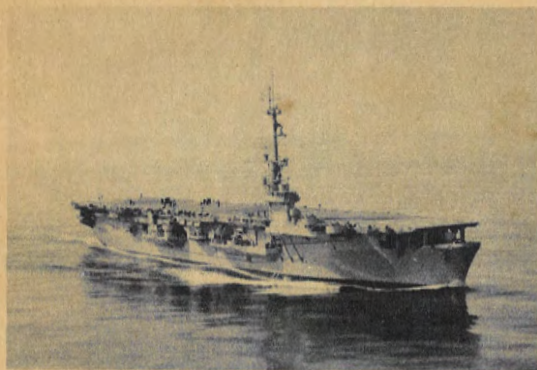




BSN.N.S.-4-50-3M

This is the
U. S. S. SICILY
CVE-118



A GOOD SHIP IS A HAPPY SHIP

Keep This Booklet With You While Aboard

U. S. S. SICILY
(CVE-118)



PERSONAL
INFORMATION
BOOKLET



A GOOD SHIP IS A HAPPY SHIP



*Keep This Booklet With You
When On Board*

U. S. S. SICILY
PERSONAL ASSIGNMENTS

(Enter this data as soon as the information
is officially known to you)

Name
(First) (Middle) (Last)

Division Section Watch

Bunk No. Locker No.

Compartment Deck Frame

Division musters at Frame No. on

..... side of Flight Deck or

foul weather station at Frame No. on the

..... side of the Hangar Deck.

Fire Station Abandon Ship

at Watch in port

Cold Iron Watch (Engineers only)

Use Washroom at Use Head at

Division Officer Is

Junior Division Officers are

Division Petty Officers are

WELCOME ABOARD

Welcome aboard the SICILY, it is a ship that you can be proud of, and if you will take to heart and endeavor to understand the reasoning behind the few hints in this booklet, and act accordingly, the SICILY will be proud of you. This is a tremendous ship. Sailing it is a task which consumes the effort of every man on board. As a loyal shipmate you will do your share of this tough job and do it to the best of your ability.

On board this ship you will receive the best of equipment, best of training, and the finest opportunities for advancement in your naval career. No one will be able to force you to make the most of these, however; it will be up to you. Do your part. Learn to work with others. Obey orders promptly, without question.

Begin now to learn everything you possibly can about your ship and your Navy. By reading carefully this booklet you will receive a valuable introduction, but you will be sadly lacking if you let the matter rest there. Ignorance is not bliss aboard a warship at any time. Ignorance can cost you your life, the life of a shipmate, or the loss of your ship. Learn your way about the ship as quickly as possible. First of all, learn the location of every space in your department, and what it contains. Learn your own job letter perfect and then learn all you can about the jobs of those around you. You can never learn enough in the Navy. Skill and knowledge have saved too many a ship to let that be true.

Your division officers and petty officers will welcome any opportunities to answer your questions and to advise you in

your shipboard problems. Read everything you can that will help you. The library and training room are full of volumes that will increase your knowledge. Mind you, this will not only speed your advancement in rate, but one day it may prove to be vital.

WHAT IS A SAILOR?

"A SAILOR is a guy who is worked too hard, gets too little sleep, takes verbal abuse no civilian would take, does every imaginable kind of a job at any imaginable hour, never seems to get paid, never knows where he is going, can seldom tell where he has been—yet accepts the worst with complete resignation, and last but not least, he really kind of likes it! You know why?—When you're dog tired, been up since 0400, working like hell all day and about to hit the sack at 2000, a voice shouts "turn to on a work detail!" Then you unload a ship's cargo of perishable refrigerated foods. You are ready to die by 0200, but the job must be finished by dawn. Soon you don't care if you live or die, and suddenly, you're a sailor, it's all over, you did it and you think of all the people you know and how they would react under the circumstances and you begin to grin. You grin because you ain't scared of nothing, and it is a fact that there is no ordeal that you can't face and you know it."

—From a Sailor's Letter.

HISTORY OF U. S. S. SICILY (CVE-118)

On the 14th day of April, 1945, at 1900, the United States Navy Aircraft Carrier SICILY was launched at the Todd Shipyards in Tacoma, Washington, while the nation mourned the death of the late Franklin Delano Roosevelt. The ceremony was simple, yet an impressive one.

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The SICILY was christened by Mrs. Julius Vanderwiele of Baker, Oregon, a niece of Senator E. V. Robertson, of Wyoming. Mrs. Vanderwiele was attended by Mrs. William J. Burke, also of Baker.

The ship's first voyage consisted of being towed to the Shipbuilding Yard of the Williamette Iron and Steel Corporation, Portland, where it was commissioned on 27 February 1946. It was at this yard that the bare hull was completed and fitted out to take her place as a vital unit of the United States Fleet.

Once fitted out, the SICILY went on extensive shake down maneuvers off the coast of California. Having successfully completed these, she proceeded to the East coast via the Panama Canal for her post-shakedown yard period in the Brooklyn Navy Yard.

Following this yard period the SICILY received her major assignment which was to keep her busy until the fall of 1947. "The Queen" as she became known to her crew, assumed the duties of the ASW carrier in the Atlantic Fleet. Along with her Air Group, CVEG2, she visited Argentina, Newfoundland, Key West, Florida, Guantanamo Bay, Cuba, and Bermuda in the course of her rigid training program.

In the Fall of 1947, because of the shortage of personnel, the SICILY settled down to a life of relative inactivity, until a three month yard period in Boston in the winter of 1948.

Since the yard period of 1948, the SICILY has visited such ports as Labrador, Scotland, Barbados, BWI, Havana, Cuba, Greece, Italy, France, and Portland, Me., along with several weeks operating in the waters off Norfolk.

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The SICILY is well known for her role as an aircraft transport. In 1948, the SICILY delivered the planes and personnel of an Air Force jet plane squadron from Panama to Scotland. In 1949, the SICILY delivered a deck load of dive-bombers to the Greek Air Force. Both of these operations received a good deal of publicity and the Scotland trip was written as a feature article in LIFE magazine.

There will be many more interesting trips to look forward to during your stay on board, since the SICILY carries out the old saying "Join the Navy and see the world."

To us, the SICILY has two dedications, one is for her strength to War, and the other is her strength to Peace. Today, as we the Navy take this mighty structure of the sea, we know that she has been built by the best, for the best.

"Know Your Battle Station"

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GENERAL NOTES

Inform your correspondents that your address is:

FOR LETTERS

Name
(First) (Middle) (Last)
.....
(Rate) (Division)

U. S. S. SICILY (CVE-118)
Care of Fleet Post Office
San Francisco, California

TELEGRAMS

Telegrams, both incoming and outgoing are permitted. Under ordinary circumstances the following are acceptable for transmission at sea and must be paid for by the sender:

- (1) Matters of life and death, and serious illness.
- (2) Matters of personal arrangements, or important personal business not of a recurrent nature.
- (3) Occasional personal greetings of important personal anniversaries. In port, telegrams must be filed ashore by the sender. The following is the type of address persons ashore should use on telegrams addressed to personnel on board this ship:

Name
(First) (Middle) (Last)
.....
(Rate) (Division)

U. S. S. SICILY (CVE-118)
% Communications Office
Navy Department
Washington, D. C.

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PLAN OF THE DAY

This is the daily schedule of the ship's routine published for your information and guidance. More than that, it contains information, knowledge of which you will be held responsible for. A copy will be posted each day on your bulletin board. Ignorance of "The Plan of the Day" is NO Excuse—Read It.

MESSING NOTES

1. There are two serving stations for the crew. There are also two messing compartments.

2. Fill in the following information. It will help you until you have had an opportunity to become acquainted with your ship:

The mess halls are located in compartments #..... and

The mess lines form at hatch # located at frame #

3. Remember this—The food which is being served to you is your food. You are entitled to a full ration, but don't take any more than you can eat. If you waste food, you deprive your shipmate of his fair share. Please cooperate by not wasting food.

4. The commissary department of this ship will work hard to give you the best planned and most appetizing meals it is possible to prepare. The menus will be drawn up with the object of providing wholesome, well balanced meals that will prove to be liked by the greatest number of men. It is very possible that there will be meals that

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you personally won't like, whereas shipmates may think it's O. K.

5. Some believe that it is the prerogative of all Navy men to "gripe about the chow." Do this when you feel like it, don't forget that the personnel preparing your meals—ship's cooks and bakers—are really trying hard to please you. You can do your part by omitting needless griping and refraining from waste of food. When you have an honest suggestion to make for improvement in any detail of the commissary arrangements, it will be welcomed by the commissary department. Drop your suggestion in the "Suggestion Box", just outside the Provision Issue Room #1, Frame 107-115P, 2nd Deck.

6. The proper procedure for a legal complaint about the quantity or quality, etc., of the mess, first take it to the mess deck MAA, he will take it with you to the OOD. The OOD will take necessary steps to correct it and if necessary will refer it to the Commanding Officer.

BATTLE STATIONS

There are three conditions of readiness aboard the SICILY, applicable to everyone. Conditions One, Two, Three and Condition One Easy (a modification of Condition One) apply to everyone. Conditions 11, 12, and 13 apply to the Air Department only. Remember, whenever a condition is passed proceed quietly and on the double to your station. A smart ship is a quiet ship.

DAMAGE CONTROL

Material Conditions:

X-Ray—Port Condition.
Y-oke—Cruising Condition.
Z-ebra—General Quarters.

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Classification of Fittings:

X—Closed at all times.

Y—Closed at sea.

Z—Closed at General Quarters, Condition Zebra, open at other times to permit operation of ship, for access to battle stations and under normal conditions.

W—Open at all times, including during General Quarters, Condition Zebra, in order to operate and fight the ship.

Z—(In Red Circle) opened only with permission from the Damage Control Officer.

XY—(In Black Circle) opened when proceeding to Battle Stations in Magazines and Handling Rooms other passage.

NUMBERING OF COMPARTMENTS

There are 159 frames in the ship, numbered from bow to stern. A frame is an athwartship rib extending from the keel to which the side plates are secured. The ship is divided into three sections. From the bow to Frame 61 is the "A" section; from Frame 61 to Frame 137 is the "B" section; from Frame 137 to I is the "C" section.

Compartments are numbered from forward aft, with even numbers on port side and odd numbers on starboard side.

The letter following the compartment number indicates the use of the compartment.

A—Storerooms
C—Ship and Fire Control
E—Machinery

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F—Fuel
Gas—Gasoline
L—Living, offices and heads
Lub—Lubricating Oil
M—Ammunition Spaces
T—Trunks
V—Voids
W—Water

Break down a compartment number and analyze it. For example, take B-434-A. The letter "B" preceding the number indicates the section of the ship in this case the middle section between Frames 61 and 137. The first digit of the number (the first two numbers in the case where the first number is zero "0") indicates the number of the deck on which the compartments are located, in this case the fourth deck. The balance of the number indicates the compartment number in that section of the ship, in this case compartment 34 in section "B" on the fourth deck. The letter "A" following the number indicates the use of the compartment, in this case a storeroom.

The decks are numbered from the top of the island down to the double bottoms as follows:

Navigation Bridge	0600
Flag Bridge	0500
Plot House	0400
Flight Deck	0300
Gallery Deck	0200
Forecastle Deck	0100
Hanger Deck	0100
First Deck	100
Second Deck	200
Third Deck	300

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Fourth Deck	400
1st Platform	500
2nd Platform	600
Hold	700
Double Bottom	900

NOTICE

Officer's country is restricted and will be entered only on official duty, and you will uncover when entering.

Learn the names of all ship's officers, and the duties that they perform.

In transacting business with officers, it must be remembered that their rooms are not their offices.

IMPORTANT PLACES AND HOW TO GET THERE

BARBER SHOP

Down one deck through hatch located in after port section of forward mess hall.

CLOTHING AND SMALL STORES ISSUE ROOM

Aft along main deck to door in bulkhead on starboard side of passageway at Frame 101. Down through hatch two decks.

"Learn Your Ship From Stem to Stern and From Top to Bottom"

CAPTAIN'S OFFICE, SHOP'S OFFICE, DAMAGE CONTROL OFFICE, DISBURSING OFFICE, SUPPLY OFFICE, LEGAL

Down hatch at centerline in after mess hall or down hatch in forward starboard forward section of after mess hall.

LOG ROOM (ENGINEERS)

Aft along main deck to door in bulkhead on starboard side of passageway at Frame 101. Down through hatch one deck.

GUNNERY OFFICE

Forward along main deck to Frame 38.

CHAPLAIN'S OFFICE

Forward Officer's country on 02 deck after starboard side.

CREW'S LIBRARY

Down one deck through hatch located in after starboard section of forward mess hall.

COBBLER SHOP

Forward along main deck to Frame 40. Turn right. Cobbler Shop will be directly ahead.

SICK BAY AND DENTAL OFFICE

Aft along Hanger Deck—through vestibule outside wardroom to sick bay door.

"Keep Fire Fighting Gear in Perfect Order"

LAUNDRY

Aft along main deck to Frame 134. Down ladder on either side of centerline one deck.

POST OFFICE

Port side of after mess hall.

SHIP'S STORE

Port side of after mess hall.

SODA FOUNTAIN

Port side of compartment aft of after mess hall.

CREW'S LOUNGE

Port side of compartment of after mess hall.

TAILOR SHOP

Forward along main deck to Frame 38. Down two decks through hatch outside of the Gunnery Office.

LAUNDRY NOTES

Each division officer will designate a laundry petty officer for his division. It will be the petty officer's responsibility to make up the division laundry bags, to deliver them to the laundry, and to distribute the rough dried laundry to its owners upon completion. All laundry bags will be clearly marked to show the divisions letter or number. All white laundry will be placed in a bag separate from the colored clothing. Laundry bags must be properly secured at the ends prior to delivery to the laundry.

"Know Your Navy"

To insure proper return of clothing, each man can do the following:

- (a) Stencil all clothing properly.
- (b) Stencil new clothing immediately; restencil as often as found necessary.
- (c) Tie a string around a bundle of dirty socks.
- (d) Know where the division laundry bags are kept and drop dungarees and dark clothes in one bag, underwear and whites in another.
- (e) Be present when laundry is being distributed.

GENERAL INFORMATION

MAIL

This ship has a branch office of the New York Post Office. Money Orders, Registered Mail, Insured Mail and all other classes are handled for your convenience.

LIBERTY

Liberty will be granted as shown in the Plan of the Day or as announced. Your appearance will be checked at the gangway by the Officer of the Deck before you leave the ship. Non-regulation clothing of any sort shall not be worn by any member of the ship's crew. Uniform must be neat and clean.

The necessity for this is obvious when you realize that when you are on liberty you are a representative of this ship and the Navy. Your shipmates are all interested in your appearance ashore. You reflect on them.

"Petty Officers Must Be LEADERS"

EXCHANGES OF DUTY

Exchanges of liberty for men in the duty watch will not be granted except for real emergencies. In emergencies, exchanges between men of equivalent rates and duties may be granted between liberty and duty watch. Do not make appointments for the day you are in the duty watch; it will only lead to disappointments.

LEAVE

Leave will be granted to fit in with the operating conditions. An endeavor will be made to insure that all hands are granted the maximum amount of leave. When leave can be granted not more than ten (10) percent of the ship's complement can be permitted to be away at the same time. When practicable, emergency leave will be considered, but only after emergency conditions have been investigated.

ON LEAVING SHIP

1. Salute the Officer of the Deck.
2. Hold your identification card and liberty card in your left hand where the O. O. D. can see it, and say to him, "I request permission to leave the ship, Sir."
3. Face aft and salute the colors when going over the side. This is an old and impressive tradition; a short, dignified, personal recognition of the colors, the symbol of the state, the seat of authority.

While away from the ship, do not lose your identification card. You will be held strictly responsible for

"Put Pep and Snap in Everything You Do—It's Contagious"

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its safe-keeping. It is a serious offense to let another person use your identification card.

If you want to take personal property ashore get a property pass from your Division Officer. Be prepared to open it for inspection by the O. O. D.

WHILE ON LIBERTY

1. Keep your cuffs buttoned, hat squared, and obey without question any orders of the Shore Patrol. Take pride in the manner of your saluting and your uniform and your appearance.
2. DO NOT TALK SHOP. Where you have been and where you are going is nobody's business but your own.
3. Have a good time—But be sure it is the kind that leaves no regrets.

ON RETURNING ABOARD

1. At the top of the gangway, face aft and salute the quarterdeck.
2. Hold your identification card and your liberty card in your left hand, salute the O. O. D., and say, "I report my return aboard, SIR."
3. Drop your liberty card in the box on the quarterdeck.
4. If you are AOL, report this fact to the O. O. D. to terminate your absence.

ABSENCE OVER LEAVE OR LIBERTY

The chronic leave breaker is a fellow nobody can trust. He is a poor shipmate. You have to do his work while he

"Exercise—and Enjoy It"

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is AOL, but he doesn't care. If the ship sails without him and you have to stand his watches that's okay by him, too. He never expects to get advanced in rating, so what does he care what his record looks like.

Most men manage, one way or another, to get back to the ship on time. See that you do. If you don't the Captain will listen to your story; you'd better be able to prove it, and it better be good; he's heard all the old ones.

Don't stay away from the ship because you are plastered. That's the very time that you should head for home. If one of your shipmates is making heavy weather of it and headed for trouble, lend a hand to get him home.

SMOKING

THE FIRE HAZARD ON A CARRIER IS EVER PRESENT. YOU MUST OBEY THE SHIP'S SMOKING REGULATIONS. FAILURE TO DO SO MAY RESULT IN THE LOSS OF THE SHIP.

The throwing overboard of matches, cigarettes, cigars or pipe dottle is forbidden. This goes whether the butts are live or dead. There is always the possibility of gasoline leaking overboard. Serious fires have started this way.

Don't smoke while walking about the ship. This goes at all times and in all places. It is necessary in order to guard against thoughtless carrying of lighted cigarettes, cigars, or pipes into areas where smoking is forbidden and to avoid the risk of dropping them or producing showers of sparks by accidental contact with other personnel or objects.

"No Lighter Fluid Permitted Aboard"

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THE SMOKING LAMP IS OUT IN THESE AREAS

- The Hanger Deck.
- The Flight Deck.
- The Sponson Deck
- Catwalks and gun stations adjacent to the Flight Deck
- Gas Tank Areas
- Trash Room
- Galleys, Pantries, and Bake Shop
- Holds and Storerooms (except machinery operating spaces)
- Paint mixing room.
- Magazines and handling rooms.
- In the presence of ammunition or inflammable and explosive materials.
- Areas adjacent to fuel oil and gasoline vents.
- Weather decks during darken ship.
- Throughout the ship when taking on or discharging fuel oil or gasoline.
- During emergency drills.
- In all compartments and areas in the vicinity of the boats being fueled in the water.
- In boats.
- When engaged in ship's work on the side.
- Cigarettes and butts will not be smashed on the decks. Butt kits are conveniently placed throughout the ship for this purpose.

"Don't Sit on Ladders"

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UNIFORM AND APPEARANCE

A sloppy looking individual is pretty apt to be sloppy in everything he does.

KEEP CLEAN! You can keep clean without wasting water. The old-timer did it on half a bucket a day. Turn on the shower and wet down; turn it off and soap down; turn it on and rinse off. That's all there is to it—and it doesn't take much more than one-half a bucket of water. **WASTING WATER WILL NOT BE TOLERATED.** If it is wasted, it may be necessary to ration it.

It seems as if there are always those who can not seem to realize that when the ship is underway all the water for the boilers, for cooking, for washing, and for drinking is produced aboard. A little thought will produce the obvious conclusion that there is a limit to the amount produced.

WEAR THE PRESCRIBED UNIFORM. Get rid of any non-regulation articles you may have. If you're smart, you will do it now, and not wait until you are ready to go ashore. The uniform must be complete. If it's dungarees, it must be a complete suit; if it's undress blues, it must be undress blues complete.

KEEP YOUR SHOES SHINED.

NECKERCHIEFS: When you take off your neckerchief, untie it, unroll it, and fold it up like a handkerchief. When you put it on, roll it and tie it so that the knot is at the bottom of the V in your jumper. It was never intended to tie up under your chin like a bow tie. Neither is it to be folded and pressed like a string tie.

"Attend Divine Services"

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SOCKS: WHITE SOCKS SHALL NEVER BE WORN WITH BLUE UNIFORM AT ANY TIME. They may be worn ashore with white uniform only. The Uniform Regulations authorize their wear with white uniforms only. If you should have to abandon ship, they are shark bait.

HATS: Get a white hat big enough to fit you. Wear it square on your head, or tilted slightly forward. Square hats with sides tilted down over the ears don't go. You can wear a zoot suit later if you want to. So long as you are in the Navy, try to look like a blue water sailor—round hat and square jaw.

HAIR: Flowing locks are all right on gigolos, movie actors, violinists and zoot suiters. Get yours cut to look what you are—a sailor! You can grow all the hair you want on your chest.

BEARDS: No beards.

EARRINGS: No.

Wear your uniform and carry yourself as if you were proud of both. You have a right to be. Fellow, you are on the SICILY.

DONT'S

1. Don't sit or lean on lifelines or railings. It's lubberly.
2. Don't throw anything overboard.
3. Don't gamble. Why? Because you are a sucker if you lose, and if you win you are taking a shipmate's money that should be sent home.

"Be Prompt, Efficient, Military, Courteous"

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4. Don't spit to the windward. Don't spit.
5. Don't mess with any machine, gadget or apparatus that isn't your business.
6. Don't leave large sums of money in your locker.
7. Don't beat up your mess tray.
8. Don't waste food.
9. Don't put your dirty feet—everybody's feet are dirty—on the paint work. Some one will have to scrub it, and it might be you.
10. Don't bring pets, liquor, radios, cigarette lighters, lighter fluid or electrical appliances aboard without permission.
11. Don't splash paint on everything in the vicinity.
12. Don't throw rubbish around the decks for somebody else to clean up.
13. Don't spoil your shoes with paint or salt water. Shoes are hard to get.
14. Don't stand in the passageways, they block traffic quickly. Passageways are for Moving Traffic Only.

DO'S

1. If you find any clothing, turn it in to the Master-at-Arms. It is a court-martial offense to have the clothing of another in your possession—no matter how you got it.
2. If you break any ship's gear or equipment, report it immediately to your Division Officer.

"Don't Tamper With CO2 Fire Extinguishers"

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3. If you find any valuables, turn them in to the Chief-Master-at-Arms.
4. At all emergency drills and General Quarters, when going to your station:

**GO ON THE DOUBLE AND KEEP QUIET.
GO FORWARD AND UP ON THE STARBOARD SIDE.
GO AFT AND DOWN ON THE PORT SIDE.
LOOK WHERE YOU ARE GOING.**

OBSCENITY

When you hear a man talking in a loud, obscene and filthy fashion, you'll probably be right if you guess he's trying to show how tough he is. The chances are also pretty good that he is a boot. Filthy language will not be tolerated. It stinks in the Navy as much as it does at home.

MILITARY COURTESY

Politeness and thoughtfulness for the other fellow, whether he is your Division Officer or an Apprentice Seaman, go a long way toward making it possible for hundreds of men to live and work cooped up together without getting in each other's hair. Remember that.

Be careful about saluting, about giving a cheerful "Aye-Aye, Sir."—and don't forget the "Sir." Uncover in Officer's Country; stand at attention when you know that you should. Take pride in doing these things. They are the mark of a self-respecting bluejacket who knows his job. Your officers, including the Captain, are no better men than you

"Know Your Ship"

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are. They know it. You don't have to prove it by being impolite. We are all Americans and proud of it! The salute, standing at attention, addressing an officer as "Sir" are just part of the Navy way of being polite. You have a different way of doing it in civilian life but it amounted to the same thing.

ABOVE ALL, DON'T FORGET TO THINK ABOUT THE OTHER FELLOW.

The fantail is the Griping Department. If you want to gripe, go there and look out over the wake and gripe like hell to the sea gulls. Then, if you can't stand it any longer, ask for a transfer to Attu or the Fiji Islands.

"THE DAY"

We can all expect to work like the devil for months or years to get ready for battles that will be fought and finished in minutes. When those minutes come, we're going to win, or lose, depending on how much we know and how well we can do our jobs. Now is the time to start learning. Don't wait for somebody to teach you; ask questions and start learning for yourself.

Our job is to destroy the enemy.

Each feature of design, each piece of equipment, and every man is there to help us accomplish that task.

Our major weapon is a group of the most modern aircraft whose striking power is well known. For the destruction of those enemy craft which might hope to penetrate

"Be a Good Sailor"

our air defense, we are provided with the most effective guns and gun control equipment yet designed.

Those weapons and the modern engineering plant, communication system, and ship control equipment—all enabling us to gain and maintain a position from which to attack the enemy—must be operated efficiently and maintained in excellent condition. This is readily apparent and needs no emphasis.

Not so apparent, but of equal importance, are those features of design and that equipment by which we limit, control, and repair such damage as we may sustain in combat with the enemy.

To fight this ship to the full extent of its capabilities, each man must first, know his job perfectly, and, second, know enough about the jobs of those around him to take over and do their jobs in an emergency.

We have the punch. We must be able to deliver that punch and to keep delivering it while taking a few ourselves.

**IT'S AN ALL HANDS JOB. THIS MEANS YOU!
YOU HAVE A GREAT SHIP.
ALL HEADS UP—LET'S GO.**

KEEP YOUR SHIP CLEAN

It really doesn't have to be called to your attention. It is something that you are all fully aware of. You eat aboard. You sleep aboard. You work aboard. Most of your hours are

"Salute—When in Doubt, Salute"

spent aboard. You don't have to be told that this is more than your home. And you don't have to be told as your home, it is up to each one of you to help to keep it clean. It is each individual's job not so much to clean up the dirt as to do everything to prevent the dirt from forming in the first place. Careful attention paid to the disposal of trash such as candy wrappers, empty cigarette packages, and cigarette butts, and to the proper stowage of clothing, tools, and miscellaneous gear is worth many long hours of cleaning up. But you know all this. Hence it will not be necessary to point out how each man's neatness in everything he does will make the ship itself neat. But just in case you haven't thought of it in this way before, give it a try. You'll be surprised—pleasantly so—at the results.

SENIOR SHIP'S OFFICERS

- Commanding Officer
- Executive Officer
- Operations Officer
- Air Officer
- Navigator
- Supply Officer
- Engineering Officer
- Gunnery Officer
- Medical Officer

"Know the Duties of Your Rate"

OWN OFFICERS

- Division Officer
- Jr. Division Officer

OWN PETTY OFFICERS

- CPO's
- PO's

Your Officers Are Definitely Interested in You

They will see that:

- Your bunk is comfortable.
- Your food is wholesome.
- Your liberty is adequate.
- Your leave is routine.
- Your promotion is effected.

See your DIVISION OFFICER—NOW, about these matters.

"Buy National Service Insurance—Protect Your Dependents"