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BUREAU OF NAVIGATION

BULLETIN

★

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

COMMENDATIONS.

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

Lieut. Comdr. Michael M. Jensen, D-M, U.S.N.R., for the prompt action and excellent seamanship shown when the S. S. President Jackson went to the assistance of the Hokuman Maru and transferred the crew of forty-five men to the President Jackson without loss of life or serious injury.

Lieut. (jg) Leonard Bridge, D-M, U.S.N.R., and
Lieut. (jg) Edward D. Geddes, D-M, U.S.N.R., S.S. President Jackson, for excellent seamanship and personal bravery in effecting the rescue of the crew of the Hokuman Maru.

Eustace G. Wilson, Chief Machinist, U.S.N., for the initiative, perseverance, and engineering knowledge displayed in designing and developing a piston type steam valve gear for reciprocating pumps.

A Navy Cross was presented to Guy Littleton Eash, Boilermaker 1c, U.S.N., for services performed on the occasion of the collision between the U.S.S. McFarland and the U.S.S. Ellis, as set forth in the following

CITATION:

"For the display of extraordinary heroism and exceptionally meritorious service on the occasion of a collision between the U.S.S. McFarland and the U.S.S. Ellis on 5 November, 1934, during high speed night destroyer maneuvers with ships darkened. The bow of the ELLIS punctured the starboard bulkhead of number one fireroom which flooded to within approximately eight inches of the lower edge of the boiler steam drums very rapidly. Communication with the fireroom was very difficult because of a broken steam line on the main deck. EASH had every reason to believe that the ship would be destroyed but in spite of this and the inrushing tons of sea water he coolly and courageously remained at his station in charge of the fireroom watch. Under his direction and with his assistance pumps were started and boilers secured so promptly and in such efficient manner that not only was the boiler explosion and consequent loss of life averted, but the boilers were saved from appreciable damage resulting from submergence."

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

Ernest O.C. Fischer, Coxswain, U.S.N., for prompt and courageous action when he dived off the 5th Street Landing at San Diego and assisted in rescuing a civilian who had jumped off the dock.

Charles J. Devenny, Sea. 1c, U.S.N., for heroic and daring action when, hearing the cry "man overboard", he dived off the U.S.S. Panay into the Yangtze River and rescued from drowning James F. Dodd, Sea. 2c, U.S.N., who had fallen overboard.

Marion J. Jones, Sea. 1c, U.S.N., for presence of mind and initiative in bringing James R. Griffin, late Fireman 1c, U.S.N., to the surface in the lung training tank at the Submarine Base, New London, after finding him in an unconscious state about 40 feet below the surface.

John S. Cutright, Sea. 2c, U.S.N., and
William J. Peters, Sea. 1c, U.S.N., for prompt and courageous action taken when they went to the assistance of W. F. Lee, Boatswain's Mate 2c, U.S.N., who was overcome by paint fumes while making an inspection of the blisters of the U.S.S. Pennsylvania.

Thomas E. Acton, Sea. 2c, U.S.N.,
Odie R. Boyd, Cox., U.S.N.,
Harold A. Hammack, Sea. 1c, U.S.N.,
John F. Healy, S.F. 1c, U.S.N.,
Edgar W.G. Hulsebus, Sea. 1c, U.S.N.,
Eugene E. Miller, Fireman 2c, U.S.N., and
Albert D. Robbins, M.M. 1c, U.S.N., for heroic and daring action in rescuing from drowning Lieutenant F. L. Anderson, an Army Aviator, who bailed out of a burning plane.

Charles W. King, Fireman 3c, U.S.N.,
Ralph T. Newman, Fireman 2c, U.S.N., and
Howard O. Whitmer, Fireman 1c, U.S.N., for the prompt and courageous action taken in securing the boilers in No. 1 fireroom of the U.S.S. McFarland and after the bow of the U.S.S. Ellis had punctured the starboard bulkhead of No. 1 fireroom.

GOVERNOR OF SAMOA - VOLUNTEER FOR.

The Governor of Samoa, Captain O. C. Dowling, U.S.N., is due to be relieved in September, 1935, at which time a captain will be required for his relief.

Volunteers will be given first consideration.

The tour of duty in Samoa is 18 months from the date of leaving the United States until return.

REQUIREMENTS FOR SELECTION AND PROMOTION.

Requests being received in the Bureau indicate that there is doubt in the minds of many officers regarding the requirements of total service in grade and sea service in grade for selection and promotion.

To clear up this question, the Bureau quotes the following paragraphs:

The Act of March 3, 1931, reads:

"***Captains, commanders and lieutenant commanders *** shall be ineligible for consideration by a line selection board *** who on June 30 of the calendar year of the convening of the Board shall have had less than four years' service in his grade ***"

The Selection Law of August 29, 1916, provides:

"On and after June thirtieth, nineteen hundred and twenty, no captain, commander or lieutenant commander shall be promoted unless he has had not less than two years' actual sea service on seagoing ships in the grade in which serving ***."

The requirement of two years' sea service in grade applies only to promotion. The only requirement for selection is four years' total service in grade without reference to the amount of sea service.

ASSIGNMENT OF ENSIGNS WITH ONE YEAR'S SEA SERVICE TO DESTROYERS.

About one hundred and ten ensigns of the Naval Academy classes of 1933B and 1934, who have been attached to battleships, aircraft carriers, and cruisers during the past year, will be detached from these types of vessels during the 1935 shift of officer personnel, and assigned to duty in destroyers.

This departure from existing policy in assigning officers with only one year's sea service to duty in smaller vessels is necessitated by the increasing demands for junior officers that have existed during the past two years by the Flight Training and Finance and Supply Schools, the relatively small number of officers in the class of 1933A, new construction, and the discontinuance of the rotating reserve status as applied to the destroyer forces. A strict adherence to the policy of retaining ensigns two years in larger vessels before assigning them to duty in the smaller types, would require a reduction in the allowance of lieutenants (jg) in battleships, carriers, and cruisers of at least sixty percent, as over one hundred officers in this grade would be needed from large vessels to fill the vacancies in destroyers ordinarily filled by two year ensigns.

The ensigns thus transferred will continue in the same status as regards rotation of duties as if they had continued in larger vessels.

The procedure as outlined above is occasioned solely by the lack of experienced junior officer personnel for destroyer assignment, and is not to be construed as setting a precedent for future guidance.

JAPANESE LANGUAGE STUDENT VACANCIES.

Two vacancies will exist for Japanese language students in August, 1935. Officers desiring this duty and fulfilling requirements for language students as laid down in Bureau of Navigation Manual should submit requests to reach the Bureau by 30 June 1935.

CHINESE LANGUAGE STUDENT VACANCIES.

Two vacancies will exist for Chinese language students, one in September, 1935, and the other in December, 1935. Officers desiring this duty and fulfilling requirements for language students as laid down in Bureau of Navigation Manual should submit requests to reach the Bureau by 30 June 1935.

ADVANCEMENT IN RATINGS.

During the quarter ending 30 June 1935, the following advancements in the Navy as a whole have been authorized by the Bureau:

Boatswain's Mates 1c	50
Gunner's Mates 1c	50
Turret Captains 1c	25
Quartermasters 1c	25
Electrician's Mates 1c	50
Radiomen 1c	50
Carpenter's Mates 1c	10
Patternmakers 1c	5
Shipfitters 1c	25
Sailmaker's Mates 1c	10
Printers 1c	5
Machinist's Mates 1c	150
Water Tenders 1c	100
Boilermakers 1c	15
Molders 1c	5
Blacksmiths 1c	25
Coppersmiths 1c	25
Yeomen 1c	50
Storekeepers 1c	30
First Musicians	15
Ship's Cooks 1c	30
Officers' Stewards 1c	25
Officers' Cooks 1c	25
Aviation Machinist's Mates 1c	50
Aerographers 1c	5
Photographers 1c	5
Aviation Ordnancemen 1c	20
Gunner's Mates 2c	50
Torpedomen 2c	50
Quartermasters 2c	25
Signalmen 2c	25
Fire Controlmen 2c	25
Electrician's Mates 2c	75
Radiomen 2c	50
Carpenter's Mates 2c	25
Patternmakers 2c	10
Sailmaker's Mates 2c	10
Printers 2c	5
Machinist's Mates 2c	200
Water Tenders 2c	100
Boilermakers 2c	25
Molders 2c	10
Blacksmiths 2c	20
Coppersmiths 2c	25
Yeomen 2c	25
Storekeepers 2c	25
Buglemasters 2c	10
Ship's Cooks 2c	50
Officer's Stewards 2c	50
Officer's Cooks 2c	50
Aviation Machinist's Mates 2c	30
Aerographers 2c	5
Photographers 2c	5
Aviation Ordnancemen 2c	20
Gunner's Mates 3c	25
Torpedomen 3c	45
Quartermasters 3c	25
Signalmen 3c	50
Fire Controlmen 3c	50
Electrician's Mates 3c	100
Radiomen 3c	50
Carpenter's Mates 3c	25
Sailmaker's Mates 3c	10
Printers 3c	10
Firemen 1c	300
Yeomen 3c	50
Storekeepers 3c	20
Pharmacist's Mates 3c	25
Ship's Cooks 3c	50
Bakers 3c	25
Officers' Stewards 3c	50
Officers' Cooks	50
Aviation Machinist's Mates 3c	25
Aerographers 3c	10
Photographers 3c	5
Seamen 1c	1,800
Firemen 2c	600
Mess Attendants 1c	100
Mess Attendants 2c	200

ENDORSEMENTS ON PETTY OFFICERS' SHORE DUTY REQUESTS.

In the Bureau of Navigation Bulletin No. 218, page 5, it was directed that commanding officers endorse petty officers' requests for shore duty in the Fifth and Eleventh Naval Districts in accordance with Article D-5304 of the Bureau of Navigation Manual, in order to determine whether or not they were qualified for duty as recruit instructors. Article D-5304 is in error, the endorsement should be made in accordance with Article D-7033, Bureau of Navigation Manual.

SHORE DUTY - CHIEF PETTY OFFICERS.

The Bureau is now preparing to order annual replacements of chief petty officers between sea and shore duty. In checking over the shore duty waiting list, it is probable that there will be insufficient men of some ratings to meet the requirements, and additional requests are desired at this time from chief petty officers who will become eligible for shore duty prior to 31 August 1935, and who desire duty in the following localities:

Chief Boatswain's Mates	East Coast
Chief Gunner's Mates	East Coast
Chief Torpedomen	East Coast
Chief Turret Captains	East Coast
Chief Firecontrolmen	East Coast
Chief Yeomen	East and West Coasts
Chief Storekeepers	East and West Coasts
Chief Commissary Stewards	East Coast
Aviation Chief Machinist's Mates	East Coast
Aviation Chief Metalsmith	East Coast
Aviation Chief Carpenter's Mates	East Coast

REQUESTS FOR DUTY - U.S.S. QUINCY.

On and after 1 May 1935, the Bureau will accept requests from enlisted personnel for assignment to duty in connection with fitting out and afterward on board the U.S.S. QUINCY. Men must have good records, at least eighteen months' obligated service from date of commissioning, and, if eligible for transfer to the Fleet Naval Reserve, they must execute an agreement not to apply for transfer thereto until completion of eighteen months' duty in the vessel to which assigned, from date of commissioning. Preference will be given to those men who have had previous cruiser experience, who are immediately available, and who are given favorable endorsements by their commanding officers.

The U.S.S. QUINCY is building at the Bethlehem Shipbuilding Corporation, Fore River, and is tentatively scheduled for completion about 9 March, 1936.

SPONSOR FOR THE U.S.S. CUMMINGS.

The Secretary of the Navy has designated Mrs. William Wirt Mills, wife of Honorable William Wirt Mills, one of the Commissioners on the Board of Taxes and Assessments, Borough of Manhattan, City of New York, as sponsor for the U.S.S. CUMMINGS (DD 365) named in honor of her uncle, the late Lieutenant Commander Andrew Boyd Cummings, U. S. Navy.

Mrs. Mills' address is 30 Church Street, New York City.

No definite launching date has been set for the U.S.S. CUMMINGS (DD365) but a tentative date has been set for the launching at the plant of the United Shipbuilding and Dry Dock Corporation, New York City, in July, 1935.

This vessel was authorized by Act of Congress, June 16, 1933.

SPONSOR FOR THE U.S.S. PHELPS.

The Secretary of the Navy has designated Mrs. Richard A. Kearny, wife of Dr. R. A. Kearny, of 2821 Chesterfield Place, N. W., Washington, D. C., as sponsor for the U.S.S. PHELPS (DD360), named in honor of her grandfather, the late Rear Admiral Thomas Stowell Phelps, U.S.Navy.

The U.S.S. PHELPS (DD360) is scheduled for launching at the plant of the Bethlehem Shipbuilding Corporation, Fore River, Quincy, Mass., on Thursday, 18 July 1935.

This vessel was authorized by Act of Congress, August 29, 1916.

SPONSOR FOR THE U.S.S. PORTER.

The Secretary of the Navy has designated Miss Carlile P. Porter, daughter of Brigadier General David D. Porter, U.S.M.C., of 1819 19th St., N. W., Washington, D. C., as sponsor for the U.S.S. PORTER (DD356), named in honor of her great-grandfather, the late Admiral David D. Porter, U.S.Navy, and her great-great-grandfather, Commodore David Porter, U.S.Navy.

The U.S.S. PORTER (DD356) is scheduled for launching at the plant of the New York Shipbuilding Corporation, Camden, N. J., 1 August 1935.

This vessel was authorized by the National Industrial Recovery Act of June 16, 1933.

SPONSOR FOR THE U.S.S. PORPOISE.

The Secretary of the Navy has designated Miss Eva Croft, of 177 High Street, Somersworth, New Hampshire, as sponsor for the U.S.S. PORPOISE, SS172, which is scheduled to be launched at the Navy Yard, Portsmouth, N.H., some time in June of this year.

The U.S.S. PORPOISE, SS172, was authorized by Act of Congress, dated June 16, 1933.

NAVY MAIL CLERKS.

A Navy Mail Clerk is designated for a particular ship or station and may not function for any ship or station other than that for which designated. If a Navy Mail Clerk is serving an activity other than that for which he is designated, a recommendation should be submitted to the Bureau that the name of the activity for which he is designated be changed to read for the activity he actually serves. Thus, if a mail clerk is designated for Marine Barracks, Naval Ammunition Depot, and actually serves the entire Ammunition Depot, a recommendation should be submitted to change his designation to Navy Mail Clerk for Naval Ammunition Depot.

ROUTINE REPORT FORMS OF NAVY MAIL CLERKS.

Referring to Bureau of Navigation Circular Letter No. 20-35, the Postmaster, New York City, requests that in forwarding routine report forms of Navy Mail Clerks, the Commanding Officer's endorsement be entered in the upper left hand corner of the form.

Where available space and the nature of the form permit, Commanding Officers will comply with the request of the Postmaster, New York City, as far as practicable. The Postmaster, New York City, states that the following entry will be considered as indicating that the report has been forwarded by the Commanding Officer:

"APPROVED:

_____
Commanding Officer"

NAVAL RADIO DIRECTION FINDER STATIONS.

Hydrographic Bulletin No. 2376, of 20 March 1935, contains an article on "Utilization of United States Naval Radio Direction Finder Stations in Navigating along the Oregon-Washington Coast", which may be of use and interest to officers of the Fleet.

COST OF REPAIRS TO NAVIGATIONAL MATERIAL.

In the last issue of the Bureau of Navigation Bulletin No. 220, page 4, under "Repairs to Navigational Material", the first sentence of the article reads, "A recent analysis of repairs to navigational material indicates that 81 percent of the cost was eaten up by charges to navy yard overhead". This sentence is corrected to read, "----------charges for navy yard <u>labor</u> and overhead".

PILOTAGE AT PORT OF MONTEVIDEO.

The Pilots' Association of the Port of Montevideo has decided to render free pilot services to foreign warships which will visit the Port of Montevideo in the future.

CORRECTION TO BUREAU OF NAVIGATION PAMPHLET.

The concession offered by the University of Florida on page 16 of the Bureau of Navigation pamphlet "Schools and Colleges Granting Concessions to Sons and Daughters of Officer and Enlisted Personnel, U.S.Navy, 1928" should be changed to read as follows:

> "Sons of officers and enlisted men will be granted the same privilege as a resident of the State of Florida, i.e., the total for registration fee, infirmary fee, student activity fee, breakage fee, board, room in dormitory, not including books or laundry or tuition for special prescribed courses, approximately $221.65."

CAMP "MON-O-MOY" FOR BOYS.

The Bureau of Navigation is in receipt of a recent letter from Mr. Harriman C. Dodd, West Auburn, Mass., Executive Director of "Mon-O-Moy", a sea camp for boys at East Brewster, Mass., stating that a 10 percent discount in camp fees will be granted to sons of naval officers enrolled at the Camp.

Bureau of Navigation pamphlet "Schools and Colleges Granting Concessions to Sons and Daughters of Officer and Enlisted Personnel, U.S. Navy, 1928" should be corrected to include the above concession.

CAMP PASSACONAWAY FOR BOYS.

The Bureau of Navigation is in receipt of a recent letter from Mr. A. G. Carlson, Camp Passaconaway, Harrison, Maine, (winter address: Box 507, Westchester County, Scarsdale, N. Y.), stating that a 10 percent reduction in the current annual fee of $225.00 for the 8-weeks' summer season will be granted to sons of naval officers enrolling at that camp this year. While an expected increase in rates is announced for 1936, the letter states that personnel enrolling at Passaconaway this year under the above concession will be entitled to attend the camp during future years at the reduced rate.

All copies of Bureau of Navigation pamphlet "Schools and Colleges Granting Concessions to Sons and Daughters of Officer and Enlisted Personnel, U.S.Navy" should be corrected to include the above concession.

RED CROSS - INFORMATION ON.

Bureau of Navigation Bulletin No. 210 describes the method whereby commanding officers of ships at sea may request Red Cross reports by radio when the family problems upon which reports are desired lie within continental United States. This service is now extended to include reports when the families involved are in the Philippine Islands, Hawaii, and the Panama Canal Zone. The following will serve as a guide:

Location of Family Problem	Radio to	Via
Philippine Islands	Field Director, American Red Cross, Manila, P. I.	Commandant, 16th Naval District

Location of Family Problem	Radio to	Via
Hawaii	Field Director, American Red Cross, P.O. Box 1999, Honolulu, Hawaii.	Commandant, 14th Naval District
Panama Canal Zone	Field Director, American Red Cross, P.O. Box 5012, Balboa, Canal Zone.	Commandant, 15th Naval District

WATCH OFFICER'S GUIDE - NEW EDITION.

The new edition of the "Watch Officer's Guide" has been purchased and will be distributed to all ships. Further request for this is not necessary.