

# Great Lakes Bulletin

"FOR THE GOOD OF THE SHIP"

Vol. No. 8, No. 34.

U. S. NAVAL TRAINING STATION, GREAT LAKES, ILLINOIS

29 August, 1931

## Chief, Bureau of Navigation Visits Station

Rear Admiral Frank B. Upham, U. S. Navy, Chief of the Bureau of Navigation, was a visitor to Chicago on August 27th, when he conferred with Dr. Walter Dill Scott, President of Northwestern University, Evanston, Illinois, concerning the progress of the Naval Reserve Officers' Training Corps Unit at that institution. Admiral Upham expressed himself as highly pleased with the results being accomplished at the Northwestern Reserve Officers' Training Corps Unit, stating that "we are having the finest possible results and cooperation at Northwestern."

The Great Lakes Naval Training Station was also visited by Admiral Upham for the first time. He made a casual inspection of that institution, appeared agreeably surprised to find Great Lakes such an attractive station, and expressed his satisfaction with the work being conducted there.

## SOUND MOTION PICTURES

Two sound motion picture programs have been received from the U. S. Navy Motion Picture Exchange, and consequently the first regular sound motion picture show will be given in the Auditorium on Monday evening, 31 August, and will be in lieu of the silent program. As announced in the column of "coming events" the picture selected for this show is entitled, "Abraham Lincoln," ten reels with one additional reel, "Inauguration Speech by Admiral Upham."

Special attention is also invited to the fact that the last Sound Picture show, in the series for the benefit of Great Lakes Auxiliary, Navy Relief Society, will be given in the auditorium on Tuesday evening, 1 September. The program selected for this occasion is entitled, "Little Caesar," and should prove to be of unusual interest.

## SURGEON GENERAL OF U. S. NAVY VISITS NAVAL HOSPITAL

Rear Admiral Charles E. Riggs, Medical Corps, U.S.N., who is Surgeon General of the U. S. Navy (made an informal visit at the Naval Hospital, Great Lakes, Illinois, last Thursday and remained until Thursday of this week. Returning from a tour of inspection of naval activities on the Pacific Coast, Rear Admiral Riggs arrived in Chicago Tuesday afternoon, where he was met by Captain N. T. McLean, (MC), U.S.N., Commanding Officer of the Naval Hospital, Great Lakes, Illinois, and Lieutenant Commander M. F. Hudson, (MC), U.S.N., Liaison Officer of the Veteran's Bureau at the hospital, who escorted him to Great Lakes.

On Wednesday morning, 26 August, Ad-

## Events of Interest for Coming Week

### Saturday—29 August

- 10:00 A.M.—Commanding Officers Inspection, Groups 1, 2, 3, and 4.  
7:30 P.M.—Movies at Camp Barry, for Camp Barry personnel only—A MAN'S MAN (Drama) William Haines-Jos. Dunn (8 reels).  
7:30 P.M.—Red Cross House, Naval Hospital: Party, Women's Overseas League, Chicago, hostesses.

### Sunday—30 August

- 7:30 P.M.—Movies—Red Cross House, Naval Hospital. THE CAMERA-MAN (Comedy) Buster Keaton-Marcelene Day (8 reels).  
7:30 P.M.—YMCA. Entertainment Camp Barry-Camp Barry Personnel only.

### Monday—31 August

- 8:05 A.M.—Band Concert.  
3:30 P.M.—Band Concert.  
8:00 P.M. Red Cross House, Naval Hospital: Entertainment, Wilmette Post, American Legion.  
8:00 P.M.—Sound Movies, Station Auditorium—ABRAHAM LINCOLN. Inauguration Speech by Admiral Upham.

### Tuesday—1 September

- 2:30 P.M.—Band Concert—Naval Hospital.  
7:30 P.M.—Movies—Red Cross House, Naval Hospital. A MAN'S MAN William Haines- Josephine Dunn (8 reels).  
8:00 P.M.—Sound Movies—Auditorium.—LITTLE CAESAR—Edward G. Robinson-D. Fairbanks, Jr. Ripley (1 reel) The Gob (2 reels).

### Wednesday—2 September

- 8:05 A.M.—Band Concert.  
2:30 P.M.—Red Cross House, Naval Hospital: Party, American Legion Auxiliary, Waukegan, hostesses.  
3:00 P.M.—Dress Parade, Station Parade Grounds.  
The public is cordially invited to attend.

### Thursday—3 September

- 1:15 P.M.—Navy "Y" Theatre Party for V. B. Patients. Arrangements by YMCA Secretary. Courtesy Gene-see Theatre.  
2:00 P.M.—Band Concert, Nav. Hospital.  
8:00 P.M.—Sound Movies—Auditorium A LADY SURRENDERS.

### Friday—4 September

- 8:05 A.M.—Band Concert.  
7:30 P.M.—Red Cross House, Naval Hospital: Game Night.

miral Riggs made an informal inspection of the various activities at the hospital, and Wednesday afternoon was devoted  
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## Chippy Crew Wins at Culver; Heavies Lose

The annual cutter races with crews from the summer school of Culver Military Academy were held last Tuesday afternoon, 25 August, at Culver, Indiana, before a large and enthusiastic group of spectators.

The two crews from this station left early Monday morning, arrived at Culver about twelve o'clock noontime, and were given a cordial reception by students from the Culver Summer School. In the afternoon they took a very light work out on Lake Maxinkuckee, where the races were to be held. The weather proved to be excellent on Tuesday morning, with a light northerly wind blowing directly down the course. At nine o'clock the light crew weighed in and met the requirements of 140 pounds each. Then at half past two the Chippy crews manned their boats and slowly pulled down to the starting line.

The teachers and students at Culver always look forward with a great deal of enthusiasm to these annual races, and, as they are held during the summer school commencement, there are invariably many spectators present. The sides of the course were literally lined with small craft and additional Culver cutters, loaded with spectators, under tow of a Culver power boat. It is estimated that there were at least seventy-five boats of various types scattered along the course; while on the shore front, near the finish line, there must have been eight hundred Culver students and their friends. Admiral Rodman, U.S.N., (Retired) and General McGrilliat were present in the former's boat, "The Admiral Ross."

The Chippy crew got away to a good start promptly at three o'clock. Lieutenant Buck, U.S.N., acting as starter. Both crews were pulling very much the same stroke, Culver having adopted our stroke since the races held last year. At the start both crews spurted and then settled down to a 36 stroke, with no advantage at this point of the race to either crew. At the one quarter mile buoy the Great Lakes crew was leading by about two feet and after the two crews crossed the one half mile marker they were neck and neck. Between the one half mile and three quarter marker the Culver crew took a slight lead, and at the three quarter marker they were leading by about four feet. There never at any time being open water between the boats. At this point the chippies went into a final sprint and stepped their pace up to about a 40 and in the last 100 yards nosed out to beat Culver by about eight feet. The time of this race was 9 minutes and 44 seconds for Great Lakes, and 9 minutes and 45 seconds for Culver. It was a very exciting race to watch and Great Lakes seized the victory in the last 100 yards  
(Continued on page four)

# Great Lakes Bulletin

"FOR THE GOOD OF THE SHIP"

Published every Saturday at the U. S. Naval Training Station, Great Lakes, Illinois

Rear Admiral W. S. Crosley, U.S.N.,  
Commandant

Commander Walter F. Lafrenz, U.S.N.,  
Executive Officer

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Bulletin Office, Room 31 Administration Bldg.

SATURDAY, 29 AUGUST, 1931

## INFORMATION FOR RECRUITS AND THEIR RELATIVES

1. All men are urged to write home regularly and have their relatives write to them as often as possible. Relatives may visit by making the necessary arrangements with the Officer of the Day, or his representative, at the Main Gate, upon arrival at the station.

2. **Pay:** Recruits hold the rate of apprentice seaman for a period of four months, with a salary of twenty-one (\$21.00) per month. Upon the completion of four months in the service they are advanced to the rate of seaman second class, and consequently are given a salary of thirty-six (\$36.00) per month.

3. **Allotments for saving and support of dependents:** Men are urged to save their money and help carry financial responsibilities at home. They are advised to make allotments to the dependent ones, or some bank after they have been promoted to the rate of seaman second class and sent to their regular place of duty.

4. **Life insurance:** Government Life Insurance is available for all who desire it. The rates are the lowest and the policies are the safest in the country. We recommend it strongly to all recruits. But remember it must be applied for within one hundred and twenty days subsequent to date of enlistment, otherwise you will not be able to obtain it.

5. **Liberty and Leave of Absence:** During the first three weeks on the station all recruits are kept in detention and consequently no liberty granted. But during the remaining nine weeks, liberty is granted from 1:00 P.M. on Saturday to 7:00 A.M. the following Monday. A leave of absence of ten days, two days travel time, is granted to all men desiring to go home or visit relatives upon completion of their training, provided they can finance the trip. In some cases, leave enroute to their new assignment is given instead, if it is to the advantage of the Government.

6. As soon as you have been informed that you will be transferred, write home and tell the folks where you are going and when you expect to arrive. Then as soon as you arrive at your destination, write again and give them your new address. If you do this you will prevent considerable unnecessary work, and relieve the anxious minds at home.

## ELIGIBILITY FOR FLEET NAVAL RESERVE

The large number of inquiries, official and unofficial, being received indicates that there is rather widespread lack of knowledge as to the law governing the transfer of enlisted personnel to the Fleet Naval Reserve. The usual inquiry is, "Do I come under the 'old law' or under the 1925 law?"

In order to answer this inquiry, it is necessary only to determine one fact, i.e., what was the man's status on the one day and date of 1 July, 1925. If on that date he was:

- Serving in the regular Navy, or
- Had been discharged from the regular Navy and subsequently reenlisted within three months of date of discharge; or
- Was serving in the Naval Reserve Force in an enrollment entered into within four months of the date of discharge from the regular Navy, and reenlisted within three months of date of discharge from the Naval Reserve;

he is eligible for transfer to the Fleet Naval Reserve after sixteen or twenty years' service and will receive the benefits of the Act of August 29, 1916 (frequently referred to as the "old law") regardless of the fact that service might not have been continuous either prior or subsequent to 1 July 1925. These classes are designated F-4-C and F-4-D, respectively. Any man who does not meet one of these requirements—and only one is necessary—is eligible only for the twenty-year Reserve established by the Act of 1 July, 1925, designated as class F-5.

Another common inquiry is: "Does my broken service (service in the Marine Corps, etc.) count for transfer?" The answer to this inquiry is set forth in the following statement which shows what service may be credited for transfer to the Naval Reserve:

- All service as an enlisted man of the regular Navy regardless of the fact that it may not have been continuous, and regardless of character of discharge received;
- All service in the United States Marine Corps regardless of continuity or character of discharge;
- Service in the United States Coast Guard only while operating under the jurisdiction of the Navy Department in time of war;
- All active service in the U. S. Reserve Force or U. S. Naval Reserve except active service for training purposes;
- Service as an officer of the regular Navy or active service as a Reserve Officer.

Another feature which seems to be not generally understood by commanding officers as well as the enlisted personnel is the difference between service for transfer to the Fleet Naval Reserve and service for pay purposes. Probably the main difficulty is failure to understand the constructive service allowed on minority enlistments and in the case of three months' early discharges for the convenience of the Government in accordance with the provisions of the "old law."

## DIVINE SERVICES PROTESTANT

Commander Chas. V. Ellis, (ChC)

U.S.N., In Charge

8:45 Bible Classes

Second Battalion Barracks

8:45 A.M. Morning Services, Camp Barry

9:30 A.M. Brig Service

10:00 A.M. Morning Service

Station Auditorium

11:00 A.M. Sunday School

Station Auditorium

7:00 P.M. Evening Service

Red Cross Building, Hospital

## CATHOLIC

Comdr. Francis L. McFadden, (ChC),  
U.S.N., In Charge

9:00 A.M. ----- First Mass

10:00 A.M. ----- Second Mass

Confessions will be heard before both Masses.

All Catholic Services are held in "All Souls" Chapel on the Hospital Grounds.

## DIVING SCHOOL APPLICANTS DESIRED

The Bureau plans to order two to four Chief Gunners or Gunners to the Navy Yard, Washington, D. C., for a course of instruction in diving. The course will start about 1 January 1932 and will last for about six months. The orders of those selected will provide for the transportation of their dependents, if any, to Washington, D. C., from present stations. Those completing the course will be assigned to duty on submarine rescue vessels, the U. S. S. HOLLAND, or to submarine bases.

Applications for the course should be submitted so as to arrive in the Bureau of Navigation not later than 1 October 1931.

Commanding Officers are requested to include in their forwarding endorsements a statement as to their opinion of the applicant's fitness for the course, together with a report of a medical officer as to the applicant's physical qualifications.

BuNav Bulletin No. 163.

Father (to errant son): "My son, I'm afraid I'll never see you in heaven."

Son: "Whatcha been doin' now, pop?"

NTS. News.

It is also interesting to note that while service in the Marine Corps may be credited for transfer, it does not count for pay; whereas all service in the United States Coast Guard, regardless of date, may be counted for pay but only between the dates of 6 April 1917 and 28 August 1919 does it count for transfer to the Reserve. Also, that while all service as an officer counts for transfer, only service between the dates of 6 April 1917 and 31 December 1921 is credited in computing a man's pay. Service in the United States Army does not count for pay or transfer to the Reserve, but it does count for retirement after thirty years' full active service and for thirty-year retirement after transfer to the Reserve upon the completion of sixteen or twenty years' service.—BuNav. Bulletin No. 163.

## Recruit Training

### Company Thirty.

Graduation week has arrived at last and by the time these notes have come out, Company Thirty will exist only as a thing of the past.

Let us spend a moment or two looking back upon the rocky road which we have marched. It took a month to form in Camp Barry and we were a pretty green bunch. None of us could roll a bag. A few of us couldn't even keep in step and most of us were of the opinion that "Field Day" meant a Track Meet.

Our first week of drill was just one of those things which make strong men weep. However the valiant efforts of Mr. Thompson began to take effect, and order gradually came out of chaos. Thus we were able to enter "Paradise" with a faint idea of what was expected of us.

Here things went a bit more smoothly. We kept improving steadily until we finally became Rooster Company and go down in the history of Great Lakes as one of the best companies that ever went through the station.

### Company Thirty-one.

Time is flying rapidly by here. Already we are on our tenth week of training. We have been so busy drilling and working on our bags that we have not noticed how fast the time has gone. We still have plenty of work to do on our bags and especially on our infantry drill so that we will be in shape for our last Rooster. Company Thirty holds the coveted bird now, edging our company out by a very small margin in the last Rooster competition. We are only sorry that we won't have Company Thirty to compete against; next competition, for we are almost sure we are as good as they. Everyone in camp enjoyed the very successful smoker which was held last Thursday evening and we are glad to see something of this kind given for charity, and we are more than glad to know that we could in putting on this boxing and wrestling enterprise for charitable purposes.

### Company Thirty-two.

At last we are on the rifle range. We each had our trial shots today and most of us did well. A few of the boys have sore chins but they are anxious to keep shooting. We find it is going to be harder to qualify than we thought, but we are going to try hard for a high average.

At last we have found our bearings and we are going to put up a hard fight for the rooster in the future. We intend to have much better bags than we had in the last rooster competition. Our boys have their eyes on the cherished bird, so other companies beware.

Our boat crew has been practicing right along. The other day when some of the fellows were out rowing they received the command to take their oars out of the water. One of the fellows made the remark, "Water sure makes these oars a lot heavier."

We would like to take this opportunity to wish Company Thirty in Upper "A" Barracks a very enjoyable time on their coming leave.

### Company One.

We have taken part in our first Rooster competition and hope to make a better showing next time. Due to sickness we lost several of our shipmates, among

## Hospital Notes

School is the order of the day. And it brings congratulations to five of our Hospital Corpsmen who have been selected by officials of the Department for special training courses:

F. A. Bruce, HA-2c and R. W. Campbell, HA-1c, were transferred the 27th, the former to the U. S. S. Salt Lake City, the latter to the U. S. S. Marblehead. After a nine months tour of sea duty in the Scouting Fleet, they will join the preparatory class for Annapolis.

On the 2nd of September, W. J. Parkos, PhM-2c, will be transferred to Brooklyn, N. Y., where he will undergo a course of instruction in X-ray technique.

On the 10th of next month J. W. Mills, PhM-2c, and W. J. Harter, HA-1c, will be transferred to the Naval Medical School, Washington, D. C., where they will receive a course of instruction in dental technique.

Camp Rossers have a couple of new neighbors. Bill Schlessler, PhM-1c, and family, have moved into Quarters 1055 West, last occupied by Kenneth Norton. His Majesty, Chief King, has been assigned to Quarters 1061 West, recently vacated by the family of Walter Kemp.

Two of our salty third class pill mates have received their honorable discharge. Walter Eichler and Eugene Pritchard. Eichler contemplates going into business; but Pritchard's chief business will be to find the recruiting office before his three months' vacation is over.

Big Bond. Bobby Jones of the hospital garage, decided to add to his laurels on the way home from Bonny Brook the other evening, by playing the short course at Belvidere. Everything went fine until he hit the 4th hole. There he caught up with Fate, described as two fair dandies playing just in his lead. Fate let the seagoing threesome (Bobby and two shipmates) go through. The shipmates were holing an awful game, but Bobby decided to show Fate what a real sailor could do. Total silence reigned as he took a mighty swing with his trusty niblick which would have easily trebled the 95-yard shot ahead of him—had the shot connected. The swing was perfect. So was the miss. And so was the acrobatic feat of balancing achieved by Champion Bond in an effort to retain his equilibrium. So also was the beautiful blush which stole over Bobby's gigolo features as the two Fates giggled "Oh!—we ain't so bad after all!"

whom were a platoon leader and one squad leader, thus handicapping our chances in the Rooster competition infantry drill. Our boat crew is not discouraged about losing the first race and intends to put a lot of time in practice so that we will give any company a good race. We wish the graduating company lots of luck and a good time at home.

### Company Two.

Company Two had their last inspection in Camp Barry Saturday, and it was quite favorable.

We received our last shot in the arm Monday and also took the O'Rourke test in the afternoon.

Saturday August 29, will be another happy day as we depart from Camp Barry

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## Aviation School

Class 48, graduating today, renewed the former method of dispositions, having had their choice of the naval air stations in the United States for their next tour of duty. The Navy Department has discontinued ordering our students to other stations by name and in the future the men with the highest standings in their class will have first choice of the dispositions allotted. Foreign stations have not been listed in a long time so that any students with plans for duty in foreign territory should not be disappointed.

The Aviation Mechanics' School appreciates the interest and courtesies shown by the Torchweld Equipment Co. of Chicago in arranging a visit of the Metalsmith Class of this school to the Western Electric Manufacturing Co. last week. This visit proved to be valuable, interesting and instructive, to our students.

Our instruction force is again up to complement with the reporting of A. A. Elder, AMM1c from the Naval Air Station at San Diego.

ACMM Iho has checked out on a months leave to inspect his dirt farm in lower Michigan. "Soup" Worrell made a hurried trip to Oklahoma last week. We understand his trip had nothing to do with "Alfalfa Bill's" oil proposition, but in the interest of Soup's family. Francis, our able maintenance man, wonders why he should be required to look up the necessary bathing suit when he has the beach guard. Others wonder why more instructors can't be placed on the Wednesday small stores duty, one duty in ten weeks seeming to be quite arduous.

### Metalsmiths

The entire metalsmith class made a very interesting trip to Chicago last Friday. We were the guests of the Torchweld Equipment Co., and also the Hawthorne Plant of the Western Electric Co.

The class wishes to thank those who were responsible for this very interesting and instructive trip.

### Class Forty-nine.

This being our last week of study, we are a little enthused over our dispositions.

We have progressed very nicely under our new instructor, Mr. Elder, and we wish him a lot of success at his new duty.

### Class One.

It may seem funny, but no one is kicking because we just have one more week of school. Most of us have already decided where we want to go, so none of the fellows with low marks will be disappointed. The last two weeks have pulled the low marks still lower, but nevertheless we have all received a few new ideas and we believe some of them will stick with us.

### Class Two.

Last week we failed to register in the Bulletin, but we are going to try and make up for lost time this week. We have several reasons for wanting our name in the Bulletin. The main one is that we are nearly through with Ignition, and that means that we are nearly through with the course.

With the help of Mr. Wagner, we have struggled through Engine and Ignition

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RECRUIT TRAINING

(Continued from page three)

ry to Camp Paul Jones and join the Second Battalion.

The Camp as a whole has improved about 35 percent over last week. We have a very snappy Battalion drill in Camp Barry. This will enable us to hit the line on the main side.

The average for Company Two in the O'Rourke test was just received and we find it to be 78 2-5 percent. The high score for the company was 99 by Couser, C. R. Couser is a high school graduate. The Company commander takes the greatest of pleasure in congratulating Couser on his high score. The highest were 97 by Gibson, G. W., and Steinheliser, F. A., Company Two is out for the Bird.

Company Three.

Here we are again having completed another week of training. All of the boys are looking forward to their transfer to the main side this coming Saturday. The platoon leaders have been selected by Mr. O'Gorek. First platoon leader is Shuetz and second platoon leader is Rezny. The M. A. is "Big Stover" from St. Louis and the C. C. is Lear.

We have a General Information question test Thursday and Saturday is our general bag inspection day.

The boys are working hard for the rooster pennant and we have two boys who had such extraordinary bags for inspection last Saturday that the one who has the best this Saturday gets his liberty of week ends and is exempt from guard duty.

Company Four.

Company Four extends hearty thanks to Company Three for their very fine program of last Sunday evening.

In regards to baseball, we consider ourselves as the champions of Camp Barry at the present time, based on the fact that we have defeated all other companies residing here now.

We are anxious to enter Camp Paul Jones in order that we may establish a permanent boat crew, hand ball team and other sports.

Our marks in the O'Rourke were completed a little early so will enter them in the Bulletin. Our average was 78 percent, the highest mark 96 being made by Segerson, Hans C., the next three having a mark of 95 were Leasure, N. J., Loy, A. M., and Curtis, H. R.

Company Five.

As the Company's organization become complete, changes in the petty officer personnel were made by Mr. Cropper. Glenn W. Stump, of Richmond, Ind. was made M. A. in place of G. W. Waltermire who was then made platoon leader of the second battalion. D. E. Johns, of Elmwood, Ind. was advanced from Company clerk to first platoon leader. Oakley, Woodward, of Marion, Ill. has been appointed the company clerk.

Progress with the rifle and with the extended order drilling was greatly handicapped the first week because some fifteen of our men were on the various details.

Most of the boys are getting accustomed to the life as found in Camp Barry. On last Sunday morning when we could have lain in hammocks one hour later nearly everyone was awake and around at the regular hour.

AVIATION NOTES

(Continued from page three)

Theory. Although the marks of some of the fellows are rather low, we have all received something out of the course and we know that the time was not wasted.

Class Three.

We haven't decided whether we learned "Plane Assembly" this week or the principles of the junk business. It is just about time to get something a bit more modern than the old TS for the boys to operate on.

Class Four.

Flight Theory—Our fifth week, just five more weeks and the class will be broken up. However, no one seems to be shedding any tears at the prospect of going to a new location.

We are lucky to have in our class such famous air-minded men as "Doc" Watson and "Dippy" Parker, and with their sound advice and explanation of theories, we should loom up in the air work like a negro on a dark night.

Class Five.

Mr. Worrell is our instructor We shall not want another He teacheth us to splice Navy wires He explaineth in vain We cause him to speak vile language In the presence of his students.

Though we labor into the shadow of darkness

With navy splices, we learneth not He teacheth and explaineth, though the lights be gone

We learneth not, but will carry on.

Class Six.

Class six is on its second week and is coming along fine. At the end of this week we expect to be experts in the art of "making little things from big ones" on a steel turning lathe. Our class intellectual demon, Kyllingstad, is delving into the mysteries of a lathe and consequently has first hand "info" on "why a lathe?"

Class Seven.

Class number seven is duly launched upon the long and devious journey to the rating of Aviation Machinist Mate. Most of the boys suggest immediate installation of emery wheels to save many files and incidently the stored energy of the "educated" sailors.

You may expect several "soup box" speeches in the near future from Class Seven, in regard to these necessary changes of equipment.

Company Six. *This is my co*

Company Six has been growing rapidly and we now need but three men to fill up. What we lack in numbers we make up in pep and have lots of enthusiasm. We have been here about a week but it seems as though we have been here not more than two or three days.

We haven't organized any athletic teams as yet but when we do we are going to make some hustle, because we have a few in our company who claim to be athletes. When these men start working together the others had better be careful because we are going out to win.

Recruits received 19 Aug. to 25 Aug.... 21  
Recruits Trans. 19 Aug. to 25 Aug.... 36  
Recruits in Training 25 Aug., 1931.... 650  
Outgoing Unit, 25 August, 1931.... 203  
Total last two numbers..... 856

CHIPPY CREW WINS AT CULVER HEAVIES LOSE

(Continued from page one).

much to the dismay of the Culver rooters. Admiral Rodman came along side our chippy crew and presented them with the cup which we now have held for two years straight. Pollet, the Coxswain, was promptly heaved overboard and the chippy crew pulled back to the boat shed.

The heavy crews now were on the line and at 3 o'clock both heavy crews got off to a fine start. The heavy race was very similar to the chippy race in that it was exceptionally even during the entire course. Culver started off for the first quarter with a 40 stroke and the Great Lakes heavies spurted for the first 100 yards and then dropped down to their long slow 34. Culver seeing that they had no advantage by maintaining the fast stroke, which they could not hope to keep, dropped to a 36 and the two boats see-sawed down the course to the one half mile marker at which point the Great Lakes crew was very slightly in the lead. The next one quarter mile the Culver crew gradually took back the amount they had lost and at the three quarter marker the Culver crew was neck and neck with the Great Lakes boat. At this point the Culver crew started their final sprint and took about 10 feet on the Great Lakes crew before they got their spurt underway. Grey, the Great Lakes Coxswain, then stepped his boys up to a 38, but Culver was pulling about a 42 with a lot of power behind it and Great Lakes lost about ten more feet before Grey stepped our stroke up to meet Culver's. By this time there was only 100 yards to go and Culver realized they had the lead and was not going to lose it and, try as we might, we could not gain an inch on the Culver boat. The race ended when Culver crossed the line about one boat length ahead of the mighty fine Great Lakes crew. The time of the course was, Culver 9 minutes and 4 seconds, a new Culver course record. The Great Lakes crew crossed in 9 minutes and 6 4-5 seconds. The losing boat's time being better than the previous course record of 9 minutes and 16 seconds. When the Culver crew crossed the line pandemonium broke loose, it being the first heavy race that Culver has won for about 9 years. The Great Lakes crew took the loss to heart very much, for they were beaten by a crew that could not pull any better, but a crew that out-generated them just enough to give them the victory.

Culver was as ever very kind and hospitable to the Great Lakes crews and now have as their aim the retention of the heavy cup and the winning of the chippy cup in next year's annual Culver-Great Lakes race. We seriously doubt that Culver can do this as their idea is identical with our own, and we think the Navy refuses to be held down two years in a row.

SURGEON GENERAL OF U. S. NAVY VISITS NAVAL HOSPITAL

(Continued from page one)

to visits with Rear Admiral Walter S. Croslev, U.S.N., Commandant of the Ninth Naval District, and with officials of the American Legion and others. Thursday morning he departed for Washington, D. C.