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this letter, but Bureau of Navigation,
Navy Department, Washington, D. C.

Refer to No.

NO-ATB-MAR

NAVY DEPARTMENT
BUREAU OF NAVIGATION October 4, 1922.

WASHINGTON, D. C.

Bureau of Navigation News Bulletin No. 6.

This Bureau has had two conferences with representatives of the Bureau of the Budget, and it is believed estimates substantially as submitted to the Secretary of the Navy, will be submitted to the Congress. It is understood that hearings before the Naval Appropriations' Committee of Congress will begin early in November. The Bureau would appreciate suggestions from the Service as to the personnel needs of individual ships or stations with comments as to the adequacy or inadequacy of the present allowance.

The total enlistments for the week were 696, a loss of 71 over the previous week. The largest gain for the week was made by St. Louis. The stations generally show a loss over the preceding week.

With the near approach of Navy Day, 27th October, the personnel of the Navy, both commissioned and enlisted, will doubtless be in receipt of many inquiries about the Navy from friends and acquaintances in civil life. The Bureau, therefore, has deemed it appropriate to include in its news bulletin the following summary of "Our Naval Situation". It is requested that Commanding Officers bring it to the attention of the personnel of their commands and take the necessary steps to insure that its subject matter is understood by all - this, in order that every one in discussing the Navy will be prepared to give accurate information on a subject that is of major interest to the future welfare and prosperity of all citizens.

In reply address not the signer of this letter, but Bureau of Navigation, Navy Department, Washington, D. C.

Refer to No.

NO-HH.

NAVY DEPARTMENT
BUREAU OF NAVIGATION
11 October 1922.
WASHINGTON, D. C.

Bureau of Navigation News Bulletin No. 7.

The following table shows the authorized and present strength of the commissioned personnel:-

	<u>Total auth. strength.</u>	<u>Actual strength.</u> Sept. 30, 1922 (a)	<u>Shortage of allow- ance.</u>	<u>Percentage of allow- ance.</u>
<u>LINE:</u>				
Rear Admirals	55	49	6	89.0
Captains	220	189	31	85.9
Commanders	385	344	41	89.3
Lieut-Comdrs.	770	617	153	80.1
Lieutenants	1787	1433	354	80
Lieuts. (jg))				
Ensigns)	<u>2282</u>	<u>1722</u>	<u>560</u>	75.4
Total	5499	4354	1145	79.2
<u>MEDICAL:</u>				
Rear Admirals	6	4	2	66.6
Captains	49	34	15	69.4
Commanders	98	65	33	66.3
Lieut-Comdrs.)				
Lieutenants)	1072	680	392	63.4
Lieuts. (jg))				
Total.	<u>1225</u>	<u>783</u>	<u>442</u>	63.9
<u>DENTAL:</u>				
Lieut-Comdr.)				
Lieutenants)	189	155	34	82.0
Lieuts. (jg))				
Total	189	155	34	
<u>SUPPLY:</u>				
Rear Admirals	3	3	0	100.0
Captains	26	25	1	96.1
Commanders	53	49	4	92.4
Lieut-Comdrs.)				
Lieutenants)	578	525	53	90.8
Lieuts (jg))				
Ensigns)				
Total	<u>660</u>	<u>602</u>	<u>58</u>	92.7

	<u>Total auth. strength.</u>	<u>Actual strength.</u>	<u>Shortage of allow- ance.</u>	<u>Percentage of allow- ance.</u>
<u>CHAPLAINS:</u>				
		Sept. 30, 1922		
		(a)		
Captains	15	14	1	93.3
Commanders	30	4	26	13.3
Lieut-Comdrs.	30	0	30	00.0
Lieutenants)				
Lieuts. (jg))	<u>76</u>	<u>68</u>	<u>8</u>	89.4
Total	151	86	65	56.9

PROFESSORS:

Captains	3	4	plus 1
Commanders	<u>4</u>	<u>5</u>	" 1
Total	7	9	" 2

CONSTRUCTORS:

Rear Admirals	1	2	plus 1	200.0
Captains	23	18	5	78.3
Commanders	39	31	8	79.5
Lieut-Comdrs.)				
Lieutenants)	212	180	32	84.8
Lieuts. (jg))	<u>—</u>	<u>—</u>	<u>—</u>	
Total	275	231	44	84.0

CIVIL ENGINEERS:

Rear Admirals	1	2	plus 1	200.0
Captains	6	7	" 1	116.6
Commanders	15	15	0	100.0
Lieut-Comdrs.)				
Lieutenants)	88	82	6	93.2
Lieuts. (jg))	<u>—</u>	<u>—</u>	<u>—</u>	
Total	110	106	4	96.3

(a) Includes the following numbers of additional numbers in grade:

	<u>Line</u>	<u>Medical</u>	<u>Supply</u>	<u>Prof's.</u>	<u>Constr.</u>	<u>Civ. Engrs.</u>	<u>Total.</u>
Rear Admirals	5				1	1	7
Captains	13	1	1	1		1	17
Commanders	36			1			37
Lieutenants	<u>1</u>	<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>	<u>—</u>	<u>1</u>
Total	55	1	1	2	1	2	62

NAVY DEPARTMENT
BUREAU OF NAVIGATION

NO-ATB-MAR

WASHINGTON, D. C.
17 October 1922.

Bureau of Navigation Weekly News Bulletin No. 8.

Hydrographic Information. The U.S.S. Hannibal is completing a survey on the east coast of Nicaragua from False Cape to Brangmans Bluff. The U.S.S. Galveston of the Special Service Squadron recently completed a reconnaissance of Manzanillo, Cuba. The chart of this port is being revised from the data received.

The Office recently received from the U.S.S. Stewart a record of the soundings taken by the sonic range finder installed on the U.S.S. Stewart, from Gibraltar to Port Said. This gives a complete line of soundings at intervals of less than 15 minutes for the route taken by the U. S. S. Stewart from Newport to Port Said via Gibraltar, Algiers, and Malta.

Publication - "The Eclipse of American Seapower".

A recent publication by Captain D. W. Knox, entitled "The Eclipse of American Seapower" has been sent out to practically all the libraries in the Service. It is suggested that all officers familiarize themselves with this book. There has been published much misleading information, both in book form and in magazines, relating to the results of the Limitation of Armaments Conference. If Naval officers can thoroughly understand the facts in the case and can make these facts known as widely as possible when opportunities offer, they will be a distinct aid in correcting general misconceptions now prevalent. It is believed that every officer should have authentic information as to the status of each country under the Limitations treaty.

Passports. An idea seems to have been formed in the Service that it is necessary or desirable for officers on board ships ordered to foreign stations to obtain passports for the countries they may visit. This is a comparatively recent idea and before it begins to grow it should be made known to the Service that such passports are not necessary and the Department desires not to issue them.

In some instances, such as the following, it is not only unnecessary but undesirable to possess passports. An officer, who was ordered to the Near East for duty, obtained a commercial passport from the State Department. Sometime later his wife applied for a passport for the purpose of joining her husband, who she said, was an officer of the Navy on duty in Constantinople. The State Department found a record of his commercial passport in its files and replied that it appeared from their records that he was not an officer of the Navy on duty at Constantinople but that he was traveling in Europe for commercial purposes.

Life-Saving Instructions by Captain C. B. Sculley. Through the courtesy of the American Red Cross, the services of Captain C. B. Sculley were obtained free of charge to give life-saving instructions to the enlisted personnel of the Navy Yard, Philadelphia, Pa. The men who prove qualified after the completion of the course will be given a certificate and it is expected that they will prove valuable to the Service in instructing others. Captain C. B. Sculley is a member of the American Red Cross Personnel Life-Saving Corps.

It is believed that Captain Sculley's services could be obtained at other stations with beneficial results, by a request to the American Red Cross, Headquarters, Washington, D. C.

Recruiting Information Ending October 12th.

First Enlistments made since July 1, 1922	-----9070
Deductions	----- 470
Net First Enlistments	----- 8600

Deductions include discharges for physical disability existing prior to enlistment, for fraudulent, underage, and cancellation of enlistment.

Number to be enlisted by 30 June 1923	-----29,400
Average per week	----- 795

The above is based on an enlisted strength of 86,000.

Fitness Reports. The answers to the question on the fitness report with regard to preference for duty both ashore and afloat is frequently incompletely filled out. The Bureau hopes that officers will give attention to this matter.

NAVY DEPARTMENT
BUREAU OF NAVIGATION

NO-MAR

WASHINGTON, 30 October 1922.

Bureau of Navigation Weekly News Bulletin

1. Ratings of Enlisted Personnel.

With the exception of Chief Petty officers and a few ratings in which there is a great excess, the advancement in rating of all men who were on the Bureau's eligibility list on 10 October has been authorized effective 1 November.

Chief petty officers are still over 300 in excess and the Bureau does not consider it yet practicable, in view of the appropriation "Pay of the Navy", to authorize advancements to that rate. The Bureau is aware that in certain commands there is a shortage of chief petty officers of certain ratings, notably chief radiomen, chief yeomen, and chief turret captains. Authorization to make advancements in these grades will be made as soon as circumstances allow.

2. Boatswain's Mates Situation.

Analyzing the boatswain's mates ratings of 1 November, attention is invited to the following table:

<u>Excess</u>	<u>Shortage</u>	<u>Elig. List</u>	<u>Rated 1 Nov.</u>
10 Oct.	Oct. 10 -	Oct. 10 -	
C. B. M.	4	181	0
B. M. 1c.	124	115	0
B. M. 2c.	150	209	150
Cox.	525	31	40
	<hr/> 547	<hr/>	<hr/> 190

This will still leave a shortage of 357. It is not practicable to authorize advancements to chiefboatswain's mate, not only because of the excess of chief petty officers in the service, but also because of the contemplated policy of the Bureau of reducing the ratio of chief petty officers in the service. Nor is it desirable to increase the existing excess of boatswain's mates 1c. Accordingly 150 boatswain's mates 2c. are being rated, which brings this grade up to standard. All men on the eligibility list for coxswain on 10 October are being rated. This leaves a personnel shortage of boatswain's mates ratings of 357. Approximately 280 coxswains can be rated to meet this shortage when their reports of examinations are received; the total of 357 cannot be met at the present time since the excess 124 boatswain's mates 1c. detract from the appropriation a sufficient amount to preclude paying the total allowance of coxswains.

The Gunner's Mates Situation is analyzed as follows:

<u>Excess</u> 10 Oct.	<u>Shortage</u> 10 Oct.	<u>Elig. List</u> 10 Oct.	<u>Rated 1 Nov.</u>
C.G.M. 208		91	0
G.M. 1c.	84	78	10
G.M. 2c.	49	95	20
G.M. 3c. 50		164	10
	<u>125</u>		<u>40</u>

Leaving an excess of 165 gunner's mates.

The Bureau considers that the only equitable method of advancing men in rating, during the present personnel situation, is by seniority on the eligibility list to the extent that the needs of the service permit and pay of the Navy allows. Precedence on the list is determined by date of examination on board, it being presumed that men are examined only when qualified by marks in service record. While this method undoubtedly has many drawbacks, and frequently results in an excess of men being rated on one ship while a shortage in the same rating exists on another, yet the Bureau feels that any acute situation can be met by the Commander-in-Chief or Force Commander, and that at the rate by which ratings are now authorized that no serious shortage in any class of ratings is likely to arise in any unit.

The resumption of issuing of permanent appointments to chief petty officers is still well into the future. However, when the Bureau is able again to authorize this class of advancement, the preference will be given to the men with the longest service and the best records, rather than by date of receipt of papers.