

13 JULY 1929.

**BUREAU OF NAVIGATION**

**BULLETIN**

**NUMBER 108.**

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

## OFFICER PERSONNEL

### Death of Rear Admiral Eberle.

Rear Admiral Edward W. Eberle, U. S. Navy, died at the Naval Hospital, Washington, D. C., at 10:25 on Saturday morning, 6 July, 1929.

Edward Walter Eberle was born in Denton, Texas, 17 August 1864, before the close of the Civil War. His family moved to Fort Smith, Arkansas, when he was less than a year old, and this remained his official residence throughout his long years of service. He entered the Naval Academy in September, 1881, at the age of seventeen, and graduated in 1885.

During nine years of sea duty following graduation, he served on the Atlantic, Pacific and Asiatic Stations, in the MOHICAN (1885), SHENANDOAH (1886), RANGER, (1886), ALBATROSS (1887), LANCASTER (1891), and MARION (1893). While in the ALBATROSS, from 1887 to 1890, he served under that capable old mariner, Captain Z. L. Tanner, inventor of the Tanner sounding machine. The ALBATROSS was engaged, at the time, in running lines of soundings in the turbulent seas round Cape Horn and in charting the fishing banks off the Pacific Northwest and Alaska. Admiral Eberle was known throughout his career as a sterling seaman and these early years in the ALBATROSS under the able eye of Captain Tanner doubtless contributed in no small way to his ability in this respect.

The OREGON was being completed at the Union Iron Works, San Francisco, in 1896, when Lt.(jg) Eberle completed a tour of duty at the Naval Academy and was ordered to her for duty. She was one of four vessels in the United States Navy of that time mounting modern turrets, and he was assigned to duty as forward turret officer. He participated in the now historic dash of this ship around the Horn to join our Fleet at Santiago, under Admiral Sampson. He was in charge of the OREGON's forward turret when the Spanish Fleet under Admiral Cervera ran for the open sea on July 4, 1898, and fire from his turret was directed on the Spanish ships and assisted in beaching the COLON. In 1899, he was ordered to duty as Flag Lieutenant and Acting Chief of Staff of the Commander-in-Chief of the Asiatic Fleet, Admiral Barker; he acted in this capacity during the Philippine revolution and the settlement of the insurrection. He was next ordered to duty as Aide to the Superintendent of the Naval Academy, and while there, he wrote, "Gun and Torpedo Drills for the United States Navy", our first publication covering drill procedure for modern guns and torpedoes.

In 1901 and 1902, he served as gunnery officer of the INDIANA; this was followed by duty as Aide to the Commandant of New York Navy Yard. While on the latter duty, he was temporarily detailed to act as Aide to Admiral Lord Charles Beresford of the British Royal Navy during the visit of that distinguished officer to the United States. In 1904, he was detailed in like capacity to Lord Beresford on the occasion of the British officer's second visit, and to the Crown Prince of Siam on his tour of this country.

Lieutenant Commander Eberle next served as Flag Lieutenant to the Commander-in-Chief, Atlantic Fleet. On this tour of duty he assisted in installing the first wireless telegraphs on naval vessels, and developed the early procedure and practical use of this method of communication. On the cruise of the Atlantic Fleet around the world, he was executive officer of the LOUISIANA until the Fleet reached San Francisco. In 1910, he was in command of the WHEELING and senior officer present on a cruise around the world in company with the PETREL.

In 1911, the Atlantic Torpedo Fleet was formed and he was placed in command of the new force consisting of the destroyers, which were then taking their place in the scheme of things, and the submarines of that day. He conceived the use of the smoke screen and first employed it in manouvers against battleships of the Atlantic Fleet off Block Island in 1912. The battleships stopp'd their engines and wore sounding fog signals as the destroyers steamed through the formation. Aviation was in its infancy in the Navy when he had tests conducted off Guantanamo in 1915 to determine the depths at which submerged submarines could be detected from the air.

He was next under instruction at the Naval War College and on a secret mission to Europe. At the War College he developed mine-laying and mine-sweeping tactics for service use. On his return from Europe he assumed command of our naval forces in San Domingo and while commanding the WASHINGTON, raised the blockade of the island which had been established, suppressed the revolution and supervised the election of the new president of the country.

This was followed by duty as Commandant of Washington Navy Yard and Superintendent of the Naval Gun Factory. In 1915 he became Superintendent of the Naval Academy, and he remained on this duty until after the World War. War time expansion at the Academy took place during his administration there and in addition to greatly augmented classes graduating from shortened courses of three years, large numbers of college graduates and students, as well as onlisted men, were trained there in Naval Reserve Officers' Training Classes and commissioned. He was awarded the Distinguished Service Medal with the following citation for his services at Annapolis:

"For exceptionally meritorious service in a duty of great responsibility as Superintendent of the U. S. Naval Academy."

He was promoted to Rear Admiral, February 1, 1918, and in 1919 went to sea where he commanded the Fifth and Seventh Divisions of the Fleet for two years. In 1921 he assumed command of the Pacific Fleet with the temporary rank of Admiral. During this command the present Battle Fleet was organized, and he became the first commander-in-chief of the new fleet. He was appointed Chief of Naval Operations in 1923 and served in this high office until November, 1927. Civil wars occurred in China and Nicaragua during this period, requiring the transportation of large forces of marines and the movement of naval units to the zones of disturbance. His years of varied and distinguished service and his calm, clear judgment fitted him well as an advisor on naval problems and issues as they developed.

Admiral Eberle was relieved as Chief of Naval Operations in November, 1927, and he was assigned as Chairman of the Executive Committee of the Navy General Board. He served in this capacity until he retired on August 17, 1928. His brilliant naval career lacked but three years of spanning half a century of service.

Pensacola Class.

The following named officers have been selected for aviation training at Pensacola for the class to be convened in September, 1929:

|             |                       |            |  |
|-------------|-----------------------|------------|--|
| Lieutenant  | Robert C. Brown,      | U. S. Navy |  |
| "           | John A. Sedgwick,     | " " "      |  |
| "           | Lyman A. Thackrey,    | " " "      |  |
| Lieut. (jg) | Henry T. Brown,       | " " "      |  |
| "           | Philip R. Coffin,     | " " "      |  |
| "           | George W. Evans,      | " " "      |  |
| "           | William J. Mullins,   | U.S. Navy  |  |
| "           | Woodward Phelps,      | " " "      |  |
| "           | Henry T. Read,        | " " "      |  |
| "           | William H. Shahan,    | " " "      |  |
| "           | Curtis S. Smiley,     | " " "      |  |
| "           | Harry Wagner,         | " " "      |  |
| "           | Hunter Wood, Jr.,     | " " "      |  |
| Ensign      | Gerald R. Dyson,      | " " "      |  |
| "           | Edmund E. Garcia,     | " " "      |  |
| "           | Etheridge Grant,      | " " "      |  |
| "           | Wm. Y. C. Humes, Jr., | " " "      |  |
| "           | Seymour A. Johnson,   | " " "      |  |
| "           | Sam Pickering,        | " " "      |  |
| "           | Calvin E. Walkman,    | " " "      |  |

ENLISTED PERSONNEL

Commendation.

The Chief of Bureau of Navigation has recently addressed the following letter of commendation to:

Frederick Henry Belloff, C.M.M., U.S. Navy, U.S.S. O-7,  
Home Address: 2552 Washington Boulevard, Baltimore, Md.

"1. The Bureau of Engineering has informed this Bureau of a new type of flexible coupling which you have designed. The Commanding Officer, USS O-SEVEN, in forwarding plans of the coupling, states that the device has been tried out and given satisfactory service on the shafting of the lubricating oil and circulating water pumps of the USS O-SEVEN, resulting in greatly improved service from these units. Upon completion of further satisfactory tests, it is the intention of the Bureau of Engineering to install this coupling on other submarines.

"2. The Bureau takes pleasure in commending you for the industry and initiative you have displayed in this work.

"3. A copy of this letter will be made a part of your official service record in the Bureau."

## TRAINING.

### Frigidaire Corporation Rules.

An interesting comparison is made between Naval Regulations regarding duties of petty officers and the rules for good work gotten out by the Frigidaire Corporation. The Naval Regulations require that petty officers shall show in themselves a good example of subordination, courage, zeal, sobriety, neatness and attention to duty, and that they shall aid to the utmost of their ability in maintaining good order, discipline and all that concerns the efficiency of the command.

Frigidaire has worked down a somewhat similar set of ideas to the following brief and meaty rules:

1. Be clean and orderly.
2. Take good care of property, equipment and materials.
3. Follow instructions willingly.
4. Work well from whistle to whistle.
5. Work every day and tell your foreman when you can not.
6. Work well with others.

These ideas are presented to prospective employees before they are taken on, and a Naval visitor observed these prospective employees actually reciting the six rules which they had memorized. When a man is paid off, or laid off, his clearance record calls for a "yes" or "no" answer to a question on each of these rules:

1. Is he clean and orderly?
2. Does he take good care of property, equipment and materials?
3. Does he follow instructions willingly?
4. Does he work well from whistle to whistle?
5. Does he work every day and tell his foreman when he can not?
6. Does he work well with others?

A "no" answer to any of these prevents re-employment. The rules are also turned around to fit the foreman who is required to provide:

1. A clean and orderly department.
2. Proper equipment.
3. Proper materials.
4. Proper instructions.
5. Proper supervision.
6. Proper pay.

A study of their system in operation, and of their booklet describing it, gives the clear impression that their employment system is based on the idea that they want people who want to work, and having such people, they want to make it easy for them to work well.



### Recruits Under Training.

The following table shows the number of recruits under instruction at the various training stations under date of 29 June 1929:

|                     | Great Lakes | Hampton Roads | Newport R.I. | San Diego | Total |
|---------------------|-------------|---------------|--------------|-----------|-------|
| Recruit Training    |             |               |              |           |       |
| Apprentice Seamen   | 576         | 508           | 585          | 1054      | 2723  |
| Seamen Second Class | 10          | 6             | 41           | 41        | 98    |
| Firemen Third Class | 0           | 0             | 0            | 32        | 32    |
| Other Ratings       | 33          | 33            | 16           | 59        | 141   |
|                     | 619         | 547           | 642          | 1186      | 2994  |

### NAVAL RESERVE.

#### Commendation.

The Chief of Bureau of Navigation has recently addressed the following letter of commendation to William Edwards, C.M.M., F-1, U.S. Naval Reserve, U.S.S.C #431, home address, Sacketts Harbor, Jefferson County, New York:

"1. The Board of Inspection and Survey which recently completed the material inspection of the USSC 431, has reported to the Bureau that, in its opinion, you are deserving of special credit as shipkeeper on the USS 431 for the very efficient condition of the machinery installation,

"2. The Bureau is pleased to have the opportunity to commend you for your zeal and attention to duty which has resulted in the efficient condition of the machinery installation of the USSC 431, as evidenced by the report of the Inspection Board.

"3. A copy of this letter will be filed with your record in the Bureau of Navigation."

### HYDROGRAPHIC.

#### HANNIBAL Undertakes New Survey Project.

The U.S.S. HANNIBAL, recently returned from survey duty on the North coast of Cuba, has begun another survey of a somewhat different character. The present survey is being made in the interest of the Armstrong Seadrome Development Company, which company expects to place the first artificial island on the Atlantic for the landing of airplanes.

The area now being surveyed is about half way between New York and Bermuda and is about 40 miles East and West by 30 miles North and South, and covers approximately 1200 square nautical miles.

Upon completion of this deep sea survey, the hydrographic data obtained will be forwarded to the Hydrographic Office for inclusion on the charts of the North Atlantic Ocean published by that office.

## Aviation Chart Program.

The Hydrographic Office has recently modified its aviation chart program. Aviation charts of the East and West coasts of South America will take precedence ahead of those for the West coast of Mexico from Punta Arenas Northward to Rosario. The increasing demand for aviation charts of South America and the lack of aviation activity along the West coast of Mexico area has made this change advisable. An additional chart - Managua, Nicaragua to Tela, Honduras - has also been added to the program.

The Hydrographic Office has just issued a special aviation operating chart - V-416A - to cover the area in the vicinity of San Diego used by the Aircraft Squadrons, Battle Fleet. This chart is on double scale and is intended for use in aircraft tactical exercises and student training by planes based at San Diego.

## LEGISLATIVE.

### Status of Legislation on Recess of Congress.

Congress is now in recess until August 19 for the Senate and September 23 for the House.

Congress adjourned without action by the Senate on the Linc Personnel Bill (Britten Bill), the Marine Corps Personnel Bill, or the Public Works Bill, although all three had been favorably reported by the Senate Naval Committee. They were brought up only once, in normal order on the "Calendar", which requires unanimous consent for passage, but were objected to by Senator King. There is a possibility that these bills may be passed by the Senate in the remainder of the extra session, after the re-convening of the Senate. If passed by the Senate, speedy action in the House, which had already passed them in the last Congress, is hoped for.

### Interdepartmental Pay Board Reaches Agreement.

The Interdepartmental Pay Board, which has been studying pay legislation and preparing recommendations for revision of existing pay laws, has reached a unanimous agreement in regard to all proposed pay schedules for all classes of personnel of the six Services. This agreement is necessarily not in full accord with the initial viewpoint of any of the Services, but represents a conclusion which will, the Board believes, do justice to all Services.

The Board considered commissioned officers, warrant officers, nurses, and enlisted men, and recommended a pay schedule for each. Certain recommendations were made also as to retired personnel and as to personnel of the National Guard and of the Reserve Forces. The schedules were prepared with a view to the duties and responsibilities and worth to the Government of the personnel, and the changed economic conditions during this century, as reflected both in the salaries and wages of industry and in the actual cost of living. While the recommendations may not be given out by the Board without authority from the several Departments controlling the Services represented, yet the Board believes that the recommended schedules as a whole will be most acceptable to the Services, and hopes that subsequent Congressional action will, in general, ratify its recommendation.

In the light of this agreement, the Board is preparing its final report for submission, on approximately July 15, to the Departments.

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## OFFICER PERSONNEL.

### Aviation Medical Officers.

There are two groups of medical officers who have been given training in aviation medicine:

- (a) Medical officers qualified in aviation medicine, or "flight surgeons".
- (b) Medical officers qualified to conduct aviation physical examinations.

Group (a) are specialists who have taken a basic course in aviation medicine at the Naval Medical School followed by further training, including flight experience, at the Naval Air Station, Pensacola, Fla., or have been given other special instruction in the subject or have had considerable experience with active aviation units.

Group (b) are medical officers who have completed the basic course in aviation medicine at the Naval Medical School but have not proceeded further in the specialty. All medical officers ordered to the School for instruction are now given this course and all medical officers who have completed this course are fully qualified to conduct aviation physical examinations.

Flight surgeons are assigned only to large aviation activities and to certain administrative and training duties. The duty these specialists have been trained to perform and the return the Department expects from such training do not warrant their assignment to every station that may have a few planes attached or at which it may from time to time be necessary to conduct aviation physical examinations. It is considered that the conditions arising in such commands, examinations, etc., can be satisfactorily handled by medical officers of group (b).

The number of officers, other than naval aviators and student naval aviators, who may be ordered to duty involving flying is limited by law. Included in this group are aircraft spotters, officers on design and inspection duty, observers, aerologists, staff corps officers under instruction, etc. The number of requests for such orders considerably exceeds the number allowed by law, necessitating an allocation under different duties. In this allocation the number of sets of flight orders available for medical officers is eighteen, which number can be exceeded only by a corresponding reduction in the number of orders allocated to some other duty.

The attention of all officers whose duties involve matters relating to aviation personnel is invited to paragraphs 1544 and 1261-1266 of the Manual of the Medical Department.

### Commendation.

The Secretary of the Navy has recently addressed the following letter of commendation to Lieutenant Commander L. C. Stevens, (C.C.), U.S. Navy, Lieutenant Commander Charles A. Nicholson, (C.C.), U.S. Navy, and Lieutenant Samuel H. Arthur, U.S. Navy:

"As a result of a series of experiments conducted on the Arresting Gear Test Platform at the Naval Air Station, Hampton Roads, and the

U.S.S. LANGLEY and U.S.S. SARATOGA, for the purpose of developing a more efficient arresting gear for carrier decks and airplanes, the Department is pleased to note that there has been invented, developed and placed in service a highly satisfactory type of trailing hook which has prevented a considerable number of serious casualties which had been for years accepted as inherent in carrier operations.

"The Commanding Officer of the U.S.S. SARATOGA reports in part as follows:

"This report (on the special hook) has been studied with interest and the thoroughness with which the tests in question have been conducted and reported on is a source of gratification to the operating personnel. Since January 1, 1929, approximately two thousand landings have been made on this vessel with all types of service planes utilizing the trailing hook as developed by the Bureau and the Naval Air Station, Hampton Roads. No failures of the hook proper have occurred and the Commanding Officer is confident that the "Anti-riding" feature of the design has diverted a number of casualties in operation. The general superiority of this hook over previous design has been demonstrated to the satisfaction of all concerned."

"The Department considers that this trailing hook will serve materially to decrease the landing interval as well as increase the safety of aircraft operations from carriers. Inasmuch as the development of this hook was largely due to your personal efforts and professional ability, the Department commends you for the successful results attained.

"A copy of this letter is being filed with your official record in the Department."

ENLISTED PERSONNEL.

Commendation.

The Secretary of the Navy recently addressed letters of commendation to enlisted personnel as follows:

John Jackson Parker, S1c, U.S.N., U.S.S. ALLEGHENY, home address, Station 10, Charleston, South Carolina:

"1. The Commanding Officer of the U.S.S. BOBOLINK has brought to the attention of the Department the heroic conduct displayed by you in rescuing Harvey Eugene Parks, Yeoman second class, U.S. Navy, from drowning.

"2. It appears that on the evening of 9 February 1929, the U.S.S. BOBOLINK was moored to the float at dock No. 4, Balboa, Canal Zone, embarking liberty parties for transportation to the Fleet anchored in Panama Bay. The U.S.S. ROBIN was moored to its starboard side and a strong ebb tide was running from astern. H. E. Parks, who had embarked for passage to the U.S.S. LUDLOW, fell overboard from the starboard quarter of the BOBOLINK. Hoodless of the danger of being swept beneath the vessels, you jumped overboard and managed to keep Parks afloat until he could be hauled to safety by members of the crew.

"3. It also appears that on the evening of 18 February 1929, under similar conditions, James M. Walsh, Fireman first class, U.S. Navy, fell overboard from the port quarter of the U.S.S. ROBIN and was rendered unconscious by

striking his head on the side of the ship. You again jumped overboard between the two vessels, and were successful in keeping Walsh afloat until the crew of the ROBIN hauled him on board. The BOBOLINK'S engine was turning over at the time.

"4. The Department takes pleasure in commending you for your prompt and courageous actions which undoubtedly saved the lives of Parks and Walsh. Your conduct on these occasions is in keeping with the best traditions of the service.

"5. You have been recommended to the Secretary of the Treasury for the award of a life saving medal in recognition of your deed."

Edwin William Schelhaus, S2c, U.S.N., U.S.S. BOBOLINK, home address, 7 Edgewood Avenue, Baltimore, Md.

"1. The Commanding Officer of the U.S.S. BOBOLINK has brought to the attention of the Department your conduct in assisting to rescue James M. Walsh, Fireman first class, U.S. Navy, from drowning.

"2. It appears that on the evening of 18 February 1929, the U.S.S. BOBOLINK was moored to the float at dock No. 4, Balboa, Canal Zone, embarking liberty parties for transportation to the Fleet anchored in Panama Bay. The U.S.S. ROBIN was moored to its starboard side and a strong ebb tide was running from astern. James M. Walsh, Fireman first class, U.S. Navy, who had embarked for passage to the U.S.S. PUTNAM, fell overboard from the port quarter of the ROBIN and was rendered unconscious by striking his head on the side of the ship. You, heedless of the danger of being swept beneath the vessels, jumped overboard and assisted John J. Parker, Seaman first class, U.S. Navy, in passing a line around Walsh by which he was hauled on board the ROBIN by members of the crew. The BOBOLINK'S engine was turning over at the time.

"3. The Department takes pleasure in commending you for your courageous action which assisted in saving Walsh's life. Your conduct on this occasion is in keeping with the best traditions of the service.

"4. A copy of this letter will be made a part of your official service record in the Bureau."

The Chief of Bureau of Navigation recently addressed the following letter of commendation to:

Theodore William M. Davis, Wtlc, U.S. Navy, Navy Recruiting Station, Chicago, Ill., home address, 1851 Allport Street, Chicago, Ill.

"1. The following report of your excellent record while on recruiting duty has been brought to the attention of the Bureau by the Officer in Charge, Navy Recruiting Station, Chicago, Ill.:

'During the two years that Davis has been on recruiting duty at this Station he has maintained an average of better than one first enlistment per week. He has accomplished this excellent recruiting record by strict attention to duty, by carrying on his activities after working hours as well as during the daily working period, by commendable initiative in the matter

of obtaining newspaper publicity, of himself, Navy Recruiting Station, Chicago, and the Naval Service, and by securing high personal regard for himself, co-operation of business men, school authorities and churches.'

"2. The Bureau takes pleasure in commending you for your excellent performance of duty while attached to the Navy Recruiting Station, Chicago."

### TRAINING.

#### Enlisted Candidates for Naval Academy.

In 1927, something over 350 men were sent to the Naval Academy Preparatory Schools, of whom 29 per cent finally passed the entrance examination to the Naval Academy. Last year, about 250 men went to the Preparatory Schools, of whom 49 per cent passed the entrance examination. As the quota allowed by law is 100 men, this left 25 with no available appointments. However, seven men failed physically, in spite of the Bureau's effort to eliminate prospective physical failures at the beginning, and a number of others have obtained Congressional appointments, so that now there are only four who are left unprovided for.

#### Recruits under Training.

The following table shows the number of recruits under instruction at the various Training Stations under date of 13 July 1929:

|                     | Great Lakes | Hampton Roads | Newport R.I. | San Diego | Total |
|---------------------|-------------|---------------|--------------|-----------|-------|
| Recruit Training    |             |               |              |           |       |
| Apprentice Seamen   | 601         | 543           | 622          | 1183      | 2949  |
| Seamen Second Class | 3           | 1             | 35           | 79        | 118   |
| Firemen Third Class | 0           | 0             | 0            | 40        | 40    |
| Other Ratings       | 22          | 33            | 17           | 69        | 141   |
|                     | 626         | 577           | 674          | 1371      | 3248  |

### NAVAL RESERVE.

#### Course of Training for Volunteer Naval Reserve Officers at Great Lakes.

The Bureau notes with interest and approval the course of training initiated this year at Great Lakes for officers of the Volunteer Naval Reserve during their two-weeks training period, as described in a recent letter from the Commandant Ninth Naval District. Extracts from this letter are quoted below:

"A study of the training given these Reserve Officers in former years during their training duty at Great Lakes indicated that such training was left to the various heads of the departments of the Staff Corps to which the Reserve Officers belonged. It was further observed that the duty given these Reserve Officers consisted largely in performing professional duties such as they were accustomed to in civil life; for example, medical officers of the Reserve were used to relieve or assist regular medical officers in some of their routine duties. No particularly methodical instructions in matters of general naval interest and importance that should be possessed by all officers regardless of corps, was evident.



"The Commandant believed that the two weeks training duty for Volunteer Reserve Officers should be utilized to the utmost in giving them a grounding in the general fundamentals of Naval knowledge and procedure, that should be in the possession of every Naval officer. Accordingly, the general plan was adopted of assembling all the Volunteer Reserve Officers in one group, officers of the medical, dental, and supply corps, as well as officers of the Volunteer Communication Reserve. This one group was given general lectures and drills which consumed the entire morning periods. In the afternoon, however, the Reserve Officers were turned over to the heads of their various staff activities, for instruction in their staff specialties as applied in naval practice.

"Forty officers of the Volunteer Reserve reported for this two weeks training duty. Fifteen were officers of the Volunteer Communication Reserve, thirteen of the Medical Corps, ten of the Supply Corps, and two of the Dental Corps.

"Various regular officers of the District and Station were assigned periods in which to lecture the Reserve Officers. The Commandant entertained some doubt about physical and infantry drill for the Reserve Officers, but a forty-five minute period was given during most of the mornings of the two weeks. The Reserve Officers appeared to like this period of physical exercise and training to a surprising extent. It had the advantage of breaking the monotony of an entire morning devoted entirely to lectures. Several periods were spent on the pistol and rifle range; one period was devoted to instruction in boats under oars, and one entire afternoon and evening included a short cruise on a sub-chaser. One Reserve Officer was detailed as the Reserve Officer of the Day, and he stood duty with the Station regular Officer of the Day, accompanying the latter in all inspections, formations, etc.

"This course was undoubtedly the most intensive ever given a group of Reserve Officers at Great Lakes. Despite the fact that it entailed hard work, and that many of the Reserve Officers were of senior rank and mature years, a conference held on the final morning of the course elicited extremely enthusiastic endorsements from the Reserve Officers of the benefits that they gained from this instruction. The repeated comment of the Reserve Officers was that they had been given a conception of the Navy that they had never had before and that they were returning to their various localities throughout the Ninth Naval District better officers and better able to present the Navy to the civilian population with which they came into contact."

#### Commendation.

The following extracts are from a letter addressed by the Secretary of the Navy to Ensign Harry W. Wickes, Jr., A-V(G) USNR, 90 Shore Drive, Winthrop, Mass.:

"The Department has received a report of the rescue of four boys on 16 June, 1929, from a small sail boat that had capsized about three miles off Revere, Mass. It appears that when the sail boat capsized you were making a flight by airplane with four passengers and that, upon sighting the overturned boat, you flew low enough to the boys to notify them that you would return to their aid, then discharged your passengers at Revere and returned to the rescue of the boys.

"Two of the young men were able to get into the plane without assistance but it was necessary to help the other two onto the plane as they were nearly exhausted from their exertions in the water. After the four were safely



on the plane you carried them to the shore where they were safely landed, none the worse for their experience.

"The Department commends you for your alertness, decision and soundness of thought in effecting the rescue of these young men."

#### LEGISLATIVE.

##### Pay Board Concludes Report.

The Interdepartmental Pay Board on Friday, July 19, held its final meeting and approved the report as submitted by its drafting committee. The report will be forwarded to the several Departments concerned, War, Navy, Treasury and Commerce, and will probably be released to the press shortly thereafter. When so released, it will be reproduced in condensed form in this Bulletin.

#### MISCELLANEOUS.

##### Cruisers NORTHAMPTON and HOUSTON.

Mrs. Calvin Coolidge, wife of former President Calvin Coolidge, has accepted the invitation of Secretary of the Navy Charles Francis Adams to act as sponsor for the new light cruiser NORTHAMPTON which will be launched on Saturday, September 7.

The NORTHAMPTON is under construction by the Bethlehem Shipbuilding Corporation, Quincy, Massachusetts, and will be launched at their plant. This will be the fifth cruiser, of a program of eight light cruisers authorized in 1924, to be launched.

The Newport News Shipbuilding and Dry Dock Co., Newport News, Virginia, has announced the contemplated launching of the Cruiser HOUSTON at their plant, on September 7, 1929. Miss Elizabeth Holcombe, daughter of former Mayor and Mrs. Oscar F. Holcombe, has been designated as the sponsor upon this occasion, and Miss Mary Ellen Bute, daughter of Dr. and Mrs. James House Bute of Houston, Texas, has been designated as the Maid of Honor when this vessel is launched.

Light Cruiser No. 30 - HOUSTON - is the fourth cruiser to be launched of a program of eight light cruisers which were authorized in 1924.

##### A Resume of the Save "Old Ironsides" Campaign.

Following is a resume of the Save "Old Ironsides" Campaign by Rear Admiral Philip Andrews, U.S. Navy, Chairman of the National Save "Old Ironsides" Committee:

"In the first place, the sum of \$500,000 which was originally mentioned as necessary to rebuild the CONSTITUTION was the figure fixed by the Board of Inspection and Survey for the rebuilding of the hull itself, and this sum should never have been mentioned as a goal. The Act of Congress, which authorized the Navy Department to accept donations for the rebuilding of the ship, provided that she was to be restored to her original condition as nearly as practicable. Manifestly this meant spars, rigging, and sails, and the complete furnishing of the cabins and staterooms of the ship. It also meant boats and hawsers and anchors and other incidentals that made up the equipment of the ship of that period (1797-1820). When the complete estimate was made, and that is long ago, it was stated that \$745,000

would be necessary to rebuild the ship in accordance with the Act of Congress. This has been slightly increased in some respects but will not be materially exceeded; in fact, it may not be exceeded at all. It is necessary to point out, however, that the main part of the rebuilding of the CONSTITUTION is taking out, without pulling the ship entirely apart, those parts of the ship which need replacing. This costs money, more probably than to put good timber back. However, each piece that is taken out is marked if it seems likely to be serviceable and it is replaced in its place if it will answer the purpose. Thus, it is expected that approximately fifteen percent of original material will go back in the ship.

"That there were great difficulties in rebuilding the CONSTITUTION can be readily seen when the work itself is examined. The ship had to be braced and trussed in the strongest way in order to keep her from falling apart in the dry dock. It was a difficult engineering job to place her in dry dock and hold her in place in the dock after the water was removed.

"Approximately fifteen percent of the original materials will remain in the CONSTITUTION when rebuilding is completed. There is an erroneous belief in some quarters which has come to the attention of the Committee that very little of the original timber remains in the ship. I wish to correct this impression. The water-born hull of the ship was never thoroughly or well rebuilt. In 1907, about \$100,000 was spent on the ship but it was mainly on that part of the ship above the water line. It is in the part of the ship below the water line that the original timber mostly exists. It is an exaggeration to say that what we are doing now is the restoration of a restoration, because every time repairs were made heretofore on the CONSTITUTION, they have been slight in character. That fact and the neglect to properly care for the ship accounted for her deplorable condition when the present rebuilding began.

"I think you are aware that the CONSTITUTION Campaign now going on began about March, 1925, and began, naturally, very modestly and quietly, so that when I took over the task as Chairman of the Committee in October, 1925, there had been collected about \$52,000. The original idea was to collect the money from the school children, and the National Association of Elks was handed the job. It proved impossible for them to do it because in almost all schools there were rules forbidding the collection of money from school children. I think it is safe to say that it should never have been given to them. But nevertheless through their efforts approximately \$154,000 was raised.

"The next step was the sale of pictures, of which about one million and a half were bought; ten-color lithographs of the CONSTITUTION, with which you are probably familiar. They were first sold at 25 cents, a ridiculous sum since they would be worth as a retail proposition, \$3.50. I raised the price to 50 cents, and I am sorry I didn't raise it to \$1.00. The total number of pictures sold has been approximately 1,000,000, and there remain on hand between 500,000 and 600,000. 1,328,226 pictures have been sent out from here, which leaves about 328,000 out on consignment still not sold, and about 300,000 still here at Boston.

"At my suggestion, a bill was passed by Congress authorizing the manufacture and sale of souvenirs made from the wood and metal removed from the ship in the course of rebuilding. The sale of the pictures and of the souvenirs has gone on like any selling proposition and has cost money, though nothing like what it would cost as a commercial proposition. All kinds of magazines and newspapers, daily, weekly, and monthly, have given us free space in advertising the pictures and the souvenirs.

"Now I will summarize a little in order to make the conclusions a little clearer:

"There has been spent so far on the ship, up to June 1st, \$401,500. For salaries, over a period of more than four and one-half years, \$29,150. This means type-writing, stenography, and a small amount of publicity men whom we had for a short time. For publicity, including printing of circulars and letters, cost of envelopes, and illustrations for the different circulars and historical publications, \$39,176. This makes a total of \$68,326 which we may call the overhead expense.

"And from the sale of the pictures thus far there has been received \$244,636. As against this money received for pictures must be placed the cost of the pictures themselves, which was \$56,740; cost of frames \$5,500 (for we sell the pictures both framed and unframed); commissions for the sale of pictures, \$5,398 (for we have offered as much as 20 percent commission for the sale of a large number of pictures). The cost of tubes to send the pictures out, \$6,602. Coin cards cost \$2,668 (cards for sending in a 50-cent piece to buy a picture). This makes a total expense against the pictures of approximately \$76,900.

"To take up the sale of the souvenirs, the cost of the manufacture of souvenirs in the Navy Yard here has been \$40,420. The cost of souvenirs made outside of the Yard, \$12,658. Total, \$53,078. From the sale of these souvenirs has been realized up to date, \$125,606. We have souvenirs on hand of a value of over \$17,000, which, of course, will be sold.

"At the present time, there is a balance on hand of \$93,783. The ship is about 63 percent completed, and I repeat that \$401,500 has been spent on her.

"I have not spoken of the donations of material, which have been fairly large and which are increasing in amount and number. Up to June 1st approximately \$53,663 has been either delivered or definitely promised for delivery when wanted. This morning I received the news that President Farrell of the United States Steel Corporation has promised to personally donate the necessary pig iron for twenty-two carronade guns for the CONSTITUTION. Also, President Farrell promises to try to arrange to have the necessary sum donated for having these guns cast and delivered. This makes in all a donation of about \$5,000. There are other donations of rope and a few other items which we have not yet counted in as assets because they are conditional on a group donating them.

"The assets on hand, including the pictures priced at below selling cost, the souvenirs on hand and various incidental items used in the campaign or in the making of souvenirs, amount to \$201,542. Therefore, if we can dispose of the balance of the pictures and the souvenirs and realize on these incidental assets, we would realize just about enough to complete the campaign. If we had no further donations of material, the total amount needed for completing the CONSTITUTION would be approximately \$250,000, but we have these donations promised, and we have these salable assets, and therefore I fix approximately \$200,000 as the amount of money needed, considering at the same time the cost of getting that money. That this necessary sum will be reduced by further donations of material, etc., I am very hopeful.

"The National Save 'Old Ironsides' Committee has recently inaugurated a special plan for disposing of large quantities of pictures which has been called the 'school picture plan'. Following it, we approached individuals, requesting them to donate to the fund to the extent of purchasing pictures and histories of the ship for complimentary distribution to the children in the school which as youngsters they



attended. Thus we continue to combine the educational with the financial in furthering the patriotic campaign with a fair degree of success.

"Counting in the cost of the various things that have entered into the campaign and the results so far accomplished, the cost of the campaign so far has been approximately 25 percent, and when the fund is completed I anticipate that it will be about 15 percent.

"As the money balance on hand all the time has been in a United States depository in Boston, we have received in interest on the bank deposits a total on June 1st of \$25,486, which of course has been a help.

"I have given a large part of my time to this campaign since I have been here and there have been generally several officers helping with the campaign. We have approached practically all organizations in the United States and have received a certain amount of assistance from them. We have sent circulars to many hundreds of thousands of individuals, and I believe have rather naturally made a business proposition of collecting this money from the people.

"The returns, however, have been small from a very large number of people. There have been perhaps ten or a dozen people who have contributed as much as \$1,000 apiece, and a few have contributed a little more. There has been an enormous amount of patriotic interest and enthusiasm created for the most part, however, among people who could not express their enthusiasm in much money.

"The campaign itself, however, has been very well worth while. With each picture has gone out a historical publication telling something of the early history of this country and of the exploits of the CONSTITUTION. I have received many thousands of letters expressing the greatest interest in the rebuilding of the ship, and the greatest amount of patriotism. When she is completed, which will be some time in 1930, the plan is to send her all over the United States and let the people see her, even to the Hawaiian Islands and Alaska. She will be a floating national naval monument and as such will be received by the people. There will be no question in their minds as to how much of the original CONSTITUTION remains, though that will be stated. To them she will be the CONSTITUTION. The CONSTITUTION Campaign, to my mind, and it has been growing on me from the time that I took it over, will stand for education in the early history of this country and in naval history, for patriotism and for Americanism. The Superintendent of Playgrounds and Sports in Chicago has written to me that they have found the story of the CONSTITUTION and the actual exhibition of souvenirs made from the ship, of greatest value among children of foreigners, and a distinct aid in their Americanization plans. The Superintendent of Playgrounds, V. K. Brown, says:

'Dealing as we do in our park communities with the children of immigrant parents, in a great many instances, we believe that an active support of the campaign to save this historically significant ship constitutes much better Americanization effort than some of the Americanization work done in our cities, and we feel that a rather conspicuous souvenir of the ship will have a permanent value, when housed in our community buildings, as a reminder of the traditions and history of the Navy, as a national institution.'

"These things are all worth while. The idea of education and patriotism runs through every part of this campaign. The success along these lines has been great. It has been a pleasure to me to have a part in it."

1929 Army-Navy Tennis Match for Leech Trophy.

The sixth annual Leech Cup Match, won by the Navy, score 6-1, was played on Saturday, July 20th, on the courts of the Chevy Chase Club, Washington, D. C., before an assemblage including many high officials of the Army, Navy and Diplomatic Corps.

The teams representing the services were composed of the following officers:

ARMY

Col. W. C. Johnson  
Maj. W. M. Robertson  
Maj. T. D. Finley  
Maj. T. C. Paschal  
Maj. L. S. Hobbs  
Maj. R. C. Van Vliet  
Maj. J. H. Hills  
Lt. T. L. Sherburne  
Lt. S. K. Robinson  
Lt. D. D. Hedekin

NAVY

Capt. W. S. Anderson  
Comdr. C. C. Gill  
Lt. Comdr. V. H. Godfrey  
Lieut. R. H. Watt, Jr.  
Lieut. D. C. Redgrave  
Lieut. D. H. Dole  
Ensign W. E. Howard  
Ensign C. D. Griffin  
Ensign J. K. McCue  
Ensign J. M. Farrin  
Ensign H. J. MacRoberts, (Substitute)  
Ensign C. R. Fenton, (Substitute).

The above teams represented, with possibly one or two exceptions, the best tennis talent in their respective services, the players having been selected only after exhaustive try-outs.

The Leech Cup now remains another year in the Navy's possession.

HYDROGRAPHIC.

Lecture Series for General Line Class.

The Hydrographic Office received the members of the General Line Class of the Post Graduate School, consisting of 60 officers, on 17 July, for a general inspection tour of the office. The personnel of the Hydrographic Office has scheduled a series of five lectures to the General Line Class as follows:

- 24 July 1929: Maritime Security, Nautical Research.
- 31 July 1929: Special developments in Nautical Astronomy, Magnetic Research, New Methods in Navigation, etc.
- 7 Aug. 1929: Oceanography.
- 21 Aug. 1929: Hydrographic Surveys, including the outfitting, equipment, and practical operation of a typical survey expedition.
- 28 Aug. 1929: Charts and chart production.

The Hydrographic Office will be pleased to have any other officers attend these lectures who may find it convenient to do so. The lectures will be given in the Hydrographic Office.