

NAVY DEPARTMENT
BUREAU OF NAVIGATION

WASHINGTON, D. C.

6 September 1922

NQ-ATB-MAR

BUREAU OF NAVIGATION NEWS BULLETIN NO. 2.

1. Authorized Commissioned Personnel. The question having been submitted to the Attorney General as to whether the number of commissioned officers of the active list of the line of the Navy should be computed at the present time on the basis of the total authorized enlisted strength of the Navy as provided in the Act of July 1, 1918, or on the basis of the average number of enlisted men of the Navy as provided in the Act of July 1, 1922, the Attorney General rendered the following opinion:

"I am of the opinion that the Act of July 1, 1922 in reducing to 86,000 the average number in the enlisted strength of the Navy during the fiscal year 1923 dealt solely with the actual number of enlisted men who should be in the service of the Navy during this limited period, and that it therefore did not alter the figures previously fixed by Congress for the maximum authorized expansion of the Navy in case of emergency. I conclude that the total number of commissioned officers of the active list of the line of the Navy may be computed at the present time upon the basis of the total authorized enlisted strength of 131,485 men as provided in the Act of July 1, 1918."

2. Revocation of Appointments of Petty Officers. The Bureau will shortly issue more definite instructions in the Manual as to the procedure to be followed by Commanding Officers in cases of reduction in rating for incompetency, or as a punishment. Commanding Officers have variously interpreted the meaning of Article 24 of the Regulations referring to the punishment of "reduction of any rating established by himself". Reduction in rating is authorized by the Regulations both as a punishment for an offense, and for incompetency. The wording "by himself" applies to the office of the Commanding Officer of a particular ship or station, and not to the officer personally. The detachment of a Commanding Officer does not therefore deprive his successor of the authority to reduce, for proper cause, to the next inferior rating any man who has previously been advanced to a higher rating by the Commanding Officer of the ship or station to which he is attached. Transfer of the man to another station however terminates this authority.

3. Bureau Policy re Captains' Commands. It is the policy of the Bureau to continue officers in the grade of captain while at sea in command until they have completed two years' cruise. The exigencies of the Service may, of course, require some exceptions to this rule, but it is hoped that such exceptions will be as few as possible.

The law requires that at least two years' sea service in a cruising vessel in the grade of captain shall be one of the points of eligibility prior to selection for promotion.

A considerable number of captains had until recently less than two years of such service, and the Bureau endeavored to give such officers this necessary requirement that their promotion might not be thereby hampered.

This condition of lacking the required two years' sea service of captains has now been overcome, and it is not the intention to change commanding officers, particularly those commanding dreadnaught battleships, as has been necessary during the past two years while giving officers opportunities to complete the required amount of sea service in their grade.

It is the intention of the Bureau to give captains, prior to their becoming high enough on the list to reasonably expect selection, command of a dreadnaught that they may appear in the best light before the Selection Board. It will be conceded by all hands that it is desirable to avoid frequent changes in the commands of ships; and it is believed that a condition has now been arrived at by which changes will be less frequent than in the past.

By allowing captains to remain two years at sea, it will be necessary for those on shore to remain nearly three years. This condition comes about through a combination of circumstances. The shore stations represent that the present number of captains assigned is insufficient. There are at sea fewer captains than the Bureau's plans contemplate. For instance, it is the intention to place a captain in command of every division of destroyers. Some of the auxiliary vessels now commanded by commanders will be commanded by captains. These changes, however, must be made slowly, as captains become due for sea.

The question will soon confront the Bureau as to whether a captain at the top of the list, who has already commanded a dreadnaught, shall again command a vessel. Obviously he would command no less than a dreadnaught. This might prevent captains farther down the list from being assigned to commands commensurate with their rank. Up to the present time officers above the class of 1895 have been assigned to dreadnaughts. It will not be long before the class of '95 is considered eligible for such commands when they are due for sea.

4. Transportation of Officers and Dependents. Due to the changes in the law and in order to consolidate to better advantage all transportation activities in the Bureau, the administration of this activity was, on 1 July 1922, concentrated in the Section "Recruiting and Transportation". The officers on duty in the Detail Section of Officer Personnel Division receiving communications from officers in the service refer them to "Recruiting and Transportation" for action.

The Bureau must have at all times an accurate account of the funds available for travel of officers, chargeable to the appropriation "Pay

Miscellaneous". Reports from officers who have been authorized by the Bureau to issue orders involving travel should more promptly be forwarded to the Bureau. The Bureau has been greatly embarrassed by the delay in receiving these reports.

Requests for transportation in government conveyance have been considerably in excess of the space available. It is not possible therefore for the Bureau to furnish, in many cases, transportation to others than those legally entitled to it. Requests should therefore, always be confined to reasonable requirements.

5. Examinations. Officers in the Bureau receive many personal communications from officers interested to know the results of their examinations. The Naval Examining Board is endeavoring to finish up this work as rapidly as possible. There were some thirteen hundred examinations taken since 10 June, 1922, and it will be several months before the findings in all of these examinations will be known.

In reply address not the signer of this letter, but Bureau of Navigation, Navy Department, Washington, D. C. Refer to No.

NAVY DEPARTMENT
BUREAU OF NAVIGATION

WASHINGTON, D. C.

12 September 1922.

NO-ATB-MAR

Bureau of Navigation News Bulletin No. 3.

1. The News Bulletin is issued from time to time to place before officers information concerning Bureau activities that may be of general interest. It is not the object of the Bureau to publish in the bulletin any orders or instructions, but to confine it simply to such matters as will give a better understanding of the Bureau's aims and policies as well as a fair appreciation of some of its difficulties.

2. Enlisted Men, Replacement and Losses. To maintain the Navy at 86,000 men, about 38,000 recruits will be necessary this year estimating the number of reenlistments at 50%. Report for the week ending 31 August 1922 shows:

	Recruiting Stations	Atlantic Fleet	Pacific Fleet
1st enlistments	729	0	0
re-enlistments	143	13	33
extensions	2	66	44

For the remaining 43 weeks of the year, we should average 767 recruits per week in order to keep the enlisted personnel at 86,000.

There are 685 officers and men on recruiting duty at the 33 recruiting stations. The average number of recruits per week so far has been a trifle over one per man on recruiting duty.

The average cost per recruit for July was \$55.98 based on office rent, advertising, stationery, and transportation to training station. The clothing gratuity amounts to \$100.00 per recruit. In addition, there is the time spent by the recruit at the Training Station, and transportation from Training Station to Fleet that must be met before the Navy gets any return from the recruit. This is apart from the pay and subsistence of recruits and officers and men engaged in recruiting and training, and does not include maintenance of training stations. It is easily seen therefore that replacement of losses in personnel is expensive.

The market for recruits varies considerably in different localities. In July, Philadelphia furnished the largest number of enlistments, 273 - Raleigh, N.C. came second with 150; and Portland, Oregon, last with 23. The cost per recruit for transportation,

etc. varies greatly. Omaha recruits cost \$134.22, those from San Francisco and Baltimore about \$20.00 each.

The number of recruits required depends on losses to the Navy through discharge, death, desertion, etc., less the number of reenlistments. The Fleet can exercise the greatest influence on recruiting by reducing the number of discharges other than honorable and ordinary. The Navy gets a 100% investment on the recruit who stays 4 years who goes out with an honorable discharge. He too should be the Navy's best recruiting agent.

3. Long Distance Calls. The Department is endeavoring to cut down communication expenditures. This can be done if all hands cooperate but this Bureau still receives calls, the subject matter of which could be handled by letter or despatch. In some cases the business under discussion is more or less personal and should properly be paid for by the individual originating the call. Officers telephoning to the Bureau on personal business should make certain that the charges have been settled in full with the Station from which the call originated.

4. New Uniform Regulations. It is hoped to have ready for issue within a short time the new Uniform Regulations. In a Circular Letter issued by the Secretary of the Navy, the attention of officers is called to the necessity of strict compliance with the Uniform Regulations and the taking of pride in one's appearance. He states that

"It is with a growing concern that the Department sees a tendency on the part of some officers to be careless in their personal appearance.

"Many times when uniforms are correct their correctness is marred by the lack of smartness in the officer, or, in other words, a lack of Pride.

"Soft collars are occasionally seen, notwithstanding the orders against them; also, collars that do not correspond to the type prescribed by the Regulations for a given uniform; knitted ties are prevalent, non-regulation waistcoats, slouchy caps, etc. In addition to these irregularities some officers are careless in leaving their coats unbuttoned, walking with their hands in their pockets and smoking on the street; all of which tend to lower the prestige of the Navy in the eyes of civilians and representatives of foreign countries."

The Bureau desires that special effort be made to correct this condition and that careless irregularities be individually pointed out and corrected. It is hoped that the necessity will not arise for the Secretary to again call attention to the appearance of officers in their uniforms.

5. Draft for Pacific Fleet. The CHAUMONT sails today from Norfolk for San Francisco and Manila with a draft of about 1000 men for the Pacific Fleet.

6. Confirmation of Nominations for Promotions. Since the recent opinion of the Attorney General to the effect that the ratio of officers to enlisted personnel is based on 4% of the authorized strength 131,485 instead of on 86,000, information has been received that the recent nominations would be confirmed by the Senate before adjournment within the next two weeks.

7. Estimates 1924. The Bureau has completed its estimates for the Fiscal Year 1924, and submitted them to the Budget Officer of the Navy Department. Estimates were submitted both for an enlisted strength of 86,000 and 96,000.

NAVY DEPARTMENT
Bureau of Navigation.

13 September, 1922.

Orders issued to Officers under date of 11 September, 1922.

Comdr. Charles C. Hartigan	Det. USS Delaware; to Bu. Ordnance Navy Dept. Wash. DC
Comdr. Alexander S. Wadsworth	Det. USS Canopus; to Zone Coordinator I Corps Area Boston, Mass.
Lt Comdr. Thomas C. Kinkaid	To Staff of Comdr. U.S. Nav. Detachment in Turkish Waters.
Lieut. Harry Adams	Orders 8-21-22 revoked, continue Receiving Ship Philadelphia, Pa.
Lieut. Nathan B. Chase	Det. Board Inspection & Survey Navy Dept.; to Aircraft Squadrons, Battle Fleet.
Lieut. Ludwig W. Gumz	Orders to USS Woodbury cancelled to USS Charleston
Lieut. Joseph Heil	Det. USS Bridge; to Naval Proving Ground Indianhead Md.
Lieut. Oscar H. Holtman	Det. USS Isherwood; to Nav. Academy Annapolis, Md.
Lieut. Samuel H. Hart	Det. USS Denebola; to Naval Academy Annapolis, Md.
Lieut. Charles D. Leffler	Det. USS Lardner; to Naval Academy Annapolis, Md.
Lieut. Mays L. Lewis	Det. USS Maury; to Naval Academy Annapolis, Md.
Lieut. William A. S. Macklin	USS MacDonough; to USS Robert Smith.
Lieut. Earl W. Morris	Det. USS Edsall; to Naval Academy Annapolis, Md.
Lieut. Hugh Sinclair	Det. USS Ortolan; to USS Sirius.
Lt (jg) Homer B. Davis	USS Stoddert; to USS Fuller.
Lt (jg) Carl H. Forth	Det. USS Vestal; to assistant to Naval Inspector of Machinery Bethlehem Shipbuilding Corp. San Francisco, Calif.
Lt (jg) Marcus L. Kurtz	Orders . . USS Macdonough to USS Robt. Smith cancelled.
Lt (jg) Willment P. Martin	USS Farragut; to USS Nicholas.
Lt (jg) Stonewall B. Stadtler	Orders USS Farquhar; to USS Fuller cancelled.
Ens. Myron F. Eddy	Det. Aircraft Squadrons Battle Fleet; to Naval Air Station Pearl Harbor T.H.
Ens. Ward C. Gilbert	Det. Staff Comdr. in Chief Pac. Flt.; to USS Califor- nia.
Ens. William F. Jennings	Det. Naval Academy Annapolis Md.; to Pacific Fleet.
Ens. Josephus M. Lieber (Supply Corps)	Det. Ninth Naval District; to Navy Yard New York N.Y.
Ens. Alfred L. Lind	Det. USS Sirius; to Receiving Ship New York, N.Y.
Ens. George C. Neilsen	Det. Bethlehem Shipbuilding Corp. San Francisco, Calif.; to USS Vestal.
Ens. Dewey G. Porter	Det. Staff Comdr. in Chief Pac. Flt.; to USS California.
Ens. William A. Swanston	Det. USS S-14; to USS Buffalo.
Ens. Roland E. Waller	Det. Naval Air Station Pearl Harbor T.H.; to Aircraft Squadrons Battle Fleet.
Capt. Robert M. Kennedy (Medical Corps)	Det. Board Medical Examiners Navy Dept.; to command Naval Hospital Annapolis, Md.
Capt. Theodore W. Richards (Medical Corps)	Det. command Naval Hospital Annapolis Md.; to Mem- ber Board of Medical Examiners and Naval Retiring Board Navy Dept. Washington, D.C.

Orders issued under date of 11 September, 1922.

LtComdr. Walter C. Espach (Medical Corps)	Det. USS Huron; to duty with U.S. Veterans Bureau Manila, P.I.
Lieut. George B. Dowling (Medical Corps)	Det. Naval Medical School Washington, D.C.; to Asiatic Station.
Lieut. Fred J. Eakins (Medical Corps)	Det. USS Rochester; to Assistant Medical Officer Dest. Squadron Nine.
Lieut. Houston B. Fite (Medical Corps)	Det. Submarine Base Hampton Roads Va.; to USS Texas.
Lieut. Henry P. Merrill (Medical Corps)	Det. Receiving Ship New York N.Y.; to Asiatic Station.
Lieut. James E. Porter (Medical Corps)	Det. USS Arctic; to Naval Training Station, San Francisco Calif.
Lieut. Joseph L. Schwartz (Medical Corps)	Det. Naval Station Hawaii; to Receiving Ship San Francisco, Calif.
Lieut. Talmadge Wilson (Medical Corps)	Det. Naval Hospital Pearl Harbor T.H.; to Naval Station, Hawaii.
Lieut. Leslie T. Conditt (Dental Corps)	Det. Marine Barracks Parris Island S.C.; to Receiving Ship San Francisco, Calif.
LtComdr. Maurice H. Karker (Supply Corps)	To Navy Supply Depot So. Brooklyn, N.Y.
Lieut. Russell L. Kittrelle (Supply Corps)	Det. Navy Yard Puget Sound Wash.; to treatment Naval Hospital Washington, D.C.
Lt(jg) Leon I. Smith (Supply Corps)	Det. Receiving Barracks Hampton Roads Va.; to Navy Yard New York N.Y.
Ens. Robert H. Whitaker (Supply Corps)	Det. R/Barracks Hampton Roads Va.; to supply officer Div. 42 on USS Reuben James.
Gun. Neil Avery	Det. USS Wyoming; to Officer in Charge Naval Radio Sta. Cayey, P.R.
Gun. Ralph S. Lunney	Det. Receiving Ship San Francisco Calif.; to Navy Yard Puget Sound, Wash.
ChMach. Louis Verbrugge	Det. USS Ajax; to Naval Station Cavite.
ChCarp. Patrick Sarsfield	Det. USS Chaumont; to Navy Yard New York, N.Y.
Carp. William G. McIntyre	Det. USS Tennessee; to Navy Yard Mare Island, Calif.
Carp. John P. Paul	Det. Navy Yard New York N.Y.; to USS Tennessee.
APClk. John G. Gruebele	Det. USS Prairie; to Naval Base San Diego, Calif.

NAVY DEPARTMENT
BUREAU OF NAVIGATION

Refer to No.

NO-MAR.

WASHINGTON, D. C.

21 September 1922.

BUREAU OF NAVIGATION NEWS BULLETIN #4.

1. Morale Bulletin. The Bulletin issued by the Morale Division will be discontinued. Articles bearing on Morale Activities will be included in the Bureau's News Bulletin.
2. Instruction for Special Ratings. The Bureau Circular Letter No. 41-22 just issued states that about 70% of the enlisted personnel to be rated must receive instruction afloat rather than at trade schools; and gives a list of books, used for self instruction courses which may be obtained on application to the Bureau.
3. Pilotage Costs and Canal Tolls. The passage of the Blackhawk, Saplo, and destroyers through the Suez Canal recently cost the Navy \$52,275. This is a large portion of the Bureau's yearly allotment for pilotage, tolls, etc. It is more than ever necessary to secure the cooperation of all in reducing the expenditures during the remainder of the year for pilotage, towage, wharfage, canal tolls, pontoon hire, ice breaker hire, customs, inspection and buoy hire, all of which are paid for from the Bureau's pilotage allotment.
4. Mileage for Enlisted Men. The Bureau will shortly issue an order requiring enlisted men to designate at least three months in advance of the expiration of their enlistments whether they desire transportation to their homes or to the place of their enlistments. For some time, the Bureau has been aware of last minute changes of enlisted men as to their wishes in this respect at considerable cost to the Bureau's transportation appropriation. Cases have occurred where men with homes near the East Coast, who enlisted on the West Coast, have taken advantage of the situation in order to get maximum mileage from the Government.

There is at present before Congress legislation which provides for the payment of transportation to place of enlistment only. This legislation, if passed, would of course correct this condition.

5. New Books. Thirty-two late publications of 1922 have been ordered shipped to the larger ship and station libraries. Special attention is invited to "Gibbons - Introduction to World Politics", in which the author, contrary to many writers, does not believe any great changes in national aspirations resulted from the World War. Besides the latest popular fiction "The Life and Letters of Walter H. Page, Late Ambassador to Great Britain" is included.

6. Avoidable losses by Discharge. The Bureau has issued a letter to the Recruiting Station showing that the underage and medical discharges of recruits at one training station in two weeks represented a cost of \$12,950 from which the Navy secured no resulting benefits.

The Bureau has decided that underage discharges of recruits will be acted on by the Bureau in the future. Steps have been taken to correct the apparent laxity existing in some quarters in accepting recruits who are under age or who are not physically qualified.

7. Improvement in Recruiting. More recruits were obtained last week by the recruiting service than in any preceding week this year. Atlanta and Raleigh continued to lead all other recruiting stations with a very high average.

NAVY DEPARTMENT
BUREAU OF NAVIGATION
WASHINGTON, D. C.

NO-MAR

27 September 1922.

Bureau of Navigation News Bulletin No. 5

1. Examination for Promotion. Due to the readjustment of ranks in the several corps, the Bureau has, within the past eighteen months, issued many orders for examinations for promotion. Practically all officers due for promotion have now been ordered and it is hoped that all pending cases will be cleared up by 1 November, 1922.

2. The Bureau constantly receives requests to delay these examinations for various reasons. The principal reason given is lack of time for the officers to prepare for them. The Bureau has complied with these requests as far as practicable, but the time has now arrived when further delays will serve no useful purpose. It is believed that officers should be able to predict within narrow limits when they may expect to be promoted. To assist those who may be interested, the following list shows the junior officer in each rank, Line and Staff, as of 15 September 1922.

<u>Line</u>	<u>Medical</u>	<u>Dental</u>	<u>Supply</u>
R. Adm. G. W. Williams	A. M. D. McCormick	- - - -	L. Hunt
Capt. Wm. K. Riddle	H. C. Curl	- - - -	D. V. Chadwick
Comdr. B. R. Ware, Jr.	R. A. Warner	- - - -	W. N. Hughes
Lt. Comdr. H. H. Little	F. L. Conklin	A. G. Lyle	J. D. P. Hodapp
Lieut. C. A. Kirtley	D. B. Peters	R. E. Farnsworth	C. M. Garrison
Lieut. (jg) H. N. Wilkinson	- - - - -	- - - - -	S. E. McCarty
<u>Chaplain</u>	<u>Construction</u>		<u>Civil Engineer</u>
R. Adm. - - - -	D. W. Taylor		P. R. Harris
Captain L. N. Taylor	G. M. Simmers		G. A. McKay
Comdr. J. J. Brady	H. E. Rossell		G. A. Duncan
Lt. Comdr. - - - -	E. M. Pace, Jr.		R. L. Martin
Lieut. J. M. Hester	Chas. Hibbard		Thos. J. Brady

Beginning 1 November 1922, orders for examination will be issued as soon as an officer's number is made.

3. Assignment of Officers. The Bureau is in constant receipt of requests from ships and stations for the assignment to those particular stations of officers having special qualifications as to rank or experience. It should be readily understood that the Bureau, with the limited number of experienced officers available, is unable to meet all such requests and must make such assignment of officers as will best meet the needs of the Service as a whole.

4. Navy Day. The Navy League of the United States has designated October 27th as Navy Day to recall past services of the Navy and to emphasize its value to the Nation in peace as well as in war.

The Secretary of the Navy has directed the Naval Service to assist in so far as possible in making this day a success. The League has written to the Governors of the States and to several thousand editors throughout the country, and the movement has been received very favorably in practically all quarters. The Navy has taken as its keynote on this day "Americanism and the Navy's Mission in Time of Peace."

5. Uniform Regulations. Following are principal changes in Uniform Regulations that have been approved and sent to the printer:

- (a) Designation of different uniforms modified in part; and uniforms to be worn on different occasions, slightly altered from former practice due to abolition of special Full Dress coat.
- (b) Adoption of raincoat for enlisted men.
- (c) Mess-jacket to be continued.
- (d) Uniform for aviators to be same as for all other officers, doing away with the brown.
- (e) Retention of brass buttons on overcoat.
- (f) Authorization of miniature medals for Evening Dress uniform.
- (g) Broadening crown of caps of officers and chief petty officers.
- (h) Wearing of dungarees under certain conditions authorized for all ratings.
- (i) No change in the Epaulettes.
- (j) Corps Device for warrant officers to be worn on the sleeve, same as that formerly worn on the collar.

- (k) Uniform for reserve officers to be same as for regular officers.
- (l) Folding collars, instead of stand-up collars, for all uniforms except evening dress blue.
- (m) Collar and cuffs on overshirt and dress jumper made slightly narrower.
- (n) Chief petty officers to wear fore-in-hand tie instead of bow tie; cooks and stewards to wear the bow tie.
- (o) Overcoats for cooks and stewards to be same as for chief petty officers.
- (p) Service stripes, one for each four years of service instead of for each period of enlistment.
- (q) The new regulations will contain the laws against unauthorized wearing of the uniform and discrimination against the uniform. It goes into greater detail regarding the issue of uniform outfits to enlisted men, and covers latest orders regarding the issue, care and marking of bags and hammocks.

The new Uniform Regulations will go into effect upon receipt of Department Order.