

REPORT
OF THE
SECRETARY OF THE NAVY,
WITH
A PLAN
FOR
A Peace Establishment
OF THE
NAVY OF THE UNITED STATES.

FEBRUARY 3, 1824.

Printed by order of the Senate of the United States.

WASHINGTON:

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1824.

SENATE CHAMBER, *December 23, 1823.*

SIR: I am requested by the Committee of the Senate on Naval Affairs, to request you would be pleased to communicate to them,

The aggregate annual expense of maintaining the existing naval establishment of the United States on its present basis:

Your opinion as to the future naval peace establishment, and, particularly, of what number of

Ships of the line,
Frigates of the first class,
Frigates of the second class,

Sloops of War, and vessels of all other descriptions, it should consist; with the full complement of officers and men, which would be needful therefor when brought into service, and the estimated annual expense thereof:

The number of vessels, and description of them, which it would be expedient to keep, or put in commission, under the general permanent peace establishment of the United States, with the annual expense thereof:

The number of naval stations it would be useful to keep up on the Atlantic in time of peace—the distribution of officers that would be required for them, and the estimated annual expense thereof:

Also, your opinion, as to the expediency of withdrawing all the naval stations on Lakes Erie, Ontario, and Champlain—and of disposing of the public vessels and property thereat—and, if in your opinion it would not be expedient, so to withdraw the said stations, to state such as you would judge it advisable to continue—the number of vessels, with their description, you would deem it desirable to retain thereat—the number of officers and men which would in that case be needful for such stations, with the annual expense thereof:

And, whether any, and what vessels, now belonging to the United States, are so decayed, or unfit for service, as to make it expedient to repair, or longer to retain them—and, to report the names of such vessels, and where situated, and your opinion as to the advantage, or disadvantage of breaking up, or making sale of them during the present year, at such time as circumstances may render most eligible.

With great respect,
I have the honor to be,
Your obedient and humble servant.

JAMES LLOYD.

The Hon. SAMUEL L. SOUTHARD,
Secretary of the Navy of the U. S.

NAVY DEPARTMENT, *2d February, 1824.*

SIR: I have the honor to transmit to you herewith, a copy of a Report made to the President of the United States by the Secretary of the Navy, upon the subject of a reorganization of the naval establishment; accompanied by the project of a bill, with various tables and estimates, and a letter from the Commissioners of the Navy, in answer to a resolution of the House of Representatives of the 15th of Dec. last.

With great respect, I am, Sir,

Your obedient servant,

CHARLES HAY,

for the Secretary of the Navy.

HON. JAMES LLOYD,

*Chairman of the Naval Committee
of the Senate.*

NAVY COMMISSIONERS' OFFICE,

10th January, 1824.

SIR: I reply to the questions of the chairman of the Naval Committee of the Senate, which were referred to this Board in your letter of the 3d instant, we beg leave, respectfully, to state, that an answer to the first inquiry of Mr. Lloyd will be found in the paper annexed, and marked C, which shews the force at present in commission, and the aggregate expense of the whole naval establishment, marines excepted, at the present rates of pay and by the rates recommended in the proposed reorganization of the Navy.

The answer to the second question will be found in the paper annexed, and marked B, which paper shews the force at present authorized by law, with the additional ten sloops of war that you have recommended. It also shews the number of officers and men, marines excepted, necessary for the whole establishment, and the expense under the different heads of pay and subsistence, for vessels in commission, for navy yards, for naval stations, for recruiting service, for hospitals, and for Navy Commissioners. This estimate is also calculated by the present and proposed rates of pay, and, as it supposes no officer to be unemployed, from any cause whatever, the annual expense, by the proposed rates, exceeds the amount by the present rates; but, as some officers will, of necessity, always be unemployed, this difference may be less, although it can never be greater.

The reply to the third inquiry will be found in the paper annexed, and marked A, which paper exhibits the species and extent of force which it is thought will generally be necessary to keep in commis-

sion, upon different stations. A force equal to one-fifth of this will be necessarily in commission at different periods, for the purpose of relieving the force on foreign service. The number of officers and men, marines excepted, deemed necessary for the whole establishment, and the expense by the present and proposed rates of pay, is separately shewn for the force in commission, and for all the other branches of the service, marines excepted: together with the pay of officers unemployed.

The paper annexed, and marked **D**, is a reply to the fourth query, and shews the number of navy yards, naval stations, recruiting stations, and hospitals, which it may be necessary to keep up on the Atlantic coast, in time of peace, with the number of officers and men, marines excepted, that will be required for them, and the annual expense of the same.

In reply to the fifth question, it is deemed expedient to dispose of all stores belonging to the navy, at the yards upon Lakes Erie, Ontario, and Champlain, which cannot be advantageously removed to the Atlantic, or which, being imperishable in their nature, may, at some future period, be required at those places.

It is also recommended that all the public vessels at those places be sold, the two ships of the line which are upon the stocks at Sackett's Harbor excepted; and that, so soon as these arrangements shall be completed, and all the officers shall be removed from Lakes Erie and Champlain; and that only so many as may be necessary to preserve the property at Sackett's Harbor shall be retained at that place.

Paper **E** shews the number and description of vessels proposed to be retained at Sackett's Harbor, with the number of officers and men to be continued at that place, with the annual expense thereof.

In answer to the sixth question, the Board respectfully state, that all the vessels upon the lake stations, excepting those on the stocks at Sackett's Harbor, from the reports made by the commanders at those places, are so much decayed as to be unworthy of repair, and they have accordingly, in their reply to the fifth question, recommended them to be sold.

The only vessels upon the list, other than those above mentioned, that have been represented to be so much decayed as to be unworthy of repair, are the Java frigate, of 44 guns, at Boston, and the small schooner *Asp*, at Baltimore.

The Board propose that the Java shall be carefully surveyed by the naval constructors, to ascertain the relative cost of repairing her, or building another ship of equal capacity: and as she answers the purpose of a receiving vessel, they would not recommend her being broken up, or disposed of, for the present. The *Asp* is also used as a receiving vessel, and, while she will answer, saves the expense of hiring another vessel for that purpose.

I have the honor to be, sir, your obedient servant,

JOHN RODGERS.

HON. SAMUEL L. SOUTHARD,

Secretary of the Navy.

REPORT OF THE SECRETARY OF THE NAVY.

NAVY DEPARTMENT,

January 24, 1824.

SIR : In compliance with the resolution of the House of Representatives, of the 15th December last, " that the President of the United States be requested to communicate a plan for a peace establishment of the Navy of the United States," I have the honor to present, for your consideration, a plan for re-organizing the naval establishment. It is designed merely as the project of a bill, to exhibit the principles which are deemed beneficial in their application to the service, without regard to the words or form of the law, should one be founded upon it; and is accompanied by a variety of tables and estimates, calculated to explain and illustrate its operation.

In fixing the naval establishment, the first objects of attention are the number and size of the vessels which are to be built, both for peace and war. By them the number and grade of the officers, and the number and size of the navy yards, stations, and depots, must be regulated. Considerations peculiar to each of these naturally come into view, but the whole must have relation to the first object. The management and discipline of the service must be governed by a code of rules and regulations, adapted to the character of the establishment. Such a code must be prepared, should this or any other project be carried into execution; but, as it must be founded upon the law, and be consistent with its principles, it cannot be prepared until after the law has been passed. To determine the number and grade of officers of which the establishment ought to consist, it is necessary, first, to ascertain the proper number and importance of navy yards and stations, and the number and class of the vessels which the situation of the country requires to be kept in commission and in active service; and, secondly, how many ought to be kept in readiness for a state of war. The former will prescribe the limit below which we cannot descend without a disregard of the public interest. The latter will exhibit the point above which we need not rise. The former is indispensable: prudence and policy demand that we provide for the latter.

It is believed that the naval stations at Erie and Whitehall are not useful now, and that no course of events can hereafter render them necessary to the public defence. Two only of the vessels at Sackett's Harbor are worthy of preservation, and they can be protected by a few men. The two former of these stations may therefore be abandoned as soon as the public property at them can be disposed of, or removed; and the latter may be maintained on a very reduced scale, at an expense of about \$2,000. The three stations now cost annually about \$27,000.

When proper depots shall be selected and established, several of the existing yards and stations on the Atlantic board may be either altogether abandoned, or the expense of them greatly curtailed, by maintaining a few officers and men to minister to the wants of vessels which necessity shall compel to visit them, either for provisions or repairs. But, as there are vessels on the stocks at six of these yards, none of them can, at this time, be abolished; but the expense of them may be somewhat diminished. Their number and situation are well known, and their annual cost may be seen by paper D, annexed to the bill. In the report from this Department, at the commencement of the session, the force is mentioned which it was proposed to keep in commission during the present year, and a hope expressed that it might be found sufficient to accomplish the protection and defence of our commercial and other interests. That force, however, was calculated for a state of the most peaceful and friendly relations, and looked only to the interests then mentioned, without reference to the policy of promoting the growth of the navy, or any of those considerations which arise from changes in our relations with other powers, or the propriety of such a disposition of our naval force as shall enable us to pass with least injury from the attitude of peace to that of war; and give to our officers the skill and experience which will fit them to defend and protect the honor and interests of the nation. In reorganizing the navy, these considerations cannot be overlooked. And it is believed that there is enough in the state of the world, and our own situation, to prevent us from being unmindful of them at this time. It seems to be our duty to keep such a force in commission as will protect all our scattered interests, secure the respect of other powers, and give active service sufficient to qualify as many officers as will be required to command and manage the whole of our vessels, when necessity shall call for their use. Long and active employment are essential to give naval skill and experience; and without them, our vessels are insecure, and our character as a nation in danger of being degraded. It were better to have no ships, than to have them filled with incompetent and unskilful officers.

The following is the least force, which it would be safe to provide for, and keep in commission and in active service: In the Mediterranean, one ship of the line, one frigate, one sloop of war, and one schooner: In the Atlantic, including our own coast, the West Indies, the Gulf of Mexico, and the coast of Africa: one ship of the line, one frigate, four sloops of war, and four schooners: In the Pacific, one frigate, two sloops of war, and one schooner: For occasional services, in which the vessels on those stations cannot be employed, one frigate, and one sloop of war: In the whole, two ships of the line, four frigates, eight sloops of war, and six schooners. Many of these vessels will be on distant stations, in going to and returning from which, much time must be consumed; and all will require frequent repairs, refitting, and exchange of crews. Other vessels must therefore be kept in commission to relieve them, and a force, equal to about one fifth of the whole amount, will be necessary for this purpose.

It is then respectfully submitted, that the number of officers and men required for the navy yards and stations on the Atlantic board, and for the vessels before mentioned, is, with the proper allowance for sickness and casualties, the lowest for which provision can safely be made in the contemplated organization of the naval establishment. It is for this, with other reasons, hereafter mentioned, that the proposal submitted in the first section mentions this number as the least which the President of the United States shall be permitted to retain.

When the vessels now authorized by law to be built are completed, there will be (besides those on the lakes) 12 ships of the line, 12 frigates of the first class, 3 frigates of the second class, 3 steam batteries, one other post ship, 6 schooners, including the Spark, and 15 sloops of war, should Congress order ten more to be built. These, when in commission, together with the shore stations, will require the number of officers mentioned in the second section, and which is therefore taken as the largest which it is at this time necessary to authorize. The vessels having been built, and being designed for our protection from foreign aggression, we must train officers to command and manage them. It is worse than useless to have vessels, which cannot be employed for the want of officers, and great folly to entrust them to those whose ignorance and inexperience will endanger their safety. The experiment would be alike hazardous and prodigal. An effort has, therefore, been made, in the proposed organization, so to arrange the grade and number of officers, as not only to manage, in the best way, the force necessary for present use, but to enable us, in the most rapid, cheap, and efficient manner, to pass into a state of war, and employ all our vessels in active service. By comparing the first and second sections, it will be perceived that the officers of the highest grades, requiring the greatest skill and experience, which are proposed to be retained, will be competent to the command of all the vessels; and that, by the promotion of some of the most skilful, from the inferior grades, and introducing as many as may be necessary, into the lowest, where skill is least needful, the whole will be organized with facility. But, in order to fit the officers of the inferior grades for promotion, it is indispensable that the force before mentioned be kept in commission, and the officers named in the first section be employed as constantly as circumstances will permit. With the vessels now in commission, this object cannot be accomplished. A great portion of the science of the naval commanders can be acquired only on the ocean, and by years of labor and discipline. It is in vain to hope for a triumphant defence of our national interests and character there, without we thoroughly train, educate, and discipline, those who have to fight our battles. To ensure such a defence, beyond hazard, it is confidently believed, that the nation will cheerfully meet the requisite expense. Connected with this point, it is not improper to suggest, that the early education of most of our officers is very unequal to the character they have subsequently to sustain. and that an effectual remedy can be found only in the establishment of a naval school.

We have no rank above that of captain. The proposed organization gives three higher grades. It is not supposed proper to furnish with minuteness, in this report, the whole argument in favor of this increase, as if it were a new question. It has been frequently presented to the public consideration. The experience of all nations, both in land and naval forces, has led to the same result in relation to it. No one has ever been able to command her armies or her fleets by captains. And our experience does not justify us in believing, that our success in such an experiment, will be greater. Rank is necessary to enforce discipline; the orders of a superior are always more readily obeyed, than those of an equal in grade. Rank is equally necessary to ensure the science required to command an extensive force, which differs from, and is of a much higher character than that which is competent to the command of a single vessel: the desire also, to reach the higher rank, will create strenuous exertion to acquire the information which is suited to it, and operate extensively on the general character of the whole corps. If you would induce your officers to prepare themselves for any service, you must present to them the certainty of having that service to perform; and that their duty and honor will equally demand that they perform it well. It is no reproach to them to say, that very few now are, and with our present system, very few ever will be, fitted to command our fleets successfully against a powerful and skilful adversary; and it is earnestly to be hoped, that such an arrangement will be adopted as to furnish all grades with such opportunities for improvement, and such excitements to exertion, as will prevent our future experience, on this point, from being calamitous. The increase of rank will also obviate some causes of irritation, in the intercourse of our officers, with those of other nations, the least powerful of whom have higher grades than we have, and they universally claim honors and precedence according to rank: this must either be yielded, or intercourse with them suspended. To the first, the individual and national pride of our seamen cannot, and ought not to assent; and the latter is productive of unfriendly feelings. This inconvenience will be greatly augmented, and our naval reputation may suffer severely from this cause, should our vessels have occasion to co-operate with those of any other nation. In such cases, rank must be respected. Our officers, for want of it, may always be subordinate; our fleets, no matter what their power, be subject to the orders of others, though commanding a very inferior force, and our reputation be thus placed, where it might not always be safe. History furnishes some valuable illustrations on this point. One additional but inferior grade, that of sub-lieutenant is also proposed; it is meant to provide increased rank and pay for passed midshipmen, who have distinguished themselves by zeal and activity, in discharging their duties, and qualifying themselves for promotion, and for whom there may be no vacancies in the rank of lieutenant.

The expense of the proposed increase of ranks, compared with its advantages, is trivial; public expenditure is always to be measured

by the public advantage resulting from it; and if six or seven hundred officers can be excited to useful exertion, discipline and efficiency increased, causes of irritation with other nations, and of mortification to ourselves, diminished; such an expenditure will be found to be true economy. Besides, in examining this, in connection with other parts of the proposed organization, it will be seen, that, although there be a small increase of expense on one point, yet, by adopting the whole, the expense of the naval establishment will be diminished.

The temporary rank of captain commanding a squadron in chief, is authorized for cases of necessity, and as a temporary reward for distinguished merit. The persons attached to the flag officers, are useful, but to be employed only on particular occasions.

It will be perceived, that the design in rating the vessels, is to arrange the compensation of the officers by their responsibility, and shew the proper complement for each class.

The leading principle in that part of the proposed organization which relates to pay, is, to apportion it to the amount and importance of the service performed, that he whose responsibility is greatest, and who is engaged in the most active duties, should receive the highest compensation. Hence, three general rates are proposed: 1. For those in active service. 2. For those who hold themselves in readiness for active service, or are engaged in merchant vessels, acquiring that knowledge of seamanship, which will enable them most skilfully to perform their duties. 3. For those on furlough for definite or indefinite periods, and who are not employed in merchant vessels.

To the first class, in some cases, the same, and in others, higher pay is given, than is now allowed. The advance is believed to be proper, from the period when that pay was established, the increased responsibility arising from the changes in our vessels, and the inducement which it offers to be constantly in service. To the second class, an average of about two thirds of the pay of the first is given. To the third about one third of the first. This proportion is considered equitable and just; and the effect anticipated from it is, a desire for sea-service, in all officers of all grades; a desire leading, in its necessary results, to skill, faithfulness, and ability. Under the system now in existence, it is, almost always, the pecuniary interest of an officer, to obtain leave of absence, or a station on shore. Under the one now submitted, it will be his interest to be actively employed upon the proper element of the seaman: but, as he cannot always be there, the second, or reduced pay, is placed at such an amount as to enable him, when on shore, to live respectably and comfortably, as an officer of the public ought. It is also proposed a little to vary the pay, according to the rate of the vessel and the amount of the force, because the labor and responsibility of the officer vary with them.

The proposed compensation to admirals and commodores, is as low as a regard to the expenses of their stations, the skill they ought to possess, and the weight of responsibility which must rest upon them, will permit; and it will be found, upon examination, to be much infe

rior to the pay of the same grades of officers in any other service, and less than one half the compensation allowed them by several of the most important naval powers. The present pay of captains was fixed more than twenty years ago, when we had only frigates to command, and is supposed now to be proper for frigates of the smallest class: but that an increase, or diminution, should be made, as the vessel is larger or smaller. The pay of masters and lieutenants commanding bears a just proportion to that of captain, and is left at its present amount. That of lieutenants, generally, is proportioned to the nature of the service they render.

As the sailing masters must have high qualifications, to pass their examination, and are out of the line of promotion, except in extraordinary cases, an increase of pay is proposed, and that it be graduated by the rate of the vessel in which they are employed. The second masters, who are recognized by the existing laws, but have no established pay, are placed on a proper footing in reference to their duties, and the promotions they may expect. The sub-lieutenancy is a middle rank, between the lieutenant and midshipman: but, to present every inducement to the midshipmen for exertion and good conduct, an addition of pay is given to those who are meritorious, and have passed their examination, and for whom there is no place in the grade of sub-lieutenants; and they are also to be preferred to other midshipmen in the same vessel or squadron, as master's mates, and for acting appointments, when they shall be necessary. No additional pay is proposed for the purser: his compensation arises, principally, from other sources, and is, usually, in proportion to his age and service, and the rate of vessel he is in. A small addition to the pay of boatswains, gunners, carpenters, and sailmakers, in the larger vessels, ought to be made: and, by enlarging the number, and regulating the pay of the petty officers, justice will be done to them, and the seamen, generally, stimulated to good conduct. Schoolmasters are proposed for the two highest rates of vessels: and, as we have yet no school for the instruction of young officers, and as the duties of the chaplains, both as clergymen and teachers, demand purity of character, enlargement of mind, and scientific attainments, a higher salary would be useful, to secure the services of those who are worthy of the station.

No portion of the present system requires more amendment than the surgical department, in reference as well to the manner of admission into it, as the government and payment of it. No one ought to be appointed surgeon's mate until after a satisfactory examination, proving his competency, and no mate be made a surgeon, until he has, by sufficient service, and another examination, proved that he is worthy of promotion.

But the directions on this subject belong, properly, to the code of rules and regulations. The proposed bill is confined, principally, to the pay, and prescribes that which is suited to the time and nature of the services performed. The pay of surgeon's mate is left as at present, and is not to be increased for any cause. But, after two

years' service, he is permitted to have an examination, preparatory to his appointment as surgeon; and, if he pass it with credit, and be recommended for promotion, a moderate addition is to be made. In like manner, the pay of the surgeon is to remain the same for two years, after which it is to be increased, at the end of every second year of active service, until it amounts to \$75 per month, and eight rations per day. When he is rewarded by a permanent station, either at a navy yard, or hospital, he has a fixed and competent salary. This system, while it renders justice to those who have performed duty, will, it is hoped, induce zeal in acquiring science, and secure the active and entire services of skilful men, on whom so much of the comfort and success of the Navy depend. Guided by the reasoning applicable to the case, and by experiments made elsewhere, it is believed that a large saving may be effected by detailing one or more intelligent surgeons to purchase the medical stores and supplies; direct such as are fitted for the size of the vessel, and the nature and length of the voyage; and guard against ignorance and extravagance in that department. This object may be accomplished under the provisions of the bill.

The compensation for recruiting is estimated by the liabilities and expense attending it, and is calculated to save about \$2,000 per year.

An entire change is proposed in the mode of paying officers at the Yards, and fixed salaries are given, proportioned to their duties and expenses, and in lieu of all the allowances now made, except for house rent, where no quarters are provided. The same principle is applied, and salaries given, in all cases where the officer is not engaged in active service, or is on furlough. This change is recommended by the certainty and economy which it will introduce. Indeed, the whole scheme is designed to reduce, as far as possible, all pay and allowances to fixed sums; limiting the discretion of the department, and of the accounting officers, and lessening the contingent expenses of the establishment.

Regulations for distributing prize money have been introduced, because immediately connected with the provisions of the bill, and because those now in force, are uncertain and unequal in their operation; giving, in some cases, to superior and responsible officers, much less than to persons who have inferior rank and responsibility. One of the principal changes is an addition of five per cent. to commanders of fleets, squadrons, and vessels, who are answerable for detentions and captures, and bear alone the damages for mistake or error in the exercise of their power: a large portion of profit ought to be the reward of this responsibility.

The Tables and Estimates which are appended to the bill, are designed to exhibit, in the plainest mode, the effect of the proposed organization upon the public treasury, in peace and war, with the force which is now in commission, with that which it is advised to put in commission, and when all the vessels, built and building, shall be in active service. The comparison which they afford between the existing system, and that which is recommended, cannot, it is believed, fail to create a favorable feeling towards the latter.

Table C is an estimate of the expense of our present Naval establishment, with the force in commission, which is mentioned in the report at the commencement of the Session. And, should it be determined not to increase or alter the number of vessels now in active service, this table proves that, by adopting the proposed organization, there will be an annual saving of more than \$ 117,000.

Table A furnishes an estimate of the expense of maintaining, for one year, the force which is recommended in this report to be put in commission. By this table, it appears that the force recommended, will, under both systems, occasion an increase of expenditure in this Department, arising principally from the additional number of petty officers and seamen employed: and that, under the present system, it will cost \$ 1,901,876; under the proposed, \$ 1,869,715, making a balance in favor of the latter of about \$ 32,000, annually.

By Table D, it appears that the proposed organization will save, at the Navy Yards now used, about \$ 11,000, and at the recruiting stations, about \$ 8,000. That the three Hospitals may be maintained at about the same expense under both plans: and that the three naval stations, which it may be thought advisable to keep up hereafter, will, under the plan now recommended, cost about \$ 4,000 more than under the present, arising from the increased rank of the officers commanding them.

Table B is an estimate of the expense of maintaining all the shore establishments, and keeping in commission all the vessels which are built, as well as those which are authorized and recommended to be built. It is calculated to exhibit the utmost annual expense of all our present naval means in war, or in such a condition of our country as shall justify us in keeping in active service so large a force, and shews that the present would in that case, cost about \$ 115,000 less than the proposed system. This is the most unfavorable view which can be presented, and is designed as such. But, it is proper to remark, that it is a view which never can be realized: for, it supposes not only that all our vessels of every kind are in commission and at sea, but, that every officer attached to the navy is in active employment, and receiving full pay, at the highest rate; a state of things which is scarcely possible, and altogether beyond a rational calculation, even in a state of active warfare. A large number of officers must, at all times, be out of active service, and receiving either reduced or furlough pay: And when to this we add the diminution of the contingent expenditures, it may very safely be asserted that, in no situation, either of war or peace, will the proposed organization, with all its addition to rank and pay, be as expensive, by many thousand dollars, as the present system.

Having presented these views, I submit the plan to you, with some feeling of solicitude, that it should meet the approbation of those who have to decide upon it, arising from a conviction that it addresses itself to the best principles of action, and will be productive of discipline, efficiency, and economy, in our naval establishment.

I am, very respectfully, Sir, your obedient servant,

SAMUEL L. SOUTHARD.

To the President of the United States.

A.

ESTIMATE for the least force considered necessary to be employed for the general protection of commerce, in time of peace, corresponding with the least number of officers, &c. in the proposed act for reorganizing the Navy.

2 Ships of the line	} An addition of one-fifth of this force will be necessary to relieve vessels on foreign stations.
4 Frigates	
8 Sloops	
6 Schooners	
8 Navy yards, viz: seven on the Atlantic, and one at Sackett's Harbor.	
3 Shore Stations.	
5 Recruiting Stations.	
3 Hospitals.	
1 Vice Admiral	40 Pursers
2 Rear Admirals	40 Surgeons
3 Commodores	56 Surgeons' Mates
25 Captains	26 Boatswains
23 Master Commandants	26 Gunners
149 Lieutenants	16 Carpenters
51 Sub-Lieutenants	16 Sailmakers
19 Masters	400 Midshipmen
6 Second Masters	4851 Petty officers, Seamen, Ord. Seamen, Landsmen, & boys.
10 Chaplains	

5760 Total.

	As proposed.		By present rates.
Pay, &c. in commission	\$1,648 076 10	-	\$1,643,747 70
Pay, &c. for Navy Yards	- 116,201 50	-	128,212 25
Pay, &c. for Stations	- 15,963 75	-	11,745 75
Pay, &c. for Recruiting service	17,273 75	-	25,152 50
Pay, &c. for Hospitals	- 8,250 00	-	8,245 47
Pay, &c. for Commissioners	10,500 00	-	10,500 00
Pay, &c. for unempl'yd officers	53,450 00	-	74,273 25
	<u>1,869,715 10</u>		<u>1,901,876 92</u>
Balance in favor of proposed reorganization, -	- 32,161 82		
	<u>\$1,901,876 92</u>		<u>\$1,901,876 92</u>

B.

Estimate for the whole force at present authorized by law and recommended by the Department, and for all the shore establishments, fully officered and manned, excepting marines, which corresponds with the greatest number of officers, &c. &c. in the proposed act for reorganizing the Navy.

12 Ships of the line,	
12 Frigates of the largest size,	
3 do of the second size,	
1 Post Ship, fifth rate,	
15 Sloops of War,	
6 Schooners,	
3 Steam Batteries,	
8 Navy Yards,	
3 Shore Stations,	
3 Recruiting Stations,	
3 Hospitals.	
1 Vice Admiral,	61 Surgeons,
2 Rear Admirals,	102 Surgeon's Mates,
3 Commodores,	30 Chaplains,
47 Captains,	811 Midshipmen,
25 Master Commandants,	56 Boatswains,
256 Lieutenants,	56 Gunners,
78 Sub-Lieutenants,	46 Carpenters,
35 Masters,	43 Sail-makers,
15 Second Masters,	17,885 Petty Officers, Seamen,
60 Pursers,	Ordinary Seamen, Lands-
	men, and Boys.

Total 19,623

	as proposed.	as at present rates.
Pay and subsistence in com- mission	5,046,464 00	4,906,424 22
Pay &c. for Navy Yards	110,896 50	128,212 25
Pay &c. for Stations	12,646 25	11,745 75
Pay &c. for recruiting service	21,073 75	31,600 00
Pay &c. for Hospitals	8,250 00	8,245 47
Pay for Commissioners	10,500 00	10,500 00
	<u>5,209,830 50</u>	<u>5,096,727 69</u>
Balance in favor of present rates		113,102 81
Dolls.	<u>5,209,830 50</u>	<u>\$ 5,209,830 50</u>

C.

The annual expense of maintaining the existing Naval establishment on its present basis, and difference between its cost calculated at the present rates of pay, and those proposed under the new organization, as it was intended to employ the force by the report made to Congress at the commencement of the session.

Statement of the force to be employed in commission, and number of officers, petty officers, seamen, ordinary seamen, landsmen, and boys, upon which the calculations are predicated.

1 Ship of the line,	5 Sloops,	
2 Frigates large class,	6 7th rate,	
1 Do. small do.	10 Small vessels,	} Purchased for the suppression of piracy.
1 Do. 5th rate,	5 Barges,	
	7 Navy Yards,	
	3 Shore Stations,	
	3 Recruiting Stations,	
	3 Hospitals.	
<i>Officers, Petty Officers, &c.</i>		
28 Captains,	8 Chaplains,	
30 Master Commandants,	55 Masters,	
139 Lieutenants.	32 Boatswains,	
366 Midshipmen,	31 Gunners,	
39 Surgeons.	28 Carpenters,	
46 Surgeon's Mates,	22 Sail-Makers,	
41 Pursers,	3564 Petty Officers, Seamen, Ordinary Seamen, Landsmen and Boys.	
Total,	4483	

According to the Present Rates of Pay, &c.

For Navy Yards, pay, subsistence and allowances	-	161,818	73
Navy Commissioners	-	10,500	00
All other purposes	-	1,222,271	00
		\$ 1,394,589	73

According to the Rates of Pay, &c. in the Proposed Organization.

For Navy Yards, pay and subsistence, &c. - - -	113,783 50	
For Navy Commissioners - - -	10,500 00	
For all other purposes - - -	1,152,561 75	
		<u>1,276,845 25</u>
In favor of proposed organization, - - -		<u><u>\$ 117,744 48</u></u>

D.

Number of Navy Yards, Naval Stations, and number of Officers and Men, Marines excepted, necessary for different Navy Yards, Naval Stations, Recruiting Stations, and Hospitals, upon the Atlantic Coast, with the Annual Expense thereof, by the present and proposed rates of pay.

The Navy Yards which are deemed proper to be kept, in time of peace, on the Atlantic Coast, are : Portsmouth, Boston, New York, Philadelphia, Washington, Norfolk, and one south of the Chesapeake, which will require the following officers and men :

7 Captains, at present rates of pay, &c. - - -	24,183 25,	at proposed rates, \$21,000 00
4 Master Comd'ts - - -	8,043 00	" 6,000 00
7 Lieutenants, - - -	8,967 00	" 7,000 00
7 Masters, - - -		" 6,650 00
3 Second Masters, - - -	9,417 00	" 1,950 00
3 Chaplains, - - -	2,757 50	" 2,400 00
7 Purser, - - -	7,992 25	" 7,000 00
7 Surgeons, - - -	9,168 25	" 8,400 00
7 Surgeon's Mates, - - -	6,655 25	" 4,620 00
8 Boatswains, - - -	5,954 00	" 4,200 00
8 Gunners, - - -	5,954 00	" 3,500 00
28 Midshipmen, - - -	6,384 00	" 11,900 00
6 Stewards, - - -	1,843 50	" 1,627 50
49 Seamen, - - -	11,527 25	" 11,527 25
49 Ord'ny Seamen, - - -	10,351 25	" 10,351 25
<u>Tot. 200</u>	<u>\$119,138 00</u>	<u>\$108,126 00</u>
		<u><u>\$11,012 00</u></u>

In favor of proposed rates of pay,

\$11,012 00

The Naval Stations which may be necessary to be kept up, are: Boston, New York, and Norfolk, and will require—

*1 Vice Admiral, at present rates,	}	7,706 25	and 4,225 00	at pro-
*1 Commadore,				
*1 Captain,			2,535 00	rates
3 Lieutenants,		1,987 50	2,441 25	..
9 Midshipmen,		2,052 00	3,802 50	..
<hr/>				
15		<u>\$11,745 75</u>	<u>\$15,965 75</u>	

Five Recruiting Stations will require—

2 Captains, at present rates,	3,860 00,	and 2,895 00	at proposed
3 Master Commandants,	3,302 50	3,528 75	rates
5 Lieutenants,	6,506 25	4,068 75	..
5 Surgeons,	6,650 50	4,668 75	..
5 Midshipmen,	4,333 75	2,112 50	..
<hr/>			
20	<u>\$25,152 50</u>	<u>\$17,273 75</u>	..

Three Hospitals will require—

3 Surgeons, at present rates,	5,794 47	and 6,000 00	at proposed
3 Surgeon's Mates,	2,496 00	2,250 00	rates
<hr/>			
6	<u>\$8,245 47</u>	<u>\$8,250 00</u>	

* Calculated as three Captains at double rations.

B.

Statement of the number and description of vessels which it is deemed advisable to retain at Sacket's Harbor, and the number of Officers and men proposed to be retained at that place for the present, with the annual expense thereof.

2 ships of the line on the stocks.

1 Master Com't at present rates	1,960 00	at proposed rates	1,800 00
1 Lieutenant	1,281 00		750 00
1 Master	941 75		750 00
1 Purser	1,141 75		1,000 00
1 Surgeon's Mate	950 75		660 00
1 Boatswain	741 75		1,000 00
1 Gunner	741 75		800 00

2 Seamen	470 50	470 50
4 Ordinary Seamen	845 00	845 00
	<u>9,074 25</u>	<u>8,075 50</u>
	Dolls.	Dolls.

After the stores are removed or sold, only one commissioned officer and one gunner will be required upon this station, the annual expense of which will not exceed \$1,900.

A BILL

For the reorganization of the Naval Establishment.

Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled. That the naval establishment shall consist of not less than the following grades and number of commissioned and warrant officers, viz:

1 Vice Admiral,	10 Chaplains,
2 Rear Admirals,	40 Pursers,
3 Commodores,	40 Surgeons,
25 Captains,	56 Surgeon's Mates,
25 Masters Commandant,	400 Master's Mates & Midshipmen,
149 Lieutenants,	26 Boatswains,
51 Sub-Lieutenants,	26 Gunners,
19 Masters,	16 Carpenters,
6 Second Masters,	16 Sailmakers.

And be it further enacted, That whenever, in the opinion of the President of the United States, the interests of the country shall require a greater number of commissioned and warrant officers, than is provided for by the preceding section, he shall be, and hereby is, authorized to increase the number in each grade, so that the same shall not exceed the following, viz:

1 Vice Admiral,	30 Chaplains,
2 Rear Admirals,	60 Pursers,
3 Commodores,	61 Surgeons,
47 Captains,	102 Surgeon's Mates,
25 Masters Commandant,	811 Master's Mates & Midshipmen,
256 Lieutenants,	56 Boatswains,
78 Sub-Lieutenants,	56 Gunners,
35 Masters,	46 Carpenters,
15 Second Masters,	43 Sailmakers.

And be it further enacted, That the number of petty officers, seamen, ordinary seamen, landsmen, and boys, to be employed in the navy, shall be regulated by the President of the United States, according as the necessities of the public service may require.

And be it further enacted, That the pay and emoluments of all flag officers, and persons acting as flag officers, and the pay and emoluments of persons attached to flag officers, when in active service, shall be as follows, viz:

		Pay per month.	Number of daily rations.	Class for prize money.
Flag Officers.	Vice Admiral - - -	\$200	20	} First.
	Rear Admiral - - -	150	18	
	Commodore - - -	125	16	
	Captain, appointed commander in chief of a squadron - -	120	12	
	Captain, acting as captain of the fleet - - -	125	16	
	Surgeon, acting as surgeon of the fleet - - -	100	8	} Second.
	Lieutenant, acting as flag Lieutenant - - -	50	4	
	Secretary to Vice Admiral - -	65	1	} Third.
	Secretary to Rear Admiral - -	60	1	
	Secretary to Commodore - -	50	1	
	Secretary to Captain commander in chief of a squadron - -	40	1	} Fifth.
	Admiral's, or Commodore's Coxswain - - -	18	1	
Admiral's, or Commodore's Steward - - -	18	1		
Admiral's, or Commodore's Cook - -	18	1		

And be it further enacted, That when a flag officer shall be appointed Commander in Chief of a fleet, or squadron, or when a flag officer shall succeed to the command in chief of a fleet, or squadron, upon foreign service, by the death or resignation of his superior, he shall receive double rations while acting as such.

And be it further enacted, That, whenever a Captain shall be appointed commander in chief of a squadron, he shall wear such distinguishing pendant as may be directed, and shall receive double rations while he is authorized to wear such pendant, as commander in chief.

And be it further enacted, That a Captain, succeeding to the command in chief of a fleet or squadron, upon a foreign station, by the death or resignation of his superior officer, shall be entitled to the same pay and emoluments, as a captain appointed to the command in chief of a fleet or squadron, so long as he performs the duties of that situation; but he shall hoist no distinguishing flag or pendant, that he was not previously authorized to wear.

And be it further enacted, That the increase of pay and emoluments to a Captain, acting as captain of a fleet,—to a Lieutenant, acting as flag lieutenant,—and to a Surgeon, when acting as surgeon of a fleet, shall only be allowed when those officers are actually employed in those capacities in a fleet or squadron.

And be it further enacted, That the pay and emoluments of Secre-

taries, shall only be allowed for the time when the respective officers to whom they may be attached shall be entitled to receive the pay of active service.

And be it further enacted, That seven per centum of the nett proceeds of all prize money, lawfully accruing to the officers and crews of the vessels of a squadron, acting under the orders of any of the flag officers of the squadron, shall belong to, and be divided, as hereinafter directed, among the flag officers of such squadron; *Provided,* their flags are flying within the limits of their station, when the capture is made.

And be it further enacted, That, if there are but two flag officers entitled to share in the same capture, the superior or senior officer shall receive two third parts, and the inferior one third part of the amount. If there are more than two flag officers entitled to share, the superior, or senior officer, shall have one-half, and the remaining half shall be equally divided among the others.

And be it further enacted, That captains when commanders in chief of fleets or squadrons, shall be considered as flag officers in all captures made by vessels under their command, while they continue to act as commanders in chief, within the limits of their station, but shall only share as captains in all other situations.

And be it further enacted, That the vessels of war shall be rated as follows: viz.

1st Rate, vessels mounting -	-	-	100 guns and upwards.
2d Rate, vessels mounting over -	-	-	74 and under 100 guns.
3d Rate, frigates of the largest size.			
4th Rate, frigates of the second size.			
5th Rate, post ships mounting -	-	-	26 and under 36 guns.
6th Rate, sloops mounting -	-	-	18 and under 26 guns.
7th Rate, vessels under -	-	-	18 guns.

And be it further enacted, That the pay and emoluments of all officers and others, attached to vessels in commission, and the distribution of the nett proceeds of prize money accruing to such officers, and others, shall be as is established in the annexed table and note marked C.

And be it further enacted, That the Navy Yards of the United States shall be arranged in two classes, as follows: viz.

1st Class.	{	Portsmouth, N. H.	2d Class.	{	Lake Ontario,
		Charlestown, Mass.			Lake Champlain,
		Brooklyn, N. Y.			Lake Erie, while they are
		Philadelphia,			continued as navy yards or
		Washington,			stations.
		Gosport, Va. and one			
		South of the Chesapeake.			

And be it further enacted, That the annual compensation to the officers attached to the navy yards and navy Hospitals, in lieu of all other pay and emoluments whatever, house rent or quarters excepted, shall be as follows: viz.

RANK.	1st Class.	2d Class.	Navy Hos- pitals.
To a Captain commanding -	3,000	\$ 2,000	
Master commandant commanding	1,500	1,500	
Master commandant not com'g	1,500		
Lieutenants - - -	1,000	750	
Masters - - - -	950	750	
Surgeons - - - -			2,000
Surgeons - - - -	*1,200	850	
Surgeons' mates, if passed -	660	660	750
Surgeons' mates, not passed -	540	540	540
Pursers - - - -	1,000		
Pursers, acting as storekeepers	1,500	1,000	
Midshipmen, if passed for lieuts.	425	425	
Do. not passed -	325	325	
Boatswain - - - -	600	450	
Gunner - - - -	500	400	
Chaplain - - - -	800		
Surgeon, acting as medical pur- veyors - - - -			2,000

* Unless entitled to more by length of service. In that case his annual amount of pay and rations.

And be it further enacted, That captains commanding stations shall receive not exceeding the pay and emoluments of captains attached to first rate ships, in lieu of all other allowances.

And be it further enacted, That, if a captain shall be appointed to command a naval station, and a navy yard included within it, he shall receive the pay allowed to the commandants of the navy yard, and no more.

And be it further enacted, That, if a flag officer be appointed to the command of a naval station, he shall receive the pay and emoluments allowed to an officer of his grade, when employed at sea, and not commanding in chief.

And be it further enacted, That the pay and emoluments of officers permanently attached to recruiting stations, in lieu of all other allowances whatever, excepting to the commanding officer, who shall be further allowed a sum not exceeding three dollars for every person he shall enlist into the service, and deliver to the proper officer, conformably to the instructions of the Secretary of the Navy, shall be as follows, viz:

RANK.				Monthly pay.	Rations per diem.
If a	Captain	-	-	\$ 75	6
	Master commandant	-	-	60	5
	Lieutenant	-	-	45	3
	Surgeon	-	-	* 55	3
	Surgeons' mates, if passed	-	-	40	2
	Surgeons' not passed	-	-	30	2
	Midshipman	-	-	20	2

* Unless entitled to more from length of service; in that case his annual amount of pay and rations.

And be it further enacted, That, whenever an officer shall be employed upon special service, relating to the navy, other than is provided for in this act, the Secretary of the Navy may allow him such rate of pay and emolument as he may deem proper, provided it does not exceed the highest rate of pay and emoluments to which officers of his grade may be entitled when in active service at sea.

And be it further enacted, That all officers, not attached to vessels in commission, to navy yards, naval stations, recruiting stations, hospitals, or employed upon special service by order of the Secretary of the Navy, or a commander in chief upon a foreign station, shall be allowed an annual compensation, to be denominated reduced pay, and which shall be as is established in the annexed table, marked G, except in the cases mentioned in the next succeeding section.

And be it further enacted, That any officer who shall be furloughed, or who shall have been excused from service at his own request, when receiving reduced pay, for any other cause than inability to perform the service, from sickness, shall receive an annual pay, which shall be called furlough pay, as is established in the annexed table, marked H: *Provided,* he shall not have declined to perform active service when ordered from furlough pay, nor have exceeded the limits of his furlough, except from unavoidable necessity; in which cases he shall no longer receive any pay, and be further punished, at the discretion of a court martial.

And be it further enacted, That the President of the United States may, in time of peace, permit captains, masters commandant, lieutenants, sub-lieutenants, masters, second masters, and midshipmen, to engage in the merchants' or any other sea service, and that to such of those officers who are thus employed, captains and masters commandant excepted, reduced pay may be allowed for the time they are actually at sea, as an inducement for them to avail themselves of such opportunities for improving themselves in seamanship.

And be it further enacted, That all marine officers and marines, stationed or employed within the limits of a Navy Yard, or on board vessels in ordinary, shall be subject to the Laws and Regulations for the government of the Navy, in the same manner as they now are when employed on board Ships of the United States at sea.

And be it further enacted, That all navy storekeepers may be taken from the pursers of the navy, or shall be appointed by warrant from the President of the United States, and be subject to the laws and regulations for the government of the navy of the United States; and their pay shall be established by the President of the United States, having regard to their relative responsibilities.

And be it further enacted, That the President of the United States be, and he is hereby, authorized to assign such number of the officers, petty officers, seamen, and marines, of the navy, to the different vessels, navy yards, and stations, as he may deem most advantageous to the public service: *Provided,* That the whole number employed in each grade does not exceed the number authorized by this act.

And be it further enacted, That all such acts, or parts of acts, heretofore passed, as shall be at variance with, or opposed to the provisions of this act, shall be, and are hereby, repealed.

And be it further enacted, That all the provisions of this act shall take effect from and after the day of next.

G.		H.
RANK.	<i>Annual re-duced pay.</i>	<i>Annual fur-ough pay.</i>
Vice Admiral - - - - -	\$2,750	\$1,375
Rear Admiral - - - - -	2,250	1,125
Commodore - - - - -	1,900	950
Captains, 1st fourth on the list - - - - -	1,650	825
do. 2d fourth on the list - - - - -	1,400	700
do. 3d fourth on the list - - - - -	1,250	625
do. last fourth - - - - -	1,100	550
Masters Commandant, 1st half on the list -	850	425
do 2d half on the list -	750	375
Lieutenants, 1st half on the list - - - - -	550	275
do. 2d half on the list - - - - -	450	225
Sub Lieutenants - - - - -	400	200
Masters, 1st half on the list - - - - -	500	250
do. 2d half on the list - - - - -	400	200
Second Masters - - - - -	350	175
Midshipmen, if passed for lieutenants - -	275	137 50
do. if not passed - - - - -	200	100
Surgeons, if less than 2 years at sea as such -	580	290
do. if over two and under four years -	680	340
do. if over four and under six years -	780	390
do. if over six and under eight years -	880	440
do. if over eight and under ten years -	980	490
do. if over ten years at sea as such -	1,080	540
Surgeons' Mates, if passed for Surgeons -	440	220
do. if not passed - - - - -	360	180
Pursers, 1st half on the list - - - - -	500	250
do. 2d half on the list - - - - -	400	200
Chaplains, if they have been 3 yrs. at sea as such -	500	250
do. if less than 3 years at sea as such -	350	175
Boatswains, Gunners, Carpenters and Sail- makers, if they have been 7 years at sea as such, the 1st half on the list - - - - -	300	150
do. 2d half on the list - - - - -	200	100

TABLE C.

PAY AND RATIONS for Officers, Petty Officers, Seamen, Ordinary Seamen, Landsmen, and Boys, attached to the different rates of Vessels in the Navy, when they are in Commission.

Class for prizes to sixth rate, inclusive, and the proportion for each class.	RANK, OR STATION.	FIRST RATE.			SECOND RATE.			THIRD RATE.			FOURTH RATE.			FIFTH RATE.			SIXTH RATE.			SEVENTH RATE.			SMALL VESSELS.			Class for prizes under sixth rate, and the proportion for each class.	
		No.	Pay per Month.	No. of Rations.	No.	Pay per Month.	No. of Rations.	No.	Pay per Month.	No. of Rations.	No.	Pay per Month.	No. of Rations.	No.	Pay per Month.	No. of Rations.	No.	Pay per Month.	No. of Rations.	No.	Pay per Month.	No. of Rations.	No.	Pay per Month.	No. of Rations.		
I. 13 per cent. for Com'r 7 do. flag officers 20	Captains	1	120	12	1	110	10	1	105	8	1	100	8	1	75	6	1	60	5	1	60	5	1	50	4	I. 20 per cent. 7 for flag officers 13 for Com'r.	
	Masters Commandant	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	or 50	4	1	50	4		
	Lieutenants Commandant	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
II. 10 per cent.	First Lieutenants	1	50	4	1	50	4	1	45	3	1	45	3	1	45	3	1	40	3	1	40	3	1	40	3	II. 10 per cent.	
	Other Lieutenants	8	45	3	7	45	3	4	40	3	3	40	3	2	40	3	2	40	3	2	40	3	2	40	3		
	Sub-Lieutenants	1	35	3	1	same pay in all rates		1	-	-	1	-	-	2	1 to do master's duty		2	1 to do master's duty		2	1 to do master's duty		2	1 to do master's duty			
	Masters	1	45	3	1	45	3	1	40	3	1	40	3														
	Second Masters	1	30	3	1	30	3																				
	Chaplains	1	45	3	1	45	3	1	40	3	1	40	3														
	Surgeons, (see note)	1	-	-	1	-	-	1	-	-	1	-	-	1	-	-	1	-	-	1	-	-					
III. 8 per cent.	Pursers	1	40	2	1	same pay in all rates		1	-	-	1	-	-	1	-	-	1	-	-	1	-	-				III. 8 per cent.	
	Boatswains	1	30	2	1	28	2	1	25	2	1	25	2	1	20	2	1	20	2	1	20	2					
	Gunners	1	30	2	1	28	2	1	25	2	1	25	2	1	20	2	1	20	2	1	20	2					
	Carpenters	1	30	2	1	28	2	1	25	2	1	25	2	1	20	2	1	20	2								
	Midshipmen, if acting as Masters' Mates, and passed for Lieutenants	5	25	2	4	-	-	3	-	-	3	-	-	2	-	-	2	-	-	1	-	-					
	Midshipmen, if acting as Masters' Mates, and not passed for Lieutenants		20	2																1	to act as surgeon		1	to act as surgeon			
	Surgeons' Mates, if passed for Surgeons	3	40	2	3			2			2			1			1			1	to act as surgeon		1	to act as surgeon			
	Surgeons' Mates, if not passed for Surgeons		30	2																							
	Midshipmen, if passed for Lieutenants	25	20	2	20	same pay in all rates		16			12			10			8			5			3				
	Midshipmen, if not passed for Lieutenants		19	1		same pay in all rates																					
IV. 15 per cent.	Schoolmasters	1	30	1	1	30	1	1	-	-	1	-	-	1	-	-	1	-	-	1	-	-				IV. 15 per cent.	
	Clerks	1	25	1	1	same pay in all rates		1	-	-	1	-	-	1	-	-	1	-	-	1	-	-					
	Sailmakers	1	25	2	1	25	2	1	20	2	1	20	1	1	20	1	1	20	1	1	15	1					
	Armorers	1	18	1	1	18	1	1	18	1	1	18	1	1	15	1	1	15	1	1	15	1					
	Boatswains' Mates	6	18	1	6	18	1	4	18	1	3	18	1	2	15	1	2	15	1	1	18	1	1	18	1		
	Gunners' do.	3	18	1	3	18	1	2	18	1	2	18	1	2	15	1	1	15	1	1	18	1	1	18	1		
	Carpenters' do.	2	18	1	2	18	1	2	18	1	1	18	1	1	15	1	1	15	1	1	18	1	1	18	1		
	Masters at arms	1	18	1	1	18	1	1	18	1	1	18	1	1	15	1	1	15	1	1	18	1	1	18	1		

Class for Prizes to 5th rate, inclusive, and the proportion for each class.	RANK OR STATION.	FIRST RATE.			SECOND RATE.			THIRD RATE.			FOURTH RATE.			FIFTH RATE.			SIXTH RATE.			SEVENTH RATE.			SMALL VESSELS			Class for Prizes under 6th rate, and the proportion for each.					
		No.	Pay per month.	No. of rations.	No.	Pay per month.	No. of rations.	No.	Pay per month.	No. of rations.	No.	Pay per month.	No. of rations.	No.	Pay per month.	No. of rations.	No.	Pay per month.	No. of rations.	No.	Pay per month.	No. of rations.	No.	Pay per month.	No. of rations.						
IV. 15 per cent.	Cockswains	1	18	1	1	18	1	1	18	1	1	18	1	1	15	1	1	15	1						IV. 15 per cent.						
	Ships' Corporals	2	15	1	2	15	1	2	15	1	2	15	1	2	12	1	2	12	1							V. 12 per cent.					
	Coopers	1	15	1	1	15	1	1	15	1	1	15	1	1	12	1	1	12	1	1	15	1	1	12			1	VI. 35 per cent.			
	Ships' Cooks	1	18	1	1	18	1	1	18	1	1	18	1	1	15	1	1	15	1	1	15	1	1	15			1				
Cooks' Mates	2	15	1	2	15	1	2	15	1	2	15	1	2	12	1	2	12	1	2	10	1	2	15	1							
Sailmakers' Mates	2	15	1	2	15	1	2	15	1	2	15	1	2	15	1	2	15	1	2	15	1	2	15	1							
Quartermasters	12	15	1	10	Same pay in all rates	8		6		1	15	1	1	15	1	5	15	1	4	15	1	2	15	1							
Quartergunners	24	15	1	20	Same pay in all rates	12		20		10	15	1	10	15	1	8	15	1	6	15	1	3	15	1							
V. 12 per cent.	Captains of Tops	9	15	1	6	do	6	do	6	4	15	1	4	15	1	3	15	1	3	15	1	2	15	1	V. 12 per cent.						
	Captains of Forecastle	3	15	1	3	do	2	do	2	2	15	1	2	15	1	2	15	1	2	15	1	1	15	1		VI. 35 per cent.					
	Captains of Afterguard	2	15	1	2	do	2	do	2	2	15	1	2	15	1	2	15	1	2	15	1	1	15	1			VI. 35 per cent.				
	Captains of Mast	2	15	1	2	do	2	do	2	2	15	1	2	15	1	2	15	1	2	15	1	1	15	1				VI. 35 per cent.			
	Captains of Hold	2	15	1	2	do	2	do	2	2	15	1	2	15	1	2	15	1	2	15	1	1	15	1					VI. 35 per cent.		
	Yeomen	3	15	1	3	do	3	do	3	3	15	1	3	15	1	3	15	1	3	15	1	1	15	1						VI. 35 per cent.	
	Pursers' Stewards	1	15	1	1	do	1	do	1	1	15	1	1	15	1	1	15	1	1	15	1	1	15	1							VI. 35 per cent.
	Stewards' Mates	1	12	1	1	do	1	do	1	1	12	1	1	12	1	1	12	1	1	12	1	1	12	1							
VI. 35 per cent.	Seamen	350		1	250		150		115		55		55		55		55		55						VI. 35 per cent.						
	Ordinary Seamen	400		1	260		130		105		40		40		40		40		40							VI. 35 per cent.					
	Lazdsmen	160		1	90		40		26		5		5		5		5		5								VI. 35 per cent.				
	Boys, first class	48		1	30		18		14		5		5		5		5		5									VI. 35 per cent.			
	Boys, second class	36		1	20		10		8		5		5		5		5		5										VI. 35 per cent.		
MARINES.																															
II.	Captains	Marines have the same pay and allowance in all rates.																													
III.	First Lieutenants																														
	Second Lieutenants																														
V.	Sergeants																														
	Corporals																														
VI.	Privates																														

NOTE.—Surgeons who shall have performed less than two years' sea service, as such, shall receive \$ 50 per month, and two rations per diem.
If they shall have performed over two years' sea service, as such, and under four years, shall have \$ 55 per month and three rations per diem.
If over four, and under six, \$ 60 and four do.
If over six, and under eight, \$ 65 and five do.
If over eight, and under ten, \$ 70 and six do.
If over ten, \$ 75 and eight do.

When the regulation of pay to officers, depends upon the length of their service at sea, *sea service* shall be considered as confined to service on board of vessels actually in commission for active service at sea.