

THIS IS YOUR SHIP

The ship is yours. She will be your home in a sense that you have never experienced before. You will work, eat, enjoy recreation in her confines. Your shipmates will become closer to you than brothers. It is up to you to make her a happy and efficient fighting ship. Every man aboard has an individual responsibility he never had before in civil life no matter what his occupation. The lives of over 900 men are in your hands; the ship itself - which will become a personality to you - depends on you for her very life. Names like **BON HOMME RICHARD, INTREPID, HORNET, WASP, RANGER**; these names mean something: the men who fought these ships had a fierce pride in their ship that precluded the possibility of defeat. Pride in your ship and pride in your branch of service is engendered from a multitude of little things.

This booklet will help you



steer clear of some mistakes easily made aboard ship - they are rules laid down to insure our success as a fighting unit of the fleet. She is a new ship, a fine ship, a fast and smart ship. Learn your ship and your job, work hard and together lets see this job through to victory.

MILITARY COURTESY

A hand salute and a cheerful "Good Morning, Sir", is a greeting of friendship and an age old mark of recognition between men proud to be members of the same service. Salute your Captain every time you meet him, salute all other officers on first seeing them at the beginning of each day and when you address an officer. Salute the OOD whenever you address him and on leaving or returning to the ship. Salute the colors every time it passes in review and every time you come aboard or leave the ship. This is a separate salute to the one given the OOD. Remember, in the Navy, salutes are rendered only when you are covered.

GENERAL INFORMATION

Keep this pamphlet in your possession and refer to it whenever a question arises in your mind. It won't be able to answer all of your questions, but it will be of great help in answering some of the minor things that arise. The following spaces apply to your individual case:

Name James Edwin Mangum Rate S⁷/_c Division V-1
Billet No. 740 Locker No. 740 Berthing Compartment No. 1-14
Div. muster is held at fr. 8:15 on Flight Deck: _____ on Hangar Deck
Division Officer _____ Jr.Div.Off. _____
Division Petty Officer _____ General Quarters Sta. _____
Fire Station _____ Abandon Ship _____

IMPORTANT - SEE AND FOLLOW SMOKING REGULATIONS

Your ship's officers are:

_____	Commanding
_____	Executive Officer
_____	Air Officer
_____	Navigator
_____	Engineering Officer
_____	First Lieutenant
_____	Communication Officer
_____	Gunnery Officer
_____	Medical Officer
_____	Supply Officer
_____	Dental Officer

PETTY OFFICER

All Petty Officers are expected to show zeal and authority which is attached to their rating. The following article is quoted.

UNITED STATES NAVY REGULATIONS

ARTICLE 1275

1. Petty Officers shall show in themselves a good example of subordination, courage, zeal, sobriety, neatness, and attention to duty.
2. They shall aid to the utmost of their ability in maintaining good order, discipline, and all that concerns the efficiency of the command.
3. For the preservation of good order Petty Officers are always on duty and are vested with the necessary authority to report and arrest offenders. This authority attaches to them while ashore on liberty.
4. When an enlisted man is appointed petty officer, the Commanding Officer shall bring to his attention the provisions of this article.

UNIFORM

Ours is a great Navy which has behind it a record of achievement of which we are very proud. Therefore let us show on every occasion, our pride in the Navy, by closely observing the rules of military etiquette and by dressing suitably for every occasion. Maintain, at all times, the standards of smartness which distinguish an efficient and well disciplined organization. Take pride in your uniform, keep it clean. BE A CREDIT TO THE NAVY AND LOOK SHARP AT ALL TIMES.



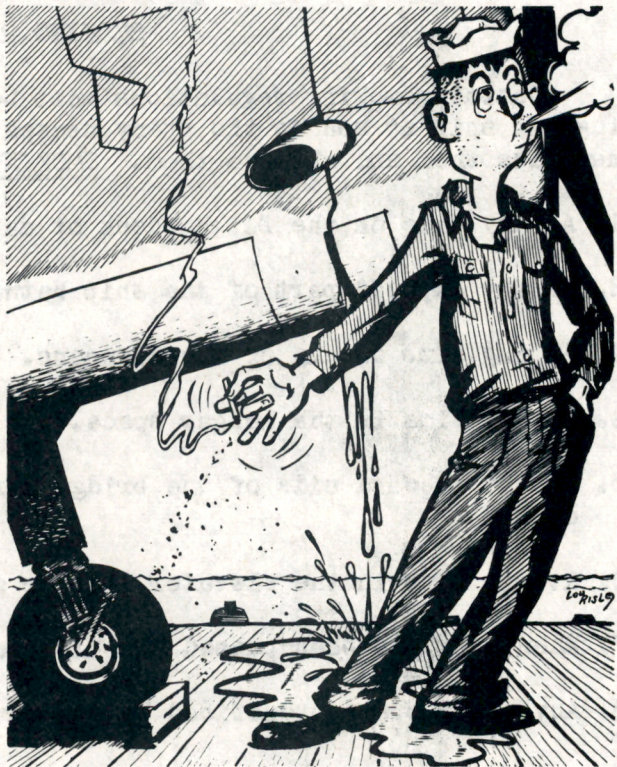
SMOKING REGULATIONS

Certain smoking regulations must be observed. Danger from fire and revealing our ship at sea to the enemy necessitate these rules. Keep them in mind, memorize them and observe them. SMOKING WILL NOT BE ALLOWED:

1. At any time on the flight deck or catwalks.
2. On any exposed part of the ship between sunset and sunrise.
3. At any time on any of the sponsons.
4. At any time in the hangar space.
5. On the inboard side of the bridge structure when aircraft are on the flight deck.
6. At any time in the elevator pits or clipping rooms.
7. When word has been passed "Smoking Lamp is out".
8. Any other space prescribed by the Commanding Officer.

SMOKING WILL BE PERMITTED:

1. On the forecastle and fantail during daylight hours.
2. In the crews heads off the walkways.
3. During daylight hours on the after end of the bridge. Butts are to be placed in receptables - not thrown over the side.
4. In such other spaces and at such times as prescribed by the Commanding Officer.



LEAVE

Remember we are at WAR. Have your personal affairs arranged so that your presence away from the ship is not required. When leave can be granted; at the most only ten percent (10%) of the ship's complement can be away at the same time. Emergency leave may be granted if and when necessary, but only when emergency conditions have been investigated. If you are granted leave, return on time. This keeps you out of trouble - and a good record is a valuable asset. Act like a "man-o-war's man" while on leave. The impression you make while on leave sticks long after you have returned.

RECREATION

Facilities are available for various types of sports, when and where they are available. Sports are authorized activities of the ship and as such, insofar as they comply with military mission of the ship, they shall be given official recognition and support.

MOVIES

When possible, movies will be shown on the hangar deck forward. Features, as well as newsreels, cartoons and other short subjects will be presented.

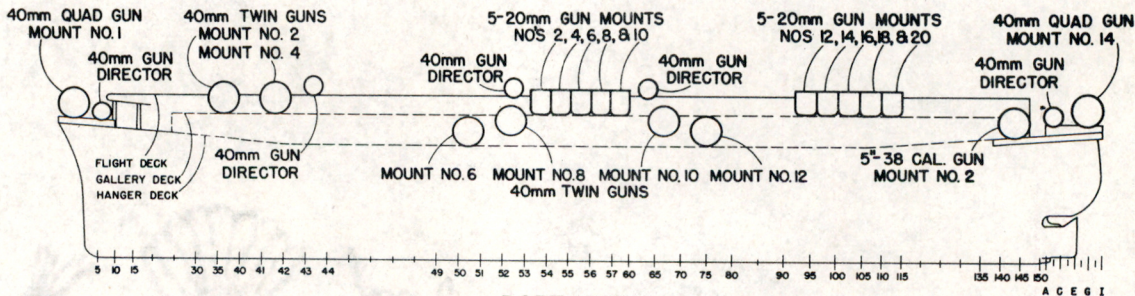


LIBERTY

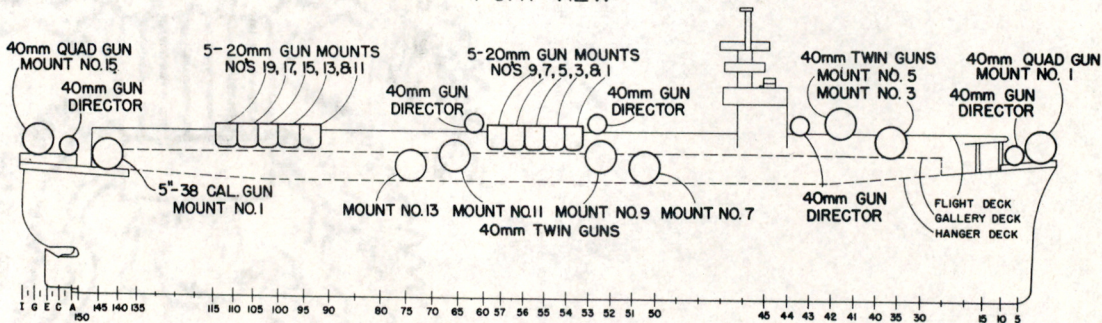
Liberty is granted as shown on the "Plan of the Day". Your appearance will be checked by the "Officer of the Deck", at the gangway before you leave the ship. Non-Regulation clothing of any sort will not be worn by any member of the Ship's crew. Uniforms must be clean and neat.

Keep your shoes shined - Keep your uniform clean and neat - and always look sharp

GUN POSITION ON CVE CLASS # 105



PORT VIEW



STARBOARD VIEW

LUCKY BAG

Clothing and personal effects are turned in to the Lucky Bag whenever they are left adrift on the ship. It is also the place where you may turn in, for safekeeping, those personal articles that you cannot stow in your locker. The location of the "Lucky Bag" is main deck, forward, portside, frame 16.

PHOTOGRAPHIC LABORATORY

No one but the official Ship's Photographer may take pictures aboard ship. The photographic laboratory is responsible for all pictures taken aboard ship. Personal cameras are not permitted. If you are unable to leave your camera ashore, it must be turned over to the OOD as you come aboard. He will give you a receipt.

PROHIBITED ARTICLES

Experience has proven the necessity of banning certain items from the ship. The reasons are founded usually upon military necessity or to avoid hazards. Included among them are: (a) personal cameras, (b) personal radios, (c) automatic lighters or lighter fluid, (d) electric razors, etc., (e) diaries, (f) notes relating to naval operations or circumstances, (g) civilian clothing (athletic gear is not included here), (h) baggage, except essential, as it is a fire hazard and you may lose it during "strip ship".

Coffee will be given out up to the time for taps. A period of fifteen minutes before taps is reserved for first class petty officers only. Watch standers and late working parties are the only ones allowed coffee after taps. Do not remove cups from the mess hall.



MEDICAL DEPARTMENT

The Sick Bay, including the Dental Office, is located on the hangar deck, aft, between frames 109 and 134.

When you report aboard, your checking in card calls for your reporting there.

Your health and teeth will be checked, inoculations given if necessary and your having two identification tags will be insured. You will also be given instruction sheets on first aid and venereal prophylaxis.

Sick call is held twice daily at 0830 and 1830 - emergencies are treated at any time.



SEE THE MEDIC AFTER CONTACT

Dental work is by appointment which is made between 0800 and 1600. Emergency dental care is given at any time.

Daily cleansing of the body surface, followed by complete rinsing of all soap and excretions, is necessary to keep up your general health. Use mild soap and only a small amount. The skin must be thoroughly dried, giving special attention to the feet, between the toes and their underside.

Fresh clean socks must be worn at all times and changed several times daily if necessary.

Shift underclothing daily. Keep your bunk clean and fresh.

If any ailment develops visit the Sick Bay at the next Sick Call. If you suffer an accident or need emergency treatment call at any time day or night.

Particular attention is invited to fungus infections of the skin or the appearance of body lice. Don't delay treatment for these conditions because prompt care is necessary not only for your own health and comfort but also to prevent their spreading among your shipmates.

The first aid boxes about the ship are for battle use only - to save lives. Don't endanger yourself or others by using them for any other purpose.

SOAP, THEN RINSE - SAVE WATER!

DARKEN SHIP

In war the ship is always darkened at sea, or where possibility of attack exists. The darken ship period commences with sunset and ends with sunrise. From darken ship at night until "light ship" in the morning it is the vital responsibility of every man to see that neither light, nor even the smallest reflective glow can be seen from the outside of the ship. There will be absolutely no smoking on the weather decks from darken ship to light ship. The responsibility of seeing that no light can be seen during the period of darken ship rests entirely on your shoulders. Make sure you are not the cause of any disaster.

WASTING OF FRESH WATER

Water is precious at sea. The condensers aboard this ship are set up so that a sufficient amount of water can be supplied for every man if you do not waste it. The wasting of water will not be tolerated. Should there be such waste - rationing will be the result. Every precaution should be taken so that the rationing of water shall not have to be effected. The neglect or disobedience of regulations regarding the conservation of water by all hands, will result in rationing and setting up severe limitations on when water (except drinking) may be used.

LADDERS

To enable you to get around your ship in the quickest and easiest manner it is necessary that a systematic plan be followed. The system is described here for your use: Memorize it and become thoroughly familiar with it. Your ability to get about fast and surely, perhaps in total darkness, may some day save your life.

1. When going aft to forward, use starboard passageways.
2. When going forward to aft, use port passageways.

A word about ladders. All hands must be thoroughly familiar with ladders and passageways in case of



FOLLOW TRAFFIC RULES

emergencies. Get the rules down pat and follow them. Consult the list and find out what ladders you should use at General Quarters and then use them.

1. Use starboard ladders for up traffic and port ladders for down traffic.
2. "Two-Way" ladders may be used for both up and down traffic.
3. Use the ladder at the frame 30 amidships, from the hangar to the gallery deck, only in emergency drills.
4. To and from the flight deck from the hangar deck use ladders at frame 50 1/2 portside for down traffic.
5. From the hangar deck to the lower decks the general traffic plan will be followed.

LADDERS IN GENERAL QUARTERS

During General Quarters, the following personnel will use the ladders designated below in arriving at their stations:

1. The personnel of the Air Department will use all ladders from the hangar to the flight deck, except the ladder at frame 50 1/2, port.
2. The #1 40mm gun crew will use the ladder from the main deck, at frame 21 $\frac{1}{2}$ and

the passage on the port side of the forward elevator pit.

The #2 and #4 40mm gun crews will use the ladder in the hangar at frame 46 1/2, port, plus the ladder at frame 39, port.

The #3 and #5 40mm gun crews will use the ladder at frame 49, starboard, in the hangar, plus the ladder at frame 41 1/2, starboard.

The crews of #2, .4, 6, 8 and 10 20mm guns will use the ladder in the hangar at frame 58, port.

The crews of #1, 3, 5, 7 and 9 20mm guns will use the ladder in the hangar at frame 58, starboard.

The crews of #12, 14, 16, 18 and 20 20mm guns will use the ladder in the hangar at frame 84, port, plus the ladder at frame 106¢.

The crews of #11, 13, 15, 17 and 19 20mm guns will use the ladder in the hangar at frame 84, starboard, plus the ladder at frame 106¢.

Crews of all guns on the fantail will use the ladders at frame 147, 136, 107 and the passageway on the port side of the after elevator and through the Sick Bay.

The men whose station is on the island will use ladder at frame 49, starboard, in the hangar, plus those at frame 41 1/2, starboard.

PAY DAY

Pay day will be shown in the "Plan of the Day", also the word will be pass-
In general, the 5th and 20th of the month will be pay day for the crew.

MAIL

All letters shall be posted with envelopes unsealed in order that contents be accessible for censorship. To insure prompt delivery of your mail, have on it the correct address and return address. Do not mail letters or other items ashore. Samples of the correct return address are given below:

If in the Pacific Area:

John Doe, Slc, USN,
U.S.S. COMMENCEMENT BAY (CVE 105),
Division "K",
c/o Fleet Post Office,
San Francisco, California.

If in the Atlantic Area:

John Doe, Slc, USN,
U.S.S. COMMENCEMENT BAY (CVE 105),
Division "K",
c/o Fleet Post Office,
New York, New York.



USE CORRECT MAILING FORMS
ASSURE YOURSELF OF MAIL

Do not show place or location of ship, such as "South Pacific", "Somewhere in the Central Pacific," or "North Pacific".

Keep all your correspondents advised as to your correct address at all times. It is essential, if you are being transferred to other activities such as "For Further Transfer" that you advise your correspondents not to write until a permanent address is received to which mail can be forwarded properly. Publishers (Newspapers and Magazines) in such cases should be informed to hold their prints until the new permanent address is received by them.

Mail is an important item to all hands. Help prompt delivery by proper addresses.

PLAN OF THE DAY

A "Plan of the Day" is published each evening and covers the plan for the coming day. Attention of all hands is invited to this as it not only includes basic routine of which all hands should be familiar but also includes special notices, listing men by name, for working parties and other special jobs which may arise. It is the responsibility of each man to check this publication and report on time as required.

CENSORSHIP REGULATIONS

Censorship is common sense. Most of you do not need regulations, but you and your ship do need protection against the few careless and disloyal persons who will not hesitate to give the enemy the information needed to destroy you. To whom harmful information is addressed doesn't matter - it may never reach its destination. Tokyo or Berlin would be pleased with information addressed to your mother.

- A. Mail all your letters aboard ship or on your station.
- B. Determine your proper return address and use it.
- C. Don't use private codes.
- D. Remember that news stories, magazines, articles, and radio broadcasts of a military nature have been officially cleared



for release. This does not give naval personnel permission to discuss in detail the same or related incidents in unofficial, personal letters.

- E. International telephone calls, cables and radiograms should be discussed in advance with the censor; compliance with certain details connected with these types of communication is required.
- F. Don't keep a diary and don't mail pictures of ships, planes, guns or other military equipment. Personal recordings are not permitted to be sent to or from personnel.
- G. There are many technical phases of censorship regarding cables, writing prisoners of war, and similar questions you are not expected to memorize. Do not hesitate to consult your censor on any questions.

Follow the letter and spirit of these simple rules and you will have nothing to fear from the censor, or from sneak attacks from the enemy. Live up to your responsibility to protect your ship, your station, your comrades and yourself.

CENSORSHIP REGULATIONS

Below are listed a number of topics (condensed from U. S. Navy Censorship Regulations) which are not permitted in private correspondence, cables or telephone conversations.

- A. The location, identity, or movements of ships, naval or merchant, aircraft or military personnel.
- B. The defensive or offensive forces, weapons, installations, or plans of the United States and her Allies.
- C. Munitions, or locations or progress of war industries.
- D. The routine or employment of any naval or military unit by the United States or her Allies.
- E. The effects of enemy operations, or casualties, until released.
- F. The criticism of equipment, physical condition, or morale of the United States or her Allies.
- G. Any matter that might benefit the military, economic, or financial interests of the enemy or interfere with the war efforts or foreign relations of the United States or her Allies.
- H. Detailed descriptions of weather conditions.

This list of suggestions is given to you to read carefully and to keep for future use. For your safety, and the safety of your shipmates, abide by the censorship regulations to the letter. It will pay to do this.

HULL CHARACTERISTICS

Length, overall	557' 1"
Length, between perpendiculars	525'
Length, overall flight deck	506'
Length, overall hangar deck	305'
Breadth, overall	104' 1"
Breadth, extreme outside hull plating	75'
Breadth, flight deck	80'
Mean draft (designers)	28' 10"

NUMBERING OF DECKS

Air Defense Level	0500
Navigating Bridge	0400
Flight Deck	0300
Gallery Deck	0200
Hangar Deck	0100
Main Deck	100
First Platform	200
Intermediate Platform	200
Second Platform	300
Third Platform	400
Hold	500
Double Bottoms	900

Below the gallery deck is the hangar deck which extends the length of the ship. On the forecastle is located the anchor windlass and anchoring gear. Aft of the forecastle to frame 42 are officer's staterooms, air plot, and communications spaces. The hangar is principally the location of airplane and ship's repair and overhaul facilities. Aft of frame 102 are the Sick Bay and officer's wardroom country. Aft of frame 142 is the fantail.

The next deck is the main deck, which extends the length of the ship. On this deck are crews and C.P.O. berthing and messrooms, post office, incinerator, ship's store, M.A.A. office, cobbler shop, and in the forward section, small storerooms.

Below the main deck is the first platform deck. On this deck are located offices, crews berthing, storeroom, barber shop, electrical shop, and laundry.

Next is the intermediate platform deck, which extends from frame 15 to frame 41. On this deck are located Bosn's. stores, crews berthing, tailor shop, and CO₂ transfer room.

Next is the second platform deck on which are located magazines, storerooms, refrigerator spaces, and the ship's armory. This deck extends from frame 15 to frame 146.

Next is the third platform deck, where are located magazines and boiler rooms and various pump rooms.

Next is the hold. Here are located pump rooms and oil and fresh water.

Next is the double bottom containing fuel oil and water tanks.

SUBDIVISION OF THE SHIP

The ship is divided into three sections: A, B and C.

"A" section extends from bow to frame 57 all deck levels.

"B" section extends from frame 57 to frame 129 on all deck levels below the main deck and from frame 57 to frame 137 on the main deck and above.

"C" section extends from frame 129 to stern on all deck levels below the main deck and from frame 137 to stern on main deck and above.

NUMBERING OF COMPARTMENTS

A compartment is a room aboard ship bound by oil tight, watertight, airtight, or fumetight bulkheads.

The purpose of numbering compartments is to indicate their location and use.

Letters are used in the prefix to indicate the section of the ship the compartment is located in. Numbers are used to indicate the deck and compartment number in the section. Letters are also used in the suffix to indicate the contents of the compartment.

Letters used are:

- A - Storerooms
- B - Battery Compartments
- C - Ship or Fire Controls
- E - Engineering or Machinery Compartments
- F - Fuel
- LUB - Lubricating Oil
- GAS - Gasoline
- L - Living Compartment

M - Magazines
T - Trunks or Passages
V - Voids or Cofferdams
W - Water

EXAMPLE: Compartment B-104L.

The letter "B" means that it is located in the B section of the ship. 104 means it is on the 100 deck and 4 added means it is the fourth compartment in the B section of the ship counting from forward to aft. The letter L means it is used for a living compartment.

It is possible that some large compartments might be subdivided for different use, but not made a degree of tightness; that would permit a new number. Also its uses might be for more than one of the above named letters; if so it is given an additional number and letters aft of the deck and compartment number to clarify it. EXAMPLE: A-205-LAEL, which means A section of the ship, 205 means 200 deck and 5th compartment. LAEL means a subdivision center line or starboard side used. A-Storeroom, E-some Machinery, and L some berths in it also.

NUMBERING OF FITTINGS

The name "fittings" is used when speaking of doors, hatches, manholes, scuttles, valves and other type of closures that are necessary on board ship.

They are so numerous that they require a system of numbering to establish their identification. The deck number, less its last two zeros, and the ship's transverse frame numbers, because of their dependability as to location and the addition of an odd number for the starboard and even numbers for the port side, working from center of the ship to the side, gives us our system.

EXAMPLE: W. T. Door 1-25-2 means a W. T. Door. The 1 means it is located on the 100 deck. The 25 means transverse frame number 25 from the bow. Number 2 means first fitting of this type from the center line toward the port side.

Note: These numbers are never used without the name of the fitting. It is also possible to see the same number used twice or more, but for a different type of fitting. When there are more than one of the same types of fittings on one side, it will be shown in the last number. EXAMPLE: 1-25-2, 1-25-4, 1-25-6 for port side, odd numbers the same for starboard side.

CLASSIFICATION OF FITTINGS

The CVE 105 Class vessels are two condition ships. That is they attain their battle condition for damage control by two progressive steps of closure, namely: Material Condition "BAKER" and "ABLE".

Classification of fittings is the system used for designating the marking of doors, hatches, manholes, ventilation closures and valves that are closed or open when condition "BAKER" or "ABLE" is set.

Closure classifications are "X", "Y", "Z" and "W"; each classified fitting is labeled with one of these letters. Certain fittings are assigned the classification circle "X", circle "Y" and circle "Z", which means the fitting may be operated under certain circumstances when material condition "BAKER" or "ABLE" is set. But it must be understood that the black circle around an "X" or "Y" classification letter or a red circle around a "Z" classification letter does not alter the meaning of the classification letter.

Circle "X" and "Y" fittings giving access to battle stations may be opened without authority, only when proceeding to and from battle stations after General Quarters or secure has been ordered.

Circle "Z" fittings shall never be opened during General Quarters without special authority from Damage Control Central.

Remember! "X" and "Y" fittings are closed when Material Condition "BAKER" is set. "X", "Y" and "Z" fittings are closed when Material Condition "ABLE" is set. "W" fittings are open when "BAKER" or "ABLE" is set.

DAMAGE CONTROL

The objective of Damage Control is the maintenance of the maximum possible offensive power of the ship.

Damage Control must be recognized as the common responsibility of all hands aboard ship. Upon its effectiveness depends the ship's ability to inflict punishment upon, and destroy the ships of the enemy. It is essential that every member of the ship's company realize his responsibility and its importance.

The objective of Damage Control may be accomplished if the following measures are effected:

- (a) Preserve watertight integrity.
- (b) Preserve buoyancy and stability.
- (c) Preserve mobility, maneuverability, and seaworthiness.
- (d) Controlling list and trim.
- (e) Effect rapid repairs to material.
- (f) Provide adequate protection from fire.
- (g) Facilitate the care of wounded personnel.
- (h) Provide protection from chemical attack.

Accomplishment of these measures will result in keeping the ship afloat, in its best possible condition and will minimize or even nullify the enemy's most destructive efforts.

MISCELLANEOUS SHOPS, STATIONS, AND COMPARTMENTS

Compartment	Location				Use the following ladder or passage
	Position	Side	Deck	Fr.	
Gas Decontamination Station #4	Aft.	P	Gal'ry	120	Off Flight Deck on Ladders (P&S) Fr. 101
Laundry	Aft.	Ø	1st Plat.	135	Ladder at Fr. 135 (P&S)
Cobbler Shop	Fwd.	P	Main	39	Ladder at Fr. 38(P)
Tailor Shop	Fwd.	S	1-g Plat.	36	Ladder at Fr. 38(P)
Battle Dressing Station #1	Fwd.	Ø	Main	40 $\frac{1}{2}$	Port Passage
Battle Dressing Station #2	Amid.	P	Main	56	By Ship's Store
Battle Dressing Station #3	Aft.	Ø	Main	107	Ladder at Fr. 107 Ø

In going to and from the above spaces, vary your route with each occasion - IN CASE OF EMERGENCY, YOUR NORMAL ROUTE MAY BE BLOCKED.

OBSERVE TRAFFIC REGULATIONS AT ALL TIMES

Other offices are located as follows:

Office	Location	Directions
Air Department	Gallery Deck, Aft (P)	Use Ladder at Fr. 106, ϕ
Squadron Office	Gallery Deck, Aft (P)	Use Ladder at Fr. 106, ϕ
Log Room	First Platform, Aft(ϕ)	Use Ladder at Fr. 100 (P)
Sick Bay	Hangar Deck, Aft (S)	Use Ladder at Fr. 105, ϕ , or
Dental Office	Hangar Deck, Aft (S)	Passage Port Side, Aft. Elevator
Post Office	After Mess Hall (P)	Use Ladder at Fr. 49 (P)
Officer-of-the-Deck	Hangar Deck (S)	Forward by Airplane Boom Winch
Chief M.A.A.	Main Deck, Fwd. (S)	Use Port Passage, Fwd. Fr. 40

MISCELLANEOUS SHOPS, STATIONS AND COMPARTMENTS

Compartment	Location				Use the following ladder or passage
	Position	Side	Deck	Fr.	
Gas Decontamination Station #1	Aft.	S	Hangar	135	Passage through Sick Bay, Ladder Fr. 136 (S).
Gas Decontamination Station #2	Amid.	S	Main	65	Crew's Head, Fr. 64(S), Ladder Fr. 63 (S).

1. Clothing or other personal items found adrift about the ship will be placed in the Lucky Bag. Offenders will be punished. Stencil your clothes immediately.
2. Report venereal disease to Sick Bay immediately.
3. Sheath knives are not permitted ashore.
4. Obscene language will not be permitted.
5. Wear only your own regulation clothing.
6. Cameras, Diaries, Cigarette Lighters are prohibited aboard ship.
7. The loss or alteration of your identification card or tag will cost you extra duty or restriction.



36 SHEATH KNIVES ARE NOT PERMITTED ASHORE

8. Remember the Master-at-Arms or a Petty Officer senior to you has the authority to back up his orders.
9. Keep out of the other fellow's bunk.
10. Let equipment not under your care alone.
11. Make your letters home short and sweet - but write often.
12. Get a regulation haircut from the barber - not just a trimming and no tipping.
13. Be neat and clean at all times, use the shoe shine box - take pride in your appearance.
14. Bedding can only be taken topside at designated times and to designated places.
15. Horse play is out. Work off



DON'T BE A "STINKER"

excess energy by participating in the athletics scheduled in the Plan of the Day.

16. Lay off leaning against aircraft wings at any time.
17. Light leaks and the carrying of unauthorized lights are dangerous to your ship.
18. Fresh water is precious aboard ship - don't waste it.
19. Safety regulations are for your protection, observe them. Stick your finger in a fan if you don't believe it.
20. Stand at attention when the Captain or the Admiral passes unless you are at work. The same thing goes when an inspecting officer enters your compartment.
21. Wear your life jacket at all



times except when sleeping in your bunk.

22. Metal cleats on shoes are not permitted on carriers.

23. During movies on the hangar deck keep trash off the deck and return all benches to their proper places.

24. Remove your hat when entering an office or the wardroom, when entering a compartment where men are eating, or going through Officer's Country.

25. Keep your record clean - observe regulations and ship's orders - it pays.

SUGGESTION BOX

A suggestion box is installed for your use, and all suggestions will be fully appreciated, so don't hesitate to use it. It would be well to talk over your suggestions with your shipmates or Division Officer before submitting them. This constant aim is to better the ship in all ways possible so any suggestions you may offer to gain this end will be appreciated.

"SHIPMATES"

The success of our ship depends entirely on you and whether or not you measure up to the definition of the word "shipmate". The term has real meaning. A shipmate is a fellow who is never late relieving a watch but will always stand by for you if you are late, he never makes work for anyone else, he has common courtesy and decency and a real regard for the other fellow. You have all heard the expression - "All one's eggs in one basket" - well we are "eggs" in the same basket too and just as surely as one "egg" is endangered so will the rest be. The ship is our home, and our place of business. We must pull together. "Do unto others as you would have them do unto you" - that is the essence of the term "shipmates".