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RATINGS AND INSIGNIA

Any new information on the subject of rating badges, specialty marks and distinguishing marks, including dates and references which are noted in the text as not yet located, would be greatly appreciated. Similarly, corrections of any errors which may have been included in this book will be welcomed. Please write to:

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There are two people to whom I owe special thanks; whose help was particularly instrumental in putting the sources and information together for this study. One is Trudy Allen of the Navy Permanent Uniform Board staff who guided me through the files and records of that office, always friendly and willing to take a few minutes to find a particular file, and who frequently helped find stray bits of information in response to a phone call when an item was missing. The other is Lester Tucker. It would take several pages to recount the information, guidance, suggestions and encouragement given by Les, all greatly appreciated.

While many people who shared my interest in this subject have helped to bring the work to completion, no one deserves a special mention half as much as my wife, Anita, who put up with this obsession understandingly and with a ready willingness to listen to the troubles its development sometimes created.

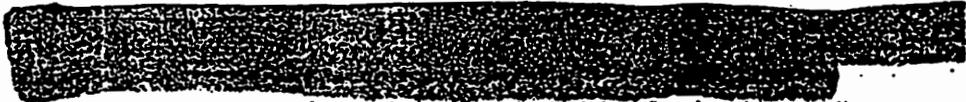
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May 21, 1974



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INTRODUCTION

United States Navy Regulation Circular No. 41, dated 8 January 1885 categorized all petty officers of the Navy into three classes for the first time. The Uniform Regulations of the U. S. Navy, 1886, approved by the Secretary of the Navy on 1 July 1885, presented a series of rating badges which indicated both the class and job specialty of the petty officers. This marked the first use of a standard rating badge by all petty officers, to be worn on the uniform sleeve indicating both rank and rating on the same insignia; the only variations being on the number of stripes or chevrons indicating class, and the specialty mark indicating job function.

Petty officers had worn a rating badge since 1841, but the only distinction shown by the rating badge was between certain line petty officers, and all other petty officers. A series of eight marks to distinguish the specialties of petty officers was introduced in 1866. These marks permitted the identification of thirteen ratings by their design and location on different parts of the uniform (collar, right or left sleeve, or on both sleeves). There were also three block letter marks established in 1866 (S, W and A) for petty officer ratings of Ship's Schoolmaster and Ship's Writer, and for Naval Apprentices. Two additional specialty marks were added in changes to the 1866 uniform regulations.

The system of rating badges established in the uniform regulations of 1886 provided the Navy with uniformity, easier identification of both class and specialty, and a means to designate a broader range of specialties being required by expanding technology. It also provided a system adaptable enough to last through more than ninety years of change, with no sign that it will not continue to serve its purpose in the future.

This study has been prepared to identify and date the changes that have been made in the rating badge and marks since 1886, and is divided into five parts:

Part 1 - The Rating Badge

Construction and configuration of the basic rating badge itself, and the modifications it has undergone, including the more recent group ratings of non-petty officers.

Part 2 - Bullion Eagle Rating Badges

A survey of variations observed in sample rating badges to establish a means of estimating their dates.

Part 3 - Specialty Marks

A catalog of those specialty marks which have been used as a part of the rating badge since 1886, dates of use, and appropriate titles.

Part 4 - Specialty Marks - Letters

A catalog of the letter specialty marks worn by the Specialists during World War II and continuing into the early 1960's.

Part 5 - Distinguishing Marks

A catalog of those marks used by petty officers and non-rated men to identify special skills, qualifications and assignments.

PART I

THE RATING BADGE

The uniform regulations of 1886, approved 1 July 1885, introduced the first petty officer rating badge using an eagle, specialty mark and chevrons with points down. The eagle and specialty mark were blue on the white uniform and white on the blue uniform, with chevrons of scarlet for both uniforms. The regulations also provided that petty officers holding three consecutive good conduct badges would have chevrons of gold lace instead of scarlet cloth.

The eagle used during the 1886 regulation period was distinctly different than that in use from 1894 to the present. The eagle was faced to its left on all rating badges, and held its wings straight out to either side, parallel to the ground (Illustration 1).

The cloth chevrons were of single pieces of scarlet wool felt, stitched with dark thread, and padded so as to stand out slightly. The breadth of the chevrons, as taken from samples, varied between 2 1/2 and 2 3/4 inches. The width of each stripe was approximately 1/4 inch between the stitched edges.

Rating badges distinguished between the three classes of petty officer in the following manner: third class petty officers had two chevrons on the rating badges; second class had three chevrons as in Illustration 1, and first class had three chevrons and a lozenge (diamond) of scarlet wool felt in the "V" of the chevrons, stitched behind the specialty mark. The lozenge measured approximately one inch along its sides and one inch by 1 3/8 inch on its height and breadth respectively. Like the chevrons, the lozenge was stitched around the edge with dark thread.

The senior petty officer, the Master-at-Arms, had an arc of three stripes above the chevrons, joining their end points. Like the chevrons, this arc too was made of a single piece of scarlet wool felt, padded and stitched with dark thread. The eagle on the Master-at-Arms' rating badge was placed with its perch on the center stripe of the three stripe arc. The specialty mark was a five point star with one ray down at the center of the chevrons, and the two uppermost rays overlapping the bottom stripe of the arc. The style of this rating badge is shown in Illustration 2, although not with the specialty mark of the Master-at-Arms.

Rating badges were to be worn on the right sleeve for petty officers of the starboard watch, and on the left sleeve for those of the port watch.

Non-rated men wore a 3/8 inch stripe around the shoulder seam of the jumper which was called a watchmark. These watchmarks worn from 1886 to 1912

should not be confused with watchmarks introduced in the uniform regulations of 1866 consisting of one and two bars worn on either the right or left sleeve to designate watch. The watchmarks of the 1886 regulations, worn completely encircling the shoulder seam were blue on white uniforms and white on blue uniforms for seamen, and scarlet on all uniforms for firemen and coal passers. These watchmarks were worn on the right or left sleeve for starboard or port watch respectively. Distinctions in the grade of non-rated men were indicated by cuff stripes on the dress uniforms, similar to those introduced in the previously mentioned 1866 uniform regulations: three stripes for 1st class, two for 2nd class and one for 3rd class.

General Order 409 of 25 February 1893 established the pay of petty officers and enlisted men of the Navy to be effective beginning 1 April 1893. This order divided petty officers into four classes, adding chief petty officer above the first, second and third classes. This order was followed by U. S. Navy Regulation Circular No. 1 of 13 March 1893, also effective 1 April, which specified that chief petty officers would wear a rating badge of the same design as prescribed for the Master-at-Arms in the uniform regulations of 1886, but with the star specialty mark replaced by the mark for which the chief petty officer was qualified (Illustration 2).

Petty officers' rating badges of the same general style as now worn were introduced in General Order 431 on 24 September 1894, and were illustrated in the uniform regulations of 1897. The eagle, still facing to its left, took on a posture with the wings pointing upward rather than horizontally as in 1886, basically the same as is worn today. There were three minor variations in the eagle of the 1894 rating badge from that of today: the eagle's head was held level as in the 1886 pattern, looking directly at the shoulder of the wing rather than upward; the eagle leaned to its right on the perch, and the tail feathers formed a smooth curve below the perch rather than pointed feather tips (Illustration 3).

The chevrons were to be sewn on the cloth backing as separate stripes, 1/4 inch apart, 3/8 inch wide and flat rather than padded. Chevrons were still to be of scarlet wool felt on all rating badges, and while the illustration which is taken from the uniform regulations shows them stitched down with dark thread, the text stated that black thread need not be used. The overall breadth of the chevrons was to be 3 1/4 inches but samples can be found with chevrons only slightly over three inches in breadth. These dimensions as specified in the 1897 regulations are the same as currently specified for petty officers' rating badges to be worn on the men's uniform.

No change in the manner of wearing either rating badges or watchmarks was made in the 1897 regulations, and the cuff stripes remained as the distinguishing difference between grades of non-rated men.

There were three differences in the petty officers' rating badges illustrated in the uniform regulations of 21 January 1905. The eagle, while still facing to its left, had its head raised, looking above the shoulder of the wing. The beak showed a sharper hook on the upper part than in the 1894 pattern. The chevrons were no longer shown to be bound by stitching parallel to the edge of the stripes, but were shown to be bound with an overlocking stitch around the edge in thread matching the chevrons, scarlet. Another difference appears to exist based on the illustrations in the

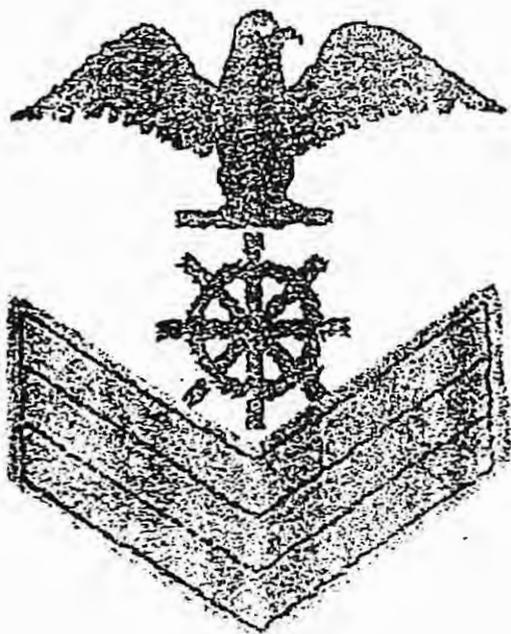


ILLUSTRATION 1
Rating Badge - 1886
(Quartermaster 2nd Class)

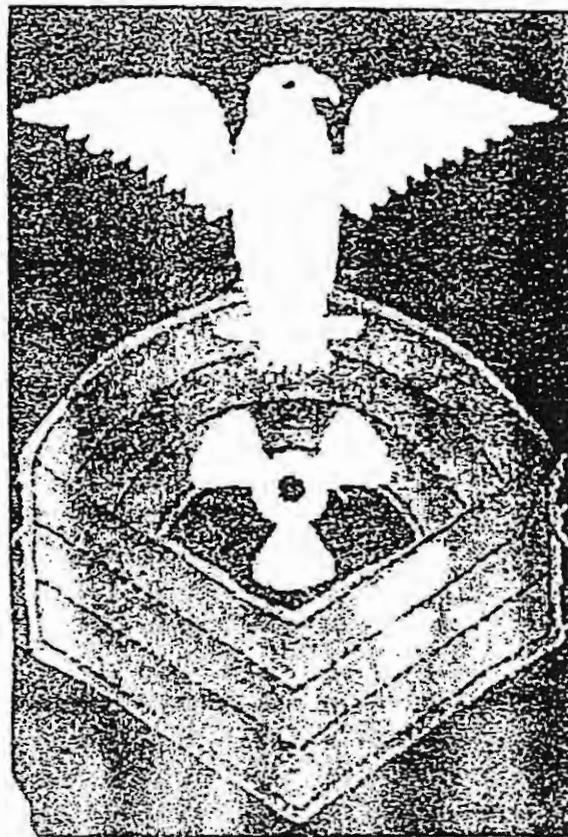


ILLUSTRATION 2
Chief Petty Officer - 1893
(Chief Machinist)

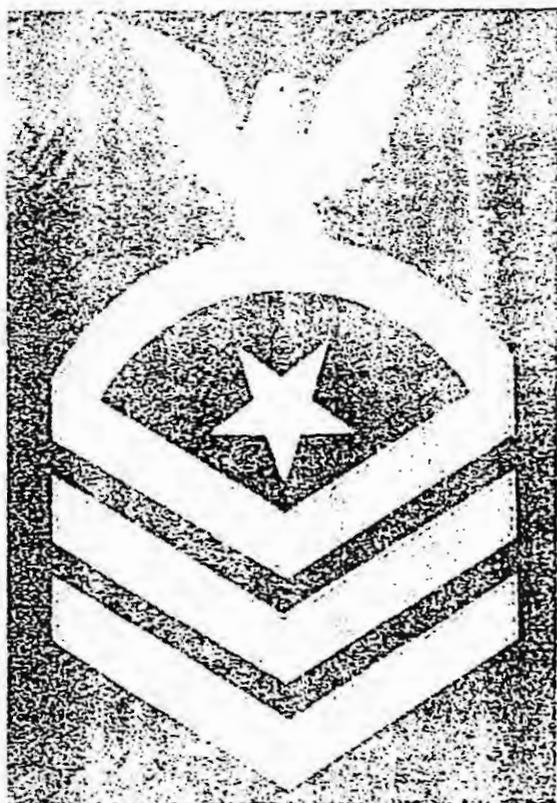


ILLUSTRATION 3
Rating Badge - 1897
from Uniform Regulations
(Chief Master at Arms)



ILLUSTRATION 4
Rating Badge - 1905
from Uniform Regulations
(Boatswain's Mate 1st Class)

regulations; the tail feathers below the perch no longer were illustrated as a smooth curve, but took on a pointed configuration. This difference has not been verified from actual samples. Illustration 4 shows these differences as compared to the 1897 pattern in Illustration 3.

General Order 230 of 25 October 1912 renamed the watchmarks of non-rated men as branch marks and changed the manner of wearing them. Still blue on white and white on blue for men of the seaman branch and scarlet for men of the artificer branch, engineroom force, the tape at the shoulder seams was to be worn according to branch rather than watch: right sleeve for the seaman branch and left sleeve for engineroom force. Hospital Apprentices, shipwrights, musicians, buglers and commissary and messmen were not to wear a branch mark.

The location of rating badges was changed in the 25 January 1913 uniform regulations. Rating badges were no longer to be worn on the sleeve corresponding to the assigned watch. Instead, men of the seaman branch were to wear their rating badge on the right sleeve and men of the artificer branch, engineroom force and all other petty officers were to wear their rating badge on the left sleeve. It may be that this change was intended to accompany the watchmark/branch mark change in General Order 230, but it was not specified in that order.

The design of the rating badge remained the same as in the 1905 regulations: eagle's head up, facing to its left, and leaning slightly to its right on the perch. Rating badges continued to have scarlet chevrons for wear on the blue uniforms, but were changed to blue on the white uniforms. Scarlet chevrons on white uniform rating badges were to be permitted in the Asiatic and Pacific fleets until supplies were exhausted. Cuff stripes continued to be the distinction between the grades of non-rated men.

The regulations of 1913 specified that the "good conduct" rating badges with gold braid chevrons (later called the gold rating badge) were to have the eagle and specialty mark embroidered in silver bullion. Silver bullion eagle and mark could also be worn on rating badges for the blue uniforms of chief petty officers not entitled to the gold rating badge, but with chevrons of scarlet cloth (later to be called the silver rating badge).

The uniform regulations of 20 September 1922 continued the style and manner of wear for petty officers' rating badges and the cuff stripes for them and the non-rated men. The regulations specified that branch marks would not be worn by men of the artificer branch (except the engineroom force), special branch, commissary branch, messmen, and aviation branch. In the 1913 regulations these exceptions had been listed by specialty rather than branch.

Bureau of Navigation Circular Letter 76-29 dated 23 November 1929, established 1 July 1930 as the date on which the silver rating badges would become mandatory for those chief petty officers who were not entitled to a gold rating badge. Thus, without option, all chief petty officers were to wear a rating badge in part embroidered in bullion.

The uniform regulations of 31 May 1941 illustrated two distinct changes in the pattern of petty officer rating badges. First, the eagle was redesigned so as to face to its right on all rating badges except those of the seaman

branch (Boatswain's Mate, Fire Controlman, Gunner's Mate, Mineman, Quartermaster, Signalman, Torpedoman, and Turret Captain) rather than to its left as it had since 1886. Second, and probably to accommodate the need for the eagle to face either way, the eagle was placed upright on the perch rather than leaning to its right as in previous patterns. Thus, with rating badges of the seaman branch worn on the right sleeve and the eagle facing to its left as with previous patterns, and other petty officers wearing a left arm rating badge with the eagle facing to its right, all rating badge eagles were faced toward the wearer's front. One story has it that, with war brewing in both Europe and Asia, the symbolism would be appropriate if the eagle were to be facing any potential enemy, forward! The 1941 style rating badges are shown in Illustration 5.

A letter from the Chief of Naval Personnel dated 12 May 1942 stated that petty officers entitled to the gold or silver rating badges could wear the standard rating badges due to production shortages of the metallic threads. The gold and silver rating badges were reinstated after the war.

Approval was given by the Secretary of the Navy on 20 March 1943 for the Uniform Regulations, Women's Reserve, United States Naval Reserve - 1943. The women members of the Naval Reserve in World War I had worn the same rating badges as the men. This new regulation, however, provided for a rating badge of similar configuration but of reduced size, namely with the chevrons 2 3/16 inches in breadth compared to 3 1/4, and 1/4 inch wide and 3/16 inch apart compared to 3/8 inch wide and 1/4 inch apart for the men's rating badges. The rest of the rating badge in size in appropriate scale to the smaller chevrons. A Bureau of Personnel Information Bulletin dated 30 September 1944 conveyed approval for sleeve marks for Seamen first and second class and Hospital Apprentices of the Women's Reserve. These marks would be three stripes and two stripes respectively for first and second class, placed at a 30 degree angle from the horizontal, lower ends toward the front, 3/16 inch wide and an equal space apart (similar in design to those shown in Illustration 6). Hospital Apprentices, graduates of Class A schools and those who had successfully completed examinations for petty officer third class were entitled to wear the specialty mark for the rating for which qualified immediately above the rectangular backing on which the stripes were embroidered.

The introduction of the gray working uniform on 16 April 1943 brought with it a gray rating badge with blue eagle, mark and chevrons for chief petty officers. Gray rating badges can also be found for other grades of petty officer, those not eligible to wear the gray officer's style uniform. One theory proposed to explain these lower grade gray rating badges is that they were worn on gray dyed jumpers by men assigned as train guards on east coast railroads. The writer has found nothing to substantiate this theory or any alternate reason for the gray rating badges in grades below chief petty officer. Also available are gray rating badges with silver eagle and mark, sometimes with gold chevrons. No documentation has been found establishing these as authorized insignia, even though they may very well have been worn. Gray uniforms were replaced by a return to the khaki working uniform on 15 October 1946, with a wear-out period provided until October 1948 for the regular Navy, and October 1949 for the Naval Reserve.

Rating badges on forestry green backing (similar to the wool of enlisted

Marine uniforms) for men assigned to duty with the Marine Corps do not seem to be well documented. While Marine Corps uniform regulations of 1922 and 1929 provided for forestry green and khaki rating badges and marks for Pharmacist's Mates and Hospital Apprentices, the 1941 Navy uniform regulations specify only that the color of the backing cloth match the uniform on which worn. In early World War II, petty officers assigned to Marine units wore rating badges on forestry green backing with inverted Marine chevrons (green on scarlet backing) below the specialty mark which was frequently scarlet, and the eagle embroidered in green thread. This practice seems to have been followed until a rating badge was available with the chevrons of scarlet wool felt on a forestry green backing made in a single piece as were the blue and white rating badges. This type of rating badge was also worn by members of the Seabee units and chief petty officers of aviation units, the latter often on a whipcord or elastique forestry green backing as well as the wool backing. Forestry green rating badges with the eagle and mark embroidered in silver can be found, though the writer has found no authorization for such rating badges.

Circular Letter 97-44 (31 March 1944) authorized rating badges with a blue eagle, mark and chevrons on a background to match the uniform material for men serving with the Marine Corps. This format was also for use on the winter and summer working uniforms of chief petty officers of aviation units.

The uniform regulations of 2 May 1947 listed seven types of petty officer rating badges: gold, silver, blue, white, gray, khaki, and green. The gray rating badges were in the wear-out period which began in October 1946 as already noted. Both the khaki and green rating badges had the eagle, mark and chevrons in blue as introduced in 1944, but provided that forestry green rating badges previously authorized could be worn until 1 January 1948.

For a short period during the post-war transition, the Navy tested a two piece rating badge, separating the chevrons on one piece from the eagle and mark on the other. The idea was to permit grade or rating changes without replacing the entire rating badge. The idea proved unsatisfactory and was abandoned.

Change 1 (24 February 1948) to the 1947 uniform regulations eliminated the "right arm ratings" of the seaman branch. From that date on, all rating badges were to be worn on the left sleeve with the eagle facing to its right, the wearer's front. Due to the stocks of right arm rating badges on hand, a transition period of one year was permitted during which the right arm rating badges of the seaman branch could be worn on the left arm.

The use of cuff stripes as a distinction between classes of non-rated men and the branch marks on the shoulder seam were eliminated in Change 1 as well. Cuff stripes, three for all enlisted men, were retained as decorative trim on the blue dress jumper. Non-rated marks, like the marks that were introduced for the Women's Reserve in 1944, were authorized to indicate grade for enlisted personnel below the rank of petty officer third class. These marks were to be 1/4 inch wide, 3 inches in length and placed 1/4 inch apart, slanting downward toward the front at an angle of 30 degrees (Illustration 6). These marks were to be blue on white uniforms and white on blue uniforms for Seaman, Seaman Apprentice and Seaman Recruit, Hospitalman



ILLUSTRATION 5

Rating Badges - 1941
from Uniform Regulations

Right Arm Rate
(Gunner's Mate 3rd Class)

Left Arm Rate
(Machinist's Mate 2nd Class)



SEAMAN, FIREMAN, ETC.
(with Storekeeper's mark)



APPRENTICE



RECRUIT

ILLUSTRATION 6
GROUP RATE MARKS

The grades of Senior Chief (E-8) and Master Chief Petty Officer (E-9) were added to the rank structure by legislation on 20 May 1958 effective as of 1 June 1958. The rating badge for Senior C.P.O. was that of a chief with the addition of a 3/4 inch five point star in silver bullion centered 1 3/8 inch above the eagle's head. The Master C.P.O. had two such silver stars, each about one inch above the eagle's wing tips and two inches apart. The silver stars were to be applied with one ray pointing down.

The position of Master Chief Petty Officer of the Navy was instituted in 1968. The rating badge designated to be worn by the M.C.P.O.N. was the same as that of the Master Chief but with a third star placed 1 3/8 inch directly above the eagle's head and in line with the outer two; all three stars in silver, with one ray down.

Incumbants in the three senior grades, including the first two Master Chiefs of the Navy, wore their assigned specialty marks on their rating badges, embroidered in silver bullion. M.C.P.O.N. Delbert Black wore the specialty mark of Gunner's Mate, and M.C.P.O.N. John Whittet wore the mark of an Aviation Machinist's Mate. In 1972, during the term of office of M.C.P.O.N. Whittet, Change 3 to the uniform regulations of 17 October 1969 changed the three stars above the head of the eagle to gold from silver and established a new specialty mark for the Master Chief of the Navy, a one inch five pointed gold star with one ray pointed down, centered in the space between the top arc of the rating badge and the upper chevron. M.C.P.O.N. Whittet was the first to wear this rating badge.

Change 3 to the 1969 regulations also introduced the position of Master Chief Petty Officer of the Command. Change 5 (25 May 1973) changed the title to Master Chief Petty Officer of the Fleet/Command, and the uniform regulations of 1975 changed it again to Master Chief Petty Officer of the Fleet/Force (M.C.P.O.F.). The rating badge for this position was the same as for the Master Chief of the Navy except that it had only two gold stars placed above the eagle's wing tips rather than the three stars of the M.C.P.O.N. The rating badges for all senior grades, including those of M.C.P.O.F. and M.C.P.O.N. from the 1972 change are shown in Illustration 7.

The uniform regulations of 1975 provided special rating badges for those who had completed assignments as Master Chief of the Navy or of a Fleet or Force. These rating badges were the same as the ones worn by the M.C.P.O.N. and M.C.P.O.F. respectively, retaining the gold stars above the eagle, but with the gold star specialty mark replaced by the man's regular specialty mark embroidered in gold bullion rather than in silver as for other chiefs. As of this writing, the only person to remain on active duty after leaving the post of Master Chief of the Navy has been M.C.P.O.N. John Whittet. His rating badge had the specialty mark of the Master-at-Arms in gold, a rating for which he had qualified while Master Chief of the Navy.

Another change included in the 1975 regulations was the omission of the group-rate mark for the recruit classification. "The pay grade E-1 group rate mark is not required on any uniform." While the 1975 regulations left the mark out as ". . . not required," the uniform regulations of 1978 eliminated the mark from use: "Personnel in the pay grade E-1 do not wear group rate marks." Those in pay grade E-1 who qualified as striker for a rating would wear the appropriate specialty mark centered one inch above

and Hospital Apprentice (the latter two with a caduceus above the stripes), Dentalman and Dental Apprentice (both with a caduceus and superimposed D above the stripes), and Stewardsman, Steward Apprentice and Steward Recruit (these three with the steward's crescent mark above the stripes). The marks were to be red on all uniforms for Fireman and Fireman Apprentice, and emerald green on all uniforms for Airman and Airman Apprentice. Change 3 (21 October 1948) conveyed a change in title from non-rated marks to group-rate marks. Circular Letter 106-48 (9 June 1948) added the rates of Fireman Recruit, Airman Recruit, Hospital and Dental Recruits. Also introduced were the grades of Constructionman, Construction Apprentice and Recruit who were to wear light blue stripes on the marks for all uniforms. For all of the group-rate marks, one stripe was designated for recruits, two for apprentices, and three for Seaman, Fireman, Airman, etc. Personnel in the two grades above recruit who qualified and had been designated as strikers were permitted to wear the specialty mark for which they were striking centered above the top stripe of the mark. While marks for the recruit grade can be found with a striker's mark, this would be the result of a reduction in grade for disciplinary reasons which frequently did not include loss of qualification or designation as striker for a rating. Regulations state that the striker's marks are to be centered above the rectangular backing of the group-rate mark, but such marks were also worn embroidered into the same backing cloth as the stripes themselves.

The khaki rating badge with silver eagle and mark over blue chevrons for chief petty officers was approved in Change 5 (14 February 1949) to the uniform regulations of 1947.

Circular letter 27-49 (15 February 1949) was issued by the Bureau of Personnel to call attention to a variety of improper rating badges being worn, and to order an immediate stop to their use. Those rating badges cited as improper were the green with silver eagle and mark having either blue or red chevrons, blue rating badges with silver eagle and mark worn by grades below chief petty officer, and silver bullion distinguishing marks worn by any enlisted man. One point to note is that there was reference to green rating badges with red chevrons which were supposedly phased out by the beginning of 1948.

Rating badges with chevrons embroidered rather than made of wool felt cloth and stitched onto the backing were first described in the uniform regulations of 10 August 1951. Rating badges with wool felt chevrons were still to be permitted as optional for chief petty officers. Actually, there were rating badges with embroidered chevrons in use during World War II, as samples have been found marked with dates as early as 1943.

Change 2 (6 February 1956) to the 1951 uniform regulations introduced a rating badge with the eagle and chevrons printed in black on a chambrey blue backing for wear on the chambrey work shirt. It was specified that these dungaree rating badges would not include specialty marks, and that they were to be made to be ironed onto the shirt sleeve.

A blue working jacket introduced in Change 3 (14 March 1957) to the 1951 regulations brought with it a rating badge on blue nylon backing with white embroidered eagle and scarlet embroidered chevrons, but, like the dungaree rating badge, without a specialty mark.

the midpoint between the elbow and shoulder of the left sleeve.

The uniform regulations of 1981 presented two additional new rating badges related to special assignments at the Master Chief grade. Command Master Chiefs were to have a rating badge of the same style as other Master Chiefs, that is with two silver stars above the eagle's wing tips, but would have in place of the regular specialty mark a one inch silver star, one ray down at the "V" of the chevrons. A Past Master Chief of Fleet or Force serving as a Command Master Chief would wear a rating badge with two gold stars above the eagle's wing tips and the silver star specialty mark.

ILLUSTRATION 7

RATING BADGES FOR SENIOR GRADES



MASTER CHIEF PETTY OFFICER
OF THE NAVY 1972



MASTER CHIEF PETTY OFFICER
OF THE NAVY (WHITTET) 1971-72



MASTER CHIEF PETTY OFFICER
OF THE NAVY (BLACK) 1968-71



MASTER CHIEF PETTY OFFICER
OF THE FLEET/COMMAND 1972



MASTER CHIEF PETTY
OFFICER



SENIOR CHIEF PETTY
OFFICER

An interesting variation of the petty officer rating badges is that authorized for Apprentice Petty Officers. Introduced in Change 17 (18 March 1918) of the uniform regulations of 1913 as "Rating Badges For The Use Of Enlisted Men Under Training At Training Stations," the rating badges are the same basic style as other petty officer rating badges, but reduced in size. The dimensions for these smaller rating badges were as follows:

chevrons - 1/4" wide and placed 1/8" apart,

eagle - placed one inch above the angle of the chevrons and resting on the specialty mark for 1st, 2nd, and 3rd class, and on the upper arc for apprentice chiefs,

arc for chiefs - 1 1/4" radius at the outside of the arc,

breadth - two inches overall.

This rating badge was not included in the uniform regulations of 1922, but a change to those regulations dated 17 August 1928 stated that the mark for the apprentice petty officer rating badge was to be the figure "8" knot of the Ex-Apprentice (see page 62). Change 1 (31 October 1961) to the 1959 uniform regulations increased the space between the chevrons to 1/4 inch. This rating badge was last illustrated in Change 5 (25 May 1973) to the uniform regulations of 1969, and was not included in the 1975 uniform regulations which conveyed the general uniform revision for enlisted personnel from the jumper to the coat, shirt and tie. Illustration 8 shows apprentice petty officers' rating badges with both the square knot of the original design and the figure "8" knot of the 1928 change. Unlike the sample to the left, the original design had the eagle placed directly on the knot for 1st, 2nd and 3rd class rather than perched above it.

Full size rating badges exist with both styles of knots as the specialty marks and in styles typical of both pre-1941 and post-1941 rating badges. The writer has found neither explanation nor authorization for such insignia.

ILLUSTRATION 8
RATING BADGES FOR
APPRENTICE PETTY OFFICERS



PART 2

BULLION EAGLE RATING BADGES

In an attempt to provide some means of dating rating badges with the eagles embroidered in silver bullion, the writer has identified and classified six distinct patterns of bullion eagles from samples. While many variations exist, they generally appear to match to a large degree one of the patterns illustrated here. It should be noted that the time periods applied to the six patterns are estimated and there seems to be a considerable amount of overlap, as well as numerous minor changes in patterns from one time period to the next. In the Introduction, this section was referred to as a survey and is not intended as absolute, simply an aid to the collector's attempts to establish the age for rating badges of this type.

The silver bullion eagle on the rating badge has been used by all petty officers when the gold chevrons have been earned. The silver eagle is also worn on the scarlet chevron blue rating badge of chief petty officers who are not entitled to the gold chevrons. Silver bullion eagles are found on green, gray and khaki rating badges as well, although only authorized for use on the khaki rating badge, and that since only 1949.

As described in Part 1, prior to 1941, all rating badges had the eagle facing to its left. During the period 1941 to 1948, only rating badges of the seaman branch had left facing eagles; all others faced to the eagle's right. After 1948, all rating badges were to be worn on the left sleeve with an eagle that faced to its right. These configurations also apply to the silver eagles.

TYPE I - from early samples known to be of the World War I period:



A coil of bullion forms the upper edge of the wings, with a twist of two threads forming the division between the wing shoulder and the feathers. The shoulder portion of the wing is of diagonal stitches and the feathers of single horizontal stitches. The body is formed by twists of threads in a vertical pattern, with a knot of red thread for the mouth and a black knot for the eye. The perch is of single diagonal stitches and the tail is formed by five straight vertical stitches of the same length.

TYPE II - World War II period:



A- The wings made of short diagonal stitches forming the shoulder and each feather, with long diagonal stitches overlapping the bases of the four topmost feathers. The body is of diagonal stitches with three twists of thread vertically down the center. The legs are formed of horizontal stitches with a vertical stitch and three short diagonals for the claws. The perch is of short diagonal stitches. The tail is made of thirteen vertical stitches, alternating short and long.



B- This variation has each wing feather separate, without the overlapping stitches on the top four feathers. Five twists of thread form the body; nine stitches for the tail, and a separate stitch for the beak, brow, and the under part of the peak. The upper edge of the wing is outlined by a bullion coil.

TYPE III - World War II and post-war period:



Embroidered in lightweight silver thread rather than bullion. The pattern of the stitches is basically the same as that of eagles on cloth rating badges. There is no row of short inner wing feathers as on the cloth rating badges and later types of bullion eagles. The eye is formed by a knot of black thread. There are five pointed tail feathers below the perch. There is a current variation of this type which is embroidered of heavy silver-colored metallic thread.

TYPE IV - post-World War II period:



A coil of bullion outlines the upper edge and point of the wing tip. The wing shoulder is formed by short diagonal stitches. The outer feathers on the wing are made of long curved stitches, and the inner feathers are of extra bright bullion. The body is formed of five vertical twists of thread over a series of diagonal stitches. The legs are of horizontal stitches with one vertical and three short diagonal stitches for each claw. The body and legs are thickly padded to stand out.

TYPE V - post-Korean War period:



A coil of bullion forms the upper edge of the wing and first feather. The shoulder and the center stitch of each inner wing feather is of extra bright bullion. The outline of the inner feathers and the diagonal stitches of the outer feathers are of plain silver bullion. The body is formed of diagonal stitches, with a single stitch for the lower part of the beak. The tongue is a stitch of red thread. The brow is a stitch of extra bright bullion, with the lower part and center of the eye of black thread. The legs are of horizontal stitches of extra bright bullion. A vertical stitch and three short diagonals form the claws. The tail feathers are outlined in plain bullion with a center stitch of extra bright bullion. The perch is made of short diagonal stitches of plain bullion.

Current bullion rating badges also include patterns similar to Type II-B and Type IV. Current variations of these types incorporate a greater use of extra bright bullion than samples of earlier rating badges. The increased cost of gold and silver in recent years has brought about the use of rating badges made of gold-tone and silver-tone metallic thread, embroidered in much the same style as Type III and the eagles on the cloth embroidered rating badges.

PART 3

SPECIALTY MARKS

From 1896 to the present day, a mark indicating the occupational specialty of a petty officer has been the central element of the rating badge. There had been specialty marks in use by the Navy since 1 December 1866, but not as part of a standard rating badge which was the same basic design for all petty officers.

Specialty marks which have been used since 1886 are illustrated and dated in this section. The marks are presented in alphabetical order, using the present title for marks still in use, and the last title used for marks that have been discontinued. In addition, other titles and other ratings for which each mark has been used are listed, along with the dates of use.

Two notes of clarification are in order at this point. First, many of the ratings were in existence before their association with a given specialty mark. The dates included in this study are the dates for which the illustrated mark was used to represent a rating in the period since 1886. Second, there are U. S. Navy rating badges in existence with specialty marks other than those illustrated here - marks for which the writer has found no authorization or approval by the Navy Department, and which have, therefore, been excluded from this study.

For each mark illustrated and title listed, the grades authorized for the rating, along with applicable dates, are listed. Grades above chief petty officer are not listed for any of the marks, however. With the creation of the grades of Senior and Master Chief Petty Officer effective 1 June 1958, subsequent advancement was made to all of these grades in all specialties except Teleman which was a transitional rating at the time. The precise date when such grades became active in any specialty group is not included here since that would depend on the promotion of individual chief petty officers within their specialties, and that individual data is outside the scope of this study.

Some of these specialty marks were also used as distinguishing marks. This information is included with each mark so used. The manner of wearing each mark when used as a distinguishing mark is listed as of the date instituted. Changes in the manner of wearing all distinguishing marks will be found in Part 5.

For each specialty mark, footnotes are provided to give precise dates and references when they are available. Several abbreviations that are used in these footnotes frequently are defined here so that they will be familiar when encountered throughout Parts 3, 4 and 5:

BuPers Notice or BPN - Bureau of Personnel Notice

BNCL and BPCL - Circular letters of instruction
(Bureau of Navigation or BuNav
before July 1942, and Bureau of
Personnel or BuPers after that)

G.O. - General Order

SecNav - Secretary of the Navy

U.R. - Uniform Regulations

Where a date of origin, change or discontinuation has not been determined, there will, of course, be no reference and the notation ??? will be substituted for the date.

AEROGRAPHER'S MATE: All grades

1942¹ - present

Aerographer: Chief, 1st, 2nd & 3rd Class 1923² - 1942



Distinguishing Mark: Non-rated men qualified as striker for Aerographer. 1926³ - 1948

To be worn mid-way between the wrist and elbow of the left sleeve. Superseded by the introduction of group rates with striker marks for non-rated men.

1. BPCL 113-42, 8 August 1942
2. BNCL 99-23, 29 December 1923

3. BNCL 62-26, 29 October 1926

AIR CONTROLMAN: All grades

1948¹ - present



Established from Specialist Y (Control Tower Operator), part of Specialist V (Transport Airman) and Various Radarman and Specialist X ratings. BuPers Note 1220 (10 December 1977) changed the title to Air Traffic Controller which has not been reflected in uniform regulations.

1. BPCL 40-47, 21 February 1947 effective 2 April 1948

AIRCREW SURVIVAL EQUIPMENTMAN: All grades

1965¹ - present



Parachute Rigger: Chief, 1st, 2nd & 3rd Class 1942² - 1965

1. BuPers Notice 1440, 2 February 1966 effective retroactive to 8 December 1965
2. BNCL 33-42, 24 February 1942

AIRSHIP RIGGER: Chief, 1st, 2nd & 3rd Class

1944¹ - 1948²



Changed to Exclusive Emergency Service Rating ESA (Airship Rigger) established in 1948.

1. BPCL 205-43, 12 October 1943; mark approved BPCL 58-44, 29 February 1944
2. BPCL 246-47, 15 December 1947 effective 2 April 1948

AVIATION ANTISUBMARINE WARFARE OPERATOR: All grades

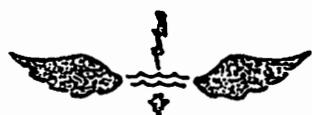
1968¹ - present



1. BuPers Notice 1440, 29 February 1968; mark approved by the Chief of Naval Operations, 18 May 1968

AVIATION ANTISUBMARINE WARFARE TECHNICIAN: All grades

1963¹ - present



1. SecNav approval of uniform regulation changes, 23 April 1962 and BuPers Notice 1440, 29 June 1962, both effective 1 January 1963

AVIATION BOATSWAIN'S MATE: All grades

1944¹ - present



1. BPCL 268-44, 14 September 1944; mark approved in BPCL 363-44, 30 November 1944

AVIATION CARPENTER'S MATE: Chief, 1st, 2nd & 3rd Class

1921³ - 1940²



Carpenter's Mate, Aviation: Chief, 1st & 2nd Class
1918¹ - 1921³
Included Coppersmith, Aviation which was switched to Aviation Metalsmith in 1921. This rating was combined with Aviation Metalsmith in 1941.

Distinguishing Mark: Non-rated men qualified as striker for Aviation Carpenter's Mate
1926⁴ - 1940²
To be worn mid-way between wrist and elbow of the left sleeve.

1. U.R. 1913, Change 17, 18 March 1918
2. BNCL 36-40, 21 May 1940, effective 30 June 1940
3. BNCL 9-21, 24 March 1921 effective 1 July 1921
4. BNCL 62-26, 29 October 1926

AVIATION ELECTRICIAN'S MATE: All grades

1942¹ - present



Although this mark was illustrated in the uniform catalog of Walter Rieb (New York) dated March 1919 as Electrician, Aviation, it was never authorized as such. This may have been only anticipation by the manufacturer since the mark was not approved until 1942.

1. BPCL 129-42, 4 September 1942

AVIATION ELECTRONICSMAN: Chief, 1st, 2nd & 3rd Class

1948¹ - 1959²



Aviation Radioman: Chief, 1st, 2nd & 3rd Class
1942³ - 1948¹
Aviation Radio Technician: Chief, 1st, 2nd & 3rd Class
1942⁴ - 1945⁵
Aviation Electronics Technician's Mate: Chief, 1st, 2nd & 3rd Class
1945⁵ - 1947⁶

The rating of Aviation Radioman was originally established by BNCL 5-42 (13 January 1942) but the specialty mark of Radioman was worn until this mark was approved. This rating was merged into Aviation Electronics Technician as of 30 June 1959 and the mark was abolished in 1960.

1. BPCL 40-47, 21 February 1947 effective 2 April 1948
2. BuPers Instruction 1440.11A 10 November 1958 effective 31 December 1959
3. BNCL 5-42, 13 January 1942
4. BPCL 169-42, 11 December 1942
5. BPCL 325-45, 31 October 1945
6. U.R. 1941, Change 2, 18 March 1947

AVIATION ELECTRONICS TECHNICIAN: All grades 1948¹ - present



Aviation Electronics Technician's Mate:
Chief, 1st, 2nd & 3rd Class 1947² - 1948¹

1. BPCL 40-47, 21 February 1947, effective 2 April 1948
2. U.R. 1941, Change 2, 18 March 1947

AVIATION FIRE CONTROL TECHNICIAN: All grades 1954¹ - present



Aviation Fire Controlman (Chief, 1st, 2nd & 3rd Class) was originally established as a separate specialty from Aviation Ordnanceman (B) (Aviation Bombsight and Fire Control Mechanic) in 1945², with the mark to be the same as Aviation Ordnanceman. The rating was merged into Aviation Ordnanceman and Aviation Electronics Technician in 1948.³ No evidence has been found by the writer to indicate that this mark was approved prior to the establishment of Aviation Fire Control Technician in 1954.

1. U.R. 1951, Change Memorandum 1-4, 5 February 1954
2. BPCL 39-45, 14 February 1945
3. BPCL 40-47, 21 February 1947, effective 2 April 1948

AVIATION GUIDED MISSILEMAN: Chief, 1st, 2nd & 3rd Class 1955¹ - 1960²



1. U.R. 1951, Change 1, 15 March 1955
2. BuPers Instruction 1440.13, 10 June 1960 effective 1 July 1960

AVIATION MACHINIST'S MATE: Chief, 1st & 2nd Class 1921 - present



3rd Class 1926² - present
Machinist's Mate, Aviation: Chief, 1st and 2nd Class 1918³ - 1921

Distinguishing Mark: Non-rated men qualified as striker for Aviation Machinist's Mate 1941⁴ - 1948
To be worn mid-way between the wrist and elbow of the left sleeve. Superseded by the introduction of group rates used with striker marks by non-rated men in 1948.

1. BNCL 9-21, 24 March 1921, effective 1 July 1921
2. BNCL 13-26, 25 February 1926
3. U.R. 1913, Change 17, 18 March 1918
4. BNCL 17-41, 11 February 1941

AVIATION MAINTENANCE ADMINISTRATIONMAN: All Grades 1963¹ - present



1. SecNav approval, 16 March 1963

AVIATION ORDNANCEMAN: All grades 1926¹ - present



1. BNCL 13-26, 25 February 1926

AVIATION PHOTOGRAPHER'S MATE: Chief, 1st, 2nd & 3rd Class 1948¹ - 1953²



Established as a combination of aerial segments of Photographer's Mate and Specialist P (Photographic Specialist). Merged into Photographer's Mate beginning in 1950 and completing on 31 December 1953.

1. BPCL 246-47, 15 December 1947 to be effective 2 April 1948
2. BPCL 116-50, 31 July 1950

AVIATION PILOT: Chief

- 1st Class
- 2nd Class
- 3rd Class

- 1924¹ - 1933³
- 1927⁵ - 1933³
- 1942² - 1948⁴
- 1942² - 1948⁴
- 1942² - 1948⁴
- 1942² - 1942⁶



This mark was originally specified to be yellow on all rating badges, giving the general appearance of the Naval Aviator's wings. The specialty mark was changed to white on the blue rating badge and blue on all other rating badges in BPCL 199-44 dated 12 July 1944. The mark with straight wings more nearly like those of the Aviator's wings appeared during the World War II period. Both styles of mark exist on rating badges of

the World War II type. Some speculation has been advanced that the curved wing style after 1942 was used by the Coast Guard and the straight wing style by the Navy, but nothing has been found to substantiate this distinction.

Distinguishing Mark: Naval Aviation Pilots 1933⁷ - 1935⁸
". . . men designated as aviation pilots will wear the present specialty mark of Aviation Pilot midway between the shoulder and elbow of the left sleeve for men of the seaman branch, and on the right sleeve for others."⁷

1. BNCL 18-24, 13 March 1924
2. BNCL 43-42, 17 March 1942
3. BNCL 10-33, 28 March 1933
4. BPCL 40-47, 21 February 1947 effective 2 April 1948
5. BNCL 66-27, 21 September 1927
6. BPCL 104-42, 27 July 1942
7. BNCL 24-33, 30 June 1933
8. BNCL 44-35, 3 September 1935

AVIATION QUARTERMASTER (correct title - QUARTERMASTER, AVIATION):

- Chief, 1st & 2nd Class 1918¹ - 1921²
- 3rd Class 1918³ - 1921²



Switched to Aviation Rigger in the revision of ratings of 1921.

1. U.R. 1913, Change 17, 18 March 1918
2. BNCL 9-21, 24 March 1921 effective 1 July 1921
3. BuNav Letter N9H/B-5690, 16 October 1918

USN

AVIATION RIGGER: Chief, 1st, 2nd & 3rd Class 1921¹- 1927²



Established as a replacement of Quartermaster, Aviation. Merged into Aviation Machinist's Mate.

- 1. BNCL 9-21, 24 March 1921 effective 1 July 1921
- 2. BNCL 13-26, 25 February 1926 effective 30 June 1927

AVIATION STOREKEEPER: All grades 1948¹- present



Storekeeper V: Chief, 1st, 2nd & 3rd Class 1945²- 1948¹

- 1. BPCL 40-47, 21 February 1947 effective 2 April 1948
- 2. BPCL 65-45, 15 March 1945

AVIATION STRUCTURAL MECHANIC: All grades 1948¹- present



Aviation Metalsmith: Chief, 1st, 2nd & 3rd Class 1921²- 1948¹

Although this mark was illustrated in the uniform catalog of Walter Rieb (New York) dated March 1919 as Blacksmith, Aviation, it was never authorized as such.

The designations Blacksmith, Aviation and Shipfitter, Aviation were authorized in 1918, but no specialty mark was approved. These two designations were combined with Coppersmith, Aviation (see Aviation Carpenter's Mate) to form Aviation Metalsmith in the revision of ratings in BNCL 9-21 (24 March 1921). The 1919 commercial publication in the Rieb catalog may have been only an anticipation by the manufacturer.

- 1. BPCL 40-47, 21 February 1947 effective 2 April 1948
- 2. BNCL 9-21, 24 March 1921 effective 1 July 1921

AVIATION SUPPORT EQUIPMENT TECHNICIAN: All grades 1966¹- present



- 1. BuPers Notice 1440, 24 February 1966, approved by SecNav 15 July 1966

BOATSWAIN'S MATE: Chief 1893¹- present
1st & 2nd Class 1885 - present
3rd Class 1948 - present



Captains of the Tops: 3rd Class 1885 - 1893¹
Captain of the Afterguard: 3rd Class 1885 - 1893¹
Coxswain: 3rd Class 1885 - 1948²

During the period between 1885 and 25 February 1893, the title of Chief Boatswain's Mate was used for the petty officer grade of Boatswain's Mate 1st Class though the rank of chief petty officer had not been established.

- 1. G.O. 409, 25 February 1893 effective 1 April 1893
- 2. BPCL 40-47, 21 February 1947 effective 2 April 1948

BOILERMAKER: Chief & 1st Class 1956 - 1971³ 1976² - 1977⁴

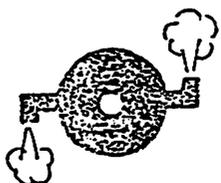


Boiler Technician: All grades 1971³ - 1976²

Included with the ratings wearing the mark of Machinist's Mate from 1886 to 1948, and in the Boilerman group from 1948 to 1956. In 1971, this mark was designated as Boiler Technician. This change had been made in error, the new designation having been intended for Boilerman. The error was corrected in 1976, and the proper designations assigned to each specialty mark.

1. BuPers Notice 1223, 1 June 1956
2. U.R. 1975, Change 1, 30 June 1976
3. Notice from Naval Clothing and Textile Research Unit conveying approval of the Chief of Naval Operations, 5 November 1971
4. Notice from Naval Clothing and Textile Research Unit to Uniform Board, 14 January 1977

BOILER TECHNICIAN: All grades 1976¹ - present



Boilerman: Chief, 1st, 2nd & 3rd Class 1948² - 1976¹

Established from various ratings wearing the mark of Machinist's Mate, including Water Tender and Boilermaker. Redesignation to the present title took place in 1971 but in the uniform regulations the mark for Boilermaker was redesignated in error. The correction to the proper designation was made in 1976.

1. U.R. 1975, Change 1, 30 June 1976
2. BPCL 40-47, 21 February 1947 effective 2 April 1948

BUGLEMASTER: Chief, 1st & 2nd Class 1927¹ - 1948⁵
3rd Class 1944² - 1948⁵



Although found with the bugle faced in both directions, the mark was authorized for wear with the bell of the bugle toward the wearer's front, thus toward the reader's left, as this rating was worn only on the left sleeve. Supervisory duties of the rating were assigned to the Quartermaster ratings in 1948.

Distinguishing Mark: Bugler 1912³ - 1920⁴
Bugler 1st & 2nd Class 1920⁴ - 1948⁵

Mark to be worn on the left arm in place of a rating badge. Assigned to Seaman and Seaman Apprentice in 1948.

1. BNCL 14-27, 20 January 1927
2. BPCL 205-43, 12 October 1943 effective BPCL 12-44, 15 January 1944
3. G.O. 230, 25 October 1912
4. BNCL 53-20, 15 September 1920
5. BPCL 40-47, 21 February 1947 effective 2 April 1948

BUILDER: All grades

1948¹ - present



Established from the rating of Carpenter's Mate CB(B).

1. BPCL 40-47, 21 February 1947 effective 2 April 1948

CARPENTER'S MATE: 2nd Class only
Chief, 1st, 2nd & 3rd Class

1885 - 1893¹
1893¹ - 1948²



Painter: Chief
1st Class
2nd Class
3rd Class

1944³ - 1948²
1902⁴ - 1948²
1893¹ - 1894⁵
1902⁴ - 1948²
1885 - 1893¹
1894⁵ - 1948²

Plumber and Fitter: 1st Class only
Switched to Shipfitter 1st Class.

1893¹ - 1921⁶

Patternmaker: Chief
1st & 2nd Class
3rd Class

1944³ - 1947⁸
1917⁷ - 1947⁸
1944³ - 1947⁸

Established as a separate specialty in 1947.

Carpenter's Mate and Painter were included in the rating of Damage Controlman in 1948.

Distinguishing Mark: Shipwright

1912⁹ - 1921⁶

Mark to be worn in place of a rating badge on the left sleeve. Not included in the uniform regulations of 1922.

- | | |
|-----------------------------------------------------------------------|---------------------------------------------------|
| 1. G.O. 409, 25 February 1893 | 6. BNCL 9-21, 24 March 1921 effective 1 July 1921 |
| 2. BPCL 40-47, 21 February 1947 effective 2 April 1948 | 7. BNCL 26-17, 20 October 1917 |
| 3. BPCL 205-43, 12 October 1943 effective BPCL 12-44, 15 January 1944 | 8. U.R. 2 May 1947 |
| 4. Order of 18 August 1902 | 9. G.O. 230, 25 October 1912 |
| 5. Order of 30 July 1894 | |

COMMISSARYMAN: All grades

1948¹ - 1974⁴



Commissary Steward: Chief
1st Class

1902² - 1948¹
1902² - 1930³

In 1930, 1st Class Commissary Stewards were reassigned as Cooks or Bakers according to previous qualifications. The rating of Commissaryman was merged into Mess Management Specialist in 1974 along with the rating of Steward.

- | | |
|--------------------------------------------------------|---------------------------------------------------------------------|
| 1. BPCL 40-47, 21 February 1947 effective 2 April 1948 | 3. BNCL 66-30, 10 November 1930 effective 30 June 1931 |
| 2. G.O. 61, 17 October 1901 effective 1 January 1902 | 4. Naval Operations Bulletin, 18 Dec. 1974 effective 1 January 1975 |

CONSTRUCTION ELECTRICIAN: All grades 1958¹ - present



Construction Electrician's Mate: Chief, 1st,
2nd & 3rd Class 1948² - 1958¹

Formed from Electrician's Mate CB specialties.

1. BuPers Notice 1430, 25 July 1958, retroactive to 9 January 1958
2. BPCL 40-47, 21 February 1947 effective 2 April 1948

CONSTRUCTION MECHANIC: All grades 1958¹ - present



Mechanic: Chief, 1st, 2nd & 3rd Class 1948² - 1958¹

Formed by combining parts of Machinist's Mate CB(E) and Motor Machinist's Mate ratings.

1. BuPers Notice 1430, 25 July 1958, retroactive to 9 January 1958
2. BPCL 40-47, 21 February 1947 effective 2 April 1948

CRYPTOLOGIC TECHNICIAN: All grades 1976 - present

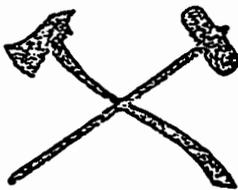


Communications Technician: Chief, 1st,
2nd & 3rd Class 1948² - 1976¹

Formed by combining Specialist Q (Communications) and some ratings from the Radioman group.

1. BuPers Notice 1220, 26 March 1976
2. BPCL 40-47, 21 February 1947 effective 2 April 1948

DAMAGE CONTROLMAN: All grades 1948¹ - 1972²



Formed from a combination of Specialist F (Fire Fighter) and some Carpenter's Mate and Painter ratings. Combined with Shipfitter to form Hull Maintenance Technician on 1 January 1972.

1. BPCL 40-47, 21 February 1947 effective 2 April 1948
2. SecNav approval, 27 February 1970 effective 1 January 1972

DATA PROCESSING TECHNICIAN: All grades 1967¹ - present

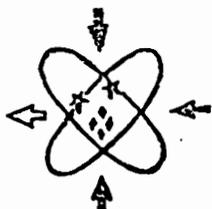


Machine Accountant: All grades 1948² - 1967¹

Formed as a combination of Specialist I (Punch Card Accounting Machine Operator) and part of Specialist X (Key Punch Operators and Supervisors).

1. BuPers Notice 1430, 3 April 1967 effective 1 July 1967
2. BPCL 40-47, 21 February 1947 effective 2 April 1948

DATA SYSTEMS TECHNICIAN: All grades 1963¹ - present



1. BuPers Notice 1020, 7 August 1962, mark approved by SecNav, 23 April 1962 to be effective 1 January 1963

DENTAL TECHNICIAN: All grades 1948¹ - present



Established in 1948 from Pharmacist's Mate (DP) (Dental Prosthetic Technician).

1. BPCL 246-47, 15 December 1947 effective 2 April 1948

DISBURSING CLERK: All grades 1948¹ - present



Established from Storekeeper (D) (Disbursing).

1. BPCL 40-47, 21 February 1947 effective 2 April 1948

ELECTRICIAN'S MATE: All grades 1921¹ - present



Electrician: Chief, 1st & 2nd Class 1898² - 1921¹
 3rd Class 1900³ - 1921¹

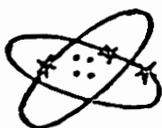
It has been reported that the rating badges for Electrician were first ordered specifying a "globe" (meaning electric light bulb) as the specialty mark. On delivery, the mark manufactured out to be a replica of the world

globe. Despite the error in communications, the world globe reportedly looked so well that it was retained.⁵ No evidence has been found to dispute this theory to explain the mark which does not visually represent its rating.

Distinguishing Mark: for qualified non-rated men 1926⁴ - 1948
To be worn mid-way between the wrist and elbow on the left sleeve. Superseded by the introduction of group rates used with striker marks for non-men in 1948.

- | | |
|---------------------------------------------------|---------------------------------------------------------------------------|
| 1. BNCL 9-21, 24 March 1921 effective 1 July 1921 | 4. BNCL 44-26, 6 August 1926 |
| 2. SecNav Circular 85, 7 April 1898 | 5. BuPers Information Bulletin, "How Did It Start", page 70 November 1943 |
| 3. G.O. 552, 28 June 1900 effective 1 July 1900 | |

ELECTRONICS TECHNICIAN: All grades 1948¹ - present



Electronics Technician's Mate: Chief, 1st, 2nd & 3rd Class 1945² - 1948¹
 Radio Technician: Chief, 1st, 2nd & 3rd Class 1942³ - 1945²

1. EPCL 40-47, 21 February 1947 effective 2 April 1948
2. BPCL 325-45, 31 October 1945
3. BNCL 58-42, 7 April 1942

ELECTRONICS WARFARE TECHNICIAN: All grades

1971¹ - present



1. U.R. 1969, Change 3, November 1971

ENGINEERING AIDE: All grades

1961¹ - present



Surveyor: Chief, 1st, 2nd & 3rd Class

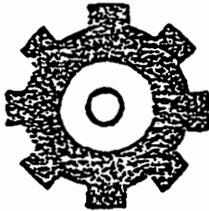
1948² - 1961¹

Established from Carpenter's Mate CB (S).

1. U.R. 1959, Change 1, 31 October 1961
2. BPCL 40-47, 21 February 1947 effective 2 April 1948

ENGINEERMAN: All grades

1948¹ - present



Included with the ratings wearing the specialty mark of Machinist's Mate from 1912 to 1930. Formed as a separate rating from various Motor Machinist's Mate ratings in 1948.

1. BPCL 40-47, 21 February 1947 effective 2 April 1948

EQUIPMENT OPERATOR: All grades

1958¹ - present



Driver: Chief, 1st, 2nd & 3rd Class

1948² - 1958¹

Established from Machinist's Mate CB (E).

1. BuPers Notice 1430, 25 July 1958 effective retro-active to 9 January 1958
2. BPCL 40-47, 21 February 1947 effective 2 April 1948

FIRE CONTROL TECHNICIAN: All grades

1955¹ - present



Fire Controlman: Chief & 1st Class

1921² - 1955¹

2nd Class

1924³ - 1955¹

3rd Class

1927⁴ - 1955¹

Absorbed Fire Control Technician and adopted that title in 1955, eliminating the mark illustrated next.

Distinguishing Mark: Gun Range Finder Operator

1924⁵ - 1970⁶

Seaman Fire Controlman 1942⁷ - 1945⁸

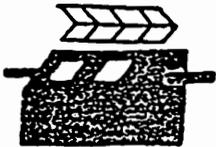
To be worn for Gun Range Finder Operator mid-way between the shoulder and elbow on the left sleeve for men of the seaman branch and on the right for others. For Seaman Fire Controlman, to be worn on the right sleeve mid-way between the wrist and the elbow.

1. U.R. 1951, Change 1, 15 March 1955
2. BNCL 9-21, 24 March 1921 effective 1 July 1921

FIRE CONTROL TECHNICIAN (continued)

- | | |
|------------------------------------------|-------------------------------------|
| 3. BNCL 10-24, 7 February 1924 | 6. U.R. 1969, Change 1, 3 June 1970 |
| 4. BNCL 14-27, 20 January 1927 | 7. BPCL 107-42, 29 July 1942 |
| 5. U.R. 1922, Change 1, 10 November 1924 | 8. BPCL 65-45, 15 March 1945 |

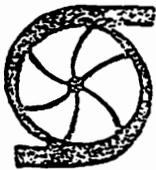
FIRE CONTROL TECHNICIAN: Chief, 1st, 2nd & 3rd Class 1946¹ - 1955²



This mark was abolished and the rating combined with Fire Controlman under the title Fire Control Technician. The transition was begun on 23 June 1950 to be completed by 1 July 1955

1. BPCL 57-46, 14 March 1946
2. U.R. 1951, Change 1, 15 March 1955

GAS TURBINE SYSTEM TECHNICIAN: held in abeyance 1974¹ - 1978²



All grades 1978² - present

Sub-specialties of (Electrical) and (Mechanical) designated at the levels of Chief, 1st, 2nd & 3rd Class.

1. Approved by SecNav 14 December 1972. Chief of Naval Operations approved the mark as recommended by the Uniform Board 8 March 1974
2. BuPers Notice 1440, 16 June 1978

GUNNER'S MATE: 1st & 2nd Class 1885 - present
 Chief and 3rd Class 1893¹ - present



Armorer: 2nd Class only	1885 - 1893 ¹
Quarter Gunner: 3rd Class only	1885 - 1893 ¹
Seaman Gunner: 3rd Class only	1885 ² - 1886 ³

Between 1885 and 1893, the title of Chief Gunner's Mate was used for the petty officer's grade of Gunner's Mate 1st Class even though the rank of chief petty officer was not established. In 1893, chief petty officer was added, Armorer and Quarter Gunner were deleted in favor of Gunner's Mate 2nd and 3rd Class respectively. Seaman Gunner was reclassified from petty officer to the equivalent of Seaman 1st Class before the regulations approved in 1885 were published in 1886, and was therefore never entitled to a petty officer's rating badge in the eagle and chevron pattern.

Distinguishing Mark: 1942⁴ - 1948

To be worn by qualified non-rated men mid-way between the wrist and elbow on the right sleeve. Superseded by the introduction of group rates used with striker marks for non-rated men in 1948.

- | | |
|----------------------------------------|------------------------------|
| 1. G.O. 409, 25 February 1893 | 3. G.O. 341, 1 January 1886 |
| 2. Regulation Circular 41, 8 Jan. 1885 | 4. BPCL 107-42, 29 July 1942 |

HOSPITAL CORPSMAN: All grades

1948¹ - present



Apothecary: Chief
1st Class

1893² - 1898
1885 - 1893²

This mark was dropped in 1898 in favor of a red Geneva Cross illustrated below, and was reinstated in 1948.



Hospital Steward: Chief 1898³ - 1916⁴
Hospital Apprentice 1st Class: P.O. 3rd Class 1898³ - 1916⁴
Pharmacist's Mate: Chief, 1st, 2nd & 3rd Class 1916⁴ - 1948¹

Distinguishing Mark: Hospital Apprentice 1898³ - 1948¹
Originally each bar of the cross was to be two inches long by 1/3" in width. It was reduced to 1" x 1/3" in

1900. The mark was to be worn on the left or right upper arm in place of a rating badge until 1912. After 1912, it was to be worn on the left upper arm; port and starboard watches no longer being designated by position of the rating badge. Superseded by the introduction of group rates used with striker marks by non-rated men in 1948.

- | | |
|--------------------------------------------------------|--------------------------------------|
| 1. BPCL 40-47, 21 February 1947 effective 2 April 1948 | 3. G.O. 493, 25 June 1898 |
| 2. G.O. 409, 25 February 1893 | 4. U.R. 1913, Change 8, 13 Oct. 1916 |
| | 5. U.R. 1899, Change 2, 5 Jan. 1900 |

HULL MAINTENANCE TECHNICIAN: All grades

1972¹ - present



Formed as a combination of Damage Controlman and Shipfitter.

1. U.R. 1969, Change 3, 1 January 1972

ILLUSTRATOR DRAFTSMAN: All grades

1961¹ - present



Draftsman: Chief, 1st, 2nd & 3rd Class 1948² - 1961¹

Formed as a combination of Carpenter's Mate CB (D), Electrician's Mate CB (D) and Shipfitter CB (M).

1. U.R. 1959, Change 1, 31 October 1961
2. BPCL 40-47, 21 February 1947 effective 2 April 1948

INSTRUMENTMAN: All grades

1948¹ - present



Special Artificer: Chief, 1st, 2nd & 3rd Class 1944² - 1948¹

Formed into a new rating in 1948 as a combination of Specialist Q(TE) (Communications) and Special Artificer (I), (TR) and (WR).

1. BPCL 40-47, 21 February 1947 effective 2 April 1948
2. BPCL 205-43, 12 October 1943; mark approved in BPCL 58-44, 29 February 1944

INTELLIGENCE SPECIALIST: All grades 1975¹- present



Established as a combination of Photographic Intelligenceman and Yeoman (Naval Intelligence Clerk) in 1974 with the mark approved in 1975.

1. SecNav letter, 26 July 1975

INTERIOR COMMUNICATIONS ELECTRICIAN: All grades 1948¹- present



Established as a separate specialty from the ratings wearing the mark of Electrician's Mate.

1. BPCL 40-47, 21 February 1947 effective 2 April 1948

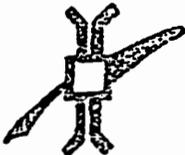
JOURNALIST: All grades 1948¹- present



Formed from Specialist X (Journalist).

1. BPCL 40-47, 21 February 1947 effective 2 April 1948

LEGALMAN: All grades 1973¹- present



1. U.R. 1969, Change 5, 25 May 1973

LITHOGRAPHER: All grades 1948¹- present



Formed as a combination of various Specialist P (Photography) and Printer ratings. Absorbed the rating of Printer in 1955.

1. BPCL 40-47, 21 February 1947 effective 2 April 1948

MACHINERY REPAIRMAN: All grades 1948¹- present



Established as a separate specialty from the ratings wearing the mark of Machinist's Mate.

1. BPCL 40-47, 21 February 1947 effective 2 April 1948

MACHINIST'S MATE: Chief, 1st & 2nd Class 1904¹- present
3rd Class 1926²- 1929³ 1944⁴- present



Machinist: Chief 1893⁵- 1904¹
1st Class 1885 - 1893⁵ 1895⁶- 1904¹
2nd Class 1895⁶- 1904¹

Machinist 1st Class was reclassified as Chief Machinist in the 1893 conversion of ratings. First Class was re-established and 2nd Class established in 1895. In 1903, the rating was assigned the title of Machinist's Mate with conversion to be completed by 1 December 1904.

MACHINIST'S MATE (continued): Other ratings wearing the specialty mark of the Machinist's Mate -

Boilermaker: Chief	1927 ⁷ - 1948 ⁸
1st Class	1893 ⁵ - 1948 ⁸
2nd Class	1885 - 1893 ⁵ 1921 ⁹ - 1948 ⁸
3rd Class	1926 ² - 1929 ³ 1944 ⁴ - 1948 ⁸
Established as a separate specialty with the title Boilerman in 1948.	
Coppersmith: 1st Class	1893 ⁵ - 1927 ¹⁰
2nd Class	1917 ¹¹ - 1927 ¹⁰
3rd Class	1926 ² - 1927 ¹⁰
Switched to the group of ratings including Blacksmith (see Shipfitter).	
Engineman: 1st & 2nd Class	1917 ¹¹ - 1930 ¹²
Re-established as a separate specialty in 1948.	
Motor Machinist's Mate: Chief, 1st & 2nd Class	1921 ⁹ - 1926 ¹³
3rd Class	1926 ² - 1926 ¹³
Re-established as a separate specialty in 1942.	
Oiler: 2nd Class	1893 ⁵ - 1921 ⁹
3rd Class	1885 - 1893 ⁵
This rating was switched to Engineman in 1921.	
Special Mechanic: Chief & 1st Class	1917 ¹¹ - 1921 ⁹
Water Tender: Chief	1903 ¹⁴ - 1948 ⁸
1st Class	1893 ⁵ - 1948 ⁸
2nd Class	1885 - 1893 ⁵ 1921 ⁹ - 1948 ⁸
3rd Class	1944 ⁴ - 1948 ⁸

Rating badges may be found on which the specialty mark is embroidered upside down, that is, with the propeller having one blade pointing up rather than down as illustrated. These rating badges are said to be for Water Tender, but no evidence of official approval for such a configuration has been found.

Distinguishing Mark: 1926¹⁵ - 1948⁸
 To be worn mid-way between the wrist and elbow of the left sleeve for non-rated men qualified as artificer for Machinist, Coppersmith, or Boilermaker. Superseded by the introduction of group rates used with striker marks for non-rated men in 1948.

- | | |
|-----------------------------------------------------------------------|---------------------------------------------------|
| 1. G.O. 178, 29 November 1904 | 7. BNCL 22-27, 8 February 1927 |
| 2. BNCL 14-26, 2 March 1926 | 8. BPCL 40-47, 21 February 1947 |
| 3. BuNav Manual C.L. 59-28, 15 Oct. 1928 effective 1 July 1929 | effective 2 April 1948 |
| 4. BPCL 205-43, 12 October 1943 effective BPCL 12-44, 15 January 1944 | 9. BNCL 9-21, 24 March 1921 effective 1 July 1921 |
| 5. G.O. 409, 25 February 1893 | 10. U.R. 1922, Change 3, 29 Jan. 1927 |
| 6. G.O. 449, 20 June 1895 effective 1 July 1895 | 11. BNCL 26-17, 20 October 1917 |
| | 12. BNCL 13-30, 10 January 1930 |
| | 13. BNCL 28-26, 19 April 1926 |
| | 14. G.O. 134, 26 June 1903 |
| | 15. BNCL 44-26, 6 August 1926 |

MASTER AT ARMS: Chief, 2nd & 3rd Class 1893¹ - 1921²
 1st Class 1885 - 1921²



Ship's Corporal: 2nd Class 1885 - 1893¹

From 1885 to 1893, Master at Arms was established as a first class petty officer and wore a distinctive rating badge consisting of three stripes forming an arc over the three chevrons and specialty mark, and with the eagle perched on the arc. (This rating badge was adopted for the newly approved rank of chief petty officer in March 1893 with the petty officer's specialty mark replacing the Master at Arms' star.) Ship's Corporal wore a standard rating badge for petty officer 2nd class with the star as the specialty mark.



Master at Arms: Master Chief, Senior Chief,
 Chief & 1st Class 1974³ - present

The rating was re-established in 1973 as a separate specialty with the illustrated mark approved in 1974.

1. G.O. 409, 25 February 1893 effective 1 April 1893
2. BNCL 9-21, 24 March 1921 effective 1 July 1921
3. BuPers Notice 1440, 4 May 1973 effective 1 August 1973, mark approved by SecNav 8 March 1974

MESS MANAGEMENT SPECIALIST: All grades 1975¹ - present



Formed from Steward and Commissaryman.

1. Naval Operations Bulletin, 18 December 1974 effective 1 January 1975

MINEMAN: All grades 1944¹ - present



This rating was discontinued in BPCL 40-47 dated 21 February 1947 but reinstated in BPCL 246-47 of 15 December 1947 (corrections to BPCL 40-47).

1. BPCL 205-43, 12 October 1943 effective BPCL 58-44 29 February 1944

MISSILE TECHNICIAN: All grades 1961¹ - present

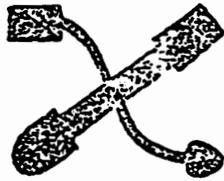


Guided Missileman: Chief, 1st, 2nd & 3rd Class
 1955² - 1961¹

1. U.R. 1959, Change 1, 31 October 1961
2. U.R. 1951, Change 1, 15 March 1955

MOLDER: All grades

1948¹ - present



Established as a separate specialty from the group of ratings wearing the mark of Metalsmith (see Shipfitter).

1. BPCL 40-47, 21 February 1947 effective 2 April 1948

MOTOR MACHINIST'S MATE: Chief, 1st & 2nd Class
3rd Class

1942¹ - 1948²
1944³ - 1948²



Established as a separate specialty from the ratings wearing the mark of Machinist's Mate in 1942. Combined into Engineman in 1948.

1. BNCL 1-42 & 5-42, 13 January 1942
2. BPCL 40-47, 21 February 1947 effective 2 April 1948
3. BPCL 205-43, 12 October 1943 effective BPCL 12-44, 15 January 1944

MUSICIAN: All grades

1944¹ - present



Bandmaster: Chief
1st Class

1893² - 1944¹
1885 - 1893²

Chief Musician: Petty Officer 2nd Class
1st Musician: Petty Officer 1st Class

1885 - 1893²
1893² - 1944

Distinguishing Mark: Musicians 1st & 2nd Class

1912³ - 1926⁴

Qualified non-rated men 1926⁴ - 1948

The distinguishing mark was to be worn in place of a rating badge between 1912 and 1926, and mid-way between the wrist and elbow of the left sleeve thereafter. Superseded by the introduction of group rates used with striker marks by non-rated men in 1948.

1. BPCL 205-43, 12 October 1943 effective BPCL 12-44, 15 Jan. 1944
2. G.O. 409, 25 February 1893 effective 1 April 1893
3. G.O. 230, 25 October 1912
4. BNCL 44-26, 6 August 1926

NAVY COUNSELOR: Master Chief, Senior Chief, Chief & 1st Class

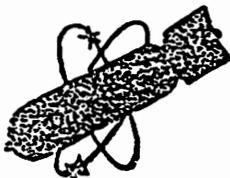
1974¹ - present



1. BuPers Notice 1440, 31 May 1973; mark approved by SecNav, 8 March 1974

NUCLEAR WEAPONSMAN: Chief, 1st, 2nd & 3rd Class

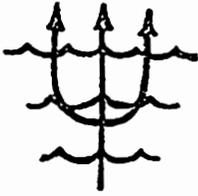
1957¹ - 1961²



Transferred to Gunner's Mate (Technician).

1. U.R. 1951, Change 4, 12 September 1957
2. BuPers Notice 1440, 4 April 1961

OCEAN SYSTEMS TECHNICIAN: All grades 1970 - present



1. U.R. 1969, Change 4, 3 June 1970

OPERATIONS SPECIALIST: All grades 1972¹ - present



Radarman: Chief, 1st, 2nd & 3rd Class 1947² - 1972¹

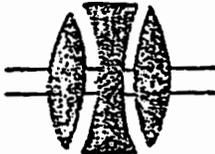
This mark was introduced in 1947 to replace the mark illustrated below which was the mark originally approved for this rating.

Radarman: Chief 1944³ - 1947²
1st Class 1943⁴ - 1947²
2nd & 3rd Class 1942⁵ - 1947²



1. BuPers Notice 1440, 5 October 1972 effective 1 November 1972
2. U.R. 1947, 2 May 1947
3. BPCL 205-43, 12 October 1943 effective BPCL 12-44, 15 January 1944
4. BPCL 22-43, 26 February 1943
5. BNCL 33-42, 24 February 1942

OPTICALMAN: All grades 1948¹ - present



Established from Special Artificer (Optical).

1. BPCL 40-47, 21 February 1947 effective 2 April 1948

PATTERNMAKER: All grades 1948¹ - present



Established as a separate specialty from the ratings wearing the mark of Carpenter's Mate.

1. BPCL 40-47, 21 February 1947 effective 2 April 1948

PERSONNELMAN: All grades 1948¹ - present



Established as a combination of some Yeoman ratings, Specialist C (Classification Interviewer), Spec. R (Recruiter), Spec. S(PS) (Personnel Supervisor - Women's Reserve), Spec. X(PC) (Position Classifier), Spec. X(DI) (Discharge Interviewer), and some Specialist T (Teacher) ratings.

1. BPCL 40-47, 21 February 1947 effective 2 April 1948

PHOTOGRAPHER'S MATE: All grades

1948¹ - present



This mark was established to replace the one illustrated below. The rating was formed as a combination of Photographer's Mate (PhoM) and various Specialist P (Photography) ratings.

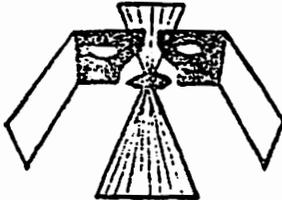


Photographer: Chief, 1st, 2nd & 3rd Class 1921² - 1942³
Photographer's Mate: Chief, 1st, 2nd & 3rd Class 1942³ - 1948¹

1. BPCL 40-47, 21 February 1947 effective 2 April 1948
2. BNCL 9-21, 24 March 1921 effective 1 July 1921
3. BPCL 113-42, 8 August 1942

PHOTOGRAPHIC INTELLIGENCEMAN: All grades

1958¹ - 1975²



1. SecNav approval, 10 April 1958 of changes recommended 28 March 1958
2. SecNav letter, 26 July 1975

PIPEFITTER: Chief, 1st, 2nd & 3rd Class

1948¹ - 1958²



Established from various ratings wearing the mark of Shipfitter/Blacksmith in 1948. Merged into Shipfitter again in 1958.

1. BPCL 40-47, 21 February 1947 effective 2 April 1948
2. BuPers Notice 1440, 18 July 1958

POSTAL CLERK: All grades

1960¹ - present



Re-established as a separate specialty with this revised mark from the Telemark specialty. The original mark used with the title Mailman is illustrated below.

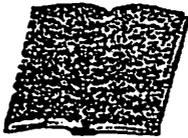
Mailman: Chief, 1st, 2nd & 3rd Class 1944² - 1948³



Established to replace Specialist M (Mail Clerk): Merged into Telemark in 1948.

1. SecNav approval, 26 April 1960 of changes recommended 14 April 1960
2. BPCL 263-44, 17 September 1944 effective BPCL 363-44, 30 November 1944
3. BPCL 40-47, 21 February 1947 effective 2 April 1948

PRINTER: Chief & 1st Class 1916¹ - 1955²
 2nd Class 1893³ - 1955²
 3rd Class 1885 - 1893³ 1921⁴ - 1955²

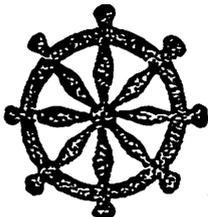


Merged into the Lithographer rating in 1955.

Schoolmaster: 1st Class only 1885 - 1894⁵

- | | |
|-----------------------------------------|-----------------------------------------------------------------------------------------------|
| 1. U.R. 1913, Change 8, 25 October 1916 | 4. BNCL 9-21, 24 March 1921 effective 1 July 1921 |
| 2. U.R. 1951, Change 1, 15 March 1955 | 5. Included in the Navy Register of 1 January 1894 but dropped in the Register of 1 July 1894 |
| 3. G.O. 409, 25 February 1893 | |

QUARTERMASTER: Chief & 3rd Class 1893¹ - present
 1st & 2nd Class 1885 - present



During the period between 1885 and 1893, the title of Chief Quartermaster was used for the petty officer grade of Quartermaster 1st class though the rank of chief petty officer had not been established.

Distinguishing Mark: Non-rated men qualified as Signalmen 1912² - 1918³
 Non-rated men qualified as striker for Quartermaster 1942⁴ - 1948

Between 1912 and 1918, the mark was to be worn on the sleeve in place of a rating badge. Between 1942 and 1948, the mark was to be worn between the wrist and elbow of the right sleeve. Superseded by the introduction of group rates used with striker marks in 1948.

- | | |
|------------------------------------------------------|-------------------------------------------------------------------|
| 1. G.O. 409, 25 February 1893 effective 1 April 1893 | 3. BNCL 38-18, 18 February 1918 effective BNCL 85-18, 11 May 1918 |
| 2. G.O. 230, 25 October 1912 | 4. BPCL 107-42, 29 July 1942 |

RADIOMAN: All grades 1921¹ - present



Established as a separate specialty from the ratings wearing the mark of Electrician's Mate.

Distinguishing Mark: Electrician (Radio) 1912² - 1921¹
 To be worn one inch below the chevrons of the rating badge. Photographs show the mark being improperly worn vertically with the points down as well as horizontally as shown.

Seaman Radioman 1927³ - 1945⁴

To be worn mid-way between the wrist and elbow of the right sleeve. Position of the mark was later changed in BPCL 199-44 to be between the shoulder and elbow of the left sleeve.

- | | |
|---------------------------------------------------|-----------------------------------------|
| 1. BNCL 9-21, 24 March 1921 effective 1 July 1921 | 3. U.R. 1922, Change 3, 26 January 1927 |
| 2. G.O. 230, 25 October 1912 | 4. BPCL 65-45, 15 March 1945 |

RELIGIOUS PROGRAM SPECIALIST: All grades

1979¹ - present



1. BuPers Notice 1440, 16 June 1978 effective 15 January 1979

SAILMAKER'S MATE: 1st Class
2nd Class
3rd Class



1885 - 1893¹ 1893¹ - 1939²
1921³ - 1939²
1921³ - 1939²

1. G.O. 409, 25 February 1893 effective 1 April 1893
2. BNCL 7-39, 21 February 1939 effective 31 Dec. 1939
3. BNCL 9-21, 24 March 1921 effective 1 July 1921

SHIPFITTER: Chief & 3rd Class
1st & 2nd Class

1921¹ - 1972²
1902³ - 1972²



Combined with Damage Controlman into Hull Maintenance Technician.

Blacksmith: 1st Class 1893⁴ - 1936⁵
2nd Class 1885 - 1893⁴ 1917⁶ - 1936⁵
3rd Class 1926⁷ - 1929⁸

Originally at the level of petty officer 2nd class, Blacksmith was elevated to the level of 1st class in the restructuring of petty officer rates in 1893. The grade of 2nd class was added again in 1917 and the pay level of 1st class was increased. Directions were issued that all Blacksmiths 1st class were to be reclassified as 2nd class and required to qualify by examinations for promotion to 1st class. Blacksmith was merged into Metalsmith in 1936.

Molder: Chief
1st & 2nd Class
3rd Class

1944⁹ - 1948¹⁰
1917⁶ - 1948¹⁰
1926⁷ - 1929⁸ 1944⁹ - 1948¹⁰

Established as a separate rating from the Shipfitter/Metalsmith group in 1948.

Coppersmith: 1st & 2nd Class
3rd Class

1927¹¹ - 1936⁵
1927¹¹ - 1929⁸

First and 2nd class switched to Metalsmith 1st and 2nd class in 1936.

Metalsmith: Chief
1st & 2nd Class
3rd Class

1927¹ - 1959¹²
1936⁵ - 1959¹²
1944⁹ - 1959¹²

Merged into Shipfitter in 1959.

Distinguishing Mark: Non-rated men qualified as Artificer for Blacksmith or Coppersmith 1926³ - 1948¹⁰

To be worn mid-way between wrist and elbow of the left sleeve. Superseded by use of group rates and striker marks by non-rated men introduced in 1948.

SHIPFITTER (continued): References for ratings wearing the mark of Shipfitter -

- | | |
|------------------------------------------------------|--------------------------------------------------------------------|
| 1. BNCL 9-21, 24 March 1921 effective 1 July 1921 | 8. BNCL 59-28, 15 October 1928 effective 1 July 1929 |
| 2. U.R. 1969, Change 3, 1972 | 9. BPCL 205-43, 12 October 1943 effective BPCL 12-44, 15 Jan. 1944 |
| 3. G.O. 102, 6 August 1902 | 10. BPCL 40-47, 21 February 1947 effective 1 April 1948 |
| 4. G.O. 409, 25 February 1893 effective 1 April 1893 | 11. BNCL 22-27, 8 February 1927 |
| 5. BNCL 39-36, 13 October 1936 | 12. U.R. 1959, 20 March 1959 |
| 6. G.O. 333, 20 October 1917 | 13. BNCL 44-26, 6 August 1926 |
| 7. BNCL 14-26, 2 March 1926 | |

SHIP'S COOK: 2nd Class

1885 - 1893¹



This mark was included in the uniform regulations of 1885 and 1893 but was not shown in any later regulations. General Order 409 of 25 February 1893 established pay of Ship's Cook 1st and 2nd class equal to petty officers 2nd and 3rd class respectively, but not to be classed as petty officers. The mark illustrated below was first illustrated for petty officers in the orders of 1908.



Although found facing both ways on rating badges, this mark is illustrated in regulations with the convex side to the viewer's right as shown here

1st & 2nd Class
3rd Class

1908² - 1948³
1921⁴ - 1948³

Baker: 1st Class

2nd & 3rd Class

Combined with Ship's Cook to form Commissaryman in 1948.

1908² - 1948³
1921⁴ - 1948³

Steward: Chief, 1st, 2nd & 3rd Class

1944⁵ - 1963⁶

The term "Officer's" was dropped from "Officer's Stewards and Cooks" in 1943 and Stewards were given petty officer rating badges. The latter mark was retained for Stewards after 1948 until a new mark was approved in 1963 (see Steward).

Distinguishing Mark: Ship's Cook, 3rd & 4th Class
Baker, 2nd Class
Officer's Stewards and Cooks

1908² - 1921⁴
1908² - 1921⁴
1921⁴ - 1924⁷

To be worn on the left arm in place of a rating badge. Beginning in 1924, Officer's Stewards and Cooks wore the crescent mark above horizontal bars designating grade (see Distinguishing Marks, page 67).

- | | |
|-------------------------------------------------------------|---------------------------------------------------------------------------------------|
| 1. G.O. 409, 25 February 1893 effective 1 April 1893 | 5. BPCL 182-44, 29 June 1944 |
| 2. Order of 3 December 1908 | 6. Chief of Naval Operations approval of Uniform Board recommendations of 21 May 1963 |
| 3. BPCL 40-47, 21 February 1947 effective 2 April 1948 | 7. U.R. 1922, Change 1, 10 November 1924 |
| 4. U.R. 1913, Change 32, 13 June 1921 effective 1 July 1921 | |

SHIP'S SERVICEMAN: All grades

1944¹ - present



1. BPCL 205-43, 12 October 1943 effective BPCL 58-44, 29 February 1944

SIGNALMAN: Chief, 1st, 2nd & 3rd Class

1921¹ - 1948² 1957³ - present



Established as a separate specialty from the ratings wearing the mark of Quartermaster in 1921 and returned to the Quartermaster ratings in 1948. Re-established as a separate rating in 1957.

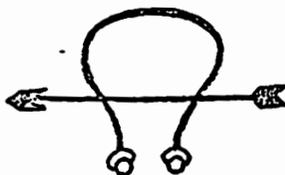
Distinguishing Mark: Quartermasters qualified as
 Signalmen 1918⁴ - 1921¹
 Seaman Signalman 1927⁵ - 1945⁶

To be worn on the right sleeve below the rating badge by Quartermaster petty officers qualified as Signalmen prior to the establishment of Signalman as a separate specialty in 1921. Between 1918 and 1927, non-rated men qualified as Signalmen wore the mark above one, two or three horizontal bars designating class (see Distinguishing Marks, page 70). From 1927 to 1945, the mark without bars was worn by non-rated men qualified as Signalmen mid-way between the wrist and elbow of the right sleeve.

- | | |
|--------------------------------------------------------|-----------------------------------------|
| 1. BNCL 9-21, 24 March 1921 effective 1 July 1921 | 4. BNCL 85-18, 11 May 1918 |
| 2. BPCL 40-47, 21 February 1947 effective 2 April 1948 | 5. U.R. 1922, Change 3, 26 January 1927 |
| 3. U.R. 1951, Change 3, 14 March 1957 | 6. BPCL 65-45, 15 March 1945 |

SONAR TECHNICIAN: All grades

1964¹ - present



Sonarman: Chief, 1st, 2nd & 3rd Class	1944 ² - 1964 ¹
Soundman: 1st Class	1943 ³ - 1944 ²
2nd & 3rd Class	1942 ⁴ - 1944 ²

The original copy of BPCL 205-43 used the title Soundman in conjunction with this mark. Corrected copies of the circular letter used the title Sonarman which continued in use until 1964. Rating badges exist with the arrow in the mark pointing both to the reader's left and right, but uniform regulations of 1947 specify that the arrow is to point to the wearer's front, that is to the reader's left when looking at the rating badge as the mark is illustrated here.

Distinguishing Mark: Sonar Operator 1949⁵ - 1970⁶
 To be worn mid-way between the shoulder and elbow of the right sleeve with the arrow pointing to the wearer's front (the reader's right, opposite from that illustrated).

- | | |
|--------------------------------------------------------------------|--------------------------------------|
| 1. SecNav approval, 15 July 1964 | 4. BNCL 33-42, 24 February 1942 |
| 2. BPCL 205-43, 12 October 1943 effective BPCL 12-44, 15 Jan. 1944 | 5. U.R. 1947, Change 5, 14 Feb. 1949 |
| 3. BPCL 22-43, 26 February 1943 | 6. U.R. 1969, Change 1, 3 June 1970 |

STEELWORKER: All grades 1948¹ - present



Established from various Shipfitter (CB) specialties.

1. BPCL 40-47, 21 February 1947 effective 2 April 1948

STEWARD: All grades 1963¹ - 1975²



This mark was established in 1963 as a replacement for the crescent mark previously used for Stewards, Ship's Cooks and Bakers (see Ship's Cook). Merged with Commissaryman into Mess Management Specialist.

1. Chief of Naval Operations approval of Uniform Board recommendations, 21 May 1963
2. Naval Operations Bulletin, 18 December 1974 effective 1 January 1975

STOREKEEPER: All grades 1916¹ - present



Yeoman: Chief	1893 ² - 1916
1st Class	1885 - 1893 ²
Captain of the Hold: 3rd Class	1885 - 1893 ²

This mark was originally designated for Yeoman who served a function which was basically that of a storekeeper.

When the mark was assigned the title Storekeeper in 1916, the mark then in use for Yeoman 1st, 2nd and 3rd Class, and formerly used for Ship's Writer was also assigned for Chief Yeoman (see Yeoman).

Distinguishing Mark: Non-rated men qualified as striker for Storekeeper 1942³ - 1948

To be worn on the left sleeve, mid-way between the wrist and elbow.
Superseded by the introduction of group rates used with striker marks by non-rated men in 1948.

- | | |
|-----------------------------------------|------------------------------------------------------|
| 1. U.R. 1913, Change 8, 13 October 1916 | 2. G.O. 409, 24 February 1893 effective 1 April 1893 |
| | 3. BPCL 107-42, 29 July 1942 |

TELEMAN: Chief, 1st, 2nd & 3rd Class 1948¹ - 1956²



Established as a combination of Mailman, some Radioman ratings and some Specialist Q (Communications) ratings. Merged into Yeoman and Radioman in 1956.

1. BPCL 40-47, 21 February 1947 effective 2 April 1948
2. BuPers Notice 1223, 1 August 1956 and BuPers Instruction 1440.20, 31 December 1956 effective 30 June 1962

TORPEDOMAN'S MATE: All grades

1942¹ - present



Torpedoman: Chief, 1st, 2nd & 3rd Class 1921² - 1942¹

Established as a separate specialty from Gunner's Mate. While Torpedoman's Mate was a right arm rating until 1948, worn with the nose of the torpedo to the wearer's front (the reader's right), Torpedoman's Mate (V) (Aviation) was a left arm rating and would be worn with the torpedo pointed in the opposite direction.

Distinguishing Mark: Gunner's Mates qualified as Torpedomen 1912³ - 1921²
Non-rated men qualified as striker for Torpedoman 1929⁴ - 1948
To be worn one inch below the chevrons of the rating badge from 1912 to 1921. For non-rated men qualified with torpedos after 1929, worn mid-way between the wrist and elbow of the right sleeve.

1. BPCL 113-42, 8 August 1942
2. BNCL 9-21, 24 March 1921 effective 1 July 1921
3. G.O. 230, 25 October 1912
4. U.R. 1922, Change 6, 1 May 1929

TRADESMAN (Training Devices Man): All grades

1948¹ - present



Established as a combination of Specialist G (Aviation Free Gunnery Instructor) and Specialist T (Link Trainer Instructor).

1. BPCL 40-47, 21 February 1947 effective 2 April 1948

TURRET CAPTAIN: Chief & 1st Class

1903¹ - 1948²



Merged into Gunner's Mate in 1948. Rating badges are found with the turret faced in both directions. It should always be faced to the wearer's front, which would have been to the reader's right from 1912 on since Turret Captain was a right arm rating.

1. G.O. 137, 25 July 1903
2. BPCL 40-47, 21 February 1947 effective 2 April 1948

UNDERWATER MECHANIC: Chief, 1st, 2nd & 3rd Class

1948¹ - 1948²



Established from diving details of World War II and deleted soon afterward in favor of the Exclusive Emergency Service Rating ESM (Underwater Mechanic). It is doubtful, due to its short duration that any assignments were made to this rating while the mark was active (see Specialist M, page 47).

1. BPCL 40-47, 21 February 1947 effective 2 April 1948
2. BPCL 106-48, 9 June 1948

UTILITIESMAN: All grades

1948¹ - present



Established from Water Tender (CB) as a separate specialty from the ratings wearing the mark of Machinist's Mate.

1. BPCL 40-47, 21 February 1947 effective 2 April 1948

YEOMAN: Chief

1st, 2nd & 3rd Class

1916¹ - present
1896² - present



Ship's Writer: 1st Class
2nd & 3rd Class

1885³ - 1896²
1894³ - 1896²

Distinguishing Mark: Non-rated men qualified as
striker for Yeoman 1942⁴ - 1948

To be worn mid-way between the wrist and elbow of the left sleeve. Superseded by the introduction of group rates used with striker marks by non-rated men in 1948.

1. U.R. 1913, Change 8, 13 October 1916

3. G.O. 429, 30 July 1894

2. G.O. 467, 19 September 1896 effective 1 October 1896

4. BPCL 107-42, 29 July 1942

PART 4

SPECIALTY MARKS - LETTERS THE SPECIALIST RATINGS

The rating of Specialist was created at all four petty officer grades just prior to World War II because of the needs for several special skills. The peace-time rating structure did not provide for all of the functions needed to accommodate the rapid expansion on the Navy then taking place. The basic rating of Specialist was recommended to the Secretary of the Navy in a letter dated 21 November 1941 from the Chief of the Bureau of Navigation. The letter was endorsed by the Secretary indicating approval, though the endorsement was undated, leaving open to question the exact date on which the rating's establishment was approved.

Circular Letter 5-42 of 13 January 1942 conveyed the first four of the letter designators indicating specialties, marking the beginning of the lettered rating badges which survived in use for over twenty years. Sub-specialties were introduced as required throughout the war.

With the post-war revision of ratings in 1948, Specialists who were members of the Naval Reserve were assigned to an equivalent Emergency Service Rating when one existed, otherwise they were assigned to appropriate Exclusive Emergency Service Ratings which continued the use of the letter designators such as ESA (Airship Rigger). Exclusive Emergency Service Ratings were to be activated in time of national emergency and for only those ratings needed. In the conversion of ratings between 1957 and 1964, Exclusive Emergency Service Ratings were reclassified as Emergency Ratings.

These ratings were abolished between 1961 and 1965, with the exception of ESK (Telecommunications Censorship Technician) from 1957 to 1972, then retitled Information Security Specialist from 1972 to 1974. ESK was the last of the lettered ratings developed during World War II to be used by the U. S. Navy.

Since the basic rating of Specialist was established at all petty officer levels, grades applicable for each specific rating will not be listed here. Instead, after each letter designator, the various rating titles assigned to that letter will be listed, together with the appropriate dates and references where they have been determined.



ATHLETIC INSTRUCTOR 1942¹ - 1944²
 PHYSICAL TRAINING INSTRUCTOR 1944² - 1948³
 Changed to ESE.
 AIRSHIP RIGGER 1948³ - 1955⁴
 Transferred to Aviation Boatswain' Mate (A)
 (Airship Rigger).
 AIRCRAFT CARBURATOR MECHANIC 1956⁵ - 1959⁶

1. BNCL 5-42, 13 January 1942
2. BuPers Manual Change Letter 28-44, 28 April 1944
3. BPCL 40-47, 21 February 1947 effective 2 April 1948
4. BuPers Notice 1440, 3 August 1955
5. BuPers Notice 1223, 30 January 1956
6. BuPers Letter, 21 September 1959 approved by SecNav 22 December 1959



MASTER AT ARMS (SHORE) 1948¹ - 1954²
 Established from Boatswain's Mate (M).
 STEVEDORE 1958³ - 1965⁴
 Transferred to Boatswain's Mate.

1. BPCL 40-47, 21 February 1947 effective 2 April 1948
2. BuPers Notice 1440, 1 October 1953 effective 1 July 1954
3. BuPers Instruction 1440.23, 11 June 1958
4. BuPers Notice 1440, 7 May 1965 effective 1 June 1965



CLASSIFICATION 1942 - 1942²
 To Specialist T (Teacher, Selection Office Interviewer).
 CLASSIFICATION INTERVIEWER 1943³ - 1948⁴
 From Specialist T (Teacher, Selection Office Interviewer). Merged into Personnelman.
 CHAPLAIN'S ASSISTANT 1954⁵ - 1965⁶
 Transferred to Yeoman.

1. Bureau of Naval Personnel Manual, 1 October 1942
2. Naval Recruiting C.L. 127-42, 20 November 1942
3. BuPers Enlistment TWX, 10 February 1943
4. BPCL 40-47, 21 February 1947 effective 2 April 1948
5. BuPers Notice 1440, 3 November 1954
6. BuPers Notice 1440, 7 May 1965 effective 1 June 1965



RECREATION AND WELFARE ASSISTANT 1945¹ - 1948²
 To Exclusive Emergency Service Rating ESW.

MOTION PICTURE SERVICE (BOOKER) 1945¹ - 1948²
 To Exclusive Emergency Service Rating ESU.

PHYSICAL TRAINING INSTRUCTOR 1948² - 1965³
 From Specialist A.

1. BPCL 194-45, 4 July 1945
2. BPCL 40-47, 21 February 1947 effective 2 April 1948
3. BuPers Notice 1440, 7 May 1965 effective 1 June 1965



FIRE FIGHTER 1944¹ - 1965²
 Merged into Damage Controlman.

1. BPCL 205-43, 12 October 1943 effective 15 Jan. 1944
2. BuPers Notice 1440, 7 May 1965 effective 1 June 1965



GUNNERY INSTRUCTOR 1942¹ - 1943²
 also: GUNNERY INSTRUCTOR (SKEET SHOOTER)
 SPECIAL GUNNERY INSTRUCTOR (AVIATION)

AVIATION FREE GUNNERY INSTRUCTOR 1943² - 1948⁴

ANTI-AIRCRAFT GUNNERY INSTRUCTOR 1944³ - 1948⁴
 All merged into Trademan.

1. Chief, BuPers memorandum to Recruiting Div., 4 February 1942
2. BPCL 230-43, 10 November 1943
3. Chief, BuPers letter, 25 May 1944
4. BPCL 40-47, 21 February 1947 effective 2 April 1948



HARBOR DEFENSE SONARMAN 1959¹ - 1965²
 Merged into Sonar Technician.

1. BuPers Notice 1440, 20 March 1959
2. BuPers Notice 1440, 7 May 1965 effective 1 June 1965



I. B. M. OPERATOR 1942¹ - 1942²

INTERNATIONAL BUSINESS MACHINE (IBM) OPERATOR 1942² - 1943³

PUNCHED CARD ACCOUNTING MACHINE OPERATOR 1943³ - 1948⁴
 also: ELECTRIC ACCOUNTING MACHINE OPERATOR
 TABULATING MACHINE OPERATOR
 Merged into Machine Accountant.

INSTRUCTOR (MISCELLANEOUS) 1948⁴ - 1965⁵
 From parts of Specialist T ratings. Merged into Boatswain's Mate.

SPECIALIST I (continued): References for ratings wearing the mark of Specialist I -

- | | |
|---------------------------------------------------------|---------------------------------------------------------|
| 1. BNCL 5-42, 13 January 1942 | 4. BPCL 40-47, 21 February 1947 effective 2 April 1948 |
| 2. BuPers Manual Change Letter 16-42, 18 September 1942 | 5. BuPers Notice 1440, 7 May 1965 effective 1 June 1965 |
| 3. BPCL 241-43, 19 November 1943 | |



CHEMICAL WARFAREMAN 1948¹ - 1955²
Merged into Damage Controlman (A)(ABC Defense man).

TELECOMMUNICATIONS CENSORSHIP TECHNICIAN 1957³ - 1972⁴

INFORMATION SECURITY SPECIALIST 1972⁴ - 1974⁵

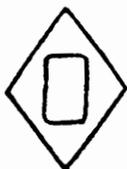
- | | |
|---------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------|
| 1. BPCL 40-47, 21 February 1947 effective 2 April 1948 | 3. <u>Qualifications for Advancement in Rating Manual</u> , September 1952, Change 10, 29 November 1957 approved by SecNav 10 December 1957 |
| 2. <u>Qualifications for Advancement in Rating Manual</u> , September 1952 updated to 17 May 1955 | 4. BuPers Notice 1440, 17 March 1972 |
| | 5. BuPers letter, 16 July 1974 conveying SecNav approval of 3 July 1974 |



MAIL CLERK 1942¹ - 1944²
also: FLEET MAIL CLERK (POSTAL EMPLOYEE)
Replaced by rating of Mailman.

UNDERWATER MECHANIC 1948³ - 1965⁴

1. Chief, BuPers memorandum to Recruiting Div., 4 May 1942
2. BPCL 263-44, 14 September 1944
3. BPCL 106-48, 9 June 1948
4. BuPers Notice 1440, 7 May 1965 effective 1 June 1965



INSPECTOR OF NAVAL MATERIAL 1942¹ - 1948²
also: ORDNANCE INSPECTOR
INSPECTOR OF AVIATION MATERIAL
ENGINEERING INSPECTOR
PETROLEUM TECHNICIAN

Transferred to Exclusive Emergency Service Rating ESX.

1. Chief, BuPers memorandum to Recruiting Div., 4 May 1942
2. BPCL 40-47, 21 February 1947 effective 2 April 1948



"MARCH OF TIME" PHOTOGRAPHER 1942¹ - 1942²
 PHOTOGRAPHER 1942² - 1944³
 PHOTOGRAPHIC SPECIALIST 1944³ - 1948⁴
 also: MOTION PICTURE TECHNICIAN
 LABORATORY
 PHOTOGAMMETRY
 V-MAIL

Most of the specialists in this rating were changed to Photographer's Mate, Aviation Photographer's Mate and Lithographer ratings.

PHOTOGAMMETRY ASSISTANT 1948⁴ - 1960⁵

1. BNCL 5-42, 13 January 1942
2. Correspondence from Chief, BuNav to Chief, BuAer, 20 February 1942
3. BuPers Manual Change Letter 28-44, 28 April 1944
4. BPCL 40-47, 21 February 1947 effective 2 April 1948
5. BuPers Notice 1440, 31 March 1960



COMMUNICATIONS SECURITY 1943¹ - 1943²
 COMMUNICATIONS SPECIALIST 1943² - 1946³
 also: CRYPTANALYST 1943
 RADIO INTELLIGENCE 1943
 TECHNICIAN 1943
 CRYPTOLOGIST 1943
 REGISTERED PUBLICATIONS CLERK 1944

CRYPTOGRAPHER 1946³ - 1948⁴
 Merged into Communications Technician.

1. BPCL 205-43, 12 October 1943
2. BPCL 251-43, 27 November 1943
3. NavPers 15642, 8 March 1946
4. BPCL 40-47, 21 February 1947 effective 2 April 1948



RECRUITER 1942¹ - 1948²
 Merged into Personnelman.

TRANSPORTATIONMAN 1948² - 1965³
 From Specialist X. Transferred to Storekeeper and Disbursing Clerk.

1. Chief, BuPers letter, 25 June 1942 and BuPers Manual Change Letter 16-42, 18 September 1942
2. BPCL 40-47, 21 February 1947 effective 2 April 1948
3. BuPers Notice 1440, 7 May 1965 effective 1 June 1965



ENTERTAINER 1942¹ - 1942²
 SHORE PATROL 1942² - 1943³
 SHORE PATROL AND SECURITY 1943³ - 1948⁶
 Changed to Exclusive Emergency Service Rating
 ESS (Shore Patrolman).
 SPECIALIST S (V-10) - MASTER AT ARMS (WAVE) 1943⁴ - 1943⁵
 PERSONNEL SUPERVISOR (V-10) 1943⁵ - 1948⁶
 Merged into Personnelman.
 SHORE PATROLMAN 1948⁶ - 1954⁷

- | | |
|----------------------------------------------------------------------|-------------------------------------------------------------|
| 1. BNCL 5-42, 13 January 1942 and Chief, BuPers letter, 25 June 1942 | 5. Chief, BuPers letter, 25 November 1943 |
| 2. Recruiting C.L. 112-42, 5 September 1942 | 6. BPCL 40-47, 21 February 1947 effective 2 April 1948 |
| 3. BPCL 257-43, 1 December 1943 | 7. BuPers Notice 1440, 1 October 1953 effective 1 July 1954 |
| 4. Chief, BuPers letter, 12 Feb. 1943 | |



TEACHER 1942¹ - 1948²
 also: SERVICE SCHOOL INSTRUCTOR
 INSTRUCTOR
 RECRUIT INSTRUCTOR
 Transferred to Personnelman and Exclusive Emergency Service Rating ESI (Instructor - Miscellaneous).

1. Naval Reserve Multiple Address Letter 10-42, 27 January 1942
2. BPCL 40-47, 21 February 1947 effective 2 April 1948

There were numerous classifications of Specialist T, each occupied with a particular training function. These, with dates and references where available are listed below.

TEACHER (DRAFTSMAN) 1943¹ - 1944²
 To Specialist X (Engineering Draftsman).
 1. Chief, BuPers letter to Chief, BuAer, 29 July 1943
 2. Chief, BuPers letter, 19 April 1944

TEACHER (FIREFIGHTER) 1942¹ - 1943²
 also: FIRE FIGHTING INSTRUCTOR and FIRE FIGHTER INSTRUCTOR
 To Specialist F.
 1. Chief, BuPers letter, 23 October 1942
 2. BPCL 205-43, 12 October 1943

TEACHER (RECOGNITION) 1943¹ - 1948²
 To Personnelman and Exclusive Emergency Service Rating ESI.
 1. Chief, BuPers letter, 30 December 1943
 2. BPCL 40-47, 21 February 1947 effective 2 April 1948

SPECIALIST T (continued):

- TEACHER (JAM HANDY INSTRUCTOR, V-10) 1943¹ - 1944²
WAVE (V-10) instructors for synthetic training devices in aerial gunnery. Changed to Specialist G (Aviation Free Gunnery Instructor, V-10).
1. Chief, BuPers letter, 18 March 1943
2. Chief, BuPers letter, 19 April 1944
- TEACHER (SELECTION OFFICE INTERVIEWER) 1942¹ - 1943²
Transferred from Specialist C (Classification) and returned to Specialist C (Classification Interviewer).
1. Naval Recruiting Circular Letter 127-42, 20 November 1942
2. BuPers Enlistment TWX, 10 February 1943
- TEACHER (CONTROL TOWER OPERATOR, V-10) 1943¹ - 1943²
To Specialist Y (Control Tower Operator).
1. Chief, BuPers letter to Chief, BuAer, 16 March 1943
2. BPCL 205-43, 12 October 1943
- TEACHER (ILLITERACY PROGRAM) 1944¹ - 1948²
To Personnelman and Exclusive Emergency Service Rating ESI.
1. Chief, BuPers letter, 27 July 1944
2. BPCL 40-47, 21 February 1947 effective 2 April 1948
- TEACHER (LINK TRAINER INSTRUCTOR) 1943¹ - 1948²
also: LINK CELESTIAL NAVIGATION TRAINER INSTRUCTOR
To Trademan (Training Devices Man).
1. Chief, BuPers letter, 16 March 1943
2. BPCL 40-47, 21 February 1947 effective 2 April 1948
- TEACHER (MK. 1 MACHINE GUN TRAINER) 1942 - 1944¹
To Special Artificer D (MG). A letter from Headquarters of the Commander in Chief, U. S. Fleet dated 11 October 1943 confirms the existence of this rating. The closest reference to establishing the rating's inception date is in the reference for the closing date. This reference conveys instructions for four Specialists T and includes their active duty dates at their then present rating, one of which was 30 November 1942.
1. Letter from Officer in Charge, Mark 1 Training School, Lexington, Mass. recommending change in rating, 27 January 1944, approved by Chief, BuPers, 17 February 1944
- TEACHER (PIGEON TRAINER) ??? - 1943¹
To Specialist X (Pigeon Trainer). A letter from Chief, Bureau of Personnel to the Commanding Officer, Naval Air Station, Tillamook, Oregon included the statement that ". . . no specialty rating for men assigned as pigeon attendants, two Seamen involved should strike for regular rating." This letter was dated 5 July 1943. No reference to the date of origin for Specialist T (Pigeon Trainer) has been found, and the letter quoted may indicate that it was never officially approved.
1. BPCL 251-43, 27 November 1943

TEACHER (VISUAL TRAINING AIDS) 1943¹ - 1944²
To Specialist X (Visual Training Aids).
1. Chief, BuPers letter, 6 September 1943
2. Chief, BuPers letter, 19 April 1944

TEACHER (TOPOGRAPHIC DRAFTSMAN) ??? - 1944¹
To Specialist X (Topographic Draftsman). No reference has been located to establish date of origin.
1. Chief, BuPers letter, 19 April 1944



TRANSPORTATION AIRMAN 1948¹ - 1957²
From Specialist V. Upon disestablishment, Reservists holding this rating were permitted three years to qualify for another rating.

1. BPCL 40-47, 21 February 1947 effective 2 April 1948
2. BuPers Instruction 1440.11, 12 February 1954



UTILITY (V-10 STEWARDESS) 1943¹ - 1943²

UTILITY (V-10) 1943² - 1948³
Although the rating of Specialist U was abolished by directive on 17 April 1944, the Chief of Naval Personnel permitted some WAVES to retain this rating. There were WAVES holding the rating as late as 1 October 1945. The rating was merged into Personnelman in the 1948 conversion of ratings.

BOOKER (MOTION PICTURE SERVICE) 1948³ - 1965⁴
From Specialist E.

1. Chief, BuPers letter, 24 May 1943
2. BPCL 126-43, 10 July 1943
3. BPCL 40-47, 21 February 1947 effective 2 April 1948
4. BuPers Notice 1440, 7 May 1965 effective 1 June 1965



TRANSPORT AIRMAN 1942¹ - 1948²
Combined by sub-specialties into Air Controlman, Aviation Machinist's Mate, Aviation Storekeeper, and Exclusive Emergency Service Rating EST (Transportation Airman).

AVIATION PILOT 1948² - 1962³
Chief, 1st and 2nd Class only.

1. BNCL 65-42, 28 April 1942
2. BPCL 40-47, 21 February 1947 effective 2 April 1948
3. BuPers Notice 1440, 29 December 1961 effective 1 March 1962



WELFARE (CHAPLAIN'S ASSISTANT) 1942¹ - 1946²
 also: WELFARE (FOR DUTY WITH CHAPLAINS)
 WELFARE DUTY WITH CHAPLAINS
 ASSISTANT TO THE OFFICE OF THE CHAPLAIN
 Merged into Personnelman.

WELFARE AND RECREATION LEADER 1948³ - 1965⁴
 From Specialist E.

- | | |
|---------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------|
| <p>1. Chief, BuPers memorandum to Recruiting Div., 4 May 1942</p> <p>2. NavPers 15642, 8 March 1946</p> | <p>3. BPCL 40-47, 21 February 1947 effective 2 April 1948</p> <p>4. BuPers Notice 1440, 7 May 1965 effective 1 June 1965</p> |
|---------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------|



SPECIALIST (NOT ELSEWHERE CLASSIFIED) 1943¹ - 1948⁹

SPECIALIST 1948⁹ - 1961¹⁰

Numerous jobs were assigned the rating of Specialist X and, after the post-war conversion of ratings, Exclusive Emergency Service Rating ESX. These titles are listed below with the appropriate dates and references where available.

- | | |
|---------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------|
| <p>AIR STATIONS OPERATIONS DESK - TIME SHACK
To Air Controlman.</p> | <p>1943² - 1948⁹</p> |
| <p>ARCHIVIST</p> | <p>1945⁷ - 1961¹⁰</p> |
| <p>ARMED SERVICE RADIO SERVICE AND SPECIAL NAVY RADIO UNITS
To ESX (Radio Broadcasting Technician).</p> | <p>1945⁶ - 1948⁹
1948 - 1961¹⁰</p> |
| <p>ARTIST</p> | <p>1945⁷ - 1961¹⁰</p> |
| <p>BALLISTICS
To ESX (Ballistics Test Analyst).</p> | <p>1945⁷ - 1948⁹
1948 - 1961¹⁰</p> |
| <p>BOMBING TRAINER INSTRUCTOR (V-10)
Reference for date of discontinuation not found.</p> | <p>1945⁸ - 1946 (?)</p> |
| <p>CABLE CENSOR
To ESK (Telecommunications Censorship Technician).
Reference for date of discontinuation not found.</p> | <p>1945⁷ - 1957 (?)</p> |
| <p>CARTOGRAPHER
To Draftsman.</p> | <p>1943² - 1948⁹</p> |
| <p>CRYSTAL GRINDER</p> | <p>1945⁷ - 1961¹⁰</p> |
| <p>DISCHARGE INTERVIEWER
To Personnelman.</p> | <p>1945⁷ - 1948⁹</p> |
| <p>ENGINEERING DRAFTSMAN
To Draftsman.</p> | <p>1943² - 1948⁹</p> |

SPECIALIST X (continued):

FINGERPRINT EXPERT	1945 ⁷ - 1961 ¹⁰
GAGE SPECIALIST	1945 ⁷ - 1961 ¹⁰
INTELLIGENCE DUTIES To ESX (Naval Intelligence Specialist).	1944 ⁴ - 1948 ⁹ 1948 - 1961 ¹⁰
INTERPRETER To ESX (Linguist).	1945 ⁷ - 1948 ⁹ 1948 - 1961 ¹⁰
JOURNALIST To Journalist (General Service Rating).	1945 ⁷ - 1948 ⁹
KEY PUNCH OPERATOR AND SUPERVISOR To Machine Accountant.	1944 ³ - 1948 ⁹
NAVAL CORRESPONDENT To Journalist (General Service Rating).	1945 ⁵ - 1948 ⁹
OPERATIONS - PLOTTING AND CHARTWORK To ESX (Chart Clerk) and to Air Controlman.	1943 ² - 1948 ⁹ 1948 - 1961 ¹⁰
PASSENGER TRANSPORTATION To ESR (Transportationman).	1945 ⁷ - 1948 ⁹
PIGEON TRAINER	1943 ² - 1961 ¹⁰
PLASTICS EXPERT	1943 ² - 1961 ¹⁰
POSITION CLASSIFIER To Personnelman.	1945 ⁷ - 1948 ⁹
PUBLIC INFORMATION To Journalist (General Service Rating).	1945 ⁷ - 1948 ⁹
RESEARCH LABORATORY To ESX (Laboratory Technician).	1945 ⁷ - 1948 ⁹ 1948 - 1961 ¹⁰
SPECIAL PROJECTS To ESX (Ordnance Projects Technician).	1945 ⁷ - 1948 ⁹ 1948 - 1961 ¹⁰
STRATEGIC SERVICES To ESX (Special Projects, O.S.S.).	1945 ⁷ - 1948 ⁹ 1948 - 1961 ¹⁰
TELEPHONE SWITCHBOARD OPERATOR AND SUPERVISOR To ESX (Switchboard Operator).	1943 ² - 1948 ⁹ 1948 - 1961 ¹⁰
TOPOGRAPHIC DRAFTSMAN To Draftsman.	1943 ² - 1948 ⁹

SPECIALIST X (continued):

VISUAL TRAINING AIDS To ESX (Model Maker).	1943 ² - 1948 ⁹ 1948 - 1961 ¹⁰
AGRICULTURE WORKER	1948 ⁹ - ???
EXCAVATION FOREMAN From Carpenter's Mate (CB)(E).	1948 ⁹ - ???
FISHERMAN	1948 ⁹ - ???
INSPECTOR OF NAVAL MATERIAL From Specialist O.	1948 ⁹ - ???
LIBRARIAN	1948 ⁹ - ???
MOTION PICTURE TECHNICIAN From Specialist P.	1948 ⁹ - 1961 ¹⁰
PETROLEUM PRODUCTION MAN	1948 ⁹ - ???
POWDERMAN From Gunner's Mate (CB)(P).	1948 ⁹ - ???

1. BPCL 205-43, 12 October 1943
2. BPCL 251-43, 27 November 1943
3. Chief, BuPers letters, 19 April and 22 May 1944
4. BPCL 206-44, 15 July 1944
5. BPCL 106-45, 14 April 1945
6. BPCL 194-45, 4 July 1945
7. BuPers Manual, Change 8, 11 August 1945
8. BPCL 287-45, 1 October 1945
9. BPCL 40-47, 21 February 1947 effective 2 April 1948
10. Order of SecNav, 10 January 1961



CONTROL TOWER OPERATOR 1943¹- 1948²
Merged into Air Controlman.

1. BPCL 205-43, 12 October 1943
2. BPCL 40-47, 21 February 1947 effective 2 April 1948

In addition to the letter ratings described on the preceding pages, the U. S. Coast Guard designated two other letters not used by the Navy, and four double letter ratings. These six marks are shown below. The dates and references are neither complete nor conclusive since these ratings, being Coast Guard, are outside the scope of this study. They have been included here for the benefit of collectors and others with a special interest in rates and ratings, so as to give some reference relative to the Specialist ratings of the U. S. Navy. The assistance of Lt. Commander George Wildes, Coast Guardsman and collector, with the information on these Coast Guard ratings is greatly appreciated.



DOG - HORSE HANDLER 1943¹ - 1951 (?)
 Referred to in some documents as Dog Patrol.
 Reference for discontinuation date is not identified.

1. U.S.C.G. supplement to U.S. Navy uniform regulations of 1941, 2 January 1943



TANKER LOADING INSPECTOR 1957¹ - ???
 Reference for discontinuation date not identified.

1. U.S.C.G. Amendment #5 to U.S.N. uniform regulations of 1951, 24 June 1957



CHEMICAL WARFAREMAN 1943¹ - ???
 Reference for discontinuation date not identified.

1. Change to U.S.C.G. supplement (U.S.N. uniform regulations of 1941), May 1943



PUBLIC RELATIONS 1943¹ - ???
 Reference for discontinuation date not identified.

1. Change to U.S.C.G. supplement (U.S.N. uniform regulations of 1941), 12 July 1943

PARACHUTE RIGGER ? ? ?
 This mark has been referred to by this title. Official references or dates of use have not been identified.



PORT SECURITY PATROLMAN 1943 - ???
 Neither source for establishment date nor reference for discontinuation have been identified.



TRANSPORTATIONMAN 1943 - ???
 Neither source for establishment date nor reference for discontinuation have been identified.

PART 5

DISTINGUISHING MARKS

The term "distinguishing marks" was introduced in the uniform regulations of 1905. Prior to that time, they were listed in the regulations simply as "marks." The uniform regulations of 1922 defined distinguishing marks as ". . . sleeve markings for men who have met certain qualifications additional to those required for their rating, or who are members of a crew that has attained a special merit in certain prescribed competitions."

The manner of wearing each distinguishing mark is included below as prescribed prior to 1948. Change 1 to the uniform regulations of 1947 (24 February 1948) specified that all distinguishing marks were to be worn on the right sleeve, mid-way between the shoulder and the elbow. This is the same change which directed that all rating badges were to be worn on the left sleeve. Distinguishing marks were abolished with the uniform revision of 1 July 1975, in some cases being replaced with a badge to represent special qualifications.

In 1898, the Geneva cross specialty mark of the Hospital Steward was designated as the Hospital Apprentice Mark; the first instance of a specialty mark also being used as a distinguishing mark. General Order 230 of 25 October 1912 added several other specialty marks for use as distinguishing marks for qualified non-rated men. These were listed with distinguishing marks in the uniform regulations of 1913, and with the specialty marks in the uniform regulations of 1922 for wear ". . . without rating badges in certain . . . nonpetty officer ratings." The uniform regulations of 1941 included under distinguishing marks a sub-paragraph entitled "Nonrated men" which listed several specialty marks which could be worn by men ". . . who have successfully completed a full course of instruction at a regularly established service school on shore . . ." or who had passed an examination for petty officer 3rd class in specific specialties but had not yet been selected for promotion, called strikers for the rating. Specialty marks which have been used as distinguishing marks have been included in Part 3 with each appropriate specialty mark and will not be repeated in this section.

The manner of wearing specialty marks as distinguishing marks was also included in the descriptions in Part 3 as they were originally approved. The uniform regulations of 1941, however, specified that these marks be worn mid-way between the wrist and elbow on the right sleeve for men of the seaman branch, and on the left sleeve for others. Bureau of Personnel Circular Letter 194-44 dated 15 July 1944 changed the position of specialty marks worn by qualified non-rated men to mid-way between the shoulder and elbow on the right or left sleeve for men of the seaman branch and all others respectively.

The use of specialty marks as distinguishing marks was completely changed with

the introduction of group rate marks in 1948, and the use of these marks as striker marks worn above the stripes of the group rate mark for qualified enlisted personnel of the fifth and sixth pay groups.

ADVANCED UNDERSEA WEAPONSMAN

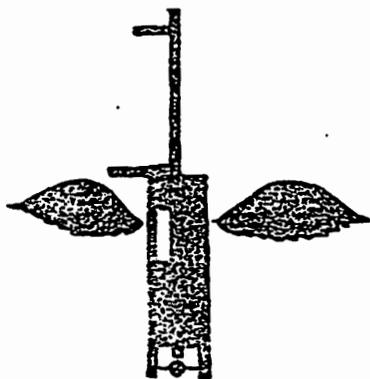
1949¹ - 1961²



1. Recommended by Uniform Board 10 January 1949, approved by SecNav 28 January 1949
2. U.R. 1959, Change 1, 13 October 1961

AIRCRAFT GUNNER

1948¹ - 1958²



Aircraft Machine Gunner, Second Class 1946³ - 1948¹
Air Gunner 1943⁴ - 1946³

Worn mid-way between the shoulder and elbow on the left sleeve for men of the seaman branch, and the right sleeve for all others. This mark was originally worn with the machine gun slanted at an angle of 60°. The position was changed to vertical in 1946 when Aircraft Machine Gunner, First Class was authorized. This was done to accommodate the placement of a 1/4" star (one ray pointing up) above the muzzle of the machine gun. A telegram

from the Bureau of Supplies and Accounts dated 11 April 1947 advised that production of the mark for First Class be held because the Chief of Naval Operations was anticipating abolishing the mark. This telegram, and the actual elimination of First Class in 1948, indicate the probability that the mark was not produced in quantity, and never actually issued or worn.

1. BPCL 210-48, 2 November 1948
2. U.R. 1951, Change 5, 10 April 1958
3. BuPers Letter 329, 30 July 1946
4. BPCL 18-43, 20 February 1943

AIRCREWMAN

1958¹ - 1975



1. BuPers Note 1020, 14 March 1958

AIRSHIP INSIGNIA

1943¹ - 1966²

Rigid Airship Insignia

1928³ - 1943¹



To be worn mid-way between the wrist and elbow of the right sleeve.

1. BPCL 28-43, 10 March 1943
2. U.R. 1959, Change 4, 16 September 1966
3. U.R. 1922, Change 6, 1 May 1928

AMPHIBIOUS INSIGNIA



A message from the Chief of Naval Personnel dated 24 April 1943, replying to a request from Landing Craft School, Amphibious Force Pacific Fleet, San Diego, specifically stated that the mark with an alligator disgorging tanks being sold by tailors in the San Diego area was not authorized. This device exists in the form of a distinguishing mark as well as a multi-colored shoulder patch. A uniform in the writer's collection bearing the distinguishing mark on the right fore-arm, also has an Armed Forces honorable discharge insignia, indicating that the alligator distinguishing mark was probably worn after this correspondence.



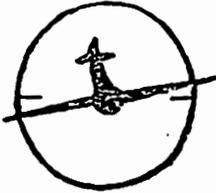
Correspondence in late 1943 between both the Atlantic and Pacific Amphibious Training Commands and Naval Headquarters carried requests for approval of a distinctive mark for landing craftsmen, in one case suggesting inclusion of symbols for land, sea and air. These requests resulted only in the approval of the designator "LC", to be added to the rating of qualified personnel, but no insignia was authorized. The alligator mark was surely being worn at the time, and was probably one of the designs recommended for approval. The third mark shown to the left may also have been one of the designs submitted, as it includes the recommended symbols and would be appropriate for amphibious personnel since it has a bow view of a landing craft, ship's wheel and sub-machine gun in addition to being winged. PhibsTraPac: The Story of the Amphibious Trainee (a pictorial review published by Albert Love Enterprises of Atlanta, Georgia during World War II) contains several photos of athletic participants at the Coronado base with this device on their team T shirts, surrounded by the words AMPHIBIOUS TRAINING BASE.



On 11 January 1944, however, the Chief of Naval Personnel wrote a letter concurring in the recommendations for a distinctive insignia for all Amphibious Forces personnel. This resulted in the shoulder patch shown last here, in yellow on a red background. Approval was conveyed in BPCL 173-44 dated 15 June 1944. This shoulder patch is the only authorized amphibious insignia of the U. S. Navy for which the writer has found approval. All unit shoulder patches were abolished for the Navy on 17 January 1947.

ANTI-AIRCRAFT MACHINE GUNNER

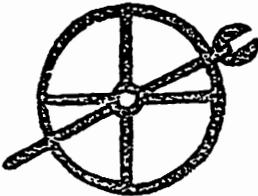
1949¹ - 1970²



1. SecNav approval, 28 January 1949 of recommendation of 10 January 1949
2. U.R. 1969, Change 1, 3 June 1970

APPRENTICE TRAINING GRADUATE

1981¹ - present



The three marks, for Seaman, Fireman and Airman respectively, were introduced in the uniform regulations of 1981 to be worn by graduates whose designation as a striker had not yet been authorized. After being informed in November 1981² that the marks were available, Naval Exchanges were advised in December³ not to implement distribution and to remove them from display as the marks were to be deleted from the regulations. Subsequently, the decision was made and disseminated that the marks would go into use.⁴

1. U.R. 1981, 4 April 1981
2. Navy Resale and Services Support Office (NavResso) Information Bulletin 81-28, 12 November 1981
3. NavResso Information Bulletin 81-29, 16 December 1981
4. NavResso Information Bulletin 82-5, 22 March 1982

ARMED GUARD

1943¹ - 1943²



To be worn on the left sleeve mid-way between the wrist and elbow.

1. BPCL 28-43, 10 March 1943
2. BPCL 53-43, 12 April 1943

ASSAULT BOAT COXSWAIN

1951¹ - 1975



1. SecNav approval, 20 March 1951 of recommendation dated 5 March 1951

AVIATION GENERAL UTILITY1926¹ - 1958²

Originally designated as the distinguishing mark for non-rated men assigned to aviation units, for wear on the left sleeve mid-way between the wrist and elbow. Uniform regulations of 1941 referred to this mark as a "specialty mark" to be worn by graduates of aviation general utility courses. BPCL 28-43 (10 March 1943) stated that the mark was to be worn by men of any rating other than the aviation group, attached to and serving with the air department on carriers, for a period of not less than three months under operating conditions. Both the 1947 and 1951 uniform regulations refer to this mark as the Aviation Utility distinguishing mark, describing its use in the same manner as BPCL 28-43. There are petty officer rating badges which include this mark as the specialty mark, probably due to the use of the term "specialty mark" in the 1941 uniform regulations. This was not authorized as a petty officer specialty, and was to be worn only as a distinguishing mark according to all references found to date by the writer.

1. BNCL 62-26, 29 October 1926

2. SecNav approval, 10 April 1958

BOMBSIGHT MECHANIC1936¹ - 1958²

To be worn mid-way between the shoulder and elbow of the left sleeve for men of the seaman branch and the right sleeve for others. For petty officers, one inch below the point of the chevrons.

1. U.R. 1922, Change 13, 29 May 1936

2. SecNav approval, 10 April 1958

COMMUNICATIONS AWARD (see listing for NAVY E)

CONSTRUCTION BATTALION1942¹ - 1944²

To be worn mid-way between the wrist and elbow of the left sleeve. This mark was replaced in favor of the multi-colored shoulder patch approved for the Seabees. The mark was never authorized with a diamond shaped border in the fashion of the specialist ratings, although it is found in that configuration and may have been worn that way. A letter from the Chief, Bureau of Navigation to the Chief, Bureau of Yards and Docks dated 2 May 1942 conveyed approval for petty officers of Construction Battalions to wear a standard rating badge on the left sleeve with 5/8" block letters CB in place of the normal specialty marks. Non-rated men were to wear the CB as a distinguishing mark on the left forearm. On 7 December 1942, the Chief, Bureau of Yards and Docks wrote to the Chief, Bureau of Navigation requesting that the rating badge approved in the letter of 2 May 1942 be reversed, permitting the men to wear standard rating badges with their appropriate specialty marks. The request was made due to the confusion arising in determining the specialties of the men. The distinguishing mark was retained for all men of the Construction Battalions.

CONSTRUCTION BATTALION (continued):

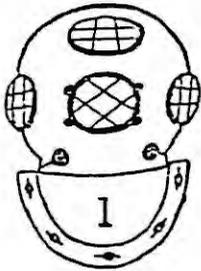


The "fighting bee" shoulder patch, originally designed in 1942, was adopted in 1944 as the official insignia of the Construction Battalions. The patch with the block letters CB in place of the word SEABEES does not appear to have ever received official approval. This patch, with all other shoulder patches adopted by the Navy, was abolished on 17 January 1947.

1. Letter form Chief, Bureau of Navigation to Chief, Bureau of Yards and Docks, 2 May 1942
2. BPCL 309-44, 14 October 1944

DIVER, 1st CLASS

1929¹ - 1973²



The Diver's distinguishing mark was originally approved for 1st Class with no number or letter on the breast plate, and for Master Diver with the letter M on the breast plate. The numeral "1" was added for 1st Class when Diver 2nd Class was introduced in 1943.³ The mark was discontinued in favor of a metal qualification badge in 1973.

1. BNCL 71-29, 19 October 1929
2. U.R. 1969, Change 5, 25 May 1973
3. BPCL 51-43, 10 April 1943

MASTER DIVER

1929¹ - 1969²

The Master Diver wore the diver's helmet mark with a block letter M on the breast plate. Discontinued in favor of a metal qualification badge in 1969.

1. BNCL 71-29, 19 October 1929
2. BuPers Note 1020, 16 June 1969

DIVER 2nd CLASS

1943¹ - 1973²

The diver's helmet with a block numeral 2 centered on the breast plate. Discontinued in favor of a metal qualification badge in 1973.

1. BPCL 51-43, 10 April 1943
2. U.R. 1969, Change 5, 25 May 1973

DIVER, SALVAGE

1943¹ - 1969²

The diver's helmet with a block letter S on the breast plate. The mark can be found with a red S on the breast plate in addition to the standard colors of blue/white. No authorization has been found for the red S variation.

1. BPCL 51-43, 10 April 1943
2. BuPers Note 1020, 16 June 1969

DIVER, DEEP SEA

1957¹ - 1969²

The diver's helmet with the block letter D centered on the breast plate.

1. SecNav approval, 31 May 1957
of Uniform Board recommendation
dated 17 May 1957
2. BuPers Note 1020, 16 June 1969

DIVER, SCUBA

1960¹ - 1973²

The diver's helmet with the double block letters SD centered on the breast plate. Discontinued in favor of a metal qualification badge in 1973.

1. SecNav approval, 20 January 1960
of Uniform Board recommendation
dated 19 December 1959
2. U.R. 1969, Change 5, 25 May 1973

Prior to 1948, distinguishing marks for divers were to be worn mid-way between the shoulder and elbow of the left sleeve for men of the seaman branch, and the right sleeve for all others. Similar marks had been suggested for divers qualified in Explosive Ordnance Disposal (EOD on the breast plate) and Underwater Demolitions (UDT on the breast plate), but neither appears to have ever received approval. Diver's marks with the UDT on the breast plate have been appearing on the market.

EX-APPRENTICE MARK

1886 - 1948¹



Included in the uniform regulations of 1886 as Apprentice Mark for wear by all enlisted men who had passed through the rating of apprentice in the Navy. The title was changed to Ex-Apprentice Mark in General Order 178 dated 29 August 1904. The

mark was abolished with the introduction of group rates for recruits and apprentices in 1948. To be worn below the neck opening at the center front of overshirts and jumpers, and on the coats (except overcoats) on the outside of the sleeve, mid-way between the wrist and elbow on the same arm as the rating badge.

1. BPCL 40-47, 21 February effective 2 April 1948

EXPERT LOOKOUT

1945¹ - 1975

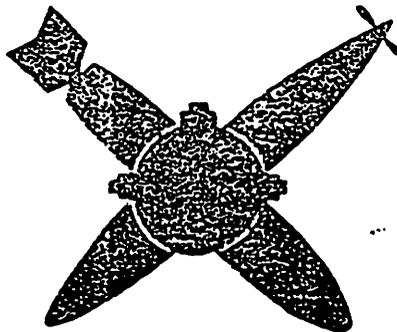


To be worn mid-way between the shoulder and elbow of the left sleeve for men of the seaman branch, and the right sleeve for others.

1. BPCL 123-45, 3 May 1945

EXPLOSIVE ORDNANCE DISPOSAL TECHNICIAN

1949¹ - 1968²

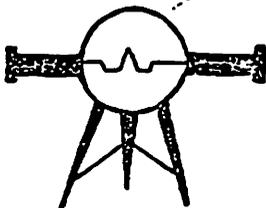


Originally titled Explosive Ordnance Disposalman and changed to the above title in the uniform regulations of 1959.

1. SecNav approval, 28 January 1949 of recommendations dated 10 January 1949
2. BuPers Note 1020, 24 August 1968

FIRE CONTROL RADAR OPERATOR

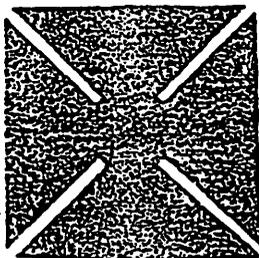
1949¹ - 1970²



1. SecNav approval, 28 January 1949 of recommendation dated 10 January 1949
2. U.R. 1969, Change 1, 3 June 1970

FIRE FIGHTER ASSISTANT

1949¹ - 1975



1. SecNav approval, 28 January 1949 of Uniform Board recommendation dated 10 January 1949

GUN CAPTAIN

1897¹ - 1904²

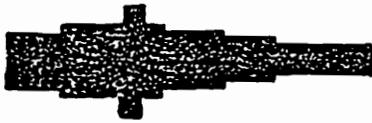


General Order 474 dated 21 June 1897 established the pay for Chief Gun Captains and Gun Captains, 1st and 2nd class. These ratings were included in subsequent Navy Registers separate from the petty officer ratings of the same classes.

Special Order 58 of 3 June 1904, quoting G.O. 134 and 137 of the previous year, stated that all petty officers rated as Chief Gun Captains and Gun Captains 1st or 2nd class be transferred to other ratings of the seaman branch. Specifically mentioned were acting appointments as Masters at Arms, Boatswain's Mates or Quartermasters of equal class. Those found qualified by examination could be given acting appointments as Chief or 1st class Turret Captains. Men holding permanent appointments as Chief Gun Captains were not to be transferred until qualified for permanent appointments as Chief Master at Arms, Chief Boatswain's Mate, Chief Turret Captain or Chief Quartermaster. While references indicate that Gun Captain was a petty officer rating, and that the mark might have been worn as part of the rating badge like other specialty marks, the uniform regulations of 1899 specifically stated that "Every enlisted . . . who has qualified as a gun captain (second class or above), is to wear the specialty mark so placed that the top comes

GUN CAPTAIN (continued):

one (1) inch below the point of the chevron, or, if not a petty officer, in place of the rating badge." Thus, it is doubtful that a petty officer's rating badge for Gun Captain would properly exist.



The mark for Gun Captain was replaced by the horizontal naval gun barrel 1905³- 1949⁴

Title changed to Mount Captain 1949⁴- 1970⁵

To be worn mid-way between the shoulder and elbow on the opposite sleeve from the rating badge, axis of the gun barrel horizontal and muzzle to the front.

- | | |
|--------------------------------------------------------|------------------------------------------|
| 1. G.O. 474, 21 June 1897 effective 1 July 1897 | 3. U.R. 1905, 21 January 1905 |
| 2. Special Order 58, 3 June 1904 effective 1 July 1904 | 4. U.R. 1947, Change 5, 14 February 1949 |
| | 5. U.R. 1969, Change 1, 3 June 1970 |

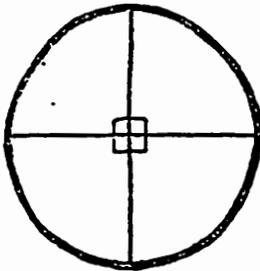
GUN POINTER, FIRST CLASS
GUN POINTER (without the star)

1903¹- 1949²
1903¹- 1970³



The designation of Gun Director Pointer was added in both classes in 1924⁴. In 1949, First Class was dropped and the mark, without the star, was designated for Gun Director Pointer, Gun Director Trainer, Gun Pointer and Gun Trainer.

To be worn mid-way between the shoulder and elbow on the opposite sleeve from the rating badge.



A mark reported to be Master Gun Pointer, the mark for First Class with a pair of wings similar to the Aviation General Utility mark (page 60) placed below the sight ring, has never been either recommended or approved as far as current research has indicated.

- | | |
|------------------------------------------|------------------------------------------|
| 1. G.O. 137, 25 July 1903 | 3. U.R. 1969, Change 1, 3 June 1970 |
| 2. U.R. 1947, Change 5, 14 February 1949 | 4. U.R. 1922, Change 1, 10 November 1924 |

HARBOR NET TENDER



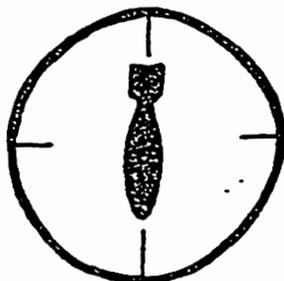
A shoulder patch existing in both blue on white and white on blue, this appears to be one of many war-time examples of insignia created for use by a specialized group; was probably worn on the uniforms, but for which no official approval has been found.

MASTER HORIZONTAL BOMBER

1936¹ - 1958²



To be worn mid-way between the shoulder and elbow of the left sleeve for men of the seaman branch, and the right sleeve for all others (the opposite sleeve from the rating badge).



To date, the writer has found no authorization for Horizontal Bomber or Horizontal Bomber, First Class (the mark illustrated, but without the star). However, Bureau of Personnel Circular Letter 6-42 of 17 January 1942 established the designation of Air Bomber, the requirements for which included having qualified as a Master Horizontal Bomber or Horizontal Bomber, First Class. This may indicate that the latter designation was authorized and the mark without the star may have been approved for men so qualified.

1. U.R. 1922, Change 13, 29 May 1936
2. SecNav approval, 10 April 1958

MINE ASSEMBLYMAN

1943¹ - 1970²

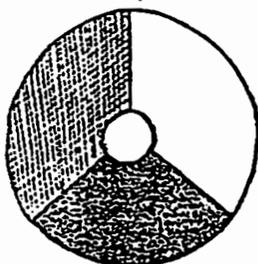


Originally established as Mine Warfare Insignia, the title was changed by order on 25 March 1958.

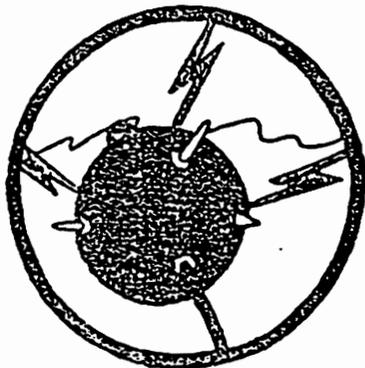
To be worn mid-way between the wrist and elbow of the right sleeve for men of the seaman branch and the left sleeve for men of the artificer branch.

1. BPCL 28-43, 10 March 1943
2. U.R. 1969, Change 1, 3 June 1970

MINESWEEPER PERSONNEL



A letter to the Bureau of Naval Personnel dated 26 March 1943 from the prospective commanding officer of the U.S.S. Zeal asked if the Minesweeper insignia was approved for wear by the men. The reply from the Chief of Naval Personnel dated 29 March 1943 was negative. Another letter signed by the Chief of Naval Personnel dated 24 June 1943 stated that the circular red, white and blue Mine Service emblem was not authorized for wear. Despite these negative responses, the insignia, a replica of the device which was painted on the sides of minesweepers, was probably worn by crew members. A variation can be found with the sequence of colors around the ring being blue, white, red.



A multi-colored shoulder patch for Minecraft Personnel was authorized for wear in BPCL 368-44 dated 11 December 1944, having been approved 21 November 1944. Unit shoulder patches were abolished for the Navy on 17 January 1947.



To be worn by members of the Naval Militia immediately below the neck opening on jumpers and overshirts, and mid-way between the wrist and the elbow of coats on the same sleeve as the rating badge. The mark also appeared on the cap ribbon, placed both before and after the ship's name.

One reference indicates that there were changes in the mark for Naval Militia members in 1915 and 1918. The first change was to continue the use of the lozenge (diamond), but with the block letters NM added. It was not clear whether this meant that the fouled anchor was retained in the insignia or omitted. The second change was supposed to have replaced the lozenge with the block letters NM without border or enclosure. The writer has found neither official nor photographic evidence of either change. A copy of the uniform regulations of 1913, as amended through 20 January 1917, in the U. S. Navy Historical Library, which bears a notation that changes through November 1918 had been annotated, clearly describes and illustrates the mark for the Naval Militia as shown above, as it appeared in reference #1 cited here and in the uniform regulations of 1913.

1. Uniform Regulations for the Naval Militia, 20 June 1910
2. U.R. 1922, 20 September 1922

NAVY E (blue and white)

1906¹ - 1975



Originally instituted as an award for excellence in gunnery for turret, gun or torpedo crews making exceptionally high scores on certain target practices specified by the Chief of Naval Operations.

Expanded on 27 December 1938 to include men of engineering divisions recommended for a White Navy E as a result of winning an annual engineering competition, or for men of communications units awarded a White Navy C for communications proficiency. Changes to the uniform regulations of 1959 provided that the award be worn by units receiving proficiency awards ". . . in accordance with instructions of the Chief of Naval Operations." and by units awarded the Battle Efficiency Pennant.



The Secretary of the Navy provided for display of subsequent awards in a letter dated 18 January 1938. A horizontal bar, 1/2" long by 1/8" wide was to be placed 1/4" below the E for a second award, with multiple bars for three or four awards 1/4" apart.



Bars for subsequent awards were changed from the horizontal to diagonal by approval of the Secretary of the Navy on 18 December 1957.

On 1 September 1960, a gold E was approved for the fifth award of a Navy E to a unit, with further awards to be represented by gold diagonal bars.

NAVY E (red)

1910² - 1948³

This mark, identical to the blue/white Navy E except that it is red in color on all uniforms, was originally designated for awards to men of the Engineer's Division recommended by the commanding officer of a ship which had won the annual engineering competition. This usage was expanded on 27 December 1938 to include communications units awarded a Red Navy C for communications proficiency. Subsequent awards were to be shown by red horizontal bars in the same style as the blue/white Navy E.

In spite of frequent references in various documents to the Navy C, no authorization has been found to date for a block letter "C" to be worn as a distinguishing mark. All references encountered have stated that a white, blue or red E was to be worn by recipients of a Navy C award.

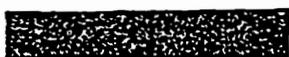
There have been a number of other letter awards created during the 1950's and 1960's for intra-department competitions. Some of these can be found made up as distinguishing marks, but none have been approved for wear on the uniforms of crew members. Awards for intra-type competitions encountered have been:

- | | |
|-----------------------------------------------------|-----------------------------------------------------------------|
| White A - Antisubmarine Weapons and Operations | White E - Gun Firing Systems and Surface to Air Missile Systems |
| Green C - Communications | White M - Mine Sweeping and Assault Boat Operations |
| Yellow C - unable to identify | Black W - Weapons Departments, CVA and CVS Ships |
| Green E - Combat Information Center | Red DC - Damage Control |
| Yellow E - Air Departments, CVA and CVS Ships | White EW - Electronic Warfare |
| Blue E - Supply Department | |
| Black E - Aircraft Immediate Maintenance Department | |

- | | |
|-----------------------------------------|--------------------------------------|
| 1. U.R. 1905, Change 1, 7 February 1906 | 2. U.R. 1905, Change 8, 11 June 1910 |
| | 3. U.R. 1947, Change 2, 25 May 1948 |

OFFICERS' STEWARDS AND COOKS

1924¹ - 1944²



The crescent mark had been worn since 1921 as a distinguishing mark for Officers' Stewards and Cooks. In 1924, Officers' Stewards and Cooks rated as 1st, 2nd and 3rd Class were instructed to wear the mark with three, two and one horizontal bar respectively below it to designate grade. The bars were to be 1/4" wide and 1 1/2" long. The grade of Chief was added in 1942³, to wear the mark with four horizontal bars.

1. U.R. 1922, Change 1, 10 November 1924
2. BPCL 182-44, 29 June 1944
3. BPCL 167-42, 30 November 1942

OB

To be worn mid-way between the wrist and elbow of the left sleeve. The mark can be found with a diamond shaped border in the style of the Specialists' specialty marks, a configuration which does not appear to have ever been authorized.

The date on which this mark was discontinued has not been located by the writer. The mark is included in the uniform regulations of 1951 and in Change 5 to those regulations (10 April 1958), but is not included in the uniform regulations of 1959 dated 20 March 1959.

1. BPCL 153-43, 11 August 1943

PARACHUTEMAN

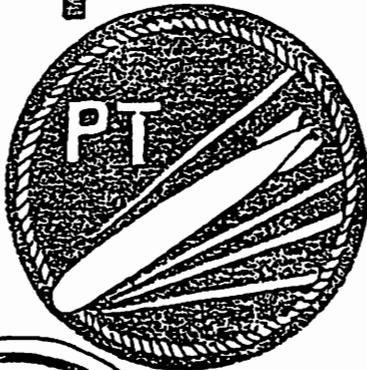


No authorization either originating or abolishing this mark has been found, but it was first illustrated in the uniform regulations of 1941 (31 May 1941) and not included in the regulations of 1947 (2 May 1947).

A letter dated 11 May 1944 from the Officer in Charge, Uniform Section to the Officer in Charge, Naval Training School (Parachute Riggers), Naval Air Station, Lakehurst, N.J. stated: "There have never been any instructions in the Uniform Regulations in regard to the distinguishing mark 'Parachuteman' although Plate No. 70 of the Uniform Regulations shows a picture of this insignia." The response, dated 17 May 1944, stated: "The distinguishing mark 'Parachute Man' was worn prior to the establishment of the rating of Parachute Rigger. In my opinion this mark should now be deleted." The rating of Parachute Rigger was established 24 February 1942 (see page 19, Aircrew Survival Equipmentman).

PATROL TORPEDO BOAT

PT

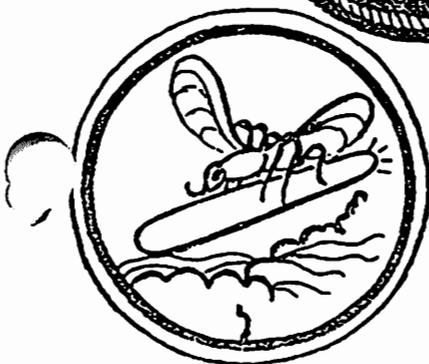


1943¹ - 1944²

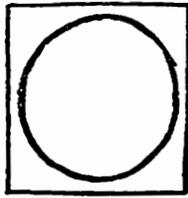
To be worn mid-way between the wrist and elbow on the left sleeve. This mark was discontinued in favor of the PT shoulder patch. The shoulder patch was discontinued on 17 January 1947 along with all other shoulder patches authorized by the Navy.

"Mosquito Boat" insignia are found on both blue and white backings, in various sizes, and with no border as well as both single and double borders. No evidence has been located to date that these patches were ever authorized. However, like several other marks and patches appearing during the years of World War II, there is every likelihood that this insignia was worn by crewmen of these rapid little fighting boats.

1. BPCL 153-43, 11 August 1943
2. BPCL 265-44, 14 September 1944

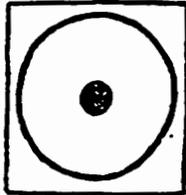


RIFLE AND PISTOL QUALIFICATION MARKS



MARKSMAN

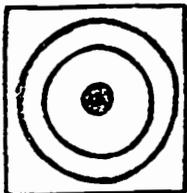
1915¹ - 1915²



SHARPSHOOTER

1915¹ - 1915² 1922³ - 1970⁴

Title for this mark was changed to Rifle Sharpshooter in 1931⁵ and to Rifle, Pistol or Carbine Sharpshooter in 1949.



EXPERT RIFLEMAN

1915¹ - 1944⁶

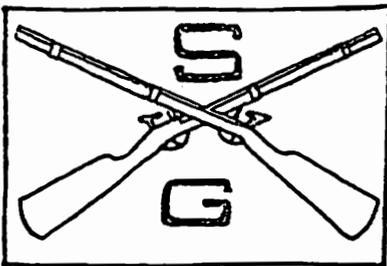
To be worn also by men qualified as Expert Pistol Shot beginning in 1931⁵.

These marks were to be worn mid-way between the wrist and elbow of the right sleeve. They were intended to be worn square to the cuff in the manner

illustrated, but have been found sewn on uniforms with one angle down so as to appear like a diamond rather than a square, or as the target they represent.

1. Firing Regulations for Small Arms, U. S. Navy, 1915 approved 3 December 1914
2. SecNav letter, 20 September 1915
3. U.R. 1922, 20 September 1922
4. U.R. 1969, Change 1, 3 June 1970
5. U.R. 1922, Change 8, 16 November 1931
6. BPCL 199-44, 12 July 1944

SEAMAN GUARD



This mark has not been authorized in any publication of the U. S. Navy located by the writer. It has, however, been identified by ex-Navy Seaman George Wood, who wore the mark while assigned to sentry duties at Naval yards and docks in early 1944. The seaman guard units were said to have consisted of 50 to 100 men with a petty officer 1st class or a chief petty officer in charge. These duties were later taken over by Coast Guardsmen or Marine guard detachments.

SEAMAN GUNNER

1886¹ - 1958²



Originally designated as equal to petty officer 3rd Class in 1885, that rating was reclassified to the equal of Seaman 1st Class before publication of the uniform regulations of 1886. The mark was specified in the 1886 regulations to be worn superimposed on the chevrons of the rating badge for petty officers, centered at the angle. The uniform regulations of 1897 specified that the mark be worn

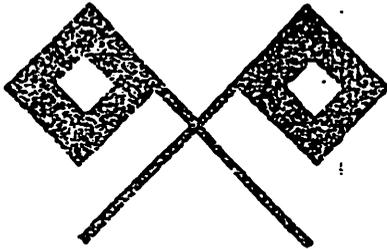
SEAMAN GUNNER (continued)

one inch below the point of the chevrons of the rating badge for petty officers, and in place of the rating badge for non-rated men. After 1921, the mark was to be worn by previously qualified Seaman Gunners as well. Although this mark remained listed in uniform regulations as late as the 1951 edition, it was noted in that publication that qualification was not then active.

1. U.R. 1886, approved 1 July 1885
2. SecNav approval, 10 April 1958

SEAMAN SIGNALMAN

1918¹ - 1927²



Non-rated men qualified as Signalmen 1st, 2nd and 3rd Class were to wear the distinguishing mark specified for Quartermaster petty officers who were qualified as Signalmen, the crossed signal flags, but with horizontal bars 1/4" wide and 1 1/2" long placed below the mark to designate class: 3 bars for 1st Class, 2 for 2nd Class and one for 3rd Class.

1. BNCL 85-18, 11 May 1918
2. U.R. 1922, Change 3, 26 January 1927

SUBMARINE INSIGNIA

1924¹ - 1950²



The circular letter authorizing this mark stated that approval of the Secretary of the Navy was given in March 1924 with no mention of a specific day.

To be worn mid-way between the wrist and elbow of the right sleeve. The uniform regulations of 1947 instructed that the mark was to be worn on the left breast of the uniform in stead of the forearm. The cloth embroidered insignia was replaced in 1950 by the authorization of a silver colored metal submarine badge, similar to the gold badge of the officers.

1. BNCL 79-24, 23 September 1924
2. SecNav approval, 17 August 1950

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