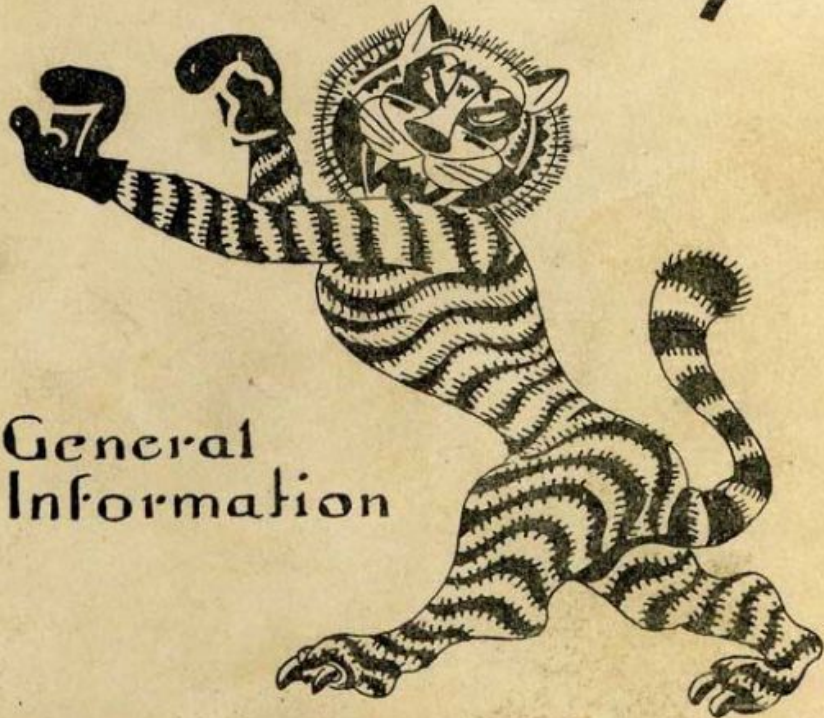
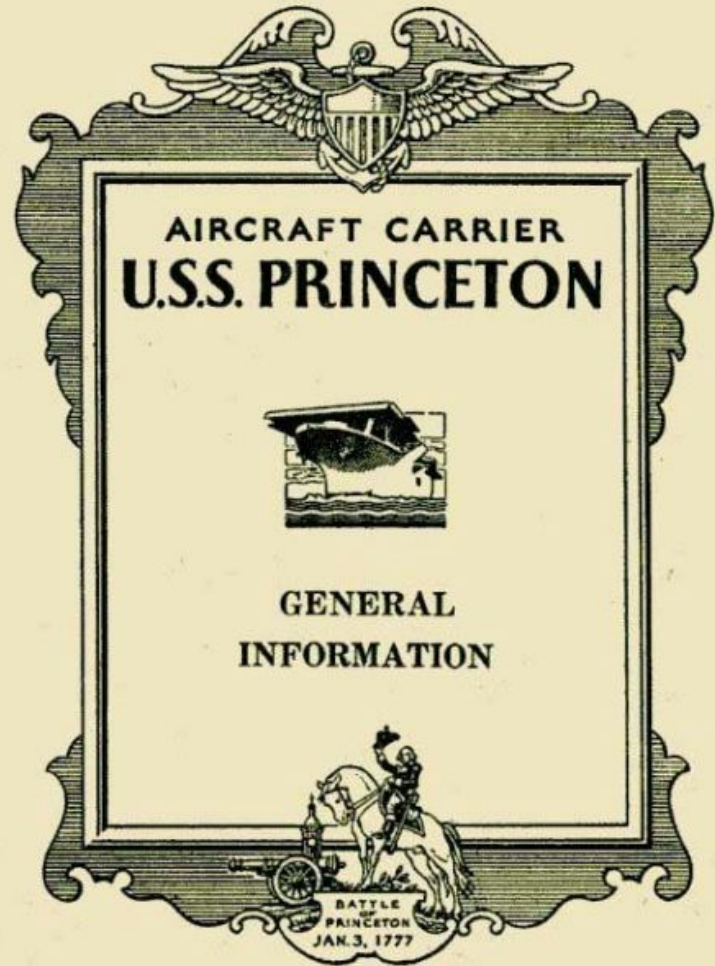


CV-37



General
Information

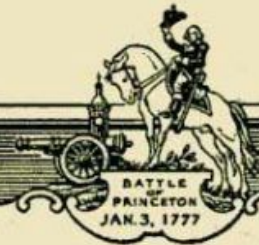
USS PRINCETON



AIRCRAFT CARRIER
U.S.S. PRINCETON



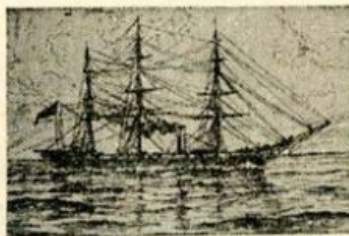
GENERAL
INFORMATION



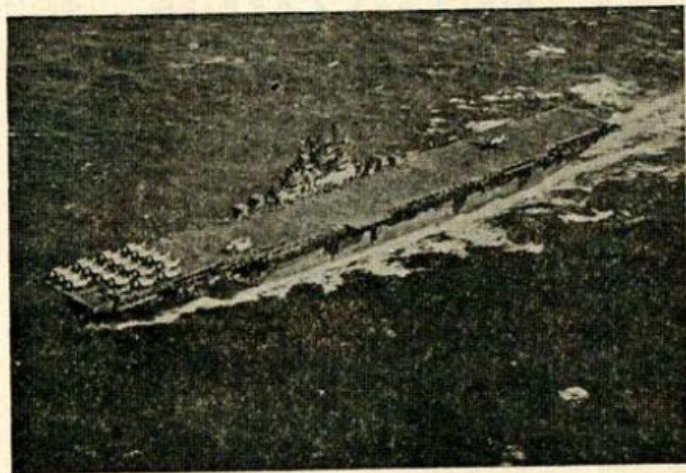
BATTLE
OF PRINCETON
JAN. 3, 1777



1843



1851



1945



1897



1943

U. S. S. PRINCETON

History

The First PRINCETON was launched in Philadelphia in 1843. She was the first screw-propelled warship ever built. Embodying many innovations, she mounted a heavy battery of fourteen (14) guns, all on the center line. The original PRINCETON was 164' long and had a displacement of 954 tons. The ship was designed by John Ericsson, who later built the MONITOR. It was one of her two long 225 pounders that burst and killed a number of people, including the Secretary of the Navy, on the Potomac in 1844. She served with the fleet and took part in the operation against Mexico from 1845 to 1847.

The Second PRINCETON, a 10-gun screw steamship, was built at Boston in 1851. She served for a time as Flagship of the Eastern Squadron, and finally was used as a receiving ship in Philadelphia until she was sold in 1866.

The Third PRINCETON, a gunboat of 1000 tons and 6 guns, was built at Camden, N. J., in 1897. For thirteen years she saw duty in the Atlantic, Pacific and Mediterranean. From 1911 to 1915 she was used as station ship at Tutuila, and was finally sold in 1919.

The Fourth PRINCETON (CVL23) was built in Camden, N. J., and commissioned at the Philadelphia Navy Yard, February 25, 1943. She was named after the Battle of Princeton and was the first aircraft carrier to bear the name. The keel was originally laid for a light cruiser. The fast carrier joined the Pacific Fleet in August 1943, and participated in most of the major engagements in the Pacific until she was lost in the battle of Leyte Gulf. She was an original member of the famed Task Force 58, and served with both the Fifth and the Third Fleets.

History (Cont'd)

The actions in which she took part included the following:

Occupation of Baker Island.

Tarawa-Makin raids of Sept. 18, 1943.

Bougainville campaign, including the Buka-Bonis strikes, and the raids on Rabaul on Nov. 5 and Nov. 11, 1943.

Gilberts Campaign.

Marshalls Campaign.

Western New Guinea Campaign, including raids on Palau, Hollandia and Truk.

Marianas Campaign, including the Battle of the Philippine Sea.

Occupation of Palau.

Philippines Campaign, including neutralization of Southern, Central and Northern Philippines, Raids on Okinawa and Formosa, and the Battle for Leyte Gulf.

On October 24, 1944, at the very start of the Battle For Leyte Gulf, she was damaged by an enemy dive bomber. After a seven hour battle against fire and explosions, she was finally sunk by our own forces.

The Fifth PRINCETON (CV37), launched July 8, 1945 at Philadelphia Navy Yard, is named in honor of the light carrier. Her first Commanding Officer is Captain John M. Hoskins, USN, who had reported aboard the (CVL23) to take command a few weeks before she was lost. In the final action, Captain Hoskins, who had not yet assumed command, was seriously wounded, and was subsequently awarded the Navy Cross for his efforts to save the ship.



U. S. S. PRINCETON

PERSONAL ASSIGNMENTS

(Enter this data as soon as
watch quarter and
station bill is
posted.)

Name
(First) (Middle) (Last)
Div.Sect.Watch
Bunk No.Locker No.
Compt.DeckFrame
Div. musters at Frame No.on
.....Side Flight Deck or
foul weather at Frame No.on
.....Side Hangar Deck.
Fire Station
Abandon ship at
Watch in port
Cold Iron Watch (Engineers Only)
.....
Use washroom at
Use head at
Div. Officer is
.....
Jr. Div. Officers
.....
Div. Petty Officers
&
.....
Mess Serving Station
Pay Number

BATTLE STATIONS

There are 10 conditions of readiness aboard PRINCETON. All of them may not affect you. Conditions 11, 12 and 13 apply to Air Department only. Conditions 31, 32 and 33 apply to the Engineer Dept. Enter below your section for each condition. Remember, whenever a condition is passed, proceed quietly and on the double to your station. A smart ship is a quiet ship.

General Quarters -----

One Easy -----

Condition 2 -----

Condition 3 -----

Condition 11 -----

Condition 12 -----

Condition 13 -----

Condition 31 -----

Condition 32 -----

Condition 33 -----

GENERAL NOTES

Inform your correspondents that your address is:

For Letters

Name -----
(First) (Middle) (Last)

----- USN or USNR
(Rate) (Div.)

U. S. S. PRINCETON (CV-37) — Div. No.
c/o Fleet Post Office

Telegrams will be kept to an absolute minimum and used only in an emergency. The following is the type of address to be used on telegrams:

(Name)

----- USN or USNR
(Rate) (Div.)

U. S. S. PRINCETON
c/o Comdt. Nearest Naval District to person
sending telegram

EXAMPLE:

U. S. S. PRINCETON
c/o Comdt. 5th N. D.
Norfolk, Va.

If in doubt on matter, see your section P.O. or any one of your Division Officers.

Learn something new about the ship or your job every day. Ignorance is not bliss aboard a warship. Ignorance could cost the life of yourself, a shipmate, or the loss of a ship. Learn your way about the ship as soon as possible. Learn the location of every space in your department and what it contains. Learn your own job "letter perfect" and then find out all you can about the job of the rest of the people stationed in your space. Skill and knowledge has saved many a ship and many a life.



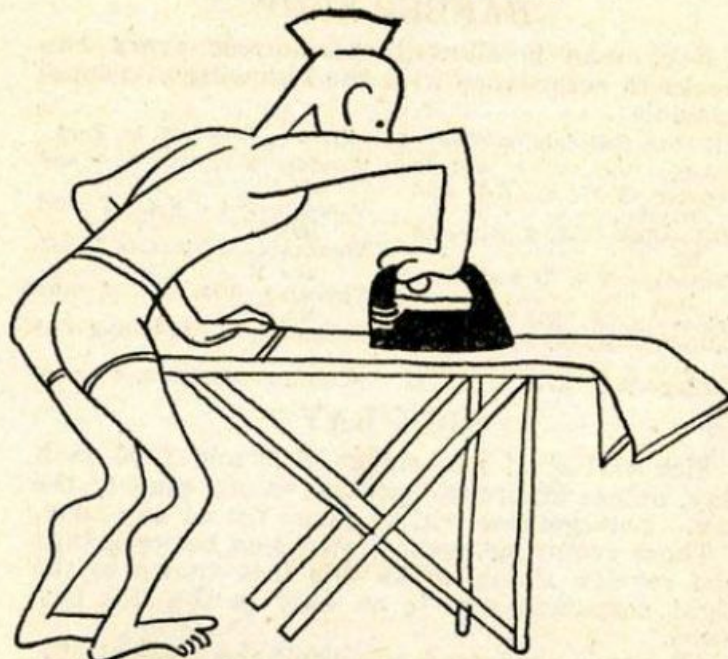
LAUNDRY

The laundry is located on the fourth deck; the Laundry Issue Room on the third deck. Each division will designate a laundry petty officer who will check in and out the laundry items of clothes to be finished. He will also be responsible for making up divisional laundry bags and take care of the distribution of rough dried laundry therefrom. All laundry bags will clearly show the division and all white laundry will be placed in a bag separate from dungarees.

When laundry is delivered to shop, the laundry petty officer will be informed when to return for the clean laundry. All laundry must be picked up promptly.

The laundry schedule is as follows, but subject to change when necessary for improved service.

LAUNDRY SCHEDULE



Laundry Schedule at Sea

Monday—W. R. linen, W. O. linen, V-1, V-2, Cooks & Bakers, Mess Cooks, Officers, C.P.O.
 Tuesday—Sick Bay, Squad, V-3, V-4, Barber, Mess attendants.
 Wednesday—Gunnery - 1st, 2nd, 3rd, and 4th, Mess Cooks.
 Thursday—Sick Bay, Barber, 5th, 6th, F, L, R-1, R-2, Mess attendants.
 Friday—Marines, A, B, E, M, Mess Cooks.
 Saturday—Sick Bay, Barber, S-1, S-2, S-13, K-1, K-2, K-3, H, N, Stewards Branch
 Sunday—Clean up work for week.

Laundry Schedule in Port

Monday—W. R. linen, W. O. linen, V-1, V-2, Cooks & Bakers, Mess Cooks, Officers, C.P.O.
 Tuesday—Sick Bay, Squad, V-3, V-4, Barber, Mess attendants.
 Wednesday—Gunnery - 1st, 2nd, 3rd, and 4th, Mess attendants.
 Thursday—Sick Bay, Barber, 5th, 6th, F, L, R-1, R-2, Mess attendants.
 Friday—Marines, A, B, E, M, Mess Cooks.
 Saturday—Sick Bay, Barber, S-1, S-2, S-13, K-1, K-2, K-3, H, N, Stewards Branch

BARBER SHOP

Each man is allowed one haircut every two weeks in accordance with the following divisional schedule:

Barber Schedule at Sea
 Monday—V-1, 6, A and H
 Tuesday—V-2, F, S-1 and Band
 Wednesday—V-3, 3, S-2, and E
 Thursday—V-4, B and Marines
 Friday—5, A, R-1 and K-3
 Saturday—M, N, K-2, 1 and 4
 Sunday—R-2, K-1, 2 and L

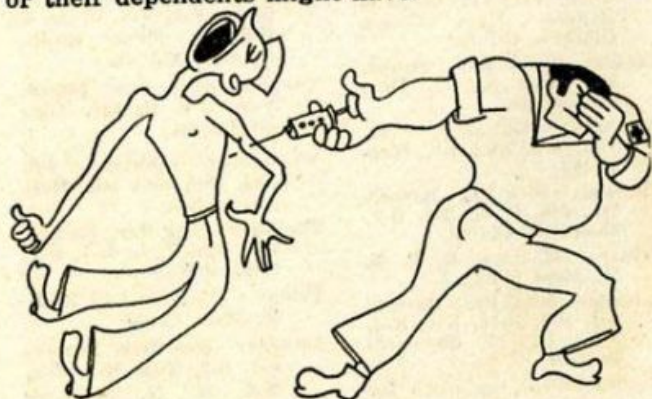
Barber Schedule in Port
 Monday—R-2, V-1, 6, A and H
 Tuesday—S-1, V-2, F and Band
 Wednesday—V-3, 3, S-2, K-1 and E
 Thursday—V-4, B, 2 and Marines
 Friday—5, A, R-1, K-3 and L
 Saturday—M, N, K-2, 1 and 4

SICK BAY

Sick call shall be held at 0900 and 1900 each day, unless otherwise specified in the plan of the day. Emergencies will be cared for at any time.

Those requiring medical attention between taps and reveille should make this fact known to the night corpsman who is on duty in the sick bay ward.

All hands are urged to consult the medical officer concerning any medical problems which they or their dependents might have.



MESSING NOTES

You will be served in line at service table No. _____ located in Compartment _____
 Line forms tailing aft at hatch _____
 on Hangar deck. You will sit down to eat in Compartment _____

The section going on watch will have priority in mess line and serving to this section will commence at

- (1) _____
- (2) _____
- (3) _____

The second relief section will be served while relieving section is eating and relieving. Section coming off watch will fall in at end of line as soon as relieved. Don't forget to wear your button.



SPECIAL NOTICE

Officers' country is restricted and will be entered only on official duty. It will not be used as a shortcut or passageway except when required in carrying out official duties.

LEARN THE NAME OF ALL SHIP'S OFFICERS AND THE DUTIES THEY PERFORM.

In transacting business with officers it must be remembered that their rooms are not their offices. Do your business in the department office to which the officer is assigned.

NUMBERING OF COMPARTMENTS

There are 210 frames in the PRINCETON, numbered from the bow to the stern. Distance between frames is 4 feet. A frame is a thwart-ship rib extending up from the keel to which the side plates are secured. The ship is divided into three sections. From the bow to frame 79 is the "A" section; from frame 79 to frame 150 is the "B" section; from frame 150 to the stern is the "C" section.

Compartments on the various decks are numbered from the top of the island down to the double bottoms as follows:

Navigation bridge — 06	Second deck — 2
Flag bridge — 05	Third deck — 3
Comm. platform — 04	Fourth deck — 4
Flight deck — 03	1st platform — 5
Gallery deck — 02	2nd Platform — 6
Forecastle deck — 01	Hold — 7
Hangar deck — 1	Double bottoms — 8-9

Compartments are numbered from forward aft with even and odd numbers on port and starboard sides respectively.

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

(A) — Storerooms	(Lub) — Lubricating oil
(C) — Ship and fire control	(M) — Magazines
(E) — Machinery	(T) — Trunks and passages
(F) — Fuel	(V) — Voids
(G) — Gasoline	(W) — Water
(L) — Living	

Break a compartment number and see what it means. Take B-429-E which is the laundry.

B — means it is in the middle one-third of the ship.

4 — means it is three decks down from the hangar deck (hangar deck is number 1).

29 — means it is 29th compartment in the center one-third of the ship.

E — means there is machinery in the space.



IMPORTANT PLACES—LOCATIONS

ADMIRAL'S CABIN

Frames 70-74—Comp. A-0213-L—Galley deck, forward.

FLAG OFFICE

Frames 79-86—Comp. B-201-1L—Second deck, Stbd. side.

CAPTAIN'S CABIN

Frames 70-74—Comp. A-0213-L—Galley deck, forward.

CAPTAIN'S OFFICE

Frames 91-93—Comp. B-201-2L—Second deck port side.

EXECUTIVE OFFICER'S QUARTERS

Frames 79-86—Comp. B-203-L—Second deck starboard side.

EXECUTIVE OFFICER'S OFFICE

Frames 93-100—Comp. B-201-4L—Second deck port side.

GUNNERY OFFICE

Frames 86-91—Comp. B-201-2L—Second deck, port side.

LOG ROOM

(Engineering Office)

Frames 93-100—Comp. B-201-4L—Second deck port side.

AIR OFFICE

Frames 89-96—Comp. B-0201-L—Gallery deck port side.

HULL OFFICE

(Damage Control and First Lieutenant)

Frames 80-86—Comp. B-201-1L—Second deck, port side.

SUPPLY OFFICE

(Stores and Disbursing)

Frames 83-91—Comp. B-201-2L—Second deck, port side.

SHIP'S STORE NO. 1

Frames 90-93—Comp. B-304-L—Third deck, port side.

SHIP'S STORE NO. 2

Frames 136-139—Comp. B-318-L—Third deck, port side.

FORWARD ENGINE ROOM

Frames 100-111—Comp. B-4-1—Second platform, amidships.

AFTER ENGINE ROOM

Frames 131-142—Comp. B-7-1—Second platform, aft.

CHAPLAIN'S OFFICE AND LIBRARY



Frames 142-150—
Comp. B-129-L. —
Second deck, starboard side.

CENTRAL STATION

Frames 68-72—Comp. A-620-C—Second platform, port side.

PLOTTING ROOM

Frames 72-79—Comp. A-625-C—Second platform, Stbd. side.

I.C. ROOM

Frames 72-79—Comp. A-626-C—Second platform, port side.

CENTRAL STATION

Frames 68-72—Comp. A-619-C—Second platform, Stbd. side.

LAUNDRY ISSUE ROOM

Frames 121-126—Comp. B-201-8L—Second deck, center line.

LAUNDRY RECEIVING ROOM

Frames 125-130—Comp. B-430-E—Fourth deck, port side.

SICK BAY

Frames 166-176—Comp. C-316-2L—Third deck, port side.

POST OFFICE

Frames 117-121 — Comp. B-201-7L — Second deck, port side.

ELECTRICAL WORK SHOP

Frames 100-107 — Comp. B-309-2LE — Third deck, port side.

CREW'S BAKERY

Frames 121-131—Comp. B-317-L—Third deck, Stbd. side.

CREW'S GALLEY

Frames 121-131—Comp. B-315-L—Third deck, center.



SODA FOUNTAIN

Frames 70-79—Comp. A-321-1L—Third deck, port side.

PRINT SHOP

Frames 103-107 — Comp. B-309 — 2LE — Third deck, Stbd. side.

AIR PLOT

Frames 89-93—Comp. B-0601-C — Island structure, navigating bridge.

CHART ROOM

Frames 86-89—Comp. B-0601-C — Island structure, navigating bridge.

PHOTO LAB.

Frames 82-93—Comp. B-107-L—Hangar deck, starboard side.

AEROLOGICAL OFFICE

Frames 107-112—Comp. B-0307-AT—At Island structure, communications platform.

WARRANT OFFICERS' MESSROOM

Frames 58-64—Comp. A-314-1L—Third deck, port side.

FLAG PLOT

Frames 79-86—Comp. B-0501-C—Island structure, flag bridge.

TAILOR SHOP AND COBBLER SHOP

Frames 111-121 — Comp. B-425-AL — Fourth deck port side.

BARBER SHOP

Frames 74-79—Comp. A-428-AL—Fourth deck, port side.

SMALL STORES

Frames 100-110—Comp. B-419-A—Fourth deck, port side.

WARDROOM MESSROOM

Frames 54-75—Comp. A-210-L—Second deck, amidships.

CIC

Frames 82-86—Comp. B-0201-L—Gallery deck, Stbd. side.

CODE ROOM AND COMMUNICATION OFFICE

Frame 82-89—Comp B-0205-L—Gallery deck, Stbd. side.

GENERAL WORKSHOP REPAIR LOCKER NO. 5

Frames 111-121—Comp. B-312-E—Third deck, port side.

METAL WORKSHOP

Frames 111-121 — Comp. B-121-E — Hangar deck, starboard side.

EXCHANGES OF DUTY

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

ON LEAVING THE SHIP

1. Salute the Officer of the Deck.
2. Hold your identification 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. Salute the colors when going over the side. If you want to take some of your property ashore, get a property pass from your Division Officer. Be prepared to open the package for the O.O.D.'s inspection.



While away from the ship be sure not to lose your identification or liberty card. You will be held strictly responsible for their safe-keeping. Guard them as you would your money. It is a serious offense to let another person use your liberty or identification card.

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 in your uniform and appearance.
2. DO NOT TALK SHOP. You never know who may overhear your remarks. Where you have been, what you've seen, and where you're 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 and salute the colors.
2. Hold your identification card in your left hand, salute the O.O.D. and say, "I report my return on board, Sir."
3. Drop your card in the box on the quarter-deck.

LEAVE

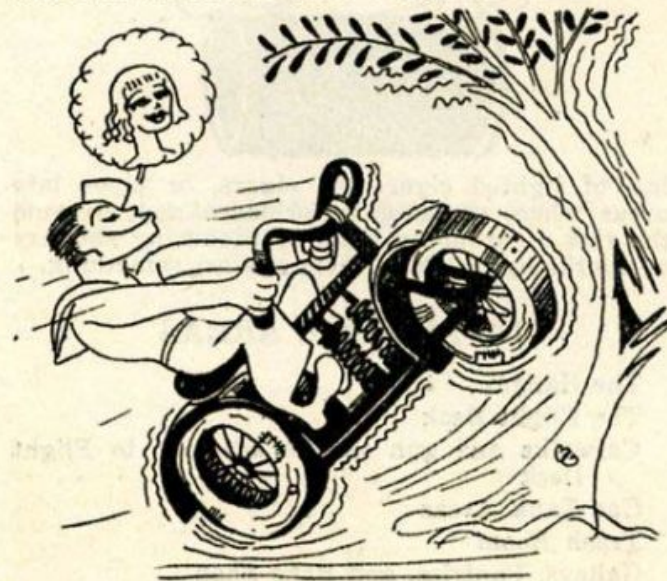
Only emergency leave will be given after the PRINCETON is commissioned until after the shakedown cruise. When the ship is in port, leaves will be regulated by Executive Officer's Orders.

ABSENCE OVER LEAVE OR LIBERTY

Leave and liberty are privileges and not rights. These privileges can easily be removed and no one will suffer—except you.

Staying out of trouble is the best habit a man can develop in the Navy. Once he slips, the downhill path becomes easier and easier, and before he knows it his record is a mess of red marks. Rates are hard to get for a man who has repeatedly shown that he has no regard for getting back to the ship on time. His shipmates can't trust him and besides they have his work to do and his watches to stand.

Remember that the Commanding Officer expects a great deal from you. He has taken on the responsibility of operating one of the most powerful ships that ever put out to sea. And you should realize that trustworthy, forehanded and efficient men are needed for such a gigantic task.



SMOKING

The fire hazard on a carrier is ever-present. **YOU MUST OBEY THE SHIP'S SMOKING REGULATIONS.**

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 been 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 carry-



ing 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 brushing them against something.

NO SMOKING AREAS

The Hangar
The Flight Deck
Catwalks and gun station adjacent to 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 boats being fueled in the water

In boats

When engaged in work on the ship's side

REMEMBER

It's easier to prevent fires
Than to put them out

"Know the duties of your Rate"

CLOTHING AND SMALL STORES



Purchases may be made for cash or drawn on a small stores slip approved by your Division Officer if you have money on the books. You are required to have a full bag of REGULATION clothing, properly marked. Mark it as soon as you draw it. The Bluejacket's Manual, Chapter 2, tells how to do it.

GET RID OF YOUR NON-REGULATION CLOTHING NOW.

You can be an individualist when you return to civilian life.

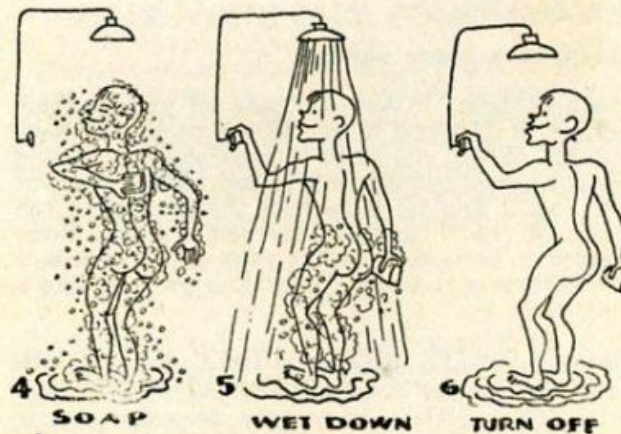
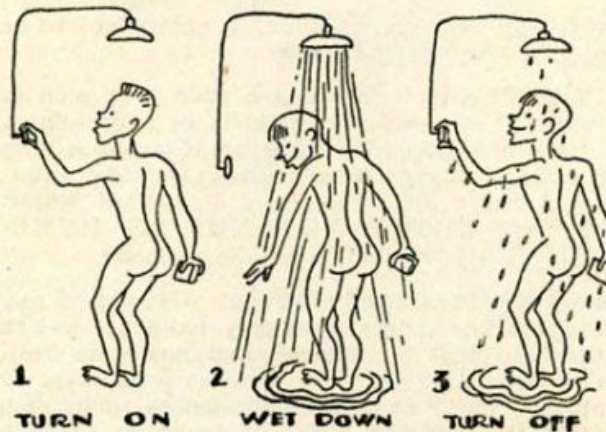
LUCKY BAG

This is where clothing and personal effects are turned in when they are left adrift. It is also the place where you may turn in for safekeeping those personal articles that you cannot stow in your locker.

LIBERTY

Liberty will be granted as shown on the Plan of the Day. 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 clean and neat.

CONSERVE FRESH WATER



HOW TO BATHE AND CONSERVE FRESH WATER

BATHE PROPERLY

UNIFORM

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

KEEP CLEAN! There are over 2000 men in the ship. You aren't expected to be a geranium, but 1999 men are going to object if you're a billy goat. You can keep clean without wasting water. The old timer did it on $\frac{1}{2}$ a bucket of water. **WASTING WATER WILL NOT BE TOLERATED.** If it is wasted, it will be rationed.

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're 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 have it pressed—you should have it pressed out flat, not folded. 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 be tied up under your chin like a bow tie. Neither is it to be folded and pressed like a string tie.

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

"Know Your Navy"



Hair. Flowing locks are all right on gigolos, movie actors, violinists and small town hicks. Get yours cut to look like you are a sailor-man. You can grow all the hair you want on your chest.

Beards. No beards.

Wear your uniform and carry yourself as if you were proud of both. You have a right to be. And if you aren't you can't expect anybody else to be.

Earrings. No earrings.

WEAR YOUR HAT CORRECTLY

Hats. Get a white hat big enough to fit you. Wear it square on your head or tilted slightly forward. Square hats with the sides bent down over the ears don't go. You can wear a zoot suit when you are a civilian, 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.

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 lose or break any ship's gear or equipment, report it immediately to your Division Officer.

"Petty Officers Must be Leaders"

3. If you find any valuables, turn them in to the Chief M.A.A.

4. At all emergency drills and General Quarter, 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.

DON'TS

1. Don't lean or sit on lifelines or railings. It's lubberly. Also the sharks are watching.

2. Don't throw anything overboard.

3. Don't gamble. Why—Because sooner or later you are bound to lose to the Master-at-Arms and the Welfare Fund. Besides there will come a time when you could go home on leave—if you had the money.

4. Don't spit to 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 trays.

8. Don't put your dirty feet—everybody's are dirty—on the paintwork. Your shipmate has to scrub it.

"Write Home Frequently"

9. Don't bring pets, cameras, liquor, radios, cigarette lighters, fluid or electric appliances on board.

10. Don't throw rubbish around the decks for somebody else to clean up.

11. Don't keep a Diary.

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's a boot. Filthy language will not be tolerated. It's as bad in the Navy as 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 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 you should. Take pride in doing these things. They are the mark of a self-respecting sailorman who knows his job. Your officers, including the Captain, are no better men than you are. They know it. You don't have to prove it by being impolite. We're 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 had a different way of doing it in civilian life, but it amounted to the same thing.

"Ask your Division Officer—Not Joe Doaks, S2c"

**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.

NOTE: The foregoing schedules and information have been prepared with the best information at hand. If experience dictates that schedules for activities need modification in order to render better service, such changes will be published by Executive Order and covered in the Ship's Organization.



(Sketches Courtesy of Mr. Albert Bendiner)

NOTES

"Be Military"

