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BUREAU OF NAVIGATION

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GENERAL INFORMATION OF PROBABLE INTEREST TO
THE SERVICE.



COMMENDATION.

The Secretary of the Navy addressed a letter of commendation to Dana L. Gentry, Radioman 1c, U.S.N., for his participation as safety pilot in aerial flights in the development of instruments and equipment for instrument flying.

SPONSORS FOR NEW SHIPS.

U.S.S. NASHVILLE.

The Secretary of the Navy has designated the Misses Ann and Mildred Stahlman, daughters of Mr. James G. Stahlman, President of the Nashville Banner, Nashville, Tenn., as joint sponsors for the U.S.S. NASHVILLE (CL43), named for the City of Nashville, Tennessee.

The U.S.S. NASHVILLE (CL43) is scheduled to be launched at the plant of the New York Shipbuilding Corporation, Camden, N. J., 1 May 1936.

This vessel was authorized to be constructed by Act of Congress dated June 16, 1933.

U.S.S. DOWNES.

The Secretary of the Navy has designated Miss Sarah Fairfax Carlyle Downes as sponsor for the U.S.S. DOWNES (DD375), named in honor of her great-great-grandfather, Captain John Downes, U.S. Navy.

Miss Downes, who is a student at the Holton-Arms School, Washington, D.C., is the daughter of Rear Admiral John Downes, U.S.N., Commandant, Naval Training Station, Great Lakes, Ill., and formerly the Director, Naval Reserve, Bureau of Navigation, Washington, D. C.

The U.S.S. DOWNES (DD375) is building at the Norfolk Navy Yard, Norfolk, Va., and is scheduled for completion 1 June 1936, but no date has been set for the launching.

This vessel was authorized by Act of Congress, June 16, 1933.

U.S.S. ERIE.

The Secretary of the Navy has designated Mrs. Edmund A. Knoll, Mother of Lieutenant (j.g.) Denys W. Knoll, U.S.N., attached to the U.S.S. OKLAHOMA, as sponsor for the U.S.S. ERIE, Gunboat (PG50) named for the City of Erie, Pennsylvania.

Mrs. Knoll is living at 226 West 26th Street, Erie, Pa.

The U.S.S. ERIE (PG50) is scheduled to be launched at the Navy Yard, New York, some time in December, 1935.

This vessel was authorized by Act of Congress, June 16, 1933.

U.S.S. WINSLOW.

The Secretary of the Navy has designated Miss Mary Blythe Winslow, of Raleigh, Shelby County, Tennessee, as sponsor for the U.S.S. WINSLOW (DD359), named in honor of her great-grandfather, Rear Admiral John Ancrum Winslow, U.S.Navy.

The U.S.S. WINSLOW (DD359) was scheduled to be launched at the plant of the New York Shipbuilding Corporation, Camden, N. J., 30 November 1935, but this date has been postponed and no definite date has been set for the launching.

This vessel was authorized to be constructed by Act of Congress, June 16, 1933.

U.S.S. PERKINS.

The Secretary of the Navy has designated Mrs. Charles P. Greenough, of 128 San Ysidro Road, Santa Barbara, California, as sponsor for the U.S.S. PERKINS (DD377), named in honor of her uncle, Commodore George Hamilton Perkins, U.S.Navy.

The U.S.S. PERKINS (DD377) is scheduled to be launched at the Puget Sound Navy Yard, Washington, 31 December 1935.

This vessel was authorized by Act of Congress, 16 June 1933.

U.S.S. DRAYTON.

The Secretary of the Navy has designated Miss Barbara Edith Drayton, thirteen-year-old daughter of Captain Harry Coleman Drayton, U.S.A., Retired, of Warley, Penllyn, Pa., as sponsor for the U.S.S. DRAYTON (DD366), named in honor of her great-great-uncle, Commodore Percival Drayton, U.S.N.

This vessel is building at the Bath Iron Works Corporation, Bath, Maine. No definite date has been set for the launching.

The U.S.S. DRAYTON (DD366) was authorized by Act of Congress, June 16, 1933.

WAR GAME BOARD.

The U.S.S. WORDEN recently solved the problem of storing the linoleum war game board by painting squares on the deck in the Division Commander and Captain's cabin to simulate a war game board.

Difficulty was incurred in storing, without breaking, the heavy linoleum war game board furnished with war game outfits, and this part of the outfit was turned into store with the permission of the Bureau of Navigation.

The painting of the squares on the deck was authorized by the Chief of the Bureau of Construction and Repair.

COMPLEMENT AND ALLOWANCE.

The Bureau has been requested to describe briefly the methods used in arriving at complements of ships, and the number of men that can be advanced in rating each quarter.

The "complement" is the war crew of a ship and the "allowance" is the peacetime crew. As Congress never appropriates enough money for a war strength Navy, the ships will never have their complements until war is declared.

When a new type of ship is being planned, the Bureau of Ordnance is requested to submit a memorandum showing the number of men, by ratings, that would be required to fully man the battery. The Bureau of Engineering is asked for a similar memorandum for the engineering department. The Bureau of Navigation computes the number of men that will be required for the other branches by formulas that have been arrived at after a number of years' study. For example: one cook is allowed for each 75 men, except in the small ships; one baker for each 250 men; the strength of the hospital corps is 1% of the total number of people on board; one water tender is allowed for every 1,170 horsepower; and one fireman for every 170 horsepower. Numerous adjustments and exceptions have to be made to these formulas due to peculiarities of construction and equipment. After the total number has been arrived at, the Bureau of Construction and Repair is notified in order that sufficient berthing and messing space may be provided. After the ship has been in commission, the Commanding Officer is requested to submit recommendation regarding changes or adjustments in this complement.

Changes in the complements of older ships are made whenever they are given added equipment, such as anti-aircraft batteries, or have undergone major structural changes, such as modernization.

Each year Congress decides how many men the Navy can have and the allowances are based on this number. Some types of ships, such as submarines and repair ships, are given their complements. The shore stations are kept at an absolute minimum. After these two have been provided for, the remaining men are divided among the different classes of ships, and an effort is made to provide an allowance for each ship that will be the same percentage of her complement as all other ships of that class. For example: the allowance of battleships for the current year is approximately 85% of their complement.

PROMOTIONS.

From data gathered over a number of years, the Bureau is able to predict very accurately what the losses in each rating will be during any one year. During normal years, the promotion plan provides for filling these losses. The current year is abnormal in that Congress authorized the Navy to begin the year with 82,500 men and finish the year with 93,500, on which figure the allowances are based, which is the reason for the present apparent large number of vacancies. As the appropriation was based on an average strength of 88,000 men, the Bureau is unable to immediately promote and recruit the Navy up to the new authorized strength without greatly exceeding the appropriation. The recruiting and promotion plan provides for building the Navy up at a steady rate throughout the year and arriving at the strength of 93,500 men late in June, 1936.

The money that can be allotted to pay the men the higher rate of pay when they are advanced has been adjusted to provide about 5,000 advancements each quarter, a total of 20,000 for the year. This number will make up for the attrition and provide the petty officers required by the increase of 11,000 men. If the Bureau advanced a large number of men in the first quarter of the year, these men would have to be paid their higher rate of pay for an average of ten months, and as a result promotions would have to be practically stopped in the last two quarters to keep from exceeding the appropriation, and the Navy would end the year with a large shortage of petty officers.

The number of men in the Navy and the rapidity of promotion depend entirely upon the money that Congress appropriates each year for the pay, subsistence and transportation of the Navy.

SPELLING CHAMPIONSHIP.

A radio contest for the spelling championship of Washington and vicinity, conducted October 3rd under the auspices of the Washington Post and Station WMAI, was won by Mr. Willard R. Smith, Civilian Assistant of the Recruiting Section of the Bureau of Navigation, Navy Department.

Mr. Smith was a Naval Reservist during the war, serving under Admiral Sims in the Intelligence Section of U. S. Naval Headquarters, London. He later entered the Civil Service and for a number of years his duties have been in connection with the finances of the Navy Recruiting Service.

Prior to the recent championship match, Mr. Smith had won silver loving cups for individual championships in contests between the spelling clubs of Washington and Baltimore, and for the best individual record in matches of the Capital City Spelling Club, the members of which are backing him to outrank any speller in the country if a national championship match can be arranged.

TRAINING COURSES.

The Navy training courses for Advancement to the Rating of Electrician's Mate first class, and Quartermaster first class and chief, are now available for distribution.

The Navy training course for Advancement to the Rating of Scaman first class is also available, and three "Progress Tests and Examination Questions" will be distributed with each course. By issuing three "Progress Tests and Examination Questions" with each instruction pamphlet, it is intended that one training course will be used at least three times. This is the first time that training courses have been issued in this combination, and it is being done to reduce costs of printing. If this system proves successful, it is contemplated to print new courses in a similar combination. Comments and recommendations to the Bureau will be appreciated.

UNIVERSITY SCHOOL, CLEVELAND, OHIO.

The Bureau of Navigation is in receipt of a letter from the University School, Shaker Heights, Cleveland, Ohio, containing the following information:

"The University School admits boys; day department, ages 6 to 18; boarding, ages 10 to 18. Sons of Navy and Marine Corps personnel will be granted 20% discount in tuition fees, making fees for day students \$238 to \$432; for boarders, \$880 to \$960. Two day and two boarding scholarships are given on a basis of competitive examination, for which sons of Navy and Marine Corps personnel are eligible. Payments may be made on a monthly basis with no carrying charge for this service."

All copies of Bureau of Navigation pamphlet "Schools and Colleges Granting Concessions to Sons and Daughters of Officer and Enlisted Personnel, U.S.Navy, 1928" should be corrected to include the above concession.

RECTORY SCHOOL, POMFRET, CONN.

All copies of the Bureau of Navigation pamphlet "Schools and Colleges Granting Concessions to Sons and Daughters of Officer and Enlisted Personnel, U.S.Navy, 1928" should be corrected to indicate the following concession granted by the Rectory School, Pomfret, Conn.:

"----Prepares younger boys for all best secondary schools; home atmosphere, cottage system, healthful climate. Reductions in tuition from \$200 to \$400 to sons of naval officers, upon application to Head Master; amount of reduction depending on income of the parents. A very limited number of scholarships that reduce tuition by as much as \$300 also available to sons of naval officers who qualify for them-----."