneider, U.S.N.	(RANGER)
" " Ralph E. Styles, U.S.N.	(LEXINGTON)
Ensign Stanley M. Barnes, U.S.N.	(INDIANAPOLIS)
" Albert H. Clark, U.S.N.	(SOUTHARD)
" Robert D. Risser, U.S.N.	(CHICAGO)
" Charles M. Henderson, U.S.N.	(RALEIGH)
" Beverly R. VanBuskirk, U.S.N.	(DETROIT)
" Robert N. Robertson, U.S.N.	(TEXAS)
" Arthur E. Krapf, U.S.N.	(RAINBRIDGE)
" Edward N. Blakely, U.S.N.	(U.S. Fleet)
" William N. Deragon, U.S.N.	(SANDS)
" James L. P. McCallum, U.S.N.	(ARIZONA)
" Cyrus C. Cole, U.S.N.	(SALT LAKE CITY)
" Evan T. Shepard, U.S.N.	(COLORADO)
" Romondt Budd, U.S.N.	(SARATOGA)
" John J. Flachsenhar, U.S.N.	(CONCORD)
" Cassius D. Rhymes, Jr., U.S.N.	(CHILDS)
" Marion F. R. de Arellano, U.S.N.	(RANGER)
" Frederick J. Harlfinger, U.S.N.	(ARIZONA)
" Edwin Denby, Jr., U.S.N.	(OKLAHOMA)
" William J. Germershausen, Jr., U.S.N.	(NEVADA)
" Slade D. Cutter, U.S.N.	(IDAHO)
" Bladen D. Claggett, U.S.N.	(OKLAHOMA)
" George T. Baker, U.S.N.	(LEXINGTON)

The class will convene on 30 June 1937, and the officers selected to attend may expect to receive orders detaching them from their present stations in early June, with delay until 30 June in reporting. Their orders will authorize transportation of dependents and household effects. Government transportation will be made use of to such extent as it is available.

NOTEWORTHY RECORD OF CONTINUOUS SERVICE.

The Bureau takes pleasure in publishing the following letter from the Commanding Officer, U.S.S. MISSISSIPPI:

"The Commanding Officer took pleasure in presenting letter authorizing the advancement to Chief Boatswain's Mate, Acting Appointment, to William G. Zuber, U.S. Navy, at quarters, February 13, 1937.

NOTEWORTHY RECORD OF CONTINUOUS SERVICE (contd.).

"The Commanding Officer feels that the Bureau might find ZUBER'S record of continuous service of particular interest and worthy of recognition or comment by circular letter, as he has advanced from seaman second class to chief boatswain's mate in the same division on board the same ship during his fourteen years and two months' service on board.

"ZUBER first enlisted at Atlanta, Ga., on 9 October 1922, and was transferred to the U.S.S. MISSISSIPPI on 27 November 1922; he has served continuously in the third division of this vessel since that date. During his period of service he has had a perfect record with a 4.0 in conduct and is now entitled to his third award for good conduct. ZUBER'S home is in Bogart, Georgia, and he first enlisted at the U.S. Navy Recruiting Station, Atlanta, Ga.

/s/ W. P. Gaddis."

ENLISTED PERSONNEL UNDER ORDERS; CASH ALLOWANCE FOR SUBSISTENCE.

In connection with travel and subsistence allowances of enlisted men traveling under orders via privately owned motor vehicle, attention is invited to Articles 2503(5)(b) and 2508(8), U. S. Navy Travel Instructions.

Three examples are given below:

1. The Bureau issued orders directing transfer on or about 1 March 1937 of William Jones, ACMM, USN, from the U.S.S. RANGER, at San Diego, via commercial transportation, to report by 15 March 1937, to the Naval Air Station, Pensacola, Florida, for duty. Jones was issued rail transportation to Pensacola and, prior departure from San Diego, was paid a cash subsistence allowance computed for the number of days over the shortest usually traveled route, and a paragraph to this effect inserted in his orders.

2. Orders were issued by the Bureau directing transfer of John Doe, CBM, USN, from the U.S.S. HOLLAND, at San Diego, via first available government conveyance to the Naval Training Station, Norfolk, Virginia, for duty; with a proviso in the orders that should he "desire to proceed overland his personal travel must be at his own expense, in which case grant twenty days delay in reporting." Doe elected to proceed via privately owned automobile, and therefore he is entitled to no subsistence allowance and no reimbursement for personal travel.

3. Orders were issued by the Bureau directing transfer of James Smith, CGM, USN, from the U.S.S. CALIFORNIA, at San Pedro, via commercial transportation to the Naval Training Station, Great Lakes, Illinois, for duty. At the request of Smith, the Commanding Officer of the CALIFORNIA, in accordance with Article 2503(5)(a), U.S. Navy Travel Instructions, authorized Smith to proceed to Great Lakes via privately owned automobile subject to reimbursement at three cents a mile (computed over the shortest usually traveled route), and granted him ten days delay in reporting. Prior departure from San Pedro, Smith was paid a cash allowance for subsistence, in accordance with Article 2503(5)(b), for the number of days required for the journey via the usual means of transportation (rail), and not for the ten days enroute. The Commanding Officer, U.S.S. CALIFORNIA, inserted a paragraph in Smith's orders that the cash subsistence allowance enroute was paid.

REPLACEMENTS REQUIRED ON THE ASIATIC STATION DURING
THE PERIOD 1 JULY 1937 to 31 DECEMBER 1937.

<u>SEAMAN BRANCH</u>	<u>ARTIFICER BRANCH</u>	<u>ARTIFICER BRANCH (E.R.Force)</u>	<u>SPECIAL BRANCH</u>	<u>COMMISSARY BRANCH</u>
5-CBM	* 5-CEM	**20-CMM	2-CY	5-CCStd
5-BM2c	10-EM3c	##10-MM1c	7-Y1c	5-SC1c
18-Cox	12-CRM	15-MM2c	1-Y2c	5-SC3c
3-CGM	10-RM1c	5-CWT	5-Y3c	1-Bkr1c
2-GM1c	10-RM2c	4-WT1c	4-CSK	1-Bkr2c
5-GM2c	24-EM3c	10-WT2c	3-SK1c	<u>17 Total</u>
#8-CTM	3-CM1c	4-Bmkr1c	3-SK2c	
**5-TM1c	3-CM3c	2-CMsmth	5-SK3c	
8-TM2c	1-CSF	2-Mldr2c	11-CPhM	
##15-TM3c	2-SF1c	6-Msmth1c	8-PhM1c	
1-TC1c	2-SF2c	4-Msmth2c	20-PhM3c	AVIATION BRANCH
6-CQM	1-SMM1c	140-F1c	16-HA1c	
5-QM1c	1-CPtrr	50-F2c	1-Bmstr	1 ACMM
2-SM1c	2-Ptrr3c	<u>120-F3c</u>	4-Mus any class	
3-SM2c	1-Ptr2c	392 Total	<u>2-Bugle</u>	
8-SM3c	87 Total			
3-FC1c				
230-Sealc			92 Total	
250-Sea2c				
582 Total			<u>GRAND TOTAL 1171</u>	

- *Includes 1 qualified Submarine.
 **Includes 2 qualified Submarines.
 #Includes 3 qualified Submarines.
 ##Includes 4 qualified Submarines.

Included in foregoing are following specialists requirements:

- 2-Master Divers
- 3-Divers first
- 1-Watch and Clock Repairman
- 1-Refrigerator Repairman
- 5-Dental Technicians
- 1-Dental Technician Prosthetic
- 2-Cornets
- 2-Alto
- 3-Laboratory Technicians
- 3-XRay Technicians

REPLACEMENTS REQUIRED NAVAL STATION, GUAM, M.I.,
DURING PERIOD 1 JULY 1937 to 31 DECEMBER 1937.

<u>FOR STATION</u>	<u>VIA JULY-SEPTEMBER TRANSPORT FOR GOLD STAR</u>	<u>FOR PENGUIN</u>
1-Ptrr1c	1-CBM	2-F2c
1-RM1c	6-Sea2c	
	1-CMM	
	3-F1c	
		<u>FOR R L BARNES</u>
		1-CBM
		1-BM1c

REPLACEMENTS REQUIRED NAVAL STATION, GUAM, M. I.,
DURING PERIOD 1 JULY 1937 to 31 DECEMBER 1937 (contd.).

VIA OCTOBER-DECEMBER TRANSPORT

FOR GOLD STAR.

2-Sea2c
1-RM1c
1-RM3c
1-F2c

FOR PENGUIN.

1-Sea2c

REPLACEMENTS REQUIRED FOR THE NAVAL STATION, TUTUILA,
SAMOA, DURING THE PERIOD 1 JULY 1937 to 31 DECEMBER 1937.

NAVAL STATION SAMOA

<u>July</u>	<u>August</u>	<u>September</u>	<u>October</u>	<u>November</u>	<u>December</u>
1-BM2c	1-Sealc	*1-F1c	1-CSK	1-Y2c	1-BM2c
	1-Y2c	1-SK2c	1-GM2c		# 2-MM2c
		1-SC3c			1-CCStd
					1-RM2c

* Qualified Gasoline Engines

Qualified Diesel Engine Operators

U.S.S. ONTARIO.

<u>July</u>	<u>August</u>	<u>September</u>	<u>October</u>	<u>November</u>	<u>December</u>
1-MM1c	1-CWT	1-CM1c	1-SC3c	3-F2c	1-CCStd
		1-Sea2c	1-Cox		
		1-CMM	1-Sealc		
		1-WT2c	1-F2c		
		1-Y1c			

INCREASE OF QUOTA FOR HOSPITAL CORPSMEN SCHOOL.

The quota for the Hospital Corpsmen School, San Diego, California, is increased from 20 to 30 each month.

Non-rated men on board vessels of the United States Fleet may apply for this school and such requests will be given consideration.

INFORMATION CONCERNING SHIPMENT OF HOUSEHOLD EFFECTS.

Applications. Original and six copies of application for transportation of household effects (S and A Form 34 and 34a) with seven certified copies of orders must be submitted to the shipping officer, for each shipment to be made; in the case of enlisted men, applications must be approved by commanding officers. Each separate shipment must be covered by a separate application.

INFORMATION CONCERNING SHIPMENT OF HOUSEHOLD
EFFECTS (Contd.)

Consolidation of shipments. Personnel should make every effort to turn over all of their household effects to the shipping officer at one time. Failure to do so may result in excess shipping charges being assessed against the owner, for the reason that shipments of household effects must be made at the lowest freight rates unless the owner agrees to defray the additional cost. Supply officers are required to combine household effects into carload lots whenever possible, regardless of ownership, in order to obtain the lowest shipping rates from the same point of origin to the same destination. If for any reason the owner holds out a part of his household effects and delivers them for shipment at another time, it may not be possible to combine the second lot with other effects in order to obtain the carload rate. Consequently these effects will be shipped as a less than carload lot at a higher freight rate and the difference between carload and less carload rate will be payable by the owner. The fact that some of the effects may originate afloat and some ashore does not alter the case.

Disposal of effects to avoid excess. The packed weight of household effects cannot be determined until the packing is completed. Packing increases the weight of the effects from 40 to 80 per cent. It is suggested that consideration be given to discarding items previous to packing as an aid in preventing an excess weight involving checkage.

Delays. The peak load for packing and shipment of household effects takes place during April, May, June and July. If applications for the transportation of household effects are submitted promptly after receipt of orders, it may be practicable to arrange for collection, packing and transportation more nearly on the dates desired and thus avoid delay in the handling of the effects.

Rail, express and van shipments may be made upon request of the owner (covered by separate applications) subject to checkage of the excess costs involved.

The shipment of gold and silverware, and paintings, the declared value of which exceeds \$5.00 per pound, must be covered by a separate application and shipments must be handled in accordance with specific instructions. Prior arrangements should be made with the shipping officer.

For complete instructions relative to shipment of household effects, see Article 1870, Bureau of Supplies and Accounts Manual.

SCHOLARSHIP FOR SONS OF OFFICERS.

"The Trustees of Rensselaer Polytechnic Institute, Troy, N. Y., offer one full four-year tuition scholarship to sons of officers on the active and retired lists of the Navy and Marine Corps, as well as to sons of deceased officers of the same categories. The student selected will be awarded free tuition for the full four-year course amounting to \$1,600.

SCHOLARSHIP FOR SONS OF OFFICERS (Contd.).

"Candidates should be considered on the basis of scholarship, rank, and leadership qualities. Only an exceptional student should be considered and the successful candidate will be required to maintain an average grade of 85 per cent.

"The Institute maintains twelve undergraduate courses leading to the Bachelor degree, as follows:

Civil Engineering	Industrial Engineering
Mechanical Engineering	Business Administration
Electrical Engineering	Chemistry
Chemical Engineering	Physics
Aeronautical Engineering	Biology
Metallurgical Engineering	Architecture

"Graduate courses are also offered leading to the Masters' and Doctors' degrees.

"The scholarship which the Trustees of this Institute offer is distinctly an honor scholarship and is not of the usual kind in which any student who can get a bare passing grade continues to be eligible. In selecting the successful candidate, it is requested that a committee representing the Bureaus of Navigation, Yards and Docks, and Engineering be appointed and that they be directed to pay considerable attention to the things that the candidate has done outside of the classroom, such as editorial work, athletics, music, Boy Scout work, etc. "

Applications for this scholarship should be made to the Chief of the Bureau of Navigation, and should be accompanied by a statement and all available evidence of the qualifications outlined in the letter of the President, Rensselaer Polytechnic Institute, quoted above.

DECEASED ENLISTED PERSONNEL.

The following-named enlisted personnel of the regular Navy died during the period 21 February to 11 March 1937, inclusive:

PALLARD, Brewer Bernard, Sea.lc, U.S.N. Died 6 March 1937, at the Navy Yard, Cavite, P.I., while attached USS ARGONAUT. Next of kin, father, Mr. John W. Ballard, 143 Maple Street, Carrollton, Ga.

BITHER, Lawrence Ellsworth, Seaman lc, U.S.N. Died 28 February 1937, at Modesto, Calif., while on liberty from USS LEXINGTON. Next of kin, father, Mr. Lawrence E. Bither, 233 Rosemont Ave., Modesto, Calif.

ERP, Vernon Montestel, H.A.lc, U.S.N. Died 7 March 1937, U.S. Naval Hospital, Brooklyn, N.Y. Next of kin, mother, Mrs. Orphie M. Erp, RFD#3, Warren, Ind.

GILES, Arthur Elbert, MM2c, U.S.N. Died 5 March 1937, U.S. Naval Hospital, San Diego, Calif. Next of kin, wife, Mrs. Irma L. Giles, RFD#5, Moultrie, Ga.

DECEASED ENLISTED PERSONNEL (CONTD.)

HARRILD, Frank Amell, App.Sea., U.S.N. Died 22 February 1937, U.S. Naval Hospital, San Diego, Calif. Next of kin, mother, Mrs. Marie H. Swan, Rt.#4, Box 325, Yakima, Wash.

HU, Wah Duk, Mess Att.1c, U.S.N. Died 11 March 1937 aboard USS AUGUSTA. Next of kin, daughter, May May, #46 Po Low Li Terrace, Avenue Du Roi Albert, Shanghai, China.

MAXEDON, Arthur Attwood, C.P.M., U.S.N. Died 1 March 1937, U.S. Naval Hospital, Mare Island, Calif. Next of kin, wife, Mrs. Lillian Maxedon, 1415 Elliorado Street, Vallejo, Calif.

MOTA, Angelo Joseph, S.C.3c, U.S.N. Died 25 February 1937, U.S. Naval Hospital, Brooklyn, N.Y. Next of kin, father, Mr. Salvatore Mota, 97 Mitchell St., New Britain, Conn.

MURPHY, John Lawrence, H.A.2c, U.S.N. Died 28 February 1937, U.S. Naval Hospital, Chelsea, Mass. Next of kin, father, Mr. Peter F. Murphy, 194 Norfolk St., Cambridge, Mass.

PACE, "O" "B", Fireman 3c, U.S.N. Died 28 February 1937, U.S. Naval Hospital, Norfolk, Va. Next of kin, father, Mr. Allen L. Pace, Leroy, Ala.

PARKS, Forrest Spencer, Sea.1c, U.S.N. Died 21 February 1937, U.S. Naval Hospital, San Diego, Calif. Next of kin, father, Mr. Amaziah W. Parks, RFD#2, LaGrange, North Carolina.

SULLAWAY, Monte Valentine, R.M.2c, U.S.N. Died 28 February 1937, U.S. Naval Hospital, Brooklyn, N.Y. Next of kin, wife, Mrs. Fania Litvan Sullaway, 764 Rue Brougeat, Shanghai, China.