

COMMENDATION.

A letter of commendation was forwarded by the Secretary of the Navy to Howard Lamar Mosley, Chief Pharmacist's Mate, U.S. Navy, upon receiving the Brevet of Merit Medal awarded him by the President of Haiti, in recognition of the exceptional services rendered by him to the Republic of Haiti.

SELECTION BOARD RECOMMENDATIONS APPROVED BY PRESIDENT.

The President has approved the recommendations made by a Line Selection Board, headed by Admiral David Foote Sellers, U.S.N., Commander-in-Chief, U. S. Fleet, for the promotion of the following 11 captains to the rank of rear admiral and of 28 commanders to the rank of captain.

From Captain to Rear Admiral.

- * Paul Baxter Dungan
- Hayne Ellis
- Adolphus Andrews
- Manley Hale Simons
- * Ivan Ernest Bass
- William Satterlee Pye
- Arthur Philip Fairfield
- Walter Newhall Vernou
- George Franklin Neal
- William Henry Allen
- James Otto Richardson

*Engineering duty only, carried as extra number in grade

From Commander to Captain.

- Charles Washburn Crosse
- William Faulkner Ansden
- Ralph Chandler Parker
- Georgé Nathan Barker
- Harry Adrian McClure
- Newton Lord Nichols
- Francis Alfred Leopold Vossler
- Cortlandt Chesterfield Baughman
- Richard Boush Coffman
- Jonas Howard Ingram
- Schuyler Franklin Heim
- * Edmund Darrow Almy
- * Patrick Nelson Lynch Bellinger
- * Newton Harris White, Jr.
- * Richmond Kelly Turner
- * Alexander Mark Charlton
- John Wilkes Rankin
- * Henry Frederick Dilman Davis
- Oscar Smith
- Herbert Aloysius Jones
- Henry Thomas Markland

From Commander to Captain (Cont'd).

- * Joseph John Broshek
- * Frank Joseph Wille
- Abel Trood Bidwell
- Elwin Fisher Cutts
- Edward James Foy
- * Harry Booth Hird
- Harry Asher Badt

* Engineering duty only, carried as extra number in grade.

CONSTRUCTION CORPS SELECTION BOARD.

The membership of the Construction Corps Selection Board for promotion to the rank of Rear Admiral which convenes on 10 January 1934, follows:

President:

Rear Admiral Washington L. Capps, (CC), U.S.N., (Retired).

Members:

Rear Admiral John G. Tawresay, (CC), U.S.N., (Retired).
Rear Admiral Robert Stocker, (CC), U.S.N., (Retired).

Recorder:

Commander Philip G. Lauman, (CC), U.S.N.

U. S. NAVY PARTICIPATION IN OCEANOGRAPHICAL
DISCUSSIONS AT LISBON, PORTUGAL, SEPTEMBER, 1933.

Captain David McD. LeBreton, U.S. Navy, who attended the Fifth Annual Assembly of the International Union of Geodesy and Geophysics as a representative of the Hydrographic Office, and a delegate of the National Academy of Sciences and National Research Council, presented a paper on "Bathymetry and Water Circulation of the North Pacific Ocean and Gravity Investigations of the West Indies Region", which created much interest in the discussions that followed through the Section of Oceanography.

Many of the delegates of the assembly, both American and foreign, expressed great satisfaction at the presence of a representative of the Hydrographic Office and the interest and cooperation shown in scientific research by the U. S. Navy.

THE ECLIPSE THAT ENDS THE DAY BEFORE IT BEGINS.

The next total solar eclipse, February 14-13, 1934, will go down in history as the paradox eclipse, the eclipse that ended the day before it began. This is not one of those "Believe it or not" statements, it is just an unusual result following from natural causes.

The eclipse will begin in East Longitude off the Malay Peninsula at sunrise on Wednesday, February 14, and after sweeping across the Pacific will finish in West Longitude off the Alaskan coast at sunset on the day before, Tuesday, February 13, having crossed the date line, the 180th meridian, and therefore losing one calendar day.

With the exception of two small islands, Losap and Oroluk in the Caroline Group, the eclipse will pass over no other islands or coral reefs.

The total eclipse will be visible only within a relatively narrow path varying from 60 to 80 miles in width.

Complete information pertaining to this eclipse will be found on the back of the monthly pilot charts issued on 15 December 1933.

DECREASE IN NUMBER OF TRAFFIC INJURIES, DESTROYERS,
BATTLE FORCE.

The following information, taken from the Report on Traffic Injuries, Destroyers, Battle Force, 1933, is published for the information of the service.

"The Commander, Destroyers, Battle Force, upon investigating, found that among the eighty-six largest cities of the United States, San Diego, California, the home port of his force, had the highest automobile accident rate - twice as high as the average city.

"The casualties resulting from automobile accidents in the United States for the eighteen-month period ending 31 December 1931, as compared with a like period to the battle casualties of the American Expeditionary Force are as follows:

	<u>Killed</u>	<u>Injured</u>
World War	50,510	182,674
Automobiles	53,650	1,576,840"

In an endeavor to better these conditions, active measures were instituted by the Commander Destroyer Force, as shown in the following extract from his Circular Letter No. 4-33, of 15 May 1933:

"In view of the above it is directed that in every case of 'reckless driving' or 'driving while drunk' that is sustained by proper evidence, regardless of the fact that the offender may have been tried, convicted and punished by the civil courts, the man concerned also be subjected to one of the following disciplinary measures:

- (a) Trial by court-martial or deck court.
- (b) Punishment by Commanding Officer at mast."

The results in his force were very gratifying as the 1933 death rate was 85.5% lower than for 1932, and the rate of admissions for severe injuries was 45.0% lower, this in view of the fact that the record for the city showed a progressive increase.

The statistics show:

"Drivers at fault	35% over 50 years of age.
"Drivers not at fault	61% over 30 years of age.

"Unnecessarily fast and reckless driving by a sailor may then be considered a modern counterpart of the traditional manifestation of his proto-type of days gone by.

"The irresponsibility and exuberance of youth as another fundamental factor is demonstrated by the fact that slightly over 80% of those injured were of second class petty officer ratings or below."

Roughly estimated, each fatal injury represents about \$12,000. loss to the Government, while each case invalidated from the service represents a \$10,000. loss.

A collective loss to the Government for traffic accidents in the personnel of Destroyers Battle Force for the fiscal year 1933 approximated \$75,668., which figure compares favorably with that for 1932 when the loss totaled the sum of \$220,792.

LIMITATIONS OF INSURANCE POLICY.

An officer has brought to the attention of the Bureau the fact that when his personal belongings, while in transit, were damaged in a storehouse by the recent severe storm, he discovered that his insurance policy did not cover the loss.

It is suggested that officers carrying similar insurance carefully examine the provisions of their policies.

GUNNER'S MATE 3c TRAINING COURSE.

There is now available for distribution the new Navy Training Course "Instructions for Use in Preparation for the Rating of Gunner's Mate 3c". There is a pamphlet with Progress Tests and Examination Questions accompanying this course.

MEETING OF THE AMERICAN OLYMPIC ASSOCIATION.

The Quadrennial Meeting of the American Olympic Association was held in Washington, D. C., November 22, 1933. An officer on duty in the Bureau of Navigation, nominated as Navy delegate by the Secretary of the Navy, attended the meeting. This officer is also a member of the Executive Committee of the Association.

The principal business before this session consisted of.

- (a) Preliminary plans for participation of American Olympic Team in the Olympic Games in Berlin in 1936.
- (b) Discrimination against German Jewish athletes by the German Government. The German Olympic Association sent a cable stating definitely that there would be no such discrimination.
- (c) Discussion of amateurism.
- (d) Election of officers.

The discussion on amateurism brought out such a divergence of facts and ideas that it was plainly evident no set of rules or definitions could be decided upon without an extensive preliminary investigation. In the first place, there is no clear international definition of amateurism or just where the line is drawn between an amateur and a professional. In addition, the interpretation of an amateur in the United States varies considerably in the different branches of sport. The American Olympic Association is in an excellent position to establish rules regarding amateurism because it is this Association which certifies the amateur status of every American athlete who competes in the Olympic Games. It was decided to send questionnaires to the numerous governing athletic bodies in the United States, in order to obtain as complete an opinion as possible on this subject. From these interpretations and definitions, it is expected that a set of rules on the subject can be evolved. When this has been accomplished, it is the intention to place these rules before the International Committee, with the hope that they may be accepted by all countries competing in the Olympic Games.