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UNITED STATES FLEET
U. S. S. PENNSYLVANIA, Flagship

ANNUAL REPORT

of the

COMMANDER-IN-CHIEF

UNITED STATES FLEET

for the

PERIOD 1 JULY, 1937 to 30 JUNE, 1938

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UNITED STATES FLEET
U. S. S. PENNSYLVANIA, Flagship

San Francisco, California,
3 August, 1938.

From: Commander-in-Chief, United States Fleet,
To : The Secretary of the Navy,
Via : The Chief of Naval Operations.
Subject: Annual Report of the Commander-in-Chief, United States Fleet, for the period
1 July 1937 to 30 June 1938.
References: (a) Article 699(4), U. S. Navy Regulations, 1920.
(b) Opnav let. Op-13A/CT A9-1(330527) dated 27 May, 1933.
Inclosures: (A) Twenty-five (25) copies of subject report.
(B) Five (5) copies of Comdrilldet Annual Report.
(C) Five (5) copies of Comdg. Genl. F.M.F. Annual Report.
(D) Five (5) copies of Com FOURTEEN Annual Report.
(E) Five (5) copies of Com FIFTEEN Annual Report.

1. In accordance with references there are forwarded herewith twenty-five (25) copies of the Annual Report of the Commander-in-Chief for the period 1 July 1937 to 30 June 1938, together with copies of the reports of Commander Training Detachment, Commanding General, Fleet Marine Force, and Commandants of the Fourteenth and Fifteenth Naval Districts.

2. The classification of confidential has been assigned because certain matter considered of interest to the Navy Department, but not suitable for publication, has been included.

3. Please note that copies have not been distributed by the undersigned to Bureaus or Offices of the Navy Department.

C. C. BLOCH

DISTRIBUTION:

Force and Type Commanders, (1) each
ND14-15 (1 each); NWC(1).

T. J. Ryan, Jr.,
Flag Secretary.

PART I
ORGANIZATION

PART I — ORGANIZATION

(A) EXISTING ORGANIZATION.

The organization of the fleet by forces and types has been continued throughout the fiscal year ending 30 June 1938 as it existed theretofore, with exceptions as follows:

(a) All destroyers have been withdrawn from the Scouting Force and placed in the Battle Force, thereby causing a consolidation of this type under one command.

(b) All patrol planes have been withdrawn from the Base Force and placed in the Scouting Force, which is considered their normal functional position.

This organization with the above modifications has been as satisfactory as probably any other would be, although it is possible that further slight changes may be recommended during the coming year in order to bring all cruisers under the same force and type commander.

(a) Suitability and adequacy of the Fleet for the accomplishment of its primary war mission.

With the growth in the size of the fleet and the advent of new designs in the various types, there has been increased opportunity to investigate the efficiency of the various units for their ability in seagoing, sea keeping, and performance of their assigned tasks, and also to observe the deficiencies in the organization of the units and of the types.

The delays in new construction joining the fleet have sharply emphasized the shortage of destroyers actually with the fleet: whereas, the "Assignment of Vessels in the Organization of the Seagoing Forces of the U. S. Navy," provided for four squadrons in each of two flotillas, making in all a total of sixty-nine ships, the actual numbers present have been at all times appreciably less than this figure. The suitability of new destroyers has also been brought into question by the difficulties encountered in their engineering plants.

The provision of high speed minesweeping equipment for destroyers is most necessary and a start in procuring this equipment has been made. It is considered that the fleet should have at all times at least eight destroyers so equipped.

The delay in the new carriers of Carrier Division TWO joining the fleet has left the carrier strength short of that contemplated.

The patrol plane arm of the Fleet has been increased in numbers and efficiency. The strength of the squadrons has reached the standard figure of twelve planes except in the case of Patrol Wing FIVE. The latest type of patrol plane has proved highly efficient. The chief problem confronting the Fleet in the employment of this weapon has been the inadequacy of tenders. Both the WRIGHT and LANGLEY are inferior in speed and in design features. The converted mine sweepers are likewise slow and inadequate. These deficiencies in tenders seriously reduce the mobility of the squadrons.

The problem of a suitable flagship for Commander Submarine Force has been met by the assignment of the RICHMOND. In tactical operations this assignment appears to have been justified but no test has yet been made of the employment of a light cruiser as submarine flagship in connection with distant operations. Engineering difficulties in the new submarines have caused the strength of Submarine Squadron SIX to be less effective than basic plans envisaged.

The Base Force is experiencing increased difficulty in supplying the services required by the advanced type of gunnery training now demanded by the Fleet. High speed towing vessels are essential in order that our gunnery may develop along proper lines. The shortage of tugs is acute, and casualties to district vessels have necessitated the Fleet meeting local district needs in this respect.

As compared with modern merchant practice and based on the requirements of the fleet, it is apparent that all existing train and repair vessels are overage, obsolescent and definitely lacking in speed. Provision, ammunition, repair, hospital and oil ships should be able to maintain the fleet speed; if they are not, the fleet will be required to slow down to the speed of the train. The requirements for new and faster train vessels are well known to the Navy Department and the Department has already instituted a comprehensive program for the replacement of the obsolete types now in the fleet.

In view of the progress being made by foreign powers in building new and fast battleships, it is gratifying that the replacement of the older units of our battleline is already being undertaken. Further replacement should be considered with a view to having all overage battleships replaced at the earliest practicable date.

The present organization of the Training Detachment and its employment on the East Coast has proved to meet the requirements of the naval service; however, it is expected that some steps will have to be taken to retain an adequate number of the old destroyers to operate with this detachment. A new transport capable of maintaining fleet speed should be supplied for use in connection with the Training Detachment and Fleet Marine Force.

(B) CHANGES IN ORGANIZATION.

(a) Executed.

On 1 October 1937 all patrol squadrons were transferred from the Base Force to the Scouting Force and were reorganized into five Wings, each consisting of squadrons and their attached tenders. This change in organization has been found most beneficial, the only unsatisfactory features being a lack of sufficient adequate tenders, lack of a suitable flagship for Commander Aircraft, Scouting Force, and the lack of a separate Wing Commander for Patrol Wing One. The necessity for Commander Aircraft, Scouting Force to administer Patrol Wing One has limited the extent to which he can supervise the other Wings of his command. A separate Wing Commander for each Wing including Wing One is essential to a satisfactory state of efficiency in Group and Wing tactics.

During the year the squadrons of each carrier were combined into a group and a Group Commander was assigned to each carrier Group. This change has resulted in increased tactical efficiency and in a closer and better coordinated liaison between carriers and their squadrons. It furnishes an indication of the benefits to be expected from similar measures for other types of aircraft.

New aircraft squadrons have been commissioned and assigned as follows: a Fighting, a Scouting, a Bombing and a Torpedo Squadron to each of YORKTOWN and ENTERPRISE. Patrol Squadron Nineteen to Patrol Wing Four and Patrol Squadron Eighteen to Patrol Wing Two.

(b) Expected.

The organization of Aircraft, Battle Force, contemplates two carrier divisions for the next fiscal year. Delays in the completion of the YORKTOWN and ENTERPRISE will prevent Carrier Division TWO joining the Fleet until the Third quarter of the coming fiscal year. The authorized modernization of the SARATOGA and LEXINGTON will disrupt Carrier Division ONE in the fiscal year 1940. It therefore appears that the number of carriers actually with the Fleet will not reach the number of six for at least two more years.

The light cruisers of the Battle Force will shortly be composed of two types: the old 7,000 ton type and new 10,000 ton type. Under the necessity of furnishing relief flagships to the Commander Destroyers, Battle Force or Commander Destroyer Flotilla ONE, as well as furnishing the flagship for Commander Squadron 40-T, the number of 7,000 ton light cruisers actually present is so low as to suggest the advisability of combining the present Cruiser Divisions TWO and THREE into one division. Such a division with one ship absent under overhaul would provide three ships constantly present with the Fleet.

The question of a suitable flagship for Commander Aircraft, Scouting Force has not been answered. Many considerations point to the desirability of assigning Commander Aircraft, Scouting Force one of the old 7,000 ton light cruisers. Such an assignment would permit the flag officer commanding the patrol wings to supervise and administer all the units of his command with equal facility.

The very acute shortage of aircraft tenders will be somewhat alleviated by the conversion of CHILDS and WILLIAMSON which it is proposed to assign to Patrol Wings TWO and Four, although it will probably be necessary to utilize their services temporarily in connection with the operations of Patrol Wing One during the visit of the Fleet to the East Coast. It is also proposed to assign LANGLEY to Patrol Wing Two in order to provide that Wing with an adequate tender for its advanced base operations.

(c) Transfer or decommissioning of existing units.

The only prospective transfer of existing units concerns the transfer of Submarine Division THIRTEEN to Pearl Harbor in November, 1938, and the transfer of two destroyers of Training Detachment to the Special Service Squadron. Units to be decommissioned involve destroyers and submarines, covered by the Department's directives.

PART II
OPERATIONS

Part II—OPERATIONS

(A) EMPLOYMENT SCHEDULES.

(a) Policy regarding fleet employment.

It has been the policy to draw up all schedules of fleet employment, both at sea and in port, with a view to the progressive development of the fleet's efficiency. Experiment and trial has been made of all promising methods of utilizing the weapons installed, as well as the development of adequate counter measures against such weapons if they should be used against the fleet. The policy originated during the previous fiscal year of combining gunnery with tactical training has been continued and the results appear to be commensurate with the opportunities. Opportunity has been afforded for the various types to exercise in attacking the combined fleet or portions thereof, during tactical periods and it is considered that there has been a corresponding advance in the methods of the types participating, both offensively and defensively. Two advanced Light Force Practices were held during the year; undoubtedly they were beneficial in increasing the general efficiency of the participating types.

Numerous exercises were held in which all available aircraft squadrons made air attacks on the fleet disposed in cruising dispositions. A new cruising disposition for defense against air attacks has been devised as a result of this experience.

The bi-monthly tactical exercise periods and the annual fleet concentration supply many opportunities for the development of technique and the training of personnel in the handling of combined types. It has been found beneficial in these periods to use damage rules in order to illustrate to all concerned the effect that certain operations may have on the fleet as a whole. As a corollary thereto it has been found necessary to completely revise the existent damage rules.

The division of time allocated by the Navy Department in the "Proposed Employment Plan" is generally satisfactory; however, it must be appreciated that with the increased complexity of the training exercises prescribed by the Department, the work load imposed upon the ships of the fleet is increasing. The demands for developing measures against aircraft and submarines are becoming greater each year, requiring increased time and increased services.

(b) Changes made in approved schedule.

During the year, numerous minor changes have been made, but none of sufficient magnitude to affect the approved schedules of operations. The more important changes in schedules have been as follows:

- (1) Cruise of PORTLAND to Alaska.
- (2) Cruise of LOUISVILLE to Australia.
- (3) Cruise of MEMPHIS, TRENTON and MILWAUKEE to Australia and Singapore.
- (4) The Earhart Search.
- (5) The cruise of RANGER to Peru.

The above digressions from the approved schedule have a beneficial effect, notwithstanding the fact that the ships concerned are unable to fully carry out their annual program of gunnery, etc. The beneficial effect of long cruises to unusual places and for unusual purposes has the effect of indoctrinating the personnel that they are intended to be used, and will be used, for such duties as may arise and that the approved operating schedule is merely a program which is projected, to be used for training when they are at fleet base. Furthermore, it is believed that these cruises away from the fleet actually create efficiency and contentment, as the personnel is withdrawn from the large concentration of vessels and the daily routine of the fleet base, and have opportunities to see new places and to visit foreign countries.

(B) FLEET TRAINING.

(a) Phases of strategical and tactical training with review of results.

The training in strategical exercises is confined to the plans and operations for the various phases of the annual fleet problem. This year, Fleet Problem XIX was conducted in an area which permitted the movements of the forces involved to conform very closely with the direction of the movement of the fleet as a whole, with the resultant saving of fuel and miles. Fleet Problem XIX contained three phases in which it was possible to form exercise fleets under different com-

manders. The situations presented in each of these parts presented points of strategical importance in their solution. Some of the questions raised will stimulate the attention of the thoughtful officers of the service in order that solutions may be reached of the problems presented.

The tactical training of the fleet began with the more elementary phases incident to the annual summer cruise. With the return of the fleet to San Francisco in August, the first of the bi-monthly tactical exercises was held. These tactical periods were conducted throughout the year. Time was set aside in each of them for special inter-type exercises to develop special features of attack and defense.

Time has been devoted to the development of sound screen tactics utilizing the equipment in the new destroyers, based on the results obtained by Destroyer Division NINETEEN. Improvement in this respect has been noted. It is felt that every encouragement must be offered trained operators to develop the highest skill with the apparatus provided, and that permanency of personnel conversant with this apparatus is essential if we are to have adequate offensive tactics against the submarine.

Continued use of patrol planes in the fleet tactical periods has led to the development of their technique in scouting and attack. The skill displayed by the personnel of these squadrons is such as to indicate that in war our patrol planes, in proper weather, are a most effective means of locating and attacking an enemy, either by day or by night at long distances from their bases.

(b) Gunnery Training.

(1) Basic and General.

Basic gunnery training was carried out along conventional and time proved methods. Gunnery Schools were conducted for training of officers in battleships, heavy cruisers, light cruisers, destroyers, and light minelayers. The benefits derived from these Gunnery Schools are considered commensurate with the time required for their operations and with the expenditures of fuel and ammunition involved.

Progress was made in Gunnery Training throughout all types in the Fleet by broadening the training in the Advanced Gunnery Exercises through the use of more realistic situations.

Advance was also made in soundness of training through the reduction of procedures especially adapted for target practices and by the increase in the use of standard procedures best suited for battle. Continuation of this policy is assured through the requirement for the formulation and use of standard Type Doctrines and Procedure.

(2) Important Details.

Particularly interesting and important details of Gunnery Training were:

SUBMARINES.

Subron 6.

Advanced Submarine Exercise in which submarines fired torpedoes on screened heavy units of the Fleet while engaged in the approach for Second Advanced Light Force Practice.

Subron 4.

Advanced Submarine Exercise in which submarines fired torpedoes on vessels of the Fleet, while in a Cruising Disposition, screened by aircraft and a supersonic screen.

Destroyer Division NINETEEN.

Advance in supersonic training made by this division of destroyers operating continuously with submarines of Submarine Squadron FOUR.

DESTROYERS.

Guns.

Day Battle Practice "F" fired in conjunction with a division of light cruisers demonstrated forcibly the greatly improved efficiency of the new type destroyers over the old. It further demonstrated the greater accuracy of the fire-control installations of the new destroyers over that of the 7000 ton light cruisers.

Antiaircraft practices were not satisfactory as to score, but were very promising as to the capabilities of the installation. It is hoped that more opportunity for training will produce greatly improved results.

Supersonics.

Improvement has been shown, and will be continued. Squadron TWO is conducting a school for the training of operators, that is expected to result in a general improvement in this form of training.

LIGHT CRUISERS.

A stable condition of training in the 7000 ton light cruisers has been reached and maintained. Further improvement will be difficult unless improved fire-control installations and stereoscopic rangefinders and spotting glass are provided for both 6" and 3" batteries.

HEAVY CRUISERS.

Continuation of the Advanced Battle Practices, dual and single ship engagements, has contributed much toward making practices more real.

Reduction in main battery pattern sizes has been achieved. Further reduction is anticipated through the changes in gun characteristics now in progress. Difficulties in control of deflection at long ranges continue to be a serious problem.

CARRIERS.

Carrier gunnery did not attain its expected proficiency; principally because of interruptions in their operating schedules. Notable exception was RANGER at Short Range Practice and at antiaircraft practices. RANGER's continued efficiency in antiaircraft firings is a source of considerable gratification.

BATTLESHIPS.

Results comparable to previous years have been attained. Attention has been focused on improvement of spotting and control, which will be continued and which should result in improved performances. Improvement in antiaircraft fire-control installations now projected will increase the efficiency of those batteries. Considerable concern is still felt over the relative inefficiency of CALIFORNIA and TENNESSEE Main Battery fire-control installations. Deflection problems for all battleships at long and extreme ranges have not been satisfactorily solved.

GUNNERY OBSERVATION.

Battleship observation squadrons spotted during several long range and Main Battery Gunnery School firings, and also for the Long Range Battle Practices of their parent vessels. Cruiser aircraft were given training in spotting in connection with the Spotting and Battle Practices of their parent vessels. All carrier scouting squadrons were given progressive training in spotting, observed battleship gunfire on two occasions, and were assigned relief spotting missions during Fleet Tactical Exercises.

AIRCRAFT.

Training directives have required the establishment of practical standards of gunnery proficiency in the primary weapons of the various types of aircraft, and the continuance of basic training as necessary to permit individuals to achieve these standards. Emphasis has been placed on keeping squadrons at all times in the highest possible state of readiness for war.

The carrier squadrons completed all prescribed forms of gunnery exercises and some discretionary practices. The results obtained by carrier air groups in live load bombing practices were much better than in previous years.

Complete schedules of mandatory and discretionary practices were conducted by the majority of patrol squadrons. The results were satisfactory in most cases except for limitations in high altitude bombing due to lack of oxygen equipment.

Battleship and light cruiser based squadrons completed all mandatory practices with results considered satisfactory under the existing operating conditions. A considerable number of heavy cruiser based units did not complete their mandatory practices. Remedial action is being taken in connection with this matter.

ANTIAIRCRAFT.

The introduction of a new practice simulating a dive-bombing attack has met with indifferent results. Difficulties in towing the target so as to represent a diving plane are largely responsible. Solution of the problem of repelling this type of attack is recognized as being vital, and every effort will be made to effect it. Improvement in results in future firings is confidently anticipated.

The .50 caliber machine gun and 1.1" machine gun installations have not reached their anticipated state of efficiency. Reduction of vibration in the mounts and improved control or sights are considered necessary. The experimental work in antiaircraft machine gunnery performed by the UTAH has been most valuable.

The addition to the Utility Wing of a new type plane, capable of towing antiaircraft sleeve targets at high altitudes at high speed, has increased the realism of antiaircraft gunnery exercises and has brought the conditions of the practice closer to agreement with probable attack conditions. This has further accentuated the superiority of the new antiaircraft control installations over the older type installations.

MINESWEEPING.

Development and test of high speed minesweeping methods and material has been undertaken in Mobile Target Division One with a reasonable degree of success. It is now considered practicable for 1200-ton destroyers to conduct high speed sweeping operations with the gear as now developed. Further improvement in material is required and pertinent correspondence has been forwarded to the Department.

GENERAL.

It is considered that as a class the new destroyers have reached a higher state of gunnery training than has any other type. The newer heavy cruisers have also reached an equally high state of training. This condition is not unusual in that it reflects the superiority of new material. As a corollary it is believed that the most important factor in improving gunnery training, and with it battle efficiency, is the replacement of the obsolescent fire control installations in the fleet with newer types.

Turnover of personnel, both officer and enlisted, has continued to place the heavy burden on combatant units of continually training new personnel for important stations. Effort to reduce turnover will be continued. If effected, fighting efficiency will be greatly improved.

The commissioning and use of the Fleet Training Base, San Clemente Island, California, has filled a long-felt need of the Fleet for training in small arms, landing operations and kindred exercises. Continued expansion of the base and the presence there of a large number of W.P.A. workers has somewhat restricted its use. When completed, this base will be a valuable adjunct to the Fleet.

(c) Engineering Performances and Damage Control.

(1) It is believed that the present Engineering Competitions are conducted in such a manner as to promote real efficiency but without the discomfort of false economies in regard to light, heat and ventilation.

The engineering performances of the Fleet have been characterized by a high order of reliability except for certain of the submarines of Submarine Squadron Six and the turbo-generator sets in 1500-ton destroyers. It is hoped that the corrective measures being undertaken by the Bureau of Engineering will prove successful.

(2) Damage Control Practices continue to be of value to the Fleet. Both Battleships and Cruisers, Scouting Force, have Damage Control Boards which maintain an active interest in this important phase of training.

(d) Aviation.

(1) Carriers and Carrier Aircraft.

The squadrons of Aircraft Battle Force operated from their parent carriers during the year to the maximum extent permitted by carrier availability for purposes of carrier qualifica-

tions, tactical training, gunnery exercises, participation in Fleet and Force Exercises and for the period of the Fleet Problem and the visit to Hawaiian waters. During the remainder of the year they were based with the Fleet Air Detachment at the Naval Air Station, San Diego.

The tactical training of carrier aircraft has stressed group tactics with particular emphasis on rapidity of rendezvous and departure on assigned missions and on coordinated development of available attack strength against objectives assigned. The progress made in group tactics and in the general tactical control of large flights of carrier aircraft by their assigned flight leaders has been most satisfactory.

During the period 3-30 July 1937 LEXINGTON with 62 aircraft drawn from six different squadrons engaged in a search for the late Amelia Earhart Putnam in the vicinity of HOWLAND ISLAND. This operation, in which 151,556 square miles were searched, resulted in certain benefits to the personnel involved.

(2) Battleship and Cruiser Aircraft.

Battleship observation squadrons operated in a ship-based status throughout the year except for shore-based status necessitated by departures of parent vessels for yard overhaul during periods unfavorable for aircraft operations at Puget Sound, by tender overhauls and other special circumstances. The training of battleship aircraft was considerably assisted by use of the aviation facilities of the Fleet Air Base, San Pedro as they became available during the year.

A very undesirable state of training existed in certain battleship and cruiser aviation units at the beginning of the year due to the assignment of an unusually large number of inexperienced aviation cadets and to insufficient flying during the latter part of the previous year. A minimum standard of fifteen hours pilot time per month was prescribed for all pilots assigned to aircraft squadrons in the Battle Force and later in the Fleet and increased attention was given to the flight operations of the squadrons concerned. The remedial measures have been successful in effecting increased flying proficiency and increased morale among the pilots concerned. The Bureau of Aeronautics assisted materially by expediting the development of the Fleet Air Base, San Pedro and in increasing the funds for gasoline of the units concerned.

The training effort for battleship aircraft has been concentrated on launching and recovery at sea, on spotting main battery gunfire and on aircraft gunnery. Proficiency in these matters is considered satisfactory.

The training effort for cruiser aircraft has given emphasis to their primary mission of aircraft scouting. Their proficiency in this activity has shown considerable improvement during the year, and with the improved training methods now in force, the desired standards in scouting, aerial combat and gunnery observation should be obtained. The proficiency of cruisers in underway recovery has been satisfactory.

(3) Patrol Aircraft.

The Patrol Squadrons operated by Wings in their respective areas, emphasis being placed on training in scouting and attack from both permanent and advanced bases.

Patrol Wing One, normally based at San Diego, conducted operations involving basing at Seattle, Sitka and Kodiak. Patrol Wing Two, normally based at Pearl Harbor, conducted advanced base exercises at French Frigate Shoal, Johnston Island, Pearl and Hermes Reef, and a unit visited Midway. Patrol Wing Three, normally based at Coco Solo, conducted advanced base exercises at Guantanamo and one squadron visited Trinidad. Patrol Wing Four, normally based at Seattle, kept one squadron at a time at Sitka throughout the year. Patrol Wing Five, normally based at Norfolk, supplied aircraft for Naval Academy flight training, conducted advanced base exercises at Miami and participated in Fleet Landing Exercises in the Caribbean. All Wings conducted local advanced base exercises in the vicinity of normal bases.

Patrol squadrons are guided in their training by a basic training plan which provides for current training in gunnery, bombing, navigation, communications, scouting and other essentials upon which are superimposed the special operations required by schedules. Every flight is employed to exercise the flight crew in as many phases of training as practicable. This is essential in view of the expanding activities of patrol planes and in the interests of economy in operations of these large aircraft.

The continued production of PBV seaplanes at San Diego has required special employment of certain squadrons in connection with their commissioning and delivery. On 8 December Patrol Squadron Two flew 14 new patrol planes from San Diego to Coco Solo. On 19 January 1938

Patrol Squadrons Ten and Nine flew 18 new patrol planes from San Diego to Pearl Harbor. At the end of the year Patrol Squadrons Four and Five are at San Diego fitting out with new patrol planes preparatory to flights to Pearl Harbor and Coco Solo respectively.

Other noteworthy patrol plane operations which demonstrated the mobility of these squadrons were the simulated night bombing attack by Patrol Wing One on objectives over 600 miles at sea during Fleet Problem XIX, the movements by squadrons of Patrol Wing Four between San Diego, Seattle and Sitka, the flight of a plane from Patrol Squadron Seven over land from San Diego to Pensacola in June and the flight of Patrol Wing One from San Diego to Seattle on 25 June.

(4) Tenders.

The aircraft tenders of the Scouting Force have been extremely active. The LANGLEY has steamed approximately 28,000 miles during the year and has been employed to transport patrol planes as well as to tend them. A tender has been maintained in Alaska practically continuously. The AVOCET visited Samoa and Swain Island in January and February. The SWAN visited Palmyra Island in January. The shortage of patrol plane tenders has been felt keenly throughout the year and has in many cases been the limiting factor in patrol plane operations. The assignment of the LANGLEY to Patrol Wing TWO is essential to its efficient operations.

(e) Landing Force Operations.

U. S. Fleet Landing Exercise No. 4 was conducted in the Culebra Area in the Third Quarter covering a period of two months. This is the major annual evolution undertaken by the Training Detachment, in conjunction with the Army and Coast Guard. Units participating were: NEW YORK, ARKANSAS, WYOMING and six destroyers of the Training Detachment, together with the ANTARES, First Brigade, Fleet Marine Force, First Brigade of the Eighteenth Infantry, Submarine Division ELEVEN, Patrol Plane Squadrons Fourteen and Fifteen, and Coast Guard Cutter BIBB.

The advance in training and in the development of new ideas relating to amphibious warfare was most satisfactory. In the execution of naval gunfire support of landing parties, higher concentrations of fire were laid down than has previously been attempted by the U. S. Navy. The use of a new type tank lighter gave excellent results and the highly successful surprise night landing on Porto Rico was a most noteworthy event.

A separate report of this exercise has been submitted to the Department.

These annual Fleet Landing Exercises are important, constructive, and should be continued.

(f) Gas Warfare Training.

Elementary gas warfare training has been continued by ships undergoing overhaul at navy yards, and also by ships while training at and conducting Damage Control exercises.

The recently formulated policy for the furnishing of gas masks and protective clothing has done much to crystallize methods and technique in this matter and will undoubtedly be accompanied by a satisfactory standard of training.

(g) Bases.

(1) Atlantic.

The facilities at the submarine bases, New London and Coco Solo are adequate for carrying out the mission of these two stations. Many of the buildings utilized, however, are of war time frame construction requiring the expenditure of considerable labor and funds to keep them in habitable condition. The fire hazard is a matter of serious concern, and these buildings should be replaced with modern fireproof buildings, priority being given to barracks for enlisted personnel.

Extensive use has been made of the facilities of the Naval Air Station, Norfolk, by the squadrons of Carrier Division Two and Patrol Wing Five. This use has taxed the facilities of that station and has emphasized the need for their expansion. As a means of furthering gunnery and special training, temporary use has been made of Page Field, Parris Island, and the facilities at Cape May, New Jersey. Need has been felt of an air base for carrier and patrol aircraft in the Miami area.

(2) Caribbean-Panama.

A Marine Scouting Squadron has been based at St. Thomas, Virgin Islands, and the land-plane and seaplane facilities at that place have been considerably improved. Periodic visits have been made to the Naval Station, Guantanamo, by both patrol squadrons and Marine Corps squadrons and its facilities have been somewhat improved, but should be further developed.

The Fleet Air Base, Coco Solo, continues to be the most important air base in the Caribbean-Panama area. Its facilities are inadequate for the needs of the fleet. Provision is needed for the permanent basing of a Wing of four patrol squadrons and for temporary visits by an additional four squadrons. Adequate housing facilities for the permanent Naval personnel and their dependents are very badly needed on account of the lack of decent private facilities in the vicinity.

(3) West Coast.

Increased congestion of the principal operating bases at San Pedro and San Diego, due to the arrival of new construction, will be greatly relieved after completion of the recently approved harbor development of these ports.

Limited dry dock facilities on the West Coast, barely sufficient for peace time operations, are totally inadequate to meet the requirements of the fleet in the event of a Pacific War. In order to partially relieve this situation, it is urged that early action be obtained upon previous recommendations for the erection of, or continuing contract for the use, in an emergency, of a commercial dry dock at San Pedro.

The Naval Air Station, San Diego, continues to be the principal air base for the Fleet. In spite of the increase in its facilities, it is foreseen that the station will be severely taxed by the arrival of the air groups of the YORKTOWN and ENTERPRISE. The congestion in nearby operating areas has been somewhat relieved by the lease of outlying fields in the Imperial Valley and at Jacumba. These fields are particularly valuable in connection with elementary bombing training during weather when offshore fogs prevail.

The Fleet Air Base, San Pedro, was commissioned on 1 March 1938, and fills a long felt need. It has assisted greatly in the operation and maintenance of the aviation units of battleships and heavy cruisers and has appreciably decreased the congestion at San Diego.

The situation at San Francisco continues to be unsatisfactory due to the entire lack of facilities to assist the air operations of visiting units of the Fleet. The individual and joint requirements of carrier, patrol, battleship and cruiser squadrons emphasize the urgency of completion of the projected base at Alameda.

The Naval Air Station, Seattle, has served as the principal base of Patrol Wing Four and as a temporary base for Patrol Wing One during its summer visits to the Puget Sound-Alaska area. Facilities to accommodate the squadrons of one carrier are needed in connection with carrier overhauls at the Navy Yard, Puget Sound.

(4) Alaska.

The Fleet Air Base, Sitka, which was formally commissioned on 1 June 1938, has been the operating base for single patrol squadrons, in succession, throughout the year. Its facilities have permitted the extension of patrol plane operations to an extent which has resulted in the acquisition of exceedingly valuable experience and familiarity with this important area. Patrol planes have also based temporarily at Kodiak Island at which place a permanent base is now authorized.

(5) Hawaiian Area.

The Fleet Air Base, Pearl Harbor, has been the normal base for Patrol Wing Two and is in need of considerable improvement to fill adequately its requirements. Early evacuation of Ford Island by the Army is urgently necessary. Facilities for one carrier's air group are needed to permit the use of Pearl Harbor for carrier overhauls and for strategic reasons.

During the year a thorough study was made of the proposed development of Midway as a commercial aviation base, as a result of which the development being made by the Army Engineers has been modified to meet fleet requirements. Completion of the Midway project will relieve the necessity for exposing patrol squadrons to the undesirable operating conditions which prevail at times in the other outlying points in the Hawaiian chain.

PART III
COMMUNICATIONS

PART III—COMMUNICATIONS

(A) VISUAL COMMUNICATIONS.

(a) Material.

Visual equipment is well standardized and generally satisfactory. The type of equipment has changed but little in recent years and compared to the progress in radio material has been at a standstill. It is believed that during time of war visual methods would become more important and would be required to carry much more traffic than at present. With that in view, improvement of equipment should be directed toward greater ruggedness and rapidity of operation. Specifically the following improvements could be made:

More rugged construction of 24" searchlights. Present type will not withstand shock of gunfire.

Improvement of 12" incandescent searchlights to allow greater transmission speed.

Improvement of blinker tubes to allow greater transmission speed.

Location of signal bridges to give better visibility. Some signal bridges of older ships are seriously obstructed by fire control equipment.

(b) Personnel.

Turnover of personnel has been a handicap to visual communications as it has to other departments.

A satisfactory state of training of the personnel available has been maintained by routine drills, signal schools, communication competition and by routing a proper proportion of traffic by visual. The inherent rapidity and range of radio have a tendency to rob visual systems of a great deal of traffic which in former years was responsible for a high proficiency of visual training. To counteract this tendency and to maintain high proficiency, visual traffic is often padded with training messages. Thus individual ability of personnel is being maintained and visual discipline has been improved.

(c) General.

The new general signal book and new call book are considered improvements over the former books.

The question of a rapid, positive recognition signal system remains unsolved.

(B) RADIO COMMUNICATIONS AND UNDERWATER SOUND OPERATIONS.

(a) Control and Supervision.

The proficiency of the Fleet in the handling of radio traffic—both administrative and tactical—has gradually increased during the past year. This improvement has been brought about primarily by considerable experience in the use of the Basic Tactical Communication Plan issued to the Fleet in January 1938. This publication has filled a long-felt need in Fleet communications by standardizing tactical communication doctrine and procedure, and has thereby caused an appreciable reduction in the number of special communication orders formerly required for the conduct of Fleet Problems and Fleet tactical exercises. The revised edition of U. S. Fleet Radio Frequency Plans incorporating the results of various important lessons learned during the past year, also has contributed greatly to general communication efficiency. The Fleet Problem and the various tactical exercises conducted during the year provided excellent opportunities to test the communication methods prescribed in the above publications. In a similar sense, concentration on the rapid and accurate shifting of frequencies; and the continued employment of harmonically related high frequencies has increased the expedition with which Fleet radio traffic can be handled.

The yearly volume of administrative and tactical traffic still continues to be excessive for purely military needs and is one of the greatest sources of weakness in Fleet communication security. It is considered essential to initiate efforts to reduce this traffic drastically.

(b) Personnel.

The shortage of experienced radio operators has been acute; this condition was especially noticeable during the Fleet Problem and the tactical exercises. The concentrated training of radio strikers has alleviated the situation somewhat by keeping the third class ratings well filled, but the shortage in the higher ratings is still inordinate and little short of alarming.

In order to increase the number of rated radiomen, training schools have been established and maintained by various of the forces afloat. These schools have contributed materially in preparing radioman strikers for radioman third class ratings.

Lack of experienced radio and communication officers in the Fleet is causing noticeable delay in the progress of sound communication methods, because of the necessity of training such officers as have been made available (most of whom are decidedly junior and almost entirely inexperienced) in the elements of communications. Many of the radio officers attached to the staffs of flag officers afloat have had little or no communication experience, other than the training at the postgraduate school at Annapolis; and consequently are not suitably qualified to conduct the training and supervision of the men within their respective units. The efficiency of naval communications could be greatly enhanced if each officer upon completion of his postgraduate course in communications were first ordered to a large combatant ship as radio officer, where he would be permitted to serve in that capacity for at least one year before being ordered to a staff.

(c) Material.

(1) General

The policy of providing the most modern equipment for combatant ships serves greatly to enhance the effectiveness of such units; permits the replacement of old apparatus in the auxiliary vessels with comparatively modern radio (and, in some cases, underwater-sound) material; and allows a logical system of retirement of obsolete apparatus.

(2) Direction Finders.

The new uni-control equipments in battleships and in certain other types of ships have greatly increased the potentialities of shipboard direction finding organizations. The simplicity of control of this new type of direction finder permits its operation by quartermasters when navigational bearings are desired.

(3) Frequency Measuring Equipment.

The greater accuracy and utility of the new frequency meters have facilitated frequency shifting both at sea and on shore. Heterodyne frequency meters of an obsolescent type have been installed in smaller ships of the Fleet heretofore not provided with such equipment.

(4) Aircraft Equipment.

Aircraft radio equipment has tended toward standardization, thereby reducing the number of different types as well as the number of spare parts which have previously been required within each squadron.

This new radio equipment has permitted improved performance, particularly noticeable with regard to power output, frequency stability, and ability to shift frequency for meeting the requirements of satisfactory wave propagation, with which patrol squadrons are closely concerned.

Intensive research into the problems of aircraft direction finding has been instigated and is being emphasized. Much valuable information has been obtained relative to the best methods of installing and locating direction finders on the several types of airplanes.

On several occasions during the past year, the value of radio-telephone equipment for coordinating aircraft and surface-craft operations was demonstrated. The forthcoming installation of modulation units for use with the Model TBL series of transmitters will provide destroyers with a means of satisfactory voice communications for tactical operations of this kind.

(5) Superfrequency Equipment.

The uses of superfrequencies have been considered with a view toward employing them in various strategical and tactical situations. The Model CXL equipments have continued to perform in a generally satisfactory manner and have been used mainly for "conference" communications and for transmittal of messages by the CW method.

It is recognized that the status of superfrequency equipment is more or less experimental. The Fleet has assisted, where practicable, in furthering the superfrequency projects instigated by the Chief of Naval Operations and the Bureau of Engineering. The installation of superfrequency equipment in destroyers and submarines eventually will provide valuable information concerning the usefulness and effectiveness of low-power superfrequency equipment operated under service conditions. This subject is of prime importance, one reason being that superfrequency equipment eventually may replace certain obsolescent low-frequency equipment now in almost daily use by the Commander-in-Chief.

(6) Auxiliary Radio Stations.

The unsatisfactory arrangement of the present auxiliary (so-called emergency) radio stations in battleships has been thoroughly investigated. Because of the considerable expense of major alterations, compromise locations have been recommended with a view to providing a station in each battleship which will be suitable not only for emergency purpose but also for regular use at all times. It is noted that only battleships are concerned with the problem of finding suitable locations for auxiliary radio stations.

(7) Sound Equipment.

The underwater-sound equipment in the old-type destroyers is obsolete and therefore is of little use. The equipment in the 1500 and the 1850-ton destroyers is in very good material condition, and has become an effective instrument especially in tactical situations and for navigating in restricted waters or in fog.

Crowded employment schedules allowed too little time to attain full proficiency with the Model QC-series equipment. It is quite clear that this equipment can be operated with remarkable effectiveness, as has been demonstrated by Destroyer Division NINETEEN, which has accomplished some outstanding results in underwater sound operations. The proper training of underwater-sound operators is a long and painstaking task, which must be accomplished if this complicated equipment is to be satisfactorily operated; it also requires permanence of personnel.

(8) Portable equipment.

The Fleet is gradually being supplied with modern portable radio equipments. No formal reports on the performance of the new apparatus have been received.

The Training Detachment has used portable equipments extensively in the various landing exercises.

(9) Research and Experimental Work.

The Fleet has assisted the Bureau of Engineering in its efforts to obtain information on wave propagation insofar as practicable. Experimental work has been undertaken particularly by TENNESSEE, PENNSYLVANIA, and CALIFORNIA, for the purpose of assisting in the development of suitable antennas for emergency radio installations, and for regularly installed low-frequency transmitters. Various submarines have performed experiments to determine the most satisfactory type of transmitting antenna.

Constant effort was made, and will continue to be made, to indoctrinate Fleet communication personnel with the necessity for progressive development work both in communication methods and in the design and operation of communication apparatus; and with the desirability for making useful reports thereon.

(10) Communication Competition.

During the past year, the Factor RS tests have been conducted with considerable success, and the results attained were characterized in most instances by enthusiastic endeavors and comments. The Factor RD tests provided excellent training for the direction-finder operators and for the ship-control personnel. It was noted that some excellent doctrines and control methods have been evolved as a direct result of these tests. In many instances, various commanders have expressed their desire to have radio telephones for use in the maneuvers associated with the Factor RD tests. In general, the Commander-in-Chief does not look with favor on the use of radio telephones for such purposes.

Factor CI, which was in effect throughout the past communication competition year, assisted in making all communication personnel more familiar with radio and under-water sound material.

A comprehensive communication material questionnaire, which will be helpful in preparation for material inspections, has been issued to take its place.

(d) Security.

The regularly established Fleet Security Unit, comprising the Fleet Security Officer and his two commissioned assistants, has continued to examine all encrypted traffic originated in or addressed to units of the Fleet. There was a distinct improvement in the drafting of messages and the use of the various cryptographic aids. Two secret exercise ciphers and a call sign cipher were prepared by the Fleet Security Unit for use during the Fleet Problem. The call sign cipher device designed by the Chief of Naval Operations was used during Fleet Problem XIX. The use of this device during tactical exercises should enhance the cryptographic security of secret and confidential dispatch traffic.

The new Movement Report System has been generally well received in the Fleet. Certain operational difficulties have been encountered in the use of this system which have been made the subject of recommendations to the Department. It is believed that with minor changes, and greater familiarity by Fleet personnel, the system should function smoothly.

The use of MAILGRAMS (dispatch mail) in the Fleet was extensive during the past year. This system for handling traffic has been instrumental in promoting additional cryptographic security.

The physical handling and safeguarding of classified matter, and registered publications, is well covered by existing instructions and insured by frequent inspections.

The large number of encrypted radio dispatches devoted to administrative matters and the very heavy volume of plain language traffic constitute the principal deterrents against the attainment of a really high standard of communication security. This problem is one which basically involves the Navy as a whole.

(C) TACTICAL PUBLICATIONS.

The Department publications continue to form the basis for all fleet tactical orders and doctrines. Revisions of these fleet publications have recently been made and are being issued. Opportunity has been taken to incorporate in these revisions the results of the tactical ideas developed during the monthly training periods, and otherwise.

PART IV
MATERIAL

PART IV — MATERIAL

(A) CHARACTERISTICS AND MATERIAL CONDITION OF VESSELS.

The material condition of the Fleet as a whole is considered satisfactory. The necessity of using all available resources for repairs and upkeep has been fully realized by all types. As new units join the Fleet the inadequacy of existing repair ships and tenders will become increasingly apparent.

The Bureau of Construction and Repair is conducting a study to determine the optimum battle displacements and waterlines for battleships, aircraft carriers and cruisers, which should prove of great value when completed.

The program for installing Diesel engines in power boats is proceeding. Some operation and design troubles have developed but it is expected that these engines will prove quite reliable.

A more detailed discussion by Forces and Types is given as follows:

BATTLE FORCE

The battleships are considered to be in a generally satisfactory state of repair. Many desirable alterations are of necessity proceeding slowly on this type due to lack of funds.

The condition of the airplane carriers as to repair is very good to excellent.

The material condition of the light cruisers, despite the age of those now with the Fleet, is very satisfactory.

Though increasing maintenance is necessary, the older 1200-ton destroyers with the Fleet are believed capable of several more years of effective service. Subject to correction of certain material deficiencies, particularly the turbo-generator sets of Desrons 2, 3 and 4, which are being handled with the Bureaus concerned, and main condensers of MAHAN class, the new-type destroyers are considered valuable additions to this force.

The destroyer tenders have continued to render valuable service and remain in very good to excellent material condition.

Considering their ages, the condition of the vessels of Minecraft, Battle Force is considered good; the OGLALA is considered obsolescent.

SCOUTING FORCE

In general all heavy cruisers are in excellent condition.

The five cruisers of the NEW ORLEANS Class have continued to show wear in main reduction gear sets. The Bureau of Engineering has been fully informed of these defects and is taking steps leading to their correction. Main condensers of the older ships continue to develop leaky tubes, a condition which has been taken up with the Bureau of Engineering, and a program has been drawn up for gradual renewal.

The installation of four additional A.A. guns on the seven older cruisers is the most urgent alteration for improvement of their military effectiveness. Correspondence indicates that this program will be started during the forthcoming year.

The general material condition and readiness for extended war services of seaplane tenders, (AV), and seaplane tenders small, (AVP), is good. With the conversion program of the latter nearing completion, and plans underway for increase in gasoline capacity, the AVPs will be in very good condition to carry out their mission within the limitations imposed by design and age. Both WRIGHT and LANGLEY are gradually being improved as tenders through alterations effected during navy yard overhauls.

The CHILDS and WILLIAMSON are urgently needed during the coming fiscal year to alleviate the serious existing shortage of seaplane tenders.

BASE FORCE

Flagship

The Force Flagship, ARGONNE, is taxed to the limit of her capacity in carrying required personnel and equipment; in operating the only major photographic laboratory in the Fleet, and in various repair services to smaller ships.

Hospital ship

(a) RELIEF is seriously handicapped in the performance of her duties inasmuch as she is not self-sustaining in fresh water.

(b) The exercise of darkening ship presents certain undesirable features regarding lighting and ventilation which are undesirable in a hospital ship, as well as uncomfortable for patients and crew, and for which corrective measures are being studied.

(c) During Fleet Problem XIX RELIEF suffered a casualty to the port reduction gear, crippling that shaft, and requiring detachment from the Problem to proceed on the starboard shaft. On 30 June another casualty occurred in this gear which causes concern as to the reliability of this ship.

Oilers

The slow speed and unreliable condition of the main engines of the Fleet oilers continue to present a serious problem in maintenance.

Tugs

The seagoing characteristics of the Indian Class tugs are such that their employment must be restricted. More Fleet tugs are urgently required.

Harbor craft

The Harbor craft at normal bases on the Pacific Coast are barely adequate for peace time needs. Two 500-ton lighters belonging to the Eleventh Naval District have been assigned to Commander Base Force for use at San Pedro.

On account of the age and material condition of the oil barges (YOs) now in use, it is important that the construction program of District Craft, insofar as it pertains to new oil barges, be prosecuted as rapidly as practicable.

SUBMARINE FORCE

Submarine Squadron Six. Re-engining of the CACHALOT and CUTTLEFISH with Winton high speed four cycle direct drive engines is scheduled to be completed in August 1938. It is anticipated that changes now being made in the main generators and main motors of the PORPOISE class will correct defects previously experienced. Action to remedy piston failures in Winton engines is being taken by the manufacturer, the Bureau of Engineering, and forces afloat. The general material condition of this Squadron is excellent, except as noted above.

Submarine Squadron Four. It is considered that the characteristics of the vessels of this Squadron are reasonably satisfactory for the duties to which they are assigned. Material condition is generally excellent in relation to their age.

Submarine Squadron Three. Vessels of Submarine Division Eleven are in good material condition. Due to the advanced age of the submarines and MALLARD, and the accelerated deterioration of material, especially electrical material, due to adverse climatic conditions, the maximum amount of time possible must be devoted to upkeep and overhaul. Although the MALLARD has been in commission nineteen years, her material condition is good and this vessel should be serviceable for several more years.

Submarine Division Four. Vessels attached to this division have been maintained in very good material condition during the past year. The Sun experimental engine in the S-20 was replaced by an experimental engine manufactured by the Electric Boat Company, the performance to date having been very satisfactory. Main storage batteries have been replaced in the R-2 and R-4, and a new storage battery will be installed in the R-10 during the overhaul period beginning 1 June 1938.

TRAINING DETACHMENT

Machinery plants, because of advancing age, require increased attention and overhaul to keep them in working condition. Deterioration is more noticeable in the destroyers than it is in the battleships. Deck and side plating in some destroyers have shown bad corrosion and have had to be replaced.

(B) OVERHAULS

The desirability of extending the overhaul period of light cruisers and larger vessels from an 18-month to a 21-month interval is still apparent and is again recommended.

The quantity and quality of work performed by tenders and repair ships during alongside overhauls has been excellent.

The two repair ships now available for alongside overhaul of large vessels are barely adequate for the battleships and cruisers now in the Fleet. With the addition of six new light cruisers during the fiscal year 1939, the overhaul situation will be much more difficult. It is recommended that PROMETHEUS be recommissioned at the earliest practicable date in order that Fleet repair work can be maintained in a satisfactory manner.

The recent policy inaugurated by the Navy Department whereby control over restricted and technical availability, and minor adjustments, has been decentralized, has contributed a great deal to the more expeditious conduct of Fleet administration.

Overhauls for the submarines are considered adequate. The Training Detachment has but little opportunity for overhaul during the summer months but the crowded schedule is such that this situation cannot be remedied.

(C) ADVANCE BASE AND EXPEDITIONARY FORCE EQUIPMENT.

The same deficiencies exist as were noted last year and are repeated as follows:

- (a) Facilities for effecting underwater repairs and scraping vessels.
- (b) Fast minesweepers.
- (c) Submarine nets and net-laying vessels.
- (d) Fresh water distilling facilities.
- (e) Suitable landing boats.
- (f) Equipment for rapid construction of landing fields.
- (g) Anti-aircraft equipment.

It has also become apparent that tenders of destroyers and submarines will, if engaged in long drawn out operations in a distant theater, require storeships to carry excess spare parts.

Operations in Alaskan waters have shown the necessity for additional equipment required for the health and comfort of personnel.

Modern anti-aircraft batteries will be required in considerable numbers.

A recent recommendation has been made to remove the 3" landing gun from battleships and replace it with a 80 mm mortar similar to those now furnished heavy cruisers.

(D) AVIATION

- (a) New Airplanes

The past year has been marked by an extensive turnover of airplane equipment. In Carrier Division ONE the following new types and models have been introduced: SBC-3, TBD-1, and SB2U-1. In the battleship wing O3U-3 airplanes have been retired and SOC-3 airplanes substituted. In Carrier Division TWO additional new types have been delivered; namely the BT-1 and the F3F-2. In Aircraft TWO of the Fleet Marine Force F3F-2 airplanes have displaced F3F-1's and F2F-1's.

During the fiscal year obsolete patrol planes have been, for the most part, retired and new airplanes assigned to operating squadrons. By 1 December 1938 twenty squadrons will be in commission with P2Y and PBY airplanes. Delay in procurement in the delivery of PBM-1 airplanes has resulted in the commissioning of Patrol Squadrons TWENTY and TWENTY-ONE as 6-plane squadrons operating P2Y-2 airplanes with Patrol Wing FOUR.

In general, the patrol planes and power plants procured for the Scouting Force are satisfactory, with characteristics and material condition excellent for the conduct of assigned missions with the Fleet. Delays have been experienced in connection with providing de-icing equipment and automatic flight controls though this should be rectified in the near future.

(b) Material Conditions

The general material condition of Fleet aircraft is very good. Power plant difficulties, however, have developed in three of the new types of airplanes assigned to Aircraft, Battle Force. These difficulties have interfered seriously with military readiness and have imposed a burdensome additional load on operating personnel and the ground personnel of the Naval Air Station, San Diego. Various additional difficulties have arisen with the new type airplanes, but these are in the process of being corrected. Despite prior service testing and the accelerated service test, it appears that inherent defects in the new models are not fully revealed until they have been operated in considerable numbers over a period of time.

The BG-1, F2F-1, and SBU-1 airplanes of Aircraft, Battle Force should be replaced by new models at an early date in order to modernize each carrier group as a whole.

Existing restrictions relative to operation of the R-1830-64 engines in PBV-2 airplanes hamper operations appreciably. This restriction has been imposed to minimize the effect of vibration and will be removed as soon as corrective measures have been incorporated. Various means are being employed to reduce the prejudicial effect of vibration and it is expected that full power plant capabilities will be realized in the near future. Difficulties with the bearings of R-1830-66 engines installed in PBV-3 airplanes have imposed restrictions on the operating range. With substitution of improved bearings, now being manufactured, it is expected that full rated power can be employed.

(c) Overhaul

Overhauls of ship-based aircraft have been effected by the Naval Air Stations, San Diego and Norfolk, and by the Naval Aircraft Factory. The overhaul and supply capacities of the former stations are strained by existing demands and will be greatly taxed when six carrier groups are based at North Island. It is expected that with provisions now being made the situation can be handled temporarily until the repair and overhaul establishments at the Naval Air Station, Alameda, are placed in operation. It is important that these additional facilities be planned on a comprehensive scale with general provision for expansion and that completion be expedited.

The routine upkeep and maintenance of PBV airplanes has indicated that squadron maintenance must be augmented ultimately by reconditioning periods in base or air station shops. This is due primarily to the inadequacy of squadron facilities to effect certain types of repairs and perform reconditioning processes requiring controlled conditions.

(d) Miscellaneous Equipment

Shortages continue in special aircraft equipment such as oxygen regulators, bottles, life belts, parachutes, and accelerometers.

(e) Experimental Development and Tests

Various tests were conducted during the year: (1) to determine the cause and remedy for material troubles developing in new airplanes, (2) to try out in service new experimental aircraft equipment.

PART V
PERSONNEL

PART V — PERSONNEL

(A) COMMISSIONED

(a) Allowances

In general, the allowances of commissioned officers have been barely adequate. The aircraft carriers, vessels of the Minecraft, Battle Force and the RIGEL have felt the shortage most keenly.

The necessity of maintaining the Air Department of the aircraft carriers at full complement leaves the other departments of the ship with a serious shortage of lieutenants of less than four years service in rank, and of lieutenants (junior grade) and ensigns experienced enough for assignment to duties as watch and division officers, radio and signal officers.

In the case of the Minecraft, Battle Force, the allowances provide only for the minimum of officers with which these vessels can be properly operated. The allowances for the OGLALA and the Light Minelayers have not been maintained.

Due to the increased activities assigned to the RIGEL, the shortage of officer personnel in that vessel has been acute. The assignment to the RIGEL of an officer fully conversant with modern welding processes is especially needed for a period of about one year, so as to expedite the development of the Welder's School to a point where approximate fulfillment of its potentialities can be realized.

There is need for the assignment of additional Machinists to heavy cruisers.

The experience of the year has continued to demonstrate that Naval aviation must rely on regular commissioned officers for the major portion of its pilots and that these officers must continue to be thoroughly qualified line officers with Naval aviation as a non-exclusive specialty.

(b) Training

Operating Schedules, Tactical Exercises and Annual Fleet Exercises have afforded excellent opportunity for training.

Gunnery, Torpedo and Mining Schools were continued for the special training of officers; many officers received instruction at Optical School, Mare Island; and special courses were provided in destroyers for the assistant engineer officers.

Tactical schools and schools for the general instruction of junior officers have been held on board the individual ships in order to provide progressive training.

In the operations of Fleet aircraft there is becoming increasingly apparent a need for the progressive training of naval aviators in the tactical handling of large units of aircraft. The creation of the office of Group Commander for the squadrons of each carrier proved to be a step in the right direction and has resulted in improved efficiency. Similar benefit is expected from the detail of a Wing Commander for each Patrol Wing. Wing and Group Commanders should be officers who have had experience in operating squadrons.

During the year the number of Naval Reserve aviation cadets on active duty in the Fleet has increased rapidly. The Commander-in-Chief has required their training to be conducted along lines designed to ensure maximum proficiency of each individual as a reserve naval aviator who may in emergency be called on to instruct and train other personnel. Every effort is being made to ensure adequate and progressive training of cadets in the flight duties of naval aviators and also to focus their collateral duties and instruction on such ground and shipboard activities as are essential for thorough aviation training rather than on general Naval activities.

In addition to the regularly scheduled training cruises for reserve officers, midshipmen and R.O.T.C. students, numerous Reserve officers have been assigned to vessels of the Fleet at irregular times for periods of training.

The training of the officers of the Fleet Marine Force has been satisfactory, even though somewhat handicapped by the extended period of time now required for the annual turnover of the officer personnel.

(c) Assignments

The assignment of officer personnel has in general been satisfactory. A greater permanency in assignment is most desirable in order to improve the training, efficiency and morale of the Fleet.

The assignment of two relatively junior Naval Constructors to battleships has proved of great value, and led to the recommendation that the detail of junior constructors to sea duty be continued indefinitely.

A more highly trained and more permanent complement of engineer officers would greatly benefit new destroyers, light cruisers and aircraft carriers now joining the Fleet, as these vessels utilize high steam pressures and temperatures and have a greater complexity and congestion of installation than any other vessels previously operated by Naval personnel.

Assignment to duty with the Training Detachment involves time away from the Fleet and it is felt that some officers are reluctant to accept assignment to this duty. The important training duty carried out by the Training Detachment warrants the assignment of officers with good professional records.

(B) ENLISTED

The administration of the distribution, assignment, advancement and transportation of enlisted personnel by Commander Base Force has been entirely satisfactory; and it continues to be considered an improvement over the method formerly in force.

(a) Allowances

The present allowances are considered adequate for peace time operations with the exception that in some cases the new allowances, occasioned by the present rapid expansion, have fallen short of the actual requirements. Also there are still numerous vacancies in allowances, even though the general situation in regard to the numbers of men attached to the various ships is more satisfactory than it has been for the past several years. During the continuance of the present state of international relations, the personnel situation can not be considered to be entirely satisfactory so long as an appreciable number of vacancies in allowances exist. This point is particularly emphasized when the difference between allowances and complements is realized.

The greater part of the vacancies exist in the higher ratings, particularly in the artificer branch. The percentage of turnover of personnel has been higher than is considered satisfactory, but has been reduced somewhat during the past year.

The shortage of radiomen remains a source of concern for the Fleet as a whole, and in particular for the aviation activities. With the increased range and scope of aircraft operations, and with the increased dependence on radio communications for safety and efficiency of these operations, it has become necessary to require a high degree of specialization for aircraft radiomen and a considerable increase in their number. At the present time there exists a shortage of radiomen properly qualified for aircraft duty. The shortage of radiomen has been further discussed under Part III(B) and in separate correspondence.

The training allowance of the Fleet Marine Force was inadequate; the contemplated organization of an additional antiaircraft battalion and a tank company, together with minor changes, will result in an increased enlisted training allowance.

(b) Training

(1) General

The training of all ratings, in accordance with current instructions, has progressed satisfactorily. Effort has been exerted to fill quotas for all types of schools, qualify men for advancement, and to relieve the conditions caused by shortages. Additional advancement quotas have resulted in decreased group vacancies. Because of the continued rapid expansion in personnel strength and the necessity for maintaining high standards of knowledge and training, the Fleet has been able to utilize only about 93% of these quotas. Reasonably rapid advancement has had much to do with the contentment and high morale which exists. Present methods of selecting men for advancement are subject to improvement and are receiving the thought and attention of responsible officers. The simultaneous examination of all candidates for chief petty officer ratings continues to demonstrate its soundness.

(2) Service Schools

Some difficulty has been experienced in filling quotas for Class B and C service schools, principally Radio Material School, Advanced Fire Control School, and Interior Communication School. At times, because of the shortage of mess attendants, it has been difficult to fill quotas for Officers' Cooks and Stewards School.

(3) Special Schools.

Certain quotas of enlisted personnel were given instruction in the following special schools conducted in the Fleet:

Mine School in Minecraft, Battle Force.

Battle Force Torpedo School in Destroyers, Battle Force.

Artificers' and Special Technicians' Schools in all tenders and repair ships.

Machine Gun Schools in UTAH and at Fleet Training Base, San Clemente Island.

Musicians' School in ARGONNE.

School for operators of Diesel engine motor boats in MEDUSA.

School for welders in RIGEL.

Gunnery Schools in battleships, heavy cruisers, light cruisers and destroyers.

(4) Ships' Schools.

Individual ships, divisions and squadrons have conducted special courses for the training of enlisted personnel in addition to the service schools ashore and the special schools in the Fleet.

(5) Bureau of Navigation Training Courses.

The Bureau of Navigation Training Courses have been fully employed in training of the personnel and in preparing them for advancements in ratings. There are several ratings for which courses have not as yet been issued. These courses and reprints of certain other training courses not now available are urgently needed in order to provide satisfactory training for the enlisted personnel.

(C) ATHLETICS.

The policy of dividing the Fleet into units approximating the different types of ships under Athletic Unit Commanders was continued with satisfactory results. Competition in sports was limited to unit competitions except in boxing and wrestling for which Fleet Championships were determined.

Increased individual participation in athletics has been fostered, with gratifying results. Elimination of professionalism in athletics has been stressed. It is felt that athletics in the Fleet are in a most wholesome state.

Need for increased athletic facilities in the Long Beach area is sorely felt. Absence of recreational facilities in the San Pedro—Long Beach area for young officers is a matter of concern, and has been made the subject of conference with local officials.

(D) CHAPLAIN'S ACTIVITIES AND WELFARE.

The Chaplains of the Fleet have been active in their religious duties. In addition to the divine services which they conduct regularly each Sunday aboard ships to which they are assigned, many special services were conducted both ashore and afloat. Celebrating Mass and Holy Communion, administering baptism, officiating at marriages and funerals, and instructing Bible classes and study groups were among the religious duties performed.

The services of Chaplains have been valuable in connection with Navy Relief, Red Cross, Army and Navy Y.M.C.A. and various welfare and social activities. Their influence and activities have contributed much to the welfare of Fleet personnel.

(E) HEALTH AND HYGIENE.

The health of the personnel of the Fleet has been in general highly satisfactory.

The annual admission rate per 1000 for all causes has been well within the normal limits. Particularly gratifying has been the reduction of venereal disease which for the year 1937 was 53 in the Battle Force as compared with 58 for 1936 and 92 for 1935. The educational campaign and the improved facilities for prophylaxis both ashore and afloat are primarily responsible for this excellent showing. The cooperation of civil authorities in ports visited in this respect is also commendable. A first aid and prophylaxis station was recently opened in the

city of Los Angeles in the Pacific Electric Building with the cooperation and assistance of the Pacific Electric Railway officials. This station meets an urgent need to liberty parties away from the Base Ports.

Communicable diseases have been at a minimum in all units of the Fleet with the sole exception of the outbreak of tonsillitis on the LEXINGTON in March, which affected so many members of the crew that it necessitated the temporary withdrawal of the ship from active participation in Part V of Fleet Problem XIX. The outbreak was of short duration, however, with no serious consequences and lasted only about 10 days.

There were 5 minor outbreaks of food poisoning during the fiscal year, none of which had any serious consequences. The principal one of these was the outbreak on the U. S. S. NEVADA in July 1937 when 131 cases were afflicted. The origin of the outbreak was definitely attributed to infected ham. Other minor outbreaks occurred as follows: U. S. S. PERKINS, HOUSTON, PENSACOLA in April 1938, and WEST VIRGINIA in May 1938.

An outbreak of fish poisoning resulting from eating of freshly caught tropical fish occurred among some of the personnel of the Training Detachment, U.S. Fleet during Fleet Landing Exercise in Culebra. No serious cases were reported.

Improvement of living conditions on board all ships of the Fleet has been marked. The interest and cooperation of Commanding Officers and inspection boards have done much to improve the lighting, ventilation, heating and recreational facilities for the crews of their respective ships, thus maintaining a high degree of health, comfort and morale.

The services rendered by the hospital ship, and in its absence, the flagship of the Base Force, continue to be of a high standard. It has been the custom for the past two years to augment the Medical Staff of the Base Force Flagship by medical officers of the RELIEF when the latter is absent on its routine overhaul periods. This has worked very satisfactorily.

The prosthetic dental facilities available on the RELIEF, MEDUSA and UTAH are rendering valuable service to the personnel of the Fleet. Recently (March 1938) dental prosthetic facilities were also established on board the U.S.S. RIGEL in San Diego for the benefit of the personnel of fleet vessels normally based in that port.

Also contributing to fleet morale and contentment are the facilities available in the San Pedro—Long Beach area for the medical care of dependents rendered by the Dispensaries at these places.

The personnel assigned to these Dispensaries have been very active and hard pressed at times due to shortage of available medical officers. This feature however is gradually improving.

(F) DISCIPLINE.

Discipline in the Fleet has been highly satisfactory. Reports from shore patrols have consistently shown improvement in the conduct of men on liberty; and their conduct on numerous occasions during the past year has been the subject of complimentary comments by various civil officials.

PART VI
INSPECTIONS

1938

Annual report of commander, Training Detachment

DECLASSIFIED

Authority *NND 730036*
By *LPH*, PASS Date *3/13/74*

A9-1/FF3-5
(C-6-91)

UNITED STATES FLEET
TRAINING DETACHMENT
U.S.S. NEW YORK, Fleetship

OS(De)O

Passage: Annapolis, Maryland
to Le Havre, France.
7 June 1938

From: Commander Training Detachment.
To : Commander-in-Chief, United States Fleet.
Subject: ANNUAL REPORT - Training Detachment, U.S. Fleet -
1 July 1937 - 30 June 1938.
Reference: (a) Cincus ltr. A9-1/FF1(1492) of 26 April 1938.

PART I - ORGANIZATION

By a change in the organization of the U.S. Fleet, effected on 1 July 1937, the Training Squadron, Scouting Force, was detached from the Scouting Force and made into a separate administrative and operating command under the Commander-in-Chief. The name "Training Squadron, Scouting Force" was changed to "Training Detachment, U.S. Fleet". The component units and internal administration remained unchanged and Commander Training Detachment was vested with the same authority and attending responsibility as is accorded the Force Commanders, U.S. Fleet.

(A) EXISTING ORGANIZATION.

On 1 July 1937 the TRAINING DETACHMENT was composed of the following units:

Battleships

NEW YORK (F) TEXAS ARKANSAS WYOMING

Destroyers

SQUADRON TEN

Division Twenty Nine

Division Thirty

Division Thirty One

TATTHALL
BAJGER
JACOB JONES
TILLMAN
J. FRED TALBOTT

MANLEY
FAIRFAX
TAYLOR
BABBITT
CLAXTON
HAMILTON

ROPER
DICKERSON
LEARY
HERBERT
SCHENCK

Enc (B)

Subject: ANNUAL REPORT - Training Detachment, U.S. Fleet -
1 July 1937 - 30 June 1938.

Rear Admiral A. W. Johnson relieved Rear Admiral Wilson Brown as Commander TRAINING DETACHMENT on 5 January 1938.

The following vessels were on detached service during the year:

BABBITT - with Special Service Squadron until 5 May.
TAYLOR - with Special Service Squadron throughout the year.
MANLEY - with Squadron 40-T in European waters after 1 October 1937.
CLAXTON - with Squadron 40-T in European waters after 1 October 1937.

(a) Suitability and adequacy of the Fleet for the accomplishment of its primary war mission.

1. The vessels assigned to the TRAINING DETACHMENT are sufficient in number and suitable in type to accomplish satisfactorily the training of midshipmen, naval reserves and R.O.T.C. units but are not in condition for carrying out major operations in war.

2. The destroyers carry neither torpedoes nor anti-aircraft machine guns. They are practically defenseless against aircraft attacks, a defect that should be remedied at once.

3. The WYOMING has no ammunition for her 3-inch anti-aircraft battery. It should be supplied for training purposes and for self defense in case of emergency.

4. The NEW YORK and TEXAS should have 5-inch anti-aircraft batteries already authorized for them installed on board as these vessels are still excellent fighting units.

5. In other respects the TRAINING DETACHMENT is suitable for carrying out war operations of a minor character and, if augmented by an auxiliary vessel of the ANTARES type capable of carrying tank lighters, tanks, supplies and other heavy equipment required for an expeditionary landing force, would be particularly well adapted for landing operations. With one brigade of the Fleet Marine Force on board, it could maintain itself as a self supporting unit for a period of at least 30 days.

(B) PROSPECTIVE CHANGE IN ORGANIZATION

(a) Assignment of new units.

Letter of Chief of Naval Operations, dated 14 May 1938,

Subject: ANNUAL REPORT - Training Detachment, U.S. Fleet -
1 July 1937 - 30 June 1938.

states that 17 destroyers will constitute Destroyer Squadron
TEN for fiscal year 1939.

(b) Transfer or decommissioning of existing units.

The TAYLOR is scheduled to be decommissioned in the
first quarter and FAIRFAX, LEARY, MAULEY, SCHENCK and TILLMAN
in the third quarter of 1939.

The TATTHALL and J. FRED TILBOTT will be assigned to
Special Service Squadron in October 1939.

The replacement of destroyers of the squadron, as they
are decommissioned or detached, is of the utmost importance
since the TRAINING DETACHMENT will be forced to curtail the
activities normally undertaken if the number of its ships is
reduced.

PART II - OPERATIONS

(A) EMPLOYMENT SCHEDULES.

(a) Policy regarding fleet employment.

The employment policy has been to have TRAINING DETACH-
MENT conduct the following operations, making the training
cruises during the months of May to October and the fleet land-
ing exercises during January, February and March:

- (1) Midshipmen Practice Cruise (June, July, August).
- (2) R.O.T.C. Training Cruises (June, July).
- (3) Merchant Marine Reserve Cruises (May).
- (4) Reserve Cruises (June to September).
- (5) Fleet Landing Exercise (January to March).
- (6) Joint Air Coastal Defense Exercises (Spring and Autumn).

Because the training cruises are concentrated in the
summer months, certain destroyers are forced to go throughout
that period without having time set aside for upkeep.

For destroyers of the age of those in Squadron TEN,
this continuous employment for protracted periods without over-
haul makes their material upkeep most difficult.

The sudden assignment of units to take part in local
celebrations and to render services to naval districts, aircraft

Subject: ANNUAL REPORT - Training Detachment, U.S. Fleet -
1 July 1937 - 30 June 1938.

carriers and their activities makes adherence to planned
operating schedules almost impossible.

(b) Changes made in approved schedule.

The calls for services, alluded to above, caused,
throughout the year, changes in the approved schedule too
numerous to mention in detail.

(B) FLEET TRAINING

(a) Phases of strategical and tactical training with
review of results.

(1) The TRAINING DETACHMENT has had much practical appli-
cation of strategical problems, involving logistics, mainten-
ance of remote communications and extensive cruising. Fleet
Landing Exercise No. 4, with its operations remote from con-
tinental bases, the accommodation in ships of large bodies of
marine and army troops, the establishment and maintenance of
camps ashore on tropical islands gave the personnel extensive
experience in these phases of warfare. The Midshipmen Cruise,
which involves taking a squadron of 3 battleships on a voyage
of some ten thousand miles without attendant train and the
operation of a destroyer squadron without the services of a
tender, develops the ability to be self supporting.

(2) Every opportunity is taken while the squadron is at
sea to engage in constant elementary tactical exercises. The
rapid turnover of personnel attached to the DETACHMENT makes
it difficult to carry these exercises beyond the elementary
stage, since as the personnel become trained they are detached
and sent to other units of the Fleet.

(b) Gunnery Training.

Short Range Battle Practice was fired by the regular
crews of battleships and modified Short Range Battle Practice
by midshipmen, naval reserves and R.O.T.C. units. Advanced
practices, connected with fleet landing exercises, were fired
by three battleships and six destroyers. These practices have
kept the officers and men of the DETACHMENT proficient in
Naval Gunnery insofar as the antiquated equipment of the ships
permits.

(c) Engineering Performances.

Relatively few engineering derangements occurred during

Subject: ANNUAL REPORT - Training Detachment, U.S. Fleet -
1 July 1937 - 30 June 1938.

the entire year.

Only in one case has a vessel of the DETACHMENT been prevented by a casualty from carrying out operations on schedule.

(d) Aviation.

No aircraft are attached to any vessel of the TRAINING DETACHMENT. For spotting, gunfire, and reconnaissance during Fleet Landing Exercise No. 4, extensive use was made of aircraft. Fifty or more planes of Aircraft One, Fleet Marine Force, and two squadrons of patrol planes operated with the DETACHMENT. During Joint Coastal Air Defense Problems, in which the DETACHMENT engaged, an opportunity was afforded to exercise in anti-aircraft defense.

(e) Landing Force Operations.

(1) NEW YORK, ARKANSAS, WYOMING and 6 destroyers of the DETACHMENT, together with the ANTAES, CG BIBB, 1st Brigade Fleet Marine Force, 1st Brigade of the 18th Infantry, Submarine Division Eleven, Patrol Plane Squadron Fourteen and Patrol Plane Squadron Fifteen took part in U.S. Fleet Landing Exercise No. 4, in the Porto Rico area, covering a period of two months.

(2) The major annual evolution, undertaken by the TRAINING DETACHMENT, was the Joint Army, Navy, Marine Corps and Coast Guard Landing Exercise in the Caribbean. It was the fourth in a consecutive series of landing exercises held annually. The advance in training and in the development of new ideas relating to amphibious warfare was most satisfactory. In the execution of naval gunfire support of landing parties, higher concentrations of fire were laid down than has previously been attempted by the U.S. Navy. The use of a new type tank lighter gave excellent results and the highly successful surprise night landing on Porto Rico was the most noteworthy event of the year.

(f) Gas warfare training.

A number of the ships of the DETACHMENT have taken advantage of gas chamber facilities at navy yards to train officers and crew in this important phase of naval warfare. Classes in this subject have also been conducted aboard ship. Training to the extent permitted by limited equipment afloat has been given to midshipmen and naval reserves.

Subject: ANNUAL REPORT - Training Detachment, U.S. Fleet -
1 July 1937 - 30 June 1938.

(g) Bases.

(1) Atlantic.

The bases used on the Atlantic and Gulf Coasts were at Norfolk, Culebra, St. Thomas, San Juan by this force proved satisfactory both as to upkeep and as to recreational facilities.

The enlarged scope of this year's landing exercises resulted in taxing to the fullest the ability of Culebra to accommodate camps, combat ranges, etc., Any increase in the amplitude of exercises in 1939 would result in an overcrowding of this island. The fact that Culebra, St. Croix, Vieques, Porto Rico and St. Thomas are all inhabited islands make the conduct of gunfire exercises against ground targets in this area an involved affair. St. Thomas is ideally located for use as base of operations for submarines and should be developed for that purpose in case of hostilities in the Caribbean. San Juan has great potentialities as an air base for land and sea planes.

Fleming Beach, on Culebra Island, heretofore considered an ideal bathing beach for large bodies of men proved dangerous. It was found this year that a strong off shore wind builds up a surf which proved hazardous to any but the strongest swimmers. Bathing parties using Fleming Beach should be strictly supervised and should not be allowed to use it when an appreciable surf is running.

PART III - COMMUNICATIONS

(A) VISUAL COMMUNICATIONS.

A policy has been pursued throughout the year of utilizing visual communication facilities to the fullest, both to train signal personnel and to reduce the ever increasing volume of radio traffic. The visual communication proficiency of the TRAINING DETACHMENT is very satisfactory.

(B) RADIO COMMUNICATIONS.

Radio communications for the year were excellent. The communication problems of the TRAINING DETACHMENT, especially during the Fleet Landing Exercise, are no less complicated than those of the fleet, hence the reduced allowance of radiomen makes the guarding of the required frequencies an arduous task for those concerned.

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1 July 1937 - 30 June 1938.

(C) TACTICAL PUBLICATIONS.

After Fleet Landing Exercise No. 3, a need was expressed for a more complete set of signals covering landing operations. An annex to the General Signal Book was subsequently printed and distributed but, after trial under actual conditions, the opinion of those using the signals was that the annex was too complicated. Its use by forces, such as aircraft, not equipped with General Signal Books caused considerable confusion. This annex has been withdrawn and all copies destroyed. The work of the preparation of Tentative Landing Operation Manual has been continued, in light of new lessons learned.

PART IV - MATERIAL

(A) CHARACTERISTICS AND MATERIAL CONDITION OF VESSELS.

Machinery plants, because of advancing age, require increased attention and overhaul to keep them in working condition. Deterioration is more noticeable in the destroyers than it is in the battleships. Deck and side plating in some destroyers have shown bad rust conditions and have had to be replaced.

(B) OVERHAULS

The regular periods set aside for the overhaul of battleships and destroyers are satisfactory but the lack of upkeep time during the summer, when the work load is at its peak, does not allow sufficient time to effect minor repairs.

PART V - PERSONNEL

(A) COMMISSIONED.

(a) Allowances.

The complement of officers allowed is adequate when filled, but the excessive turnover is a source of grave concern at times, particularly in June, when ships start long training cruises with officers who have just reported on board and are unfamiliar with their ships and duties at the very time they are called upon to instruct others.

(b) Training.

The training of reserve officers, men, midshipmen

Subject: ANNUAL REPORT - Training Detachment, U.S. Fleet -
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and R.O.T.C. students by the regular personnel, constitutes a method of training the regulars.

(c) Assignments.

As duty with the TRAINING DETACHMENT involves time spent away from the Fleet, most officers are reluctant to accept assignment to it. This fact should not be allowed to prevent the assignment to the DETACHMENT of officers with the good professional records, else it will become a repository for the less fitted officers.

(B) ENLISTED.

(a) Complements.

There is a constant shortage of certain ratings, such as radiomen and gunners mates but continual turnover under which this DETACHMENT labors is its greatest handicap. The turnover in enlisted personnel in some cases has been as high as 700 percent a year.

(b) Training.

Enlisted personnel have the same training advantages as do the commissioned, in that they instruct midshipmen, reserves and others embarked for training cruises. Much interest is shown in Bureau of Navigation Training Courses and the present allowances of these courses in the DETACHMENT are not adequate to meet the demands of men studying for advancement in rating.

(C) ATHLETICS.

Units of the TRAINING DETACHMENT are dispersed for the larger portion of the year, hence comparatively little opportunity is had for athletics. Sailing, swimming and ball games were the only forms of sport engaged in.

(D) CHAPLAINS' ACTIVITIES AND WELFARE.

Each of the four battleships of the DETACHMENT has a Chaplain who looks after the welfare of personnel and their families, arranges entertainments on board and ashore, publishes the ship's paper and otherwise contributes toward the morale of the DETACHMENT.

7 June 1938.

05(Da)0

Subject: ANNUAL REPORT - Training Detachment, U.S. Fleet -
1 July 1937 - 30 June 1938.

(E) HEALTH AND HYGIENE.

During the Fleet Landing Exercise a serious outbreak of fish poisoning was experienced. No fatalities resulted and warnings were issued against the eating of tropical fish. Active campaign has been undertaken by COMMANDER TRAINING DETACHMENT to reduce incidence of venereal diseases. The cooperation of civil authorities in the Norfolk area has been solicited to this end.

(F) DISCIPLINE.

Discipline has been generally excellent. Conduct ashore during the Midshipmen Cruise was the subject of complimentary comment by the authorities in ports visited.

PART VI - INSPECTIONS

Holding to an orderly program of inspections is difficult because vessels of the DETACHMENT are so seldom in company and frequently diverted from regular schedules without advance notice. Surprise inspections have proved of value in maintaining high standards of cleanliness and upkeep, and have the advantage of keeping personnel alert.

A. W. JOHNSON.

1938

Annual report of commanding general, Fleet Marine Force

DECLASSIFIED
Authority: NND 730036
By: LMH 2/13/24
NASS Date

Headquarters, Fleet Marine Force,
Marine Corps Base, San Diego, California.

20 July 1938.

From: The Commanding General.
To: The Commander-in-Chief, United States Fleet.

Subject: Annual Report, Fiscal Year 1938.

References: (a) Article 1101, U. S. Fleet Regulations 1938.
(b) CINCUS Despatch 0107 1150, July 1938.
(c) Ltr CinCUS to CG, FMF., AG-1 (2506),
dated 7 July 1938. RESTRICTED.

PART I -- ORGANIZATION

(A) EXISTING ORGANIZATION.

The general scheme of Fleet Marine Force organization is suitable for its primary war mission, but its training allowance strength is inadequate. The actual enlisted strength of the Force was 3957 on 30 June, 1938.

(B) PROSPECTIVE CHANGE OF ORGANIZATION.

During the Fiscal Year 1939, it is contemplated that the 1st Anti-Aircraft Battalion and the 2nd Tank Company will be organized, and attached to the 1st and 2nd Brigades, respectively. These additions and a number of minor changes will result in increasing by about 800 the enlisted training allowance of the Fleet Marine Force.

As the Marine Corps Organization and Equipment Tables are being revised and brought up to date, it is contemplated that a number of minor changes in organization will be put into effect during the next year.

PART II -- OPERATIONS

(A) EMPLOYMENT SCHEDULES.

Approved employment schedules were not carried out by units of the 2nd Marine Brigade from the time of embarkation for Shanghai (23 August 1937) until these units rejoined the Fleet Marine Force (14 March 1938).

-1-

Enc (9)

(B) FLEET TRAINING.

(a) (1) Phases of tactical training.

I. Range Practice. Individuals and gun crews are required to gain proper standard of proficiency in the use of their weapons.

II. Combat Practice. Organizations are taught the tactical employment of their fires.

III. Tactical Training of Organizations. Units are taught to function independently or as part of a COMBAT TEAM or large force in the types of operations for which the Fleet Marine Force must prepare.

IV. Final Phase. Participation in Fleet Problems and Fleet Landing Exercises.

(2) Conditions do not permit all the training to proceed in the same order as prescribed in the above four training phases, but these phases are used as a guide and departure from this scheme is made only as necessary.

(3) The results obtained from the above method of training are highly satisfactory. Particularly fine results were obtained in the 1st Brigade, where training proceeded without serious interruption throughout the year and culminated in participation in Fleet Landing Exercise No. 4.

(b) Gunnery Training.

Prescribed practices and exercises have been fired with each weapon with which the Fleet Marine Force is armed. The prescribed reports of these exercises have been submitted to higher authority.

(c) Engineering Performances. - - -

(d) Aviation.

(1) Routine Aircraft Operations.

Aircraft Two is organized and trained as a self-sustained aircraft group, capable of performing independent duty. It is administratively a part of the Fleet Marine Force

but it is attached to Aircraft Battle Force for aerial operations and training.

Aircraft One is a part of the 1st Marine Brigade at Quantico, Virginia, is not so closely associated with the aviation of the Fleet, and does not have so many opportunities for operations from carriers. Nevertheless, this organization is organized, trained, and operated in accordance with "Instructions Aircraft Battle Force". The object of all its training has been to prepare to operate either with the Fleet Marine Force or with aviation of the Fleet.

- (2) For participation in Fleet Problem XIX, Marine Fighting Squadron Two embarked in the U.S.S. LEXINGTON and Marine Bombing Squadron Two embarked in the U.S.S. SARATOGA. During the week 23-28 May, Marine Scouting Squadron Two, Marine Bombing Squadron Two and Marine Fighting Squadron Two embarked in the U.S.S. RANGER for training and carrier operations. In all, Aircraft Two made 1385 carrier landings.
- (3) Training in aviation is carried out annually in connection with firing practices of Fleet Marine Force artillery.

II, III, and IV. Combat, Bombing, Observation and Scouting are carried out under the instructions of Aircraft, Battle Force.

- (4) A major phase of training for Fleet Marine Force aviation was the support of troops participating in a landing operation and the land warfare operations subsequent to landing. Aerial photography was employed to a considerable extent in the course of this training.

(a) Landing Force Operations.

The main objective of Fleet Marine Force training was preparation for landing operations. The culminating features of this training were: Participation of West Coast Units in Fleet Problem XIX, and the participation of East Coast Units in Fleet Landing Exercise No. 4.

-3-

(f) Gas Warfare Training.

All units were instructed in individual and collective protection against chemical agents. The 1st and 2nd Chemical Companies specialize in chemical defense and are trained to employ chemical agents offensively.

(g) Bases. - - -

PART III - - COMMUNICATIONS

(A) and (B) VISUAL, RADIO AND WIRE COMMUNICATIONS.

The complement of each battalion and higher echelon of command includes a communication platoon, which provides equipment and trained personnel for visual, radio, radio-voice, wire telephone, pyrotechnic and messenger communications. The Communication Platoons are trained to furnish the communications required by the troops in the different types of tactical operations. Radio operators with experience as such at sea are included to insure having operators with a knowledge of Fleet radio procedure.

(c) TACTICAL PUBLICATIONS.

Tactical Publications and registered publications are stored and accounted for in the prescribed manner.

PART IV - - MATERIAL

(A) CHARACTERISTICS AND MATERIAL CONDITION OF VESSELS. - - -

(B) OVERHAULS. - - -

(C) ADVANCE BASE AND EXPEDITIONARY FORCE EQUIPMENT.

The Fleet Marine Force has equipment for existing organizations. The reserve equipment for war-time expansion is held by the Quartermaster, U. S. Marine Corps.

(D) AVIATION.

The O3U-6 planes of the Marine Scouting Squadrons are rapidly becoming obsolete and are now operating under many restrictions.

PART V -- PERSONNEL

(A) COMMISSIONED.

The allowances of officers for existing organizations is adequate. Training has been handicapped by the extended period of time now required for the annual turn-over of officer personnel.

(B) ENLISTED.

Remarks on this subject have been covered under Part I - Organization.

(C) ATHLETICS.

Athletics have been encouraged, a high percentage of men have participated and the interest in athletic games has been general throughout the units of this Force.

(D) CHAPLAIN'S ACTIVITIES AND WELFARE.

In general, these matters are handled by the posts at which the Fleet Marine Force Units are stationed.

(E) HEALTH AND HYGIENE.

In general, excellent. The enlisted personnel of the 2nd Brigade was overcrowded while embarked in the U.S.S. CHAMONT. With present arrangements this vessel can only carry 800 enlisted men comfortably.

On 6 February 1938, there were nineteen cases of fish poisoning from eating fish caught near Culebra, P.R. Investigation revealed a long history of similar poisonings from eating fish caught in this area. It is thought the poisoning has its origin in some food consumed by the fish.

(F) DISCIPLINE.

Throughout the Force there was a general average of 6% punishments by commanding officers, and a similar number by courts.

-6-

PART VI - - INSPECTIONS

Regular inspections were held by commanding officers throughout the year. In addition to such inspections, higher Navy and Marine Commanders have inspected units serving in their commands.

L. McCarty Little
L. McCarty Little.

Copy to: MSC - 3.

NATIONAL ARCHIVES MICROFILM PUBLICATIONS

1938

Annual report of commandant, 14th Naval District and navy
yard, Pearl Harbor

NATIONAL ARCHIVES MICROFILM PUBLICATIONS

NND 730036

June 16, 1935

From: Commandant, Fourteenth Naval District and
Navy Yard, Pearl Harbor, T.H.
To : Commander-in-Chief, United States Fleet.
Subject: Annual Report of the Commander-in-Chief.
References: (a) CinCUS letter, file #2711, of 11 June, 1935.
(b) Outline of the Annual Report of the
Commander-in-Chief as of 30 June 1935.
(c) CNO letter, file #Op-13A/CT A9-1 230527 of
27 May, 1935.

1. Forwarded herewith are data for inclusion in
that part of the Annual Report of the Commander-in-Chief
covering the Fourteenth Naval District.

2. The outline in Part VII of reference (b)
has been followed in order to facilitate inclusion in the
subject report.

3. In accordance with paragraph 2 of reference
(c), no recommendation nor statistical data which have been
the subjects of separate correspondence or reports have been
included. The report is factual and no recommendations are in-
cluded by reason of which further action is contemplated.

O. G. MURFIN

O. G. MURFIN.

Enc (D)

PART VII (a) - ORGANIZATION

1. The Commandant, Fourteenth Naval District, is also Commandant, Navy Yard, Pearl Harbor, T. H.

2. By Chief of Naval Operations letter Op-13A/ over ND14/ AS-1(1)320915 of 24 September, 1952 the Commandant of the 14th Naval District was placed under the Command of the Commander-in-Chief, U.S.Fleet, for certain purposes.

3. While the Submarine Base and Fleet Air Base are within the limits of the Fourteenth Naval District, the Commandant has supervision over these activities only insofar as Public Buildings and Facilities are concerned. It is presumed, therefore, that the Annual Reports of these activities will be forwarded via other channels.

4. The outline of Organization of the Fourteenth Naval District is as follows:

Activity:	Under Cognizance of:
District Headquarters	Chief of Staff
Naval Communication Service	District Communication Officer
Naval Intelligence Service	District Intelligence Officer (Office in Federal Bldg., Honolulu)
Naval Transportation Service	#Port Director, Naval Transportation Service
District Public Works	#District Public Works Officer
District Disbursing Office	#District Disbursing Officer
District Medical Activities	District Medical Officer
District Supply Activities	#District Supply Officer
District Morale Activities	#District Morale Officer
District Material Office	#District Material Officer
District War Plans Office	District War Plans Officer
District Chaplain's Office	#District Chaplain
District Legal Office	#District Legal Officer
District Operations Office } --	District Operations & Personnel Officer
District Personnel Office } --	
Naval Reserve Office	#Inspector of Naval Reserves
Navy Yard, Pearl Harbor	#Commandant, Navy Yard
Naval Hospital	Commanding Officer, Naval Hospital
Fuel Depot	#Officer-in-Charge, Navy Fuel Depot
*Submarine Base	Commanding Officer, Submarine Base
*Fleet Air Base	Commanding Officer, Fleet Air Base

*Under Commandant for Buildings and Grounds only; otherwise under Forces Afloat.

Naval Ammunition Depot, Oahu Inspector of Ordnance in Charge
(Includes Marine Barracks, NAD)
Old Naval Station, Honolulu #Officer-in-Charge

Activity:

Pier 5A, Honolulu

Branch Hydrographic Office

Shore Patrol
District Craft

Navy Rifle Range

Motion Picture Sub-Exchange,
Pearl Harbor
Midway Island
Wake Island

Local Defense Forces

Secretariat, District Headquarters
and District Public Works
General Court Martial
Sub-Board of Inspection & Survey
Hull Board
Personnel Classification Board
Navy Y.M.C.A., Navy Yard

Under Cognizance of:

#Port Director, Naval Transportation
Service, assisted by Officer-in-
Charge, Old Naval Station.
Officer-in-Charge, directly under
Bureau of Navigation.
#Senior Patrol Officer
#Port Director, Naval Transportation
Service.
Commanding Officer, Marine Barracks,
Navy Yard, Pearl Harbor.
#District Morale Officer

Naval Custodian
Manager Pan American Airways,
Naval Reservist, acts as Comman-
dant's representative.
Commandant, 14th Naval District (if
Commander-in-Chief, U.S. Fleet,
places fleet units under Commandant
during certain periods for local
joint exercises or other purposes.)

Chief Clerk, 14th Naval District.
#President
#Senior Member
" " "
" " "
Secretary, under Naval supervision
of District Morale Officer.

Other Naval Reservations under cognizance:-

(a) #District Public Works Officer:-

Oahu, at:

Elishop's Point
Waipio Point
Nuuanu Cemetery
Moanalua Water Development
Aiea Water Development
Property on Ford Island (Oahu) now occupied by U.S. Army as Luke Field
transferred to Navy Department by Executive Order No. 7215 dated
26 October 1935. Navy Department takes possession when Army vacates
Luke Field upon completion Hickam Field.

Kauai, at:

Hanalei (Radio Compass Station site, Lihue)
Hanapepe (Radio Compass Station site)

Mani, at:
Kahului (Radio Compass Station site)
Lahaina (Radio Compass Station site)

Hawaii, at:
Waikae-Kai (Submarine and Seaplane Base site)

(b) District Communication Officer:-

Oahu, at:
Lualualei Radio Station
Wailupe Radio Station
Koko Head Radio Compass Station
Heela Radio Station
Kaena Point Radio Compass Station

Hawaii, at:
Hilo, Radio Station
Hilo, Radio Compass Station
Palamano Point, Radio Compass Station

NOTE:- # - Has other duties under other organizations.
@ - Has duties afloat also.

5. The outline of organization of the Navy Yard, Pearl Harbor, is as follows:

<u>Activity:</u>	<u>Under Cognizance of:</u>
Commissary Store	Officer-in-Charge
Decommissioned Ships	#Captain of the Yard and Preservation
Secretariat, Yard Office	Officer through #Manager
Navy Yard Band	Chief Clerk to the Commandant
Labor Board	Aide to Commandant
Board on Expense Distribution	#Senior Member (also under Civil Service)
Special Survey Board	#Senior Member
Board on Beneficial Suggestions	# " "
Office of the Captain of the Yard	# " "
Yard Craft	#Captain of the Yard
Receiving Station	Assistant Captain of the Yard assisted by Yard Boatswain
Ship's Service Store	#Commanding Officer, Receiving Station (Captain of the Yard)
Enlisted Personnel, Navy Yard, Pearl Harbor	Officer-in-Charge
Yard Fire Department	#Commanding Officer, Enlisted Personnel Allowance (Capt. of the Yard)
	Yard Fire Chief (Sergeant, USMC) under Captain of the Yard.

-3-

Activities:

Yard Patrol
Pilot's Office
Industrial Department
Planning Division

Drafting Section
Production Division

Public Works Division

Accounting Division
Safety Engineer's Office
Radio Material Office
Survey Office
Salvage Office
Boiler Inspector's Office
Supply Department
Service Group
Storage Group
Incoming Stores Group
Outgoing Stores Group
Medical Department
Yard Dispensary
Out Patient Clinic, Old
Naval Station
Marine Barracks Dispensary
Branch Dispensary, Rifle
Range
Marine Barracks
Barracks Detachment
Main Gate Guard
Fleet Air Base Outpost
Old Naval Station Outpost
Rifle Range Outpost

Under Cognizance of:

Commanding Officer, Marine Barracks
Yard Pilot
#Manager
Planning Officer
Planning Assistant (Hull)
Planning Assistant (Machinery)
Planning Assistant
Chief Draftsman
Production Officer
Machinery Superintendent
Ship Superintendent (Machinery)
Ship Superintendent (Electrical)
Hull Superintendent
Assistant Hull Superintendent
(Docking Officer)
Ship Superintendent (Hull)
Shop Superintendent
Civilian Assistants
Material Assistant
#Public Works Officer
Senior Assistant Public Works
Officer
Assistants as detailed
Civilian Assistants
Accounting Officer
Safety Engineer
Radio Material Officer
#Survey Assistant
#Salvage Assistant
#Boiler Inspector
#Supply Officer
Senior Assistant Supply Officer
Assistant Supply Officer
" " "
" " "
" " "
Medical Officer
Assistant
"
" "
N.C.O. (Hospital Corpsman)
Commanding Officer, Marine Barracks
Commanding Officer, Barracks
Detachment.
N.C.O. in charge
N.C.O. in charge
N.C.O. in charge
Officer-in-Charge, Rifle Range

Activity

Under Cognizance of:

Marine Barracks (cont'd.)

Company "A" (Guard)
Company "B" (Guard)
Yard Communication Office
Post Office
Signal Tower

Commanding Officer, Company "A"
Commanding Officer, Company "B"
Yard Communication Officer (Asst. DCO)
Navy Mail Clerk in Charge
Yard Communication Officer (Asst. DCO), for operation; Commanding Officer, Enlisted Personnel, for personnel; Manager for upkeep.
Assistant District Communication Officer, for operation; Manager for upkeep.

Telephone Exchange

Issuing Officer (Yard Communication Officer (Asst. DCO)).

Issuing Officer, Pearl Harbor

Disbursing Office
Chaplain's Office

#Disbursing Officer, Navy Yard
#Chaplain

NOTE: - # - Has other duties in District.

PART (B) - OPERATIONS

1. The operations of the different units of the Fleet stationed in the Fourteenth Naval District are coordinated by the Senior Officer Present Afloat. The District Operations Officer acts as Liaison Officer between Naval Activities and the Army, in matters concerning operations where army firings may conflict with operations of naval vessels.
2. The Commandant, in July 1937, took command of the search for the late Amelia Earhart Putnam, who with her navigator, Fred Noonan, were lost in the vicinity of Howland Island, while attempting an around-the-world flight. Units of the Fleet and of the United States Coast Guard composed the vessels of the search. Neither personnel, plane, nor wreckage were found.
3. The District has participated with the local Army Forces in monthly Joint Communication Exercises; also took part in Joint Command Post and Communication Exercises on 18 March, 1938.
4. During March 1938, the Commandant, assumed command of all Naval Forces in Hawaiian waters for participation in Fleet Problem Nineteen. The Commanding General, Hawaiian Department, assigned twenty (20) Army Bombers to Patrol Wing Two, to augment the Naval Forces.

(C) Communications

General

The Trans-Pacific and ship to shore communications have been very satisfactory during the past year. An increased use of high frequency by itinerant ships has made communications with them more reliable during the daylight hours.

There have been practically no interruptions to communications due to control line casualties.

Operation

During the hours of the day and in the months when it is necessary to use 5965, communications with San Francisco are not entirely reliable. But at all other times communications to and from San Francisco are very satisfactory. This problem is being worked on and has been discussed in detail in separate correspondence with the Bureau of Engineering.

Communications with Cavite are very satisfactory for manual operation during all hours of the day. It is believed that the erection of new antenna at Cavite will improve the automatic operation between Oahu and Cavite.

Material

The TAL transmitter is badly in need of complete overhaul. It is impossible to effect this overhaul due to the necessity of keeping the TAL transmitter in continuous operation for communications with Cavite.

The TAW transmitter has been completed with the exception of the antenna and its matching inductance. The antenna design is being modified by the Bureau of Engineering and no further work will be done at Lualualei until the Bureau of Engineering decides upon the new design which is to be used. An upkeep schedule has been inaugurated to prevent any deterioration in the parts of the TAW already completed.

Radio Oahu is badly in need of one additional high frequency medium power transmitter.

Routine upkeep of buildings and grounds has resulted in maintaining them in excellent condition.

District - Inter-Communication Lines, Control, Telephone, Etc.

This district leases three short lines to connect two telephones and a teletype in the Federal Building, Honolulu, with the Army cable system. All other inter-communication lines are furnished by the Army as the result of inter-departmental agreement.

During the last year there were very few casualties to the communication control lines. The lack of casualties was the result of installation of additional cables by the Army which enabled them to furnish lines over alternate routes from Wailupe to Lualualei. Lack of casualties may also have been a result of a much drier year than the one that preceded. However, the Army has improved the design and location of its cable system to prevent its being made inoperative due to flooding.

At present all control lines from Lualualei to Wailupe cross the entrance channel to Pearl Harbor in one cable. Should this cable be broken, Wailupe would have no control lines leading to Lualualei. The Army is at present installing an alternate cable running around Pearl Harbor on the landward side which when completed will furnish an alternate route for this section. When the Army completes the installation of this new cable there will be two separate and distinct systems of control lines over most of the distance between Wailupe and Lualualei.

Receiving Station, Wailupe.

As there is a plan for relocating the receiving buildings and antenna systems at Wailupe, expenses for upkeep of material have been kept at a minimum during the past year. But, it is believed that due to the fact that the relocation seems to be indefinite, steps should be taken in the near future to redesign and relocate the entire receiving antenna system. Plans for the improvement of this antenna system have been submitted to the Bureau of Engineering in separate correspondence.

PART VII (a) MATERIAL

Included in remarks under (e).

PART VII (e) OVERHAUL AND UPKEEP FACILITIES

In addition to work on naval vessels based on or operating in the Hawaiian area and minor work on Coast Guard, Lighthouse Service and Army craft, the Industrial Department has performed major repairs or routine overhauls on the following naval and other vessels during the period 1 July 1937 to 30 June, 1938.

Regular overhauls of three heavy cruisers - USS SALT LAKE CITY, USS CHESTER, and USS TUSCALOOSA.

Regular overhaul of two oilers - USS KANAWHA and USS NECHES.

Regular overhaul of eleven old type 1100-ton destroyers - BROOKS, GILMER, FOX, HUMPHREYS, CHILDS, KING, SANDS, WILLIAMSON, BARRY, HOPKINS and LAWRENCE.

Regular overhaul of the ocean-going tug - ONTARIO.

Complete overhaul of the YM15 (Hell Gate) for service with Army Engineers at Midway.

Overhaul of Coast Guard Cutter ROGER B. TANEY, U. S. ARMY TUG CUBA and U. S. Lighthouse Tender KUKUI.

During the presence of the Fleet in the Hawaiian area in the spring of 1938 emergency voyage repairs were performed on various types of vessels of the Fleet. The magnitude of this work was greater than on similar occasions in the past except during 1935. The Yard was able to meet all demands to the satisfaction of the forces afloat.

Routine overhauls of district craft falling due in the period in question were successfully completed. The condition of the bottom plating of submarine work barges YR-21 and YR-22 was such as to require the installation of doublers throughout the horizontal surfaces of the bottom plating, which was completed during the period. Similar conditions exist on open and covered lighters assigned to the District and a program for similar repairs to this craft will begin during the forthcoming fiscal year.

Work proceeded on the construction of the pontoon for Public Works Derrick YD-69 to the point of completion of the hull proper.

The Yard began the construction of Harbor Tug YMT-20, the keel of which was laid on 4 April, 1938. Completion is scheduled for 30 September, 1938. The Yard has been authorized to prepare plans and construct one self-propelled gasoline lighter #YO-43. Due to shortage of drafting force active prosecution of plan work and construction has been delayed.

Actual and estimated shop indeterminate rates for the period of 1 July, 1937, to 30 June, 1938, had increased approximately 6% as compared to the actual rates in effect during the previous corresponding period. A comparison of the rates in effect at Pearl Harbor with those of mainland yards indicates that the local Yard compares very favorably with the mainland yards except for that part of shop expense due to leave and holiday which is beyond the Yard's control. Similarly a comparison of the increases which have occurred in the shop rates at Pearl Harbor as compared to mainland yards indicates that they have been somewhat less than those which have occurred in mainland yards over the corresponding period.

The ships assigned to the Pearl Harbor Yard have afforded a reasonably steady and uniform work load during the period in question. The productive labor, exclusive of the Public Works shops, has averaged approximately \$135,000 per month, as compared to an average of \$140,000 during the previous year. The productive labor reached a minimum of \$105,000 in the month of November, 1937, and a maximum of \$187,000 in July, 1937, the latter being the maximum productive labor for any one month in the history of the Yard.

The need for an early start for the construction of the new shop group, power plant and other industrial activities has again been indicated. Some progress has been made in the improvement of the Yard facilities in that a gyro compass shop has now been completed and placed in operation and the chemical laboratory referred to in the previous report has been placed in full operation. The situation with respect to appropriations for the coming fiscal year indicates that further progress in providing new yard industrial facilities may be expected.

The local Labor Board has been able, in general, to supply the labor needs during the current year with the exception of the peak occurring in July 1937. During this peak period it was necessary to obtain additional employees in several trades from the mainland. Upon the expiration of the peak load a number of these employees returned to the mainland.

Officer personnel has been inadequate and recommendations for an adequate allowance are being submitted to the Bureau of Navigation.

The number of planners and estimators has been increased by one to a new total of twelve, not including one supervisor and one planner and estimator assigned to the Material Section. This number is about three-fourths of the allowed quota.

In addition to the usual run of alteration and repair work for naval vessels, including the mine force, submarines, cruisers, destroyers, and oilers assigned here for overhaul, considerable planning and estimating is done for other government departments, including the Coast Guard, Lighthouse Service, Army Quartermaster's Department, and the Army Engineers' Department, in particular the preparation of the dredge HELL GATE (TM15) for operation.

The Planning Section moved into new quarters on the second floor of the new West Wing of the Administration Building late in the fiscal year of 1937. The new quarters are adequate for the present force and will permit of some future expansion.

The Industrial Department drafting force has been maintained at the maximum of fifteen, including supervisors, or more than double the force of seven in 1935, which has been reduced from a previous eleven. However, the volume of work required of the drafting force has increased. Steps have been initiated to further increase the drafting force, but with no success as yet due to the scarcity of eligibles in the authorized vacancy ratings.

Drafting work has continued on the design of the 65' tug YT180, numerous alterations on cruisers, Army derrick barge - the construction of which at this Yard has recently been authorized, sound installations on submarines, sweepers and cruisers; re-boiling the tug KEOSANQUA; extensive alterations on the sea-plane tenders, small, including new radio installations; inclining experiments on the KEOSANQUA, PRUITT, and FELICAN.

Due to the large volume of urgent work the design of the new fuel oil barge Y043 is being delayed.

The new drafting room quarters, in the West Wing addition to the Administration Building, were occupied late in the fiscal year 1937, and have proven a great help with the increased space and improved lighting conditions.

Some new plan file cases have been obtained, but plans of the new classes of ships recently built, and plans of ships recently assigned to Pearl Harbor as a home yard, continue to arrive faster than new cases can be obtained.

Additional clerical force added this year is improving the plan filing and has reduced time previously spent by draftsmen on filing.

The material section also moved into new quarters in the southwest corner of the second floor of the Administration Building, in space formerly occupied by the drafting room plan files. This section is now well accommodated in this location with considerably more space than previously assigned. The work load continues with the handling of requests for the purchase of materials not in store under Class 201 for immediate issue for work on ships, yard and district Public Works including their work at radio stations, Fleet Air Base, and Submarine Base, amounting to approximately \$1,000,000 annually, involving over 2,000 material notification sheets, many of which carry several different items.

Maintenance and routine upkeep of the various radio stations in the Fourteenth Naval District as well as special projects assigned to this district by the Bureau of Engineering were carried out satisfactorily during the fiscal year. The Model TAW-a 500 KW low frequency transmitter has been assembled and tested but due to the redesign of the antenna this transmitter will probably not be in full commission for several months.

The following Public Works improvements were completed in the Navy Yard:

By Yard Labor

Extension of First Street from Avenue "F" 1000 lineal feet to Central Avenue.

Installation of 450 volt 3 phase alternating current service outlets at Dry Dock, 1010 Wharf, Pier 1 and Marine Railway.

Construction of 24-inch fresh water pipe line from Aies Pumping Plant to the Navy Yard more than 50% completed.

By Public Works Contract

Three 600-foot radio towers removed from the abandoned high power radio station within the Navy Yard.

By Works Progress Administration

New Dispensary completed.

Steam distribution system at Repair Basin completed.

The Accounting Office was moved from the old cramped quarters into spacious office with plenty of light and air. There has also been provided a separate sound-proof room for the mechanical equipment.

The installation of statistical accounting machines is well underway and will be ready for operation before the end of the fiscal year. Several clerks are being trained on a borrowed card punching machine so this phase of the work will not be entirely unfamiliar to them. Full benefits from these machines, however, cannot be expected until the personnel become thoroughly familiar with their operation.

Two clerks were appointed to fill existing vacancies during the year but one was later transferred to another office. The resulting vacancy has not been filled.

No new labor saving devices or replacements were purchased during the year because of the impending authorization and installation of statistical machines.

During the period 1 July, 1937, to 31 December, 1937, nine (9) lost time accidents occurred including one fatality. The total man-days lost including 300 day penalty for the fatality was 878.

For the calendar year of 1937, the Navy Yard stood in fifth place in the Navy Department Safety Competition of group I (all Navy Yards) with a final score of 108.23. Nineteen (19) lost time accidents occurred during the calendar year of 1937 resulting in 784 man-days lost.

During the first quarter of 1938, no lost time accidents occurred in the Navy Yard resulting in a perfect score for all Navy Yard shops for that period.

During April, 1938, one lost time accident occurred in the Navy Yard. The score resulting is:

Paint Shop & Rigging Loft - 177.97
All other shops - Perfect

The following activities had a perfect score during the calendar year of 1937:

Shop 06 - Central Tool Room
" 078 - Decommissioned Ships
" 63 - Woodworking Shop
" 04 - Administrative Group
- Apprentice Group

The following is a classification of causes of lost time accidents for the period 1 July, 1937, to 31 December, 1937, inclusive:

Safety lacking	1
Unsafe practice	5
Failure of employee	2
Unavoidable	1

The General Safety Committee has made weekly inspections and several investigations during the period covered by this report.

Considerable progress has been made in the safety education of supervisors and employees by instruction and rigid safety inspections.

PART (F). PERSONNEL & TRANSPORTATION

1. Personnel.

- (a) Effective 1 January 1938, the status of enlisted personnel in the Fourteenth Naval District was changed from sea to shore duty. This effected all rated and non-rated men assigned duty in the Fourteenth Naval District.
- (b) Since 1 January 1938, the distribution and transfer of all men except seamen and firemen was placed under the administration of the Bureau of Navigation. The distribution and transfer of seamen and firemen continued under the administration of Commander Base Force.
- (c) Due to the increase of permanent units stationed in the Hawaiian Area with consequent increase of functions of activities within the Fourteenth Naval District, recommendations for corresponding increases in enlisted personnel allowances have been made and approval is considered necessary.

2. Transportation.

- (a) Transportation from the District for all Naval personnel and dependents is furnished by the Commandant, Fourteenth Naval District.
- (b) During the fiscal year 1938, very little government transportation was available for dependents. The situation in the Orient necessitated removal of all dependents from the Asiatic Station, with exception of dependents residing in the Philippines and there was accordingly little space available at Honolulu.
- (c) The majority of transportation from the District is to the West Coast of the United States. The minority of transportation is to Guam, Samoa, and the Asiatic Station.
- (d) During the fiscal year 1938, the Commandant was authorized to issue commercial transportation to dependents, legally entitled, from the District to the West Coast of the United States, without referring each individual case to the Bureau of Navigation.
- (e) During the period 1 May 1937, to 30 April 1938, inclusive, commercial transportation was furnished for 1,347 officers, enlisted personnel and dependents at a total cost of \$136,746.61.

PART (G). FUEL AND SUPPLY FACILITIES

1. Fuel plant: Additions and Betterments

Water Plant (Merry Point) - Improvements. Diesel Oil.

- (a) New buildings: (1) Valve chamber located opposite Building No. 23 was renovated and converted into a structure for a pumphouse. This structure consists of a concrete foundation and pit, with steel frame and corrugated siding and roof.
- (b) New equipment; major repairs:
 - (1) A 1000-gallon per minute motor driven centrifugal pump was installed in structure referred to in paragraph 1(a), manifolded to the Diesel Oil System at the Submarine Base Wharf and Merry Point Wharf, making it possible to pump to and from Tanks 23 and 25 and completely empty tanks when necessary.
 - (2) Installed a ten-inch connection between diesel oil and fuel oil lines at North East end of Merry Point Wharf, to provide for storage of diesel oil in 150,000 gallon tanks.
 - (3) Installed a 12-inch header with connections to tank 23 to 25 inclusive and tank 24, replacing original filling line with 8-inch tank connection which has corroded beyond repair.
- (c) Increase in capacity of fueling operations:
 - (1) Replaced 8-inch diesel oil line with 8-1/2" outlets by 8-inch line with 4" outlets under Piers 1 to 4 inclusive at the Submarine Base.
 - (2) The installation referred to in paragraph (b)(1), and replacement in paragraph (c)(1) permitted the mass fueling of submarines.

Lower Plant - Additions and Betterments - Fuel Oil.

- (b) New equipment; major repairs:
(1) A Worthington pump, size 10 G.P.S., capacity 2,000 gallons per minute, 2200 volt, 3-phase, 60 cycles, 200 horse power, with starting compensator, was installed in building No. 76. As a result the rate of delivery of oil to Navy Yard at 1010 dock, piers 1, 2, and 3, and Power Plant, has been raised from 500 barrels to 2850 barrels per hour.

OPERATIONS

From 1 July 1927 to 3 May 1928, 254 vessels and 525 shore units were serviced. In addition, the oil barge delivered 175,514 barrels of fuel oil to vessels and the Fleet Air Base. 23 vessels were defueled. During the same period 642,862 barrels of fuel oil were received and issues of fuel were as follows:

Fuel Oil.....	990,289 barrels.
Diesel Oil.....	18,816 barrels.
Gasoline.....	25,525 gallons.
Lubricating Oil.....	67,883 gallons.

During Fleet operations from March 30 to April 21, 1928, 122 vessels were fueled totalling 584,054 barrels. This includes quantities delivered to tankers. Gasoline totalling 52,137 gallons were also issued to small craft of the Fleet.

2. Supply Facilities.

- (a). A lean-to to rear of building No. 99 is in process of construction for the storage of gas cylinders.

Buildings No. 414 and 418, Kuahua Island, basic assignment Supply Department, but heretofore used by other units in the District, are now being utilized for the storage of stock.

- (b). Purchase of the following equipment has been authorized by the Bureau of Supplies and Accounts for delivery in the current fiscal year:

- 1 truck, electric, crane, revolving.
- 4 trucks, platform, lifting, all steel construction.
- 1 saw, portable, circular, electric, motor driven.
- 1 inclined conveyor and piler, motor operated.
- 10 sections gravity roller conveyor.
- 1 truck, lumber carrying, gasoline engine driven.

(h) - HOSPITAL FACILITIES

The Naval Hospital at Pearl Harbor has a normal bed capacity of 257. It is adequate for all District peacetime requirements.

Dispensary facilities at Pearl Harbor, Old Naval Station in Honolulu, Lualaba, Fleet Air Base and Submarine Base are adequate for the needs of those respective activities.

The new Dispensary in the Navy Yard, Pearl Harbor, was completed during the year, and is a marked improvement over the old building which was used for that purpose.

Dependents of Naval personnel are furnished outpatient treatment at the Dispensary Old Naval Station, and, when necessary, are hospitalized in a civil hospital or at the Tripler General Hospital (Army) at their own expense. They are attended at these institutions by either Navy or Army medical officers.

(1) - Base Facilities

1. Since the last Annual report improvements to the channel have been continued. Channel buoys have been relocated and renumbered to conform to these improvements.

FLOATING CRAFT

- 1 - SUNHADIN - - Tug
- 2 - YTL13 - - - "
- 3 - SOTOYOMO - - "
- 4 - YMT5 - - - "
- 5 - Commandant's Barge - 40 ft. motor boat
- 6 - 40 ft. motor boat, Public Works
- 7 - Captain of the Yard's Gig - 35 ft. motor boat
- 8 - 26 ft. motor launch
- 9 - 24 " " "
- 10 - YQ21 - Oil Barge
- 11 - YW10 - Water Barge
- 12 - YGL5 - Steel Lighter
- 13 - YA68 - " "
- 14 - YA651 - " "
- 15 - YD25 - Floating Derrick, 150 ton
- 16 - YD68 - " " 15 ton
- 17 - YSD9 - Power Driver Derrick, Air
Station, MARY ANN
- 18 - YM-15 - Hell Gate - Dipper Dredge.

PART VII - FOURTEENTH NAVAL DISTRICT

(J) NAVAL AMMUNITION DEPOT, OAHU, T.H.

General routine operations of the depot have been carried on satisfactorily. All demands of ships and shore activities have been met.

The production facilities of this depot are not satisfactory but are being improved by replacement of obsolete equipment.

Living conditions at this depot are satisfactory although many inconveniences exist due to isolation of the station. Servants are very hard to obtain. Electric water heaters have been installed to supplement or replace wood burning stoves.

Recreational facilities of every practical kind are highly desirable and fully warranted. The motion picture theater and tennis court have been of decided value in promoting contentment and morale.

The school situation is unsatisfactory due to distance of schools from station.

Structures and public works have been satisfactory except as follows:

(a) The work of resurfacing some of depot roads was begun in April under supervision of Public Works Department Navy Yard Pearl Harbor using WPA labor.

(b) Telephone system and lighting systems are most unsatisfactory and repairs required are urgently needed. Steps have been taken in an effort to correct this situation.

(c) Drainage system urgently needed in warrant and civilian quarters to clear basements of water seeping under foundation. Steps have been taken in an effort to correct this situation.

(d) Two subsurface magazines located at WEST LOCH are urgently needed to relieve the congestion of ships service allowances of ammunition stored in magazine. This item was included in the list recommended by the Local Development Board but was rejected by the Shore Station Development Board.

The water supply has been ample for all purposes. Weekly tests have showed water to be excellent.

Public utilities and equipment (such as refrigerating machines, handling apparatus and motor vehicles) have in general given satisfactory service, but due to the diversity of makes and models, the expense of maintenance will continue to be a heavy burden. The trailers provided for transporting explosives do not comply with Interstate Commerce regulations and are to be replaced with trucks of same capacity.

The clearing of fire breaks and patrol lanes around magazines

[REDACTED]
[REDACTED]
(J) NAVAL AMMUNITION DEPOT, OAHU, T.H. (Cont'd.)

and along boundary fences is a continuous task which would be facilitated if depot were provided with a caterpillar tractor equipped with a bulldozer attachment. This has been made subject of separate correspondence.