

PROSPECTIVE VACANCIES.

The following prospective vacancies will probably be filled during the summer shift, 1935:

Yale University	-	1 Commander 1 Lieutenant Commander 1 Lieutenant
Georgia School of Technology	-	1 Lieutenant Commander 1 Lieutenant (j.g.)
University of Washington	-	2 Lieutenants
Northwestern University	-	1 Captain 1 Lieutenant Commander 2 Lieutenants
University of California	-	1 Captain 1 Lieutenant Commander 1 Lieutenant
Harvard University	-	1 Lieutenant 1 Lieutenant (j.g.)

VISITS OF OFFICERS TO JAPAN.

The U. S. Naval Attaché in Tokyo has requested that all officers and families of officers who visit Japan for more than one day be advised to communicate with him by letter or telephone, giving their plans for their visit.

AUTHORIZED ADVANCEMENTS IN NAVY.

The Bureau has authorized the following advancements in the whole Navy during the quarter ending 31 December 1934. These advancements are prorated among the different forces and stations in accordance with the percentage the number of men in the different ratings in the allowances of the forces or stations bears to the allowance of the entire Navy.

Boatswain's Mates 1c	120	Signalmen 1c	20
Boatswain's Mates 2c	100	Signalmen 2c	25
Coxswains	100	Signalmen 3c	50
Gunner's Mates 1c	100	Fire Controlmen 2c	50
Gunner's Mates 2c	100	Fire Controlmen 3c	50
Gunner's Mates 3c	70	Seaman 1c	1,100
Torpedomen 1c	60	Electrician's Mates	
Turret Captains 1c	20	2c	150
Quartermasters 1c	60	Electrician's Mates	
Quartermasters 2c	50	3c	250
Quartermasters 3c	50	Radiomen 2c	100
		Radiomen 3c	150

Shipfitters 1c	50	Bakers 1c	20
Shipfitters 2c	25	Bakers 3c	50
Shipfitters 3c	100	Officers' Stewards 1c	30
Printers 1c	2	Officers' Stewards 3c	25
Painters 1c	6	Officers' Cooks 3c	40
Machinist's Mates 2c	300	Mess Attendants 1c	50
Water Tenders 2c	100	Mess Attendants 2c	50
Boilermakers 1c	12	Aviation Machinist's	
Firemen 1c	300	Mates 1c	60
Firemen 2c	640	Aviation Metalsmiths 3c	20
Yeomen 2c	75	Aerographers 1c	2
Yeomen 3c	75	Aerographers 3c	10
Storekeepers 3c	50	Photographers 1c	7
Buglers 1c	10	Aviation Ordnancemen 1c	17
Ship's Cooks 1c	64	Aviation Ordnancemen 3c	10
Ship's Cooks 2c	100		
Ship's Cooks 3c	200		

NAMES FOR NEW CRUISERS.

The Secretary of the Navy has assigned the following names to the cruisers listed below:

Heavy Cruiser CA45, to be built at the Philadelphia Navy Yard, has been named "Wichita", for the city of Wichita, Kansas.

Light Cruiser CL46, to be built by the New York Shipbuilding Corp., Camden, N. J., has been named "Phoenix", for the city of Phoenix, Arizona.

Light Cruiser CL47, to be built by the Newport News Shipbuilding & Dry Dock Co., Newport News, Va., has been named "Boise", for the city of Boise, Idaho.

Light Cruiser CL48, to be built at the New York Navy Yard, has been named "Honolulu", for the city of Honolulu, Territory of Hawaii.

The above cruisers were authorized to be constructed by Act of Congress, February 13, 1929.

SPONSOR FOR THE U.S.S. WORDEN.

The Secretary of the Navy has designated Mrs. Katrina Loomis Halligan, wife of Rear Admiral John Halligan, U.S. Navy, Commandant of the 13th Naval District and Navy Yard, Puget Sound, Washington, as sponsor for the U.S.S. WORDEN, Destroyer No. 352, named in honor of Rear Admiral John Lorimer Worden, U.S. Navy.

The U.S.S. Worden is expected to be launched at the Puget Sound Navy Yard, Navy Day, October 27, 1934.

This vessel was authorized by Acts of Congress, dated August 29, 1916, and February 28, 1931.

REPAIR OF MUSICAL INSTRUMENTS

The Bureau has noted from surveys of musical instruments that there is a tendency to ship instruments requiring repairs to the Navy Yard, Philadelphia, for repair and store for issue. If it is considered by the surveying officer that repairs can be made at Philadelphia which will fit the instruments for reissue, the repairs can be arranged for locally and save shipping expense and the drain upon the Bureau's appropriation caused by issuing new instruments when the repairs can be made at much less expenditure of funds. Instruments requiring repairs should not be shipped to the Navy Yard, Philadelphia, but repairs should be arranged for locally.

REPLACEMENT OF WORNOUT LINOTYPES.

The policy of the Bureau is to replace wornout linotypes and printing presses on ships other than flagships of type commanders and above, and tenders, with the Multilith. Replacements, however, will be subject to availability of funds. The Multilith is a lithographic process of duplication and operates on the offset lithographic principle, using a thin metal sheet five thousandths of an inch thick. It will print on paper, cards, celluloid, metal foil, and cloth, by several different methods as follows: (1) By typewriter through special ribbon direct on plate; (2) By writing sketching, drawing, etc., by means of a special pencil, writing ink, or drawing brush with special ink; (3) By tracing through special carbon paper; (4) By transferring either photographic film or photographic paper negatives by light exposure.

The policy adopted by the Bureau is:

- (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 10x14 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.

For ships within category (b), the Bureau will not replace Linotypes or printing presses and it is not desired to authorize the expenditure of large sums to keep them in operating condition.

RESUMÉ OF NAVIGATION RECORDS.

The Hydrographic Office has recently published as a supplement to the Pilot Chart of the North Atlantic Ocean a "Resumé of Navigation Methods". This is a comparison of the principal processes utilizing epitomized navigational tables proposed by authors of many nationalities during the years from 1763 to the present day. Included in the comparison is a review of the advantages and disadvantages of the various methods from the viewpoint of their adaptability for use by the present day navigator. The material was reprinted by permission of the U. S. Naval Institute, the copyright owners.

STATISTICS ON NAVY TURNOVER.

Turnover in the Navy is caused by the following. The figures are for the fiscal year 1934, which ended 30 June 1934.

1.	18,527 men were discharged on expiration of enlistment. Of these 76.1% reenlisted, giving a net loss of.....	4,427
	Of the 14,100 who reenlisted, 6,000 did not reenlist on the station from which discharged....	6,000
2.	There are 15,961 men on shore duty serving 2-year tours. 7,980 must be relieved each year..	7,980
3.	There are 5,534 men on the Asiatic Station serving $2\frac{1}{2}$ year tours. 2,214 must be relieved each year.....	2,214
4.	There were 6,411 men transferred to hospitals or the RELIEF.....	6,411
5.	There were 486 men sent to Class B and C Schools.	486
6.	Deaths.....	211
7.	Transferred to Fleet Reserve.....	1,783
8.	Deserters.....	580
9.	Inaptitude discharges.....	19
10.	Undesirable discharges.....	424
11.	Bad Conduct discharges.....	1,264
12.	Dishonorable discharges.....	179
13.	Medical Survey discharges.....	910
14.	Special Order discharges.....	990

15. Retired.....	14
Total.....	33,892

The average strength of the Navy for the year was 78,260. This gives a percentage of turnover for the year of 43.3%.

Intership transfers in exchange are not included as they are under the control of the commanding officers and vary markedly from year to year.

A review of the above figures for the last ten years discloses the average yearly turnover is over 50%.

It appears that the fiscal year 1934 was a fairly normal year. The turnover attracted more attention as the ships were short-handed and the loss of an individual was more keenly felt.

The Bureau is endlessly trying to cut down the turnover, and with this end in view, has recently increased the tours of shore duty for some ratings from 2 to 3 years which will cut down the number of men required each year for the shore establishment.

CLASS B AND CLASS C SERVICE SCHOOLS.

Students at Class B and Class C Service Schools frequently experience trouble with their eyes because of the amount of study required. Properly selected eye glasses would in most cases prevent this. Prior to arrival at the schools, prospective students should have their eyes examined and should obtain glasses if necessary.

NEW CONSTRUCTION - REQUESTS FOR.

Requests of enlisted men for transfer to the U.S.S. Dewey and U.S.S. Worden need not be forwarded to the Bureau, as those vessels have now received their allowance in all ratings.

The Bureau desires to again invite the attention of commanding officers to the fact that the Bureau does not accept requests from enlisted personnel, for new construction, received more than eight months in advance of contemplated date of commissioning of the respective vessel.

NEW TRAINING COURSE FOR GUNNER'S MATE 2/c.

There is now available for distribution the new Navy Training Course "Instructions for Use in Preparation for the Rating of Gunner's Mate 2c". There is a pamphlet with Progress Tests and Examination Questions accompanying this course.

POSSIBLE EMPLOYMENT FOR FIRE CONTROLMEN.

The attention of all fire controlmen about to be transferred to the Fleet Naval Reserve is called to the following:

"This Bureau has been advised that the Puget Sound Navy Yard, Bremerton, Washington, is compiling a list of men qualified in fire control installations, and desires that ex-service men so qualified communicate with that Yard with a view to possible employment within the next year."

"NAVAL TRADITIONS, CUSTOMS AND USAGES."

The Naval Institute has just published a new book entitled "Naval Traditions, Customs and Usages", by Lieutenant Commander Leland P. Lovette. Copies of this book are being purchased and will be forwarded to ships and stations. There has been great interest displayed in the book and a number of requests have already been received for this book. It is not necessary to request this title as it is being forwarded without request.

ADELPHI ACADEMY.

A letter recently received from Mr. William Slater, Headmaster, Adelphi Academy, 282 Lafayette Avenue, Brooklyn, N. Y., states that the academy will grant a 33 1/3% reduction in tuition fees to children of naval personnel attending the school.

Copies of 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 school.