

**U. S. COAST GUARD
ENLISTED RATINGS
RATING SPECIALTY MARKS
&
DISTINGUISHING MARKS**

1915 ~ 2015



**WARRANT OFFICER
&
CHIEF WARRANT OFFICER
SPECIALTY DEVICES**

1898 ~ 2016

DECEMBER 2016

Not an "official" reference guide, just an attempt to by a retired semi – geezer, put together, in one pamphlet, a listing of the enlisted ratings and Warrant specialties used in the Coast Guard. There are most likely minor gaps in some of the dates, but it's a close as I'm able to get.

Dana Lewis, CWO, BOSN
USCG Retired
December 2016

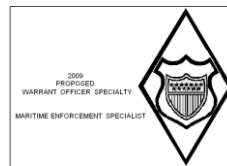
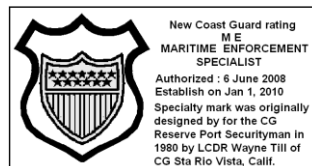
Finding definitive dates for establishing the timeframes that a rating is in existence can be a little bit of a challenge. A 2009 & 2011 update of this pamphlet is being sent along to the CG Historian because of some recent additions. Of great help has been a recent project by the Reservist Magazine staff. They have placed all the back issues of that magazine on-line. From old articles, billet solicitations and photos it has been easier to fill in some of the blanks. I am finished with this piece of work. Hopefully someone will keep track from 2016 onward.

A big thanx to these shipmates :

I also received a nice letter from the field, supplying up to date information on the AET Rating.

AETC Bill Minik
ATTC AET "A" School
Elizabeth City

If anyone else spots anything that seems off, please drop a note to the CG Historians Office. I'll try to keep it up to date when I'm not sailing .



A big thanx to :

HSC Shannon P. Reck
U.S.C.G.C. BERTHOLF

For a heads up on the Flight Surgeon Insignia and the Physicians Assistant Insignia.



Mr. Scott Price
Coast Guard Historians Office
Thanks for digging out the old copies of Coast Guard Uniform Regs and General Orders..

GMCM William Wells, USCG Retired
For the prodding and clues on when to change to a new course. Much of this work has been a result of catching the ‘ history bug’ and just wanting to find more about the enlisted Cutterman. Thanx Bill ...

U.S. REVENUE MARINE REGULATIONS ~ 1834

To each of the Revenue Cutters there will be allowed the following petty officers, viz.;

- one Boatswain's Mate,
- one Gunner's Mate,
- one Carpenter's Mate,

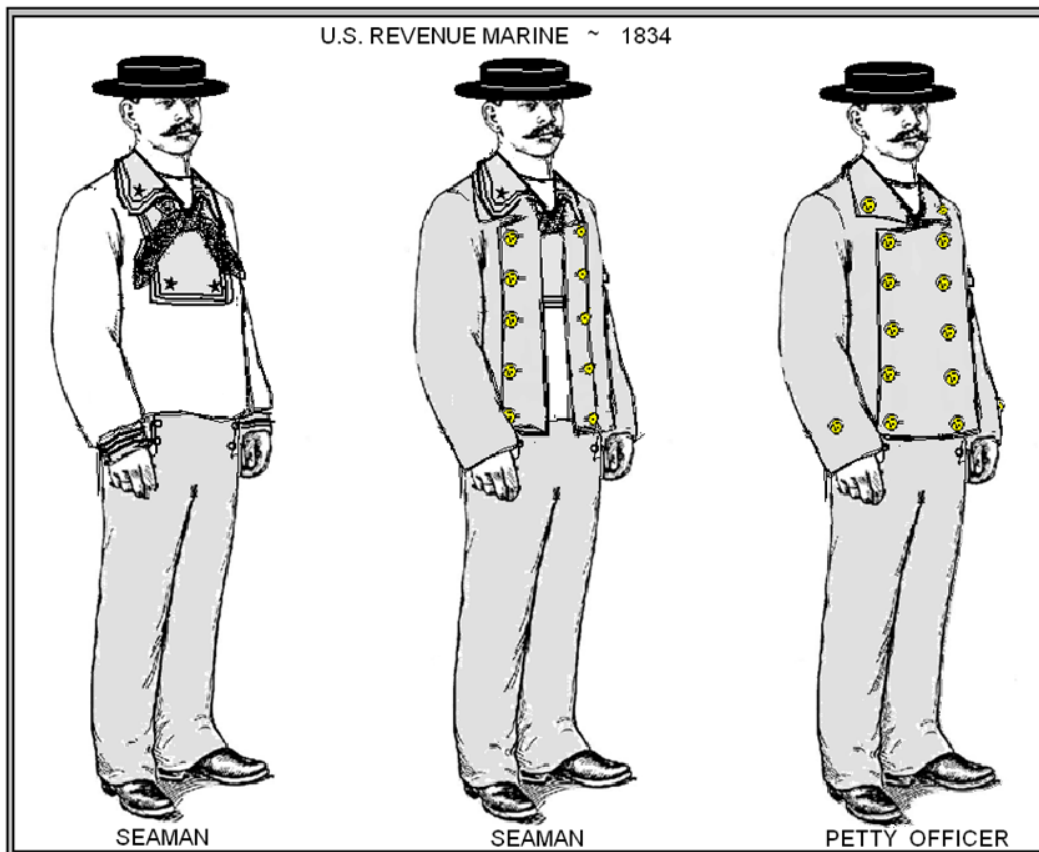
compensation shall be \$18 per month, and one navy ration per diem.

Petty officers will be appointed by the Captain, and hold their appointments during his pleasure. They and the crew will be shipped, unless otherwise directed by the Department, for the term of one year, according to the form of articles herewith enclosed; but may be discharged at any time, by the Captain, for incompetence or misconduct, or when their services are no longer required.

UNIFORMS

PETTY OFFICERS. Blue cloth jackets, with five revenue buttons on each lapel, one on each side of the collar, and one on each cuff, white frocks, with collar and breast facing of blue, a worked star on each side of the collar, and two on each side of the breast; white or blue trousers, according to the season, with blue belt.

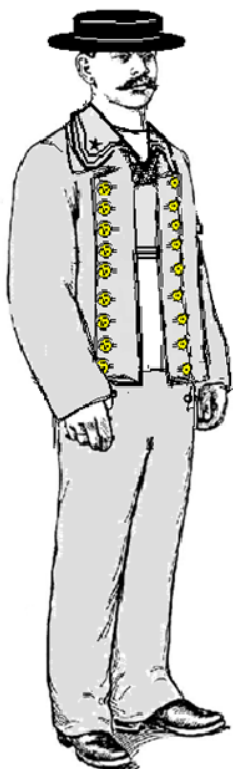
SEAMEN. Same as petty officers, omitting the buttons on collar and cuffs.



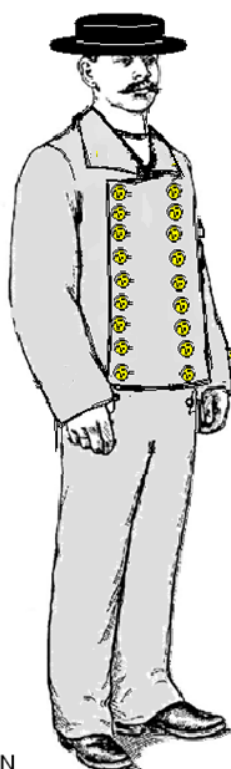
U.S. REVENUE MARINE ~ 1843



SEAMAN



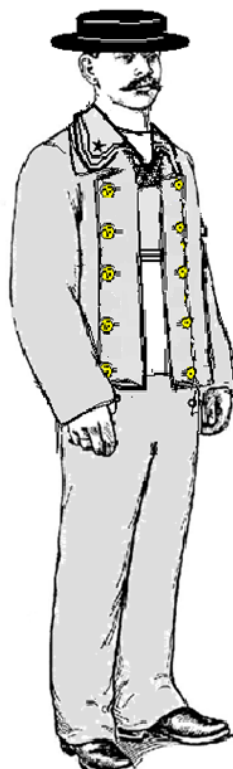
SEAMAN



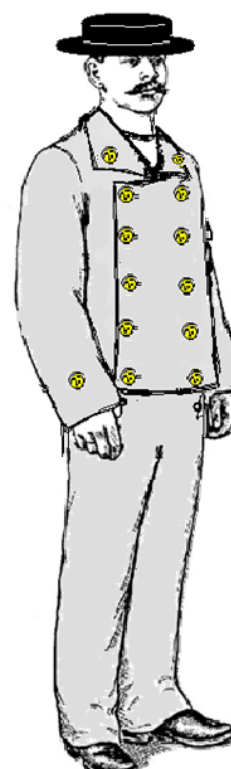
U.S. REVENUE MARINE ~ 1857



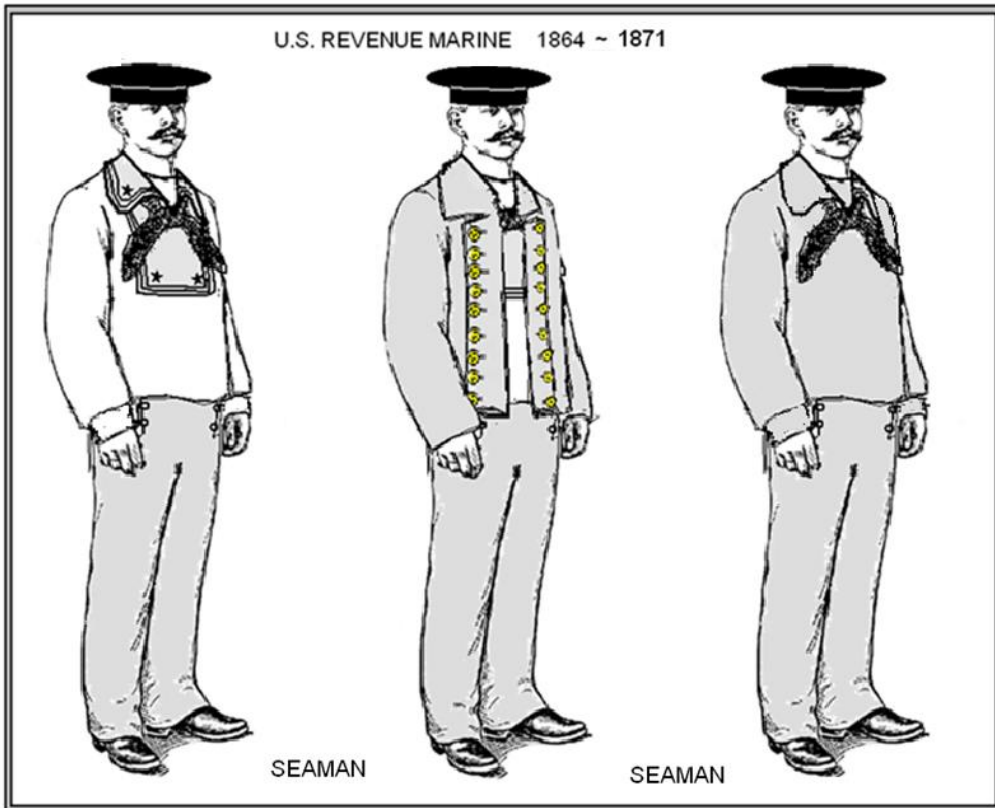
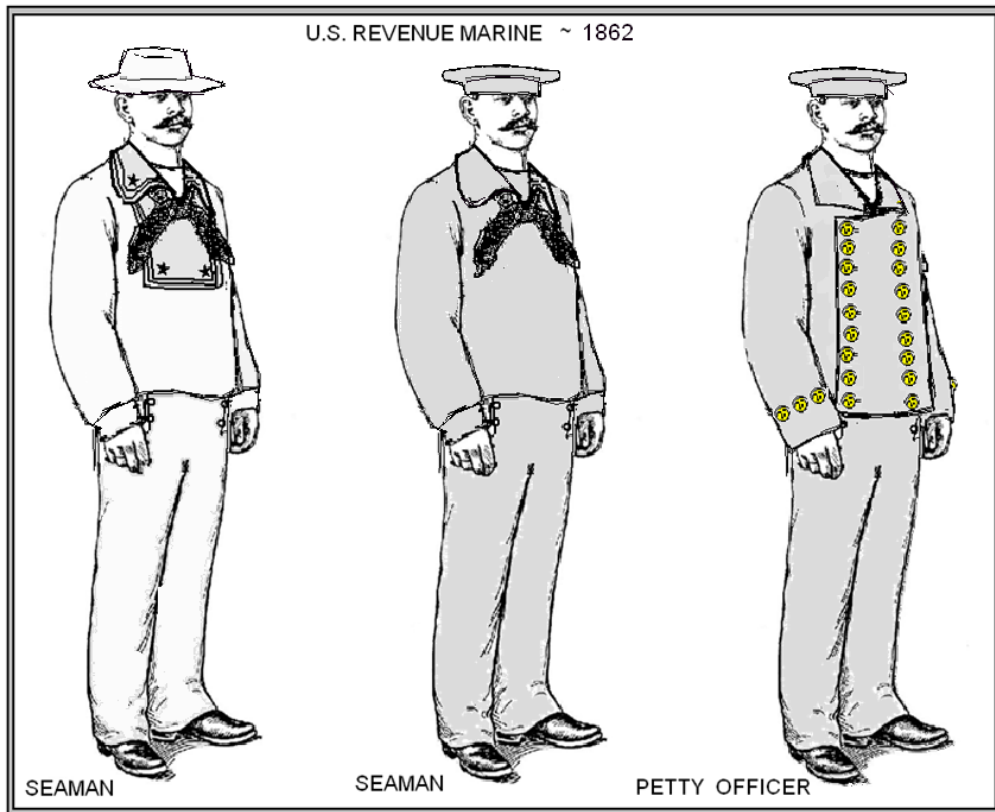
SEAMAN



SEAMAN



PETTY OFFICER



The uniforms and identification remained basically the same through 1871 . There is a long connection to following the U.S. Navy uniform standards.

GENERAL ORDER TO OFFICERS OF THE REVENUE MARINE SERVICE.

TREASURY DEPARTMENT

WASHINGTON, DC, MARCH 15, 1871

Hereafter and until otherwise directed, the uniform of the U.S. Revenue Marine will be as follows:

PETTY OFFICERS AND CREW.

Blue cloth jacket with nine Revenue buttons on each lapel, three under each pocket flap, and three on each cuff. They will be allowed to wear white shirts, cotton or linen, (in lieu of duck frocks with turn over collar) and uniform vest with six small- sized Revenue buttons.

Master at Arms will wear on both sleeves of their jackets a white shield, $\frac{1}{2}$ inch long over white fowl anchor $1\frac{1}{2}$ inch long, worked in white silk or thread or made of suitable material.

Coxswain of commanding officer to wear a single fowl anchor $1\frac{1}{2}$ inch long on each sleeve of frock above the elbow, to be worked in white or blue, according to the color of the garment, and to be in a vertical position. All other Coxswains to wear but one fowl anchor, to be placed on the right or left sleeve, according to the watch to which they belong.

Quartermasters to wear on sleeve of frock, right or left, according to their watch, in front, half way between the edge of the sleeve and elbow, a single marine glass $1\frac{1}{2}$ inch in length, worked in, of white or blue sewing material, according to the color of the garment.

Seamen, ordinary seamen, firemen, coal-passers, stewards, cooks, and boys, for muster, shall wear blue cloth jackets and trowsers, or blue woolen frocks; caps, blue cloth, without visor; cap bands to be of black ribbon $1\frac{1}{2}$ inch wide, with name of the vessel to which they belong painted on them in yellow or gilt letters. In warm weather it shall consist of linen or duck frocks, and blue or white trowsers, blue cloth caps with or without covers, or white sennit hats, as the commanding officer may direct; hat or cap bands to be as prescribed above; black silk neckerchief, and shoes or boots properly cleaned. The outside of the collars of all frocks for petty officers, seamen, and boys will be made of or covered with blue dungaree or blue nankeen.

The collars to be uniform in size, 7 inches deep, with square corners, with a white embroidered five-pointed star one inch in diameter in each corner; one row of tape to be stitched round the collar below the star. The collars to be neatly stitched with white thread. The shoulder pieces of shirts to be doubled; the seams to be overlapped and double stitched, the rows of the stitching to be $\frac{1}{2}$ inch apart. The breasts of the shirts to be of double thickness, four inches wide on each side, to be neatly stitched with white thread, two rows of stitching $\frac{1}{2}$ inch apart. The opening in front of the shirt shall extend down from the collar ten inches, neatly stitched and strengthened at the point where the opening ends. Three tape ties on each side at equal distances apart; ties to be twelve inches long.

Trowsers are to be made with broad flaps, to button $1\frac{3}{4}$ inches from the top. The cuffs of all frocks to be uniform in length. There will be no dungaree cuffs. The cuffs are to be of the same material as the frocks, to be neatly stitched all around, with two buttons on the sleeve. Those for landsmen, coal heavers, and boys shall have one strip of blue dungaree or blue tape around the cuff $\frac{1}{2}$ inch wide $1\frac{1}{2}$ inch from the lower edge. For ordinary seamen and second class firemen, two strips $\frac{1}{4}$ inch apart. For seamen three strips, and for petty officers four strips. On the blue frocks there shall be strips of white tape $\frac{1}{2}$ inch wide sewed on in the same manner. Stewards of commanding officers and wardroom messes may be allowed to wear blue cloth or flannel jackets with rolling collar, to be double breasted, with two rows of medium sized Revenue buttons, six in each row.

They may also be allowed to wear plain blue cloth caps with visors, and with or without covers. On special occasions they may be directed to wear citizens clothes, Hat ribbons are to be $1\frac{1}{2}$ inch wide, and must be uniform both in width and length of tie bow. The lettering is to be of gilt or yellow color, and must be the same in character and size for the whole ships company.

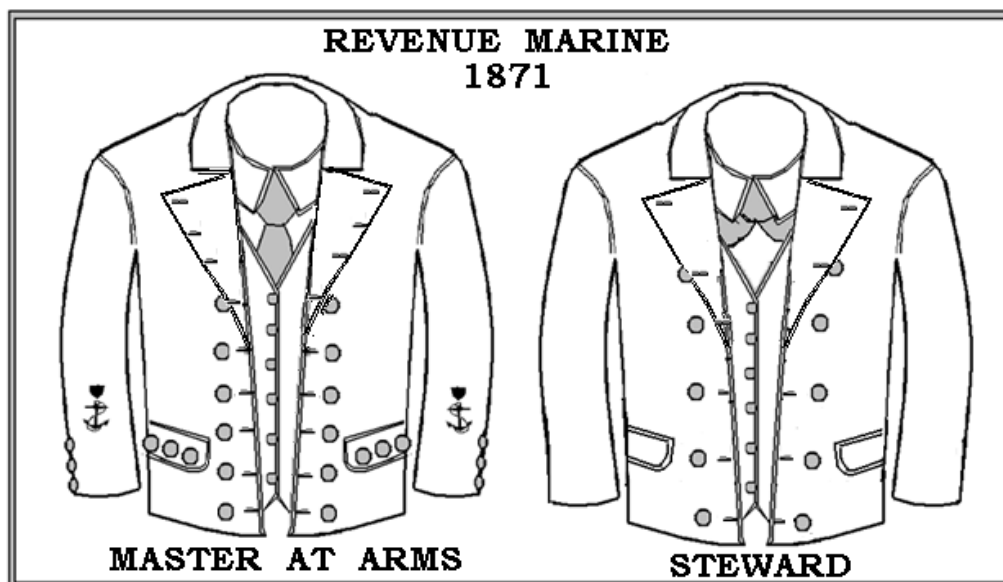
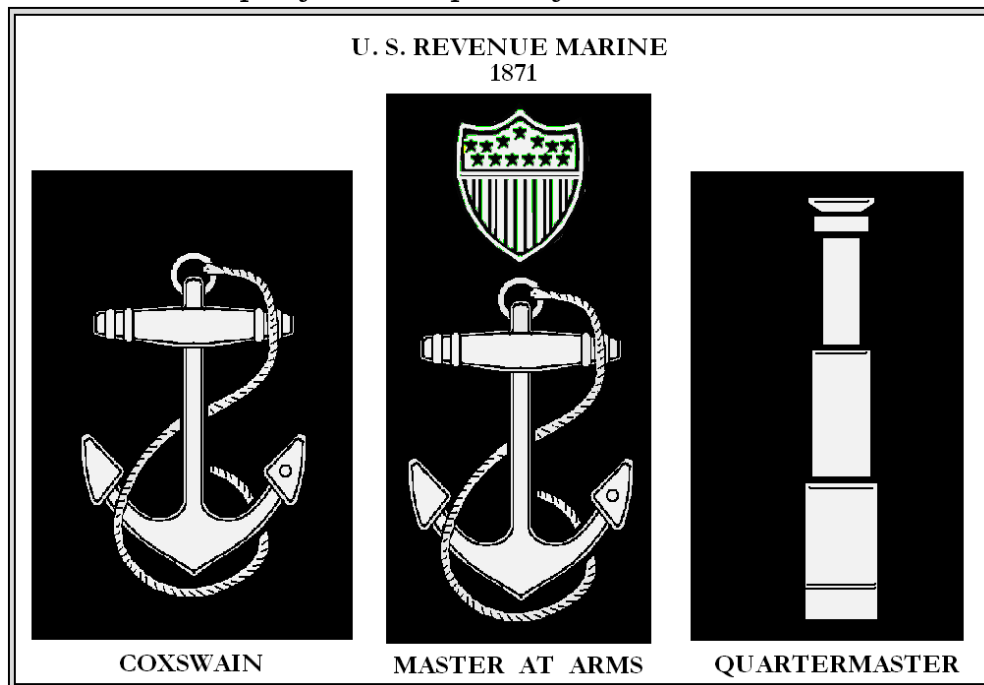
All seamen to wear, on proper occasions, a working suit, to consist of a jumper and a pair of overalls, made of canvass duck. Caps and hats for all seamen, ordinary seamen, boys, firemen, and coal passers must be uniform both in shape and color.

Officers are required to provide themselves with the above prescribed uniform within six months. Photograph samples of sword and ornaments will be furnished by Department



Secretary of the Treasury.

The first petty officer specialty marks of distinction.

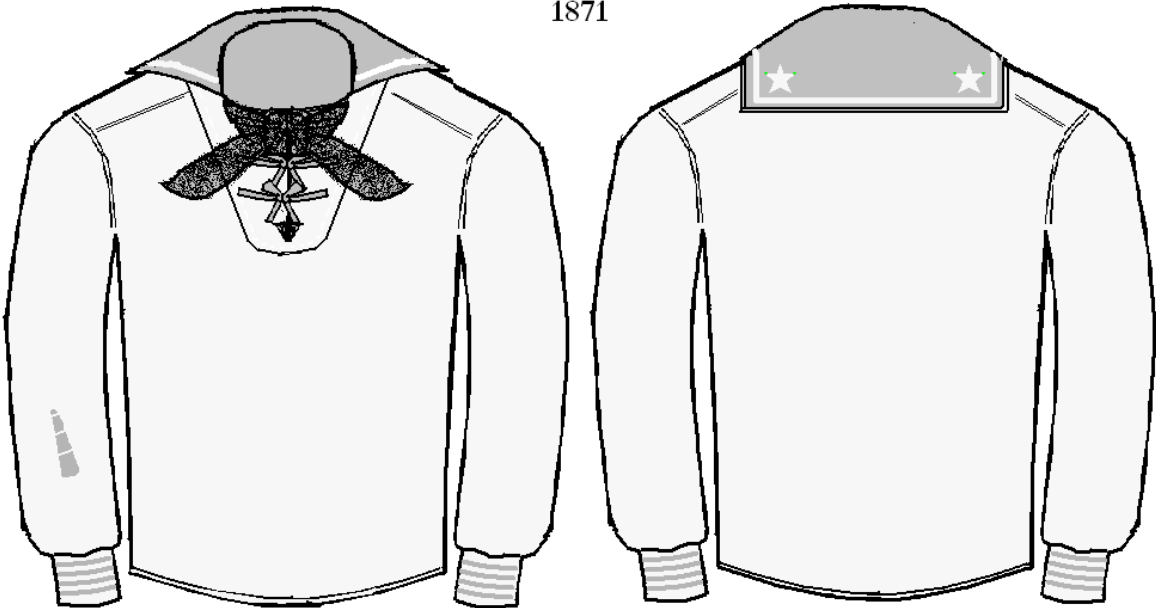


U. S. REVENUE MARINE
1871

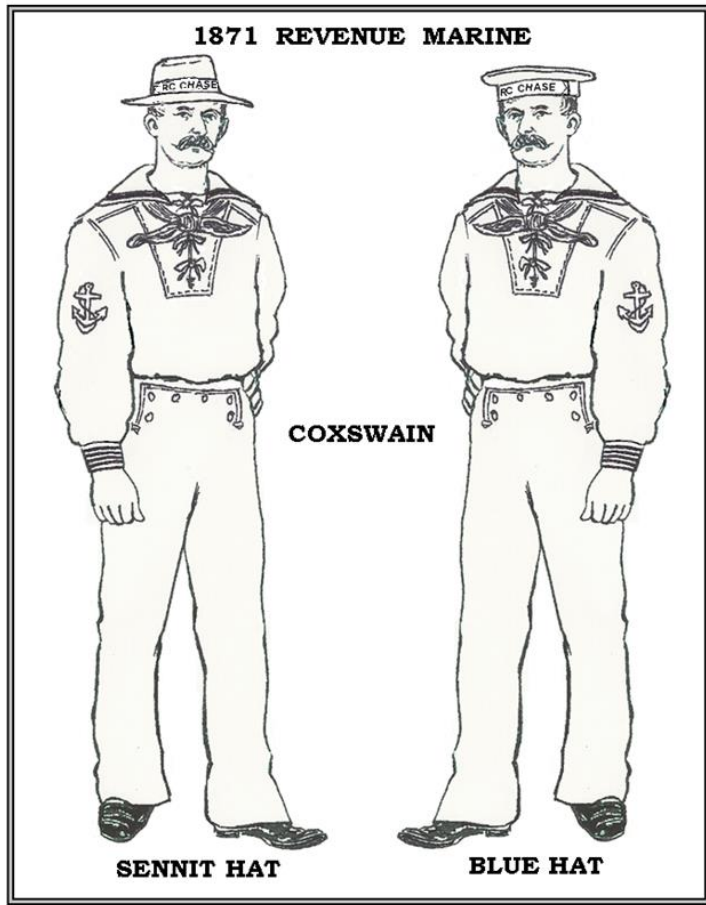
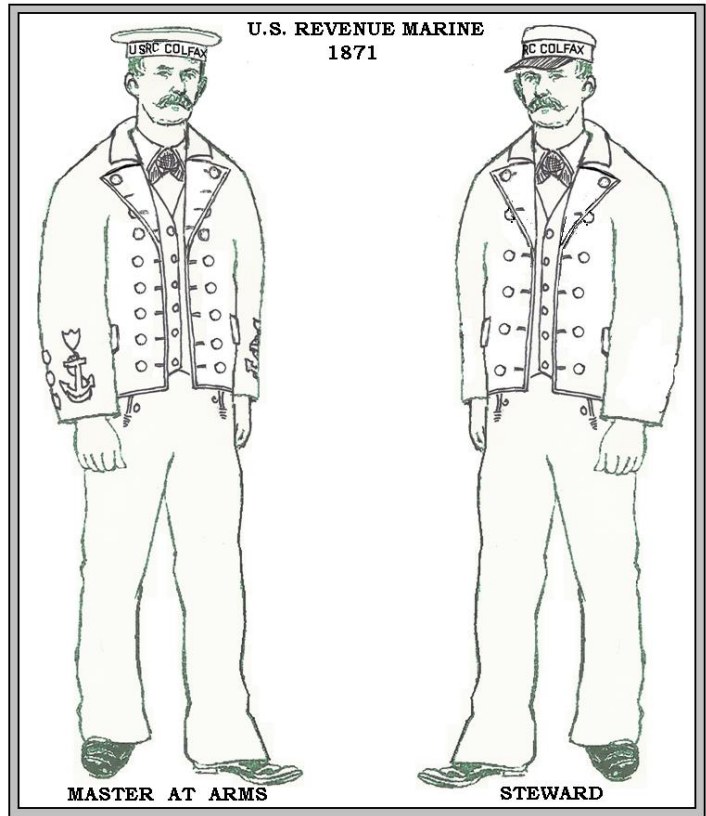


COXSWAIN OF COMMANDING OFFICER

U. S. REVENUE MARINE
1871



QUARTEMASTER OF THE STARBOARD WATCH



1891 REVENUE CUTTER SERVICE UNIFORM REGULATIONS

RATING BADGES

All petty officers shall wear on the outer garment (excepting the overcoat) a rating badge as per pattern . For the Boatswain, Gunner, Carpenter, and Master at Arms, the badges shall be embroidered in gold on dark navy blue cloth; and for Quartermasters, Coxswains, and Oilers, the badges shall be worked in white silk on blue clothing and in blue silk on white clothing. The badge shall be worn on the outer side of the right sleeve, half way between the shoulder and elbow and be of patterns as follows : viz.

For Boatswain as per figure 22

For Gunner as per figure 23

For Carpenter as per figure 24

For Master at Arms as per figure 25

For Quartermasters as per figure 32

For Coxswains as per figure 33

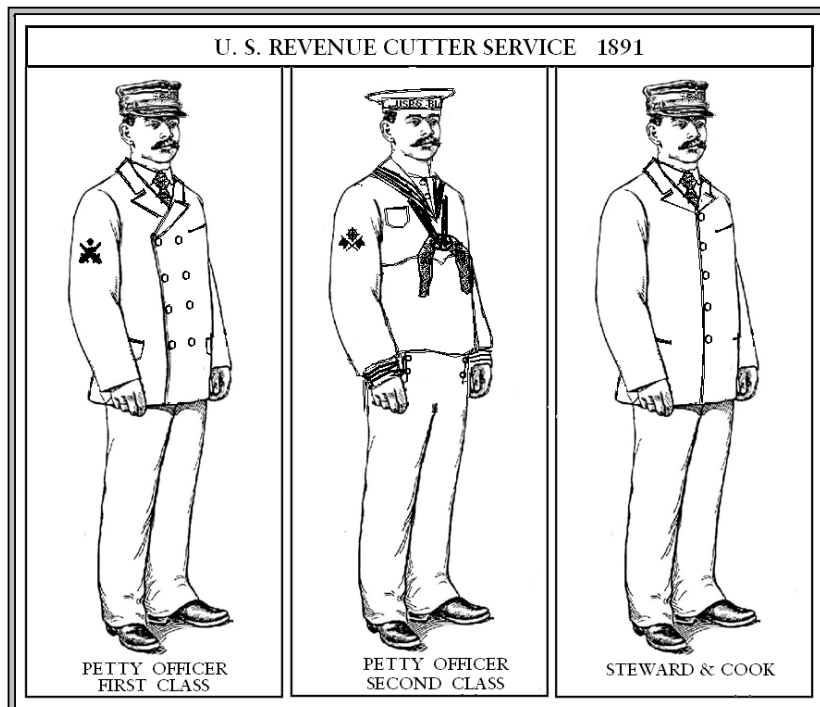
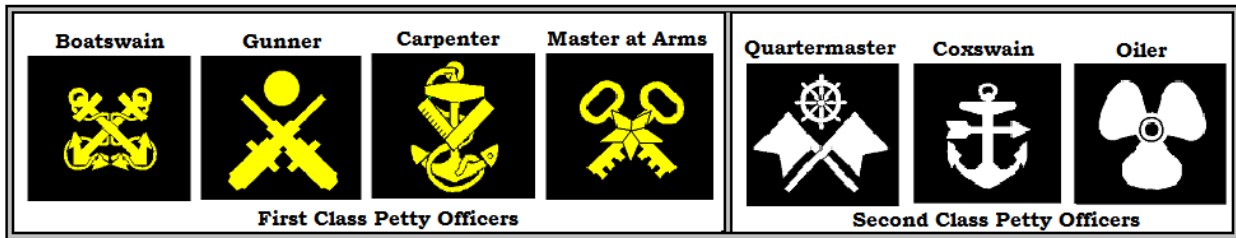
For Oilers as per figure 34

Quartermasters, Coxswains, and Oilers : shall wear around the cuffs of the overshirt three stripes of white tape three sixteenths of an inch wide and one quarter of an inch apart, the middle of the middle stripe to be in the center line of the cuff .

Seamen, Firemen, and Coal Passers : shall wear two strips, 1/4 of an inch apart.

Boys : shall wear one strip of white tape, 3/16 of an inch wide, around the cuffs of the overshirt, the middle line of the space between the two strips, and the middle of the single strip to come over the middle of the cuff.

A copy of these Regulations shall be placed on the berth deck, where they may be consulted at all reasonable times by the enlisted men.



1900 REVENUE CUTTER SERVICE UNIFORM REGULATIONS

RATING BADGES

Rating badges for quartermasters, coxswains, second and third oilers, and buglers. - To be worked in white silk on blue cloth and in blue silk on white in the following designs:

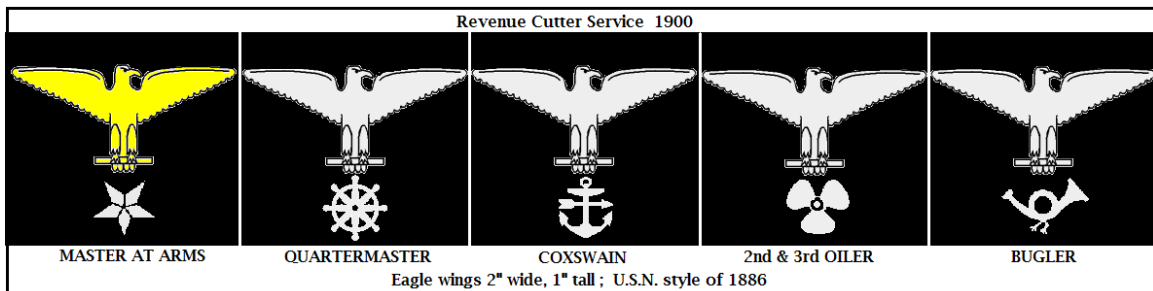
For quartermasters. - A spread eagle; body 1 inch high from top of head to claws, resting on a bar, and 2 inches between wing tips; ¼ of an inch below the bar on which is perched the eagle, a steering wheel of the following dimensions and description; Hub, ¼ inch diameter; rim 7/8 inch in diameter; eight spokes, spaced equidistant from each other, and projecting from the hub to 1/8 of an inch beyond the rim of the wheel.

For coxswains. - Eagle same as above, ¼ of an inch below the bar on which is perched the eagle, an erect foul anchor of the following dimensions and description; From top of ring to crown, 1 ½ inches, spread between the palms 7/8 of an inch; length of stock 1 1/8 inches; an arrow 1 7/8 inches long crossing the center of the shank of the anchor at right angles, arrowhead to the front.

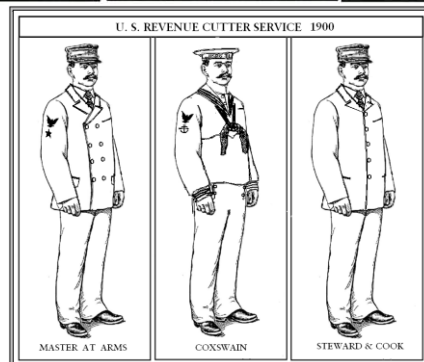
For second and third oilers. - Eagle same as above, ; ¼ of an inch below the bar on which is perched the eagle, a three bladed propeller shaft of the following dimensions and description; Hub, 7/16 diameter to outer rim; three blades each ½ inch long, spaced equidistant from each other; blades to be 1/8 of an inch wide at the rim of the hub, shaped to ½ inch wide at the outer end.

For bugler. - Eagle same as above ; ¼ of an inch below the bar on which is perched the eagle, a hunting horn, placed with the bell up, of the following dimensions and description; Length 1 ¾ inches; single turn, ½ inch inside; bell ¾ inch; mouthpiece ¾ inch from center of turn. Four small tassels to be worked at the bottom of horn, 2 each side of turn.

For master at arms. - Eagle of same dimensions and description as above, but to be embroidered in gold on blue and white cloth ; ¼ of an inch below the bar on which is perched to be a five point star, of the following dimensions, embroidered in silver; each point to be 9/16 on an inch from the center of the star; the points to be spaced equidistant from each other in a circle 1 ½ inches in diameter.

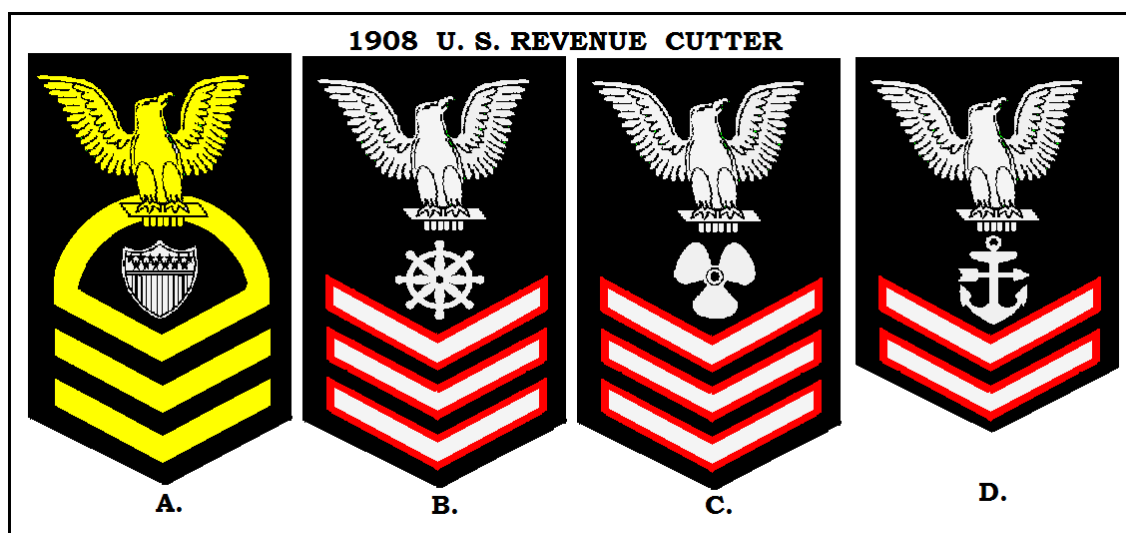


Old photo's of R.C.S. Grant from 1904 show the U.S.N. eagle of the 1898 style in use



**U.S. Revenue Cutter Service
Petty Officer Ratings
1908 - 1915
&
U.S. Coast Guard
Enlisted & Warrant Officer
Rating Badges and Specialty Marks
1915 - 2015**

U.S. Revenue Cutter Service










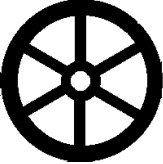
A. Petty Officer of the First Class : Worn on the left or right sleeve of the blue coat, midway between the shoulder and elbow. The eagle and chevrons were of gold, and the specialty mark of silver. For the white coat the eagle and specialty mark were of blue. Service stripes were worn for three consecutive years of service. The Master at Arms, Wheelman Quartermaster, Electrician, Electrician First Class & Ship's Writer wore the CPO type rating badge, and the CPO style uniform.

B. Petty Officer of the First Class : Wheelman, acting appointment, not permanent from the Department. The Petty Officer was not required to get the new uniform until the appointment was permanent.

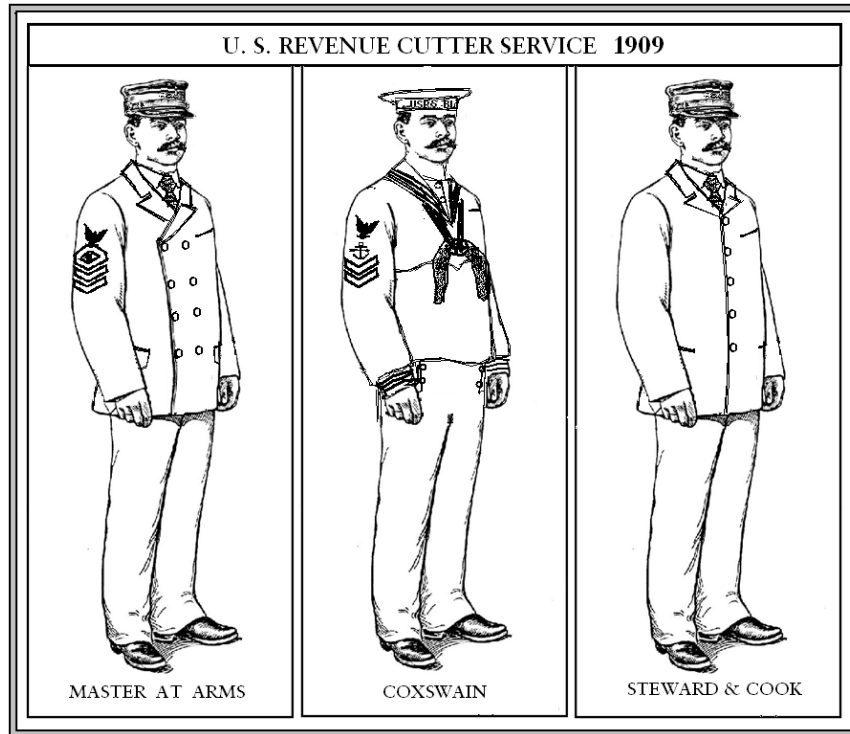
C. Petty Officer of the First Class : The Signal Quartermaster and First Oiler wore this rating badge on the left or right sleeve of the overshirt, depending on the watch to which assigned. Three stripes were on the chevron. The stripes were white, 1/4" wide edged with 1/8" scarlet cloth on both the white & blue rating badges

D. Petty Officer of the Second Class: The Assistant Master at Arms, Quartermaster, Coxswain, Second Oiler, and Watertender wore this rating badge on the left or right sleeve of the overshirt, dependant on the watch to which assigned. Two stripes were on the chevron. The stripes were white, 1/4" wide edged with 1/8" scarlet cloth on both the white & blue rating badges

U.S. Revenue Cutter Service 1908 - 1915

	<p>Master at Arms : First & Second Class 1908 - 1915 Wore a CPO type uniform . Rating Badge worn on left or right sleeve depending on watch. Similar to CPO rating badge but gold eagle & chevrons, silver specialty mark. Assistant MAA wore the square rig uniform & 2nd class crow. Shield had 13 stars and 15 pales.</p>
	<p>Wheelman , Quartermaster : 1908 - 1915 Wheelman wore a CPO type uniform . Rating Badge worn on left or right sleeve depending on watch. Similar to CPO rating badge but gold eagle & chevrons, silver specialty mark. Quartermaster wore the square rig uniform & 2nd class crow.</p>
	<p>Electrician & Electrician First Class : 1908 - 1915 Wore a CPO type uniform . Rating Badge worn on left or right sleeve depending on watch. Similar to CPO rating badge but gold eagle & chevrons, silver specialty mark. Electrician First Class was a similar designation to the U S Navy rating of Electrician with the radio designation E (R).</p>
	<p>Ships Writer : 1908 - 1915 Wore a CPO type uniform . Rating Badge worn on left or right sleeve depending on watch. Similar to CPO rating badge but gold eagle & chevrons, silver specialty mark.</p>
	<p>Signal Quartermaster : 1908 - 1915 Rating Badge of white eagle and three white chevrons 1/4" wide edged with 1/8" red cloth. Signal Quartermaster wore the square rig uniform & 1st class crow with 3 chevrons.</p>
	<p>First and Second Oiler : 1908 - 1915 Rating Badge of white eagle and three white chevrons 1/4" wide edged with 1/8" red cloth. First Oiler wore the square rig uniform & 1st class crow with 3 chevrons. Second Oiler wore the square rig uniform & 2nd class crow with two chevrons</p>
	<p>Coxswain : 1908 - 1915 Rating Badge of white eagle and two white chevrons 1/4" wide edged with 1/8" red cloth. Coxswain wore the square rig uniform & 2nd class crow with two chevrons</p>
	<p>WaterTender: 1908 - 1915 Rating Badge of white eagle and two white chevrons 1/4" wide edged with 1/8" red cloth. Watertender wore the square rig uniform & 2nd class crow with 2 chevrons.</p>

U.S. Revenue Cutter Service 1908 – 1915



REVENUE CUTTER SERVICE PETTY OFFICER RATING BADGES 1908 ~ 1915



U.S. Coast Guard 1915 – 1920

The original enlisted ratings of the newly formed U.S. Coast Guard has been a difficult item to establish. I recently located, thanks to the Google Books website, records of Congressional Committees in 1918 concerning the supplemental appropriations to new Coast Guard. In statements by Captain Commandant Bertholf, he gives a break down of the Commissioned, Warrant and enlisted ratings of the Coast Guard. This section concerning the early service is, I feel, is a good early record.

Sundry Appropriations to Coast Guard, March 25, 1918
Personnel of the CG

STATEMENTS OF CAPT. ELLSWORTH P. BERTHOLF, COMMANDANT;
CAPT. CHARLES A. McALLISTER, ENGINEER IN CHIEF; CON-
STRUCTOR F. A. HUNNEWELL; MR. K. J. MINOT, ASSISTANT
CHIEF OF DIVISION; AND MR. P. J. LATHAM, CIVIL ENGINEER.

PAY AND ALLOWANCES—INCREASES DUE TO WAR

The CHAIRMAN. Captain, suppose you state the different warrant officers that the law contemplates.

Capt. BERTHOLF. Boatswains, gunners, machinists, carpenters, and keepers; five grades of warrant officers. (In a statement to another Committee he mentions Masters Mates in the Warrant grades.)

The CHAIRMAN. What petty officers are there?

Capt. BERTHOLF (Reading):

Petty officers: Master at arms; No. 1 surfman; electrician; electrician, first class; yeoman; ship's writer; wheelman; signal quartermaster; machinist, first class; carpenter, first class; sailmaker, first class; oiler, first class; blacksmith, first class; plumber, first class; painter, first class; assistant master at arms; quartermaster; electrician, second class; carpenter, second class; oiler, second class; coxswain; water tender; painter, second class; electrician, third class; bayman.

Enlisted men not petty officers: Seaman; surfman; fireman; bugler; ordinary seaman; coal heaver; cabin steward; wardroom steward; cook; cadets' cook; steerage cook; boy, first class; boy, second class.

Mr. GILLETT. I understood you to say that machinists and carpenters were warrant officers.

Capt. BERTHOLF. A " machinist" is a warrant officer: a " machinist, first class," is a petty officer.

THE COAST GUARD.
COMMITTEE ON INTERSTATE AND FOREIGN COMMERCE,
HOUSE OF REPRESENTATIVES,

Thursday, April 18, 1918. The committee met at 10.30 o'clock a. m., Hon. Thetus W. Sims (chairman) presiding.

The CHAIRMAN. The committee will please come to order. Gentlemen, this meeting is for the purpose of having a hearing on House bill 6979, introduced by Mr. Adamson on December 5, 1917, to regulate the personnel of the Coast Guard.

Capt. Bertholf, of the Coast Guard, is here to tell us how the bill will work. You may proceed, Captain.

STATEMENT OF ELLSWORTH P. BERTHOLF, CAPTAIN COMMANDANT, COAST GUARD.

Capt. BERTHOLF. Mr. Chairman and gentlemen, this bill was referred to the Secretary of the Navy by this committee, and after consideration the Secretary communicated with this committee, under date of January 29, 1918, stating that as the Coast Guard is serving under the jurisdiction of the Navy Department during the present war, and the personnel of the service subject to the laws prescribed for the government of the Navy, it has been practicable to provide by general order, in accordance with Navy Regulations, the benefits for the Coast Guard that the bill in question contemplates in sections 2, 5, and 6, and that the provisions of section 3 of the bill have been made operative by order of the captain commandant since the Coast Guard came under the jurisdiction of the Navy, in consequence of which no legislation along the lines of the subject matter in these sections is necessary while the Coast Guard is operating as a part of the Navy. With regard to the other sections of the bill, the Secretary announced that the subject matter is not of a character made necessary because of the transfer of the Coast Guard to the Navy or in any way because of its association with the Navy, but that, on the other hand, it is legislation of a permanent character, which may, no doubt, be necessary for the well-being and efficiency of the Coast Guard entirely aside from any connection with the Navy, and inasmuch as the Coast Guard has been operating under the Navy for apparently so short a time, and inasmuch as its continuance in that status is of uncertain duration, the Secretary did not feel justified in expressing either approval or disapproval of these items of legislation, but felt rather that comment thereon would be more appropriate and helpful if coming from the head of that department under which the Coast Guard previously operated for so many years and to which it will, under the present law, revert upon the conclusion of the war. The Secretary, therefore, referred the bill to the Secretary of the Treasury, and the Secretary of the Treasury communicated with the chairman of this committee, under date of February 6, 1918, setting forth the necessity for those sections of the bill which had not been made operative by administration action of the Navy Department.

Section 1 of the bill is in the nature of permanent legislation and is needed for the following reasons: Prior to the passage of the Coast Guard act, the Secretary of the Treasury had authority under the law to fix the ratings of warrant officers and petty officers and enlisted men according to the needs of the service—the Revenue Cutter Service. The second section of the Coast Guard act provides:

That in the Coast Guard there shall be * * * warrant officers, petty officers, and other enlisted men, all of said offices, respectively, corresponding to the present offices of the Revenue-Cutter Service, which are transferred to the Coast Guard * * * .

This section has been construed by the law officers as having the effect of leaving the Secretary without authority to establish any grade or rating among the warrant and enlisted personnel of the Coast Guard in addition to those existing at the time of the passage of the Coast Guard act. Under the law as it existed prior to the passage of the Coast Guard act, new ratings have been established in the past as the service developed and the need for the same was apparent. For example, some years ago wireless telegraphy was developed to such an extent that it became necessary to install radio apparatus on cutters to facilitate giving assistance to vessels in distress, and as qualified men were needed to operate the apparatus, a new rating of electrician was established. This was done by administrative act of the Secretary, but under the construction placed by the law officers upon the Coast Guard act, no new ratings can now be established. Furthermore, as the Coast Guard is required under law to operate as a part of the Navy at certain times, it is of importance that when such need arises for additional grades or ratings in the warrant and enlisted personnel, they should correspond as closely as practicable to the grades and ratings of the men performing similar duties in the Navy.

The purpose of section 1 is to remedy the defect in section 2 of the Coast Guard act by restoring to the administrative office the authority to provide additional grades and ratings as the necessity for them may arise, in order that the service may more efficiently fulfill its lawful functions.

When Congress passed the act increasing the pay of the men in the Navy and provided that the warrant officers and enlisted men of the Coast Guard should have pay equal to the corresponding grades of the Navy, there at once arose a question as to what were the corresponding grades in the two services. We have not in the Coast Guard a rating of chief petty officer, and consequently all of the ranking petty officers in the Coast Guard now correspond to petty officers of the first class in the Navy, although they have practically the same duties as chief petty officers. We can not under the law establish a rating of chief petty officer to meet this condition.

It might be said that whenever it is necessary for a new rating to be established, owing to changed conditions, the Secretary could ask Congress to establish that rate. That is what is done in the Navy, but the procedure is very simple so far as the Navy is concerned. The Naval Committee sits for the single purpose of considering the needs of the Navy, and whenever a new rating is needed it may go on the naval appropriation bill. We can not do that in connection with the sundry civil appropriation bill, and it is therefore very difficult for the Coast Guard to have these small matters considered. The Revenue Cutter Service was administered for over a hundred years under the old law, where the number of men and the different kinds of ratings were matters of administrative determination, and that was in nowise abused, and it seems as if the service could safely continue on the same plan, so that the Secretary could meet the needs of the service as they arose and not wait for legislation concerning details.

Mr. ESCH. The situation is that the act of January, 1915, deprived the Coast Guard Service of any flexibility?

Capt. BERTHOLF. Exactly.

Mr. ESCH. So the establishment of new grades is impossible?

Capt. BEKTHOLF. Yes, sir.

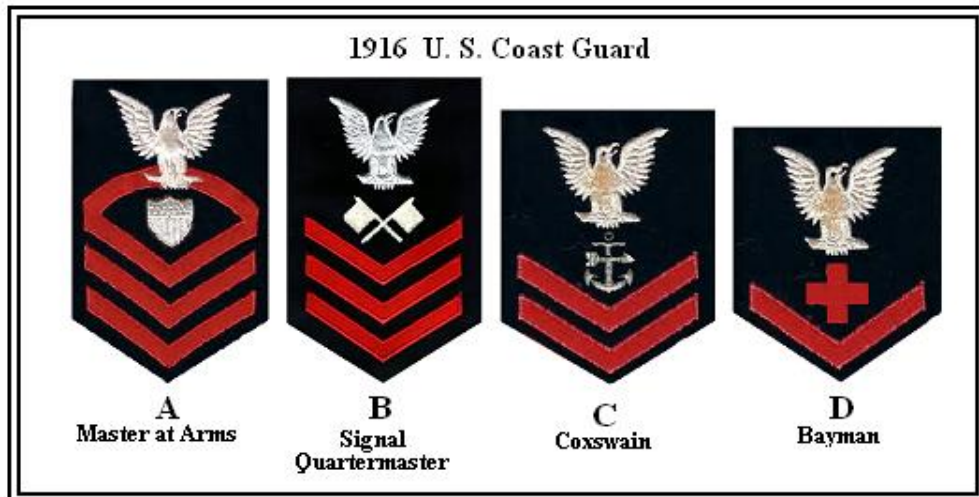
Mr. ESCH. And you want section 1 in there to give you that power?

Capt. BERTHOLF. Yes, sir; to restore it.

Mr. ESCH. Which assimilates your service with the Navy service?

Capt. BERTHOLF. Yes; we want it restored to the old conditions.

U.S. REVENUE CUTTER SERVICE PERSONNEL			
PETTY OFFICERS & ENLISTED MEN 1914 ~ 1915			
WHEELMAN	5	FIRST OILER	31
MASTER AT ARMS	26	SECOND OILER	27
ELECTRICIANS	3	COXSWAIN	80
ELECTRICIAN 1st CLASS	21	QUARTERMASTER	51
ELECTRICIAN 2nd CLASS	24	ASST. MASTER AT ARMS	19
ELECTRICIAN 3rd CLASS	24	WATER TENDERS	53
YEOMAN	3	BAYMAN	1
SHIPS WRITER	25	SEAMEN	328
CARPENTER, 1st CLASS . .	1	FIREMEN	67
MACHINIST, 1st CLASS . .	2	BUGLER	25
PAINTER, 1st CLASS	1	ORDINARY SEAMEN . . .	130
PLUMBER, 1st CLASS	1	COAL HEAVERS	22
BLACKSMITH, 1st CLASS . .	1	COOKS	47
SIGNAL QUARTERMASTER	24	STEWARDS & BOYS . . .	279



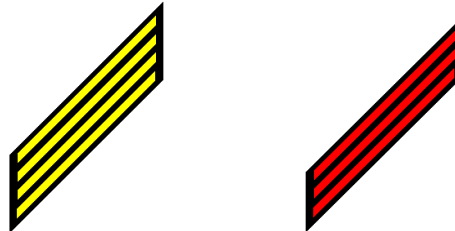
A. Petty Officer First Class : Worn on the right sleeve of the blue coat, midway between the shoulder and elbow. The Eagle was white , chevrons scarlet , and the specialty mark white. For the white coat the eagle and specialty mark were of blue. Service stripes were worn for three consecutive years of service. The Master at Arms, Number 1 Surfman, Wheelman, Electrician, Electrician First Class, Machinist, Carpenter , Yeoman, Ship’s Writer wore the CPO type rating badge, and the CPO style uniform.

B. Petty Officer First Class : Rating badge worn on the right sleeve of the overshirt and jumper . Three stripes on the chevron. The stripes are scarlet cloth on the blue rating badges and blue on the white rating badge.

C. Petty Officer Second Class: The rating badge on the right sleeve of the overshirt and jumper . Two stripes on the chevron. The stripes are scarlet cloth on the blue rating badges and blue on the white rating badges.

D. Petty Officer Third Class: The rating badge on the right sleeve of the overshirt and jumper . One stripe on the chevron. The stripe is scarlet cloth on the blue rating badges and blue on the white rating badges.









E. Permanent petty officers with 12 years of continuous service with a record not less than “ good “ in proficiency, sobriety, obedience and conduct, the chevron and service stripes for blue clothing shall be made of gold lace and the eagle and specialty mark embroidered in silver.



Service stripes representing 3 years continuous service, worn on the left sleeve. Gold for good conduct.





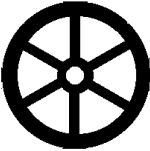
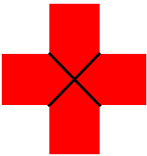



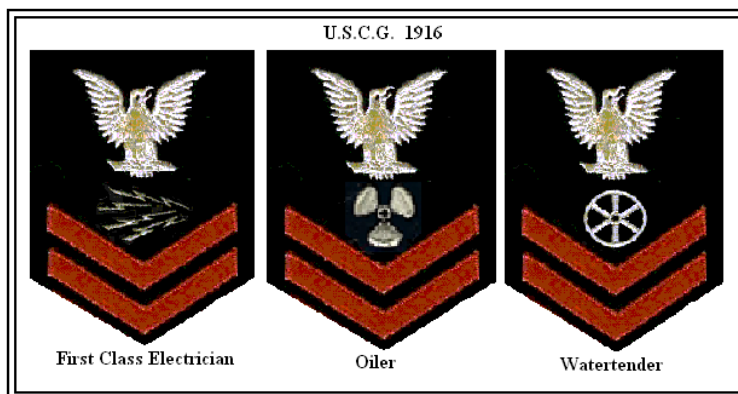
U.S. Coast Guard 1915 – 1920

	<p>Master at Arms : 1st Class 1915 - 1920 1st Class wore a CPO type uniform , CPO type Rating Badge worn on right sleeve . White silk eagle & specialty mark, red chevrons . Blue embroidery on the white coats. Assistant Master at Arms: 2nd Class Rating disestablished by 1921</p>
	<p>Wheelman : 1st Class 1915 - 1920 1st Class wore a CPO type uniform , CPO type Rating Badge worn on right sleeve . White silk eagle & specialty mark, red chevrons . Blue embroidery on the white coats. Quartermaster : 2nd Class wore the square rig type uniform.</p>
	<p>Number 1 Surfman : 1st Class 1915 - 1920 1st Class wore a CPO type uniform , CPO type Rating Badge worn on right sleeve . White silk eagle & specialty mark, red chevrons . Blue embroidery on the olive drab coats. Rating to prior members from the Lifesaving Service</p>
	<p>Electrician: 1st Class 1915 - 1920 1st Class wore a CPO type uniform , CPO type Rating Badge worn on right sleeve . White silk eagle & specialty mark, red chevrons . Blue embroidery on the white coats.</p>
	<p>First Class Electrician : 1st, 2nd, 3rd Class 1908 - 1920 Wore a CPO type uniform , CPO type rating badge, on the right sleeve, white silk eagle & red chevrons, white specialty mark. Blue embroidery on the white coats. Second & Third class wore the square rig type uniform.</p>
	<p>Yeoman , Ships Writer : 1st Class 1915 - 1920 Wore a CPO type uniform ,CPO type rating badge, white silk eagle & red chevrons, white specialty mark. Blue embroidery on the white coats . Yeoman add'l stenographer duties, Ships Writer had the admin /supply type duty</p>
	<p>Machinist : 1st Class ; Oiler : 1st Class ; 2nd Class 1915 - 1920 Wore a CPO type uniform . Rating Badge worn on right sleeve . Oiler wore the square rig type uniform. Oiler : 1st Class; 2nd Class wore the square rig type uniform.</p>
	<p>Carpenter : 1st Class, 2nd Class 1915 ~ 1948 Wore a CPO type uniform . Rating Badge worn on right sleeve Painter , Plumber :1st Class; 2nd Class wore the square rig type uniform.</p>

On May, 18, 1920 the Coast Guard adopted the US Navy ranks and rating scheme. Rating badges had the eagle facing the viewers right, in 1922 those of the Seaman Branch, Boatswains Mate, Quartermaster, Signalman, Gunners Mate, Fire Controlman, Torpedoman were worn on the right arm, all others on the left arm. In 1941 the eagle was changed to standing straight up and face forward and on the wearer for both right and left arm ratings, supposedly to symbolize facing the enemy in light of the looming war in Europe. More likely though to follow the rules of heraldry. The pentagon shape background and direction of the slant on the ends of the perch were altered in about 1935

U.S. Coast Guard 1915 – 1920

	<p>Signal Quartermaster : 1st Class 1915 - 1920 Brought from Revenue Cutter Service. Wore the traditional “ square rig” uniform, Rating badge worn on right sleeve.</p>
	<p>Coxswain : 2nd Class 1915 - 1920 Brought from Revenue Cutter Service, changed to Boatswains Mate . Wore the traditional “ square rig” uniform, Rating badge worn on right sleeve</p>
	<p>Blacksmith : 1st Class 1915 - 1920 Wore the traditional “ square rig” uniform, Rating badge worn on right sleeve.</p>
	<p>Sailmaker : 1st Class 1915 - 1934 Wore the traditional “ square rig” uniform, Rating badge worn on right sleeve. Name changed to Sailmakers Mate 1921. A Warrant Officer specialty is identified in the 1930 Uniform Regulations</p>
	<p>Watertender : 2nd Class 1915 - 1920 Wore the traditional “ square rig” uniform, Rating badge worn on right sleeve. Specialty mark may have changed to that of Machinists Mate in 1920. Grade of Chief Petty Officer eliminated about 1922.</p>
	<p>Bayman: 3rd Class 1915 ~ 1920 Wore the traditional “ square rig” uniform, Rating badge worn on right sleeve. Rating changed to Pharmacists Mate in 1920</p>
	<p>Bugler : Specialty mark worn on the right sleeve between the shoulder & elbow</p>



U.S.C.G. 1918
 PETTY OFFICERS FIRST CLASS



Master at Arms Wheelman Number 1 Surfman First Class Electrician
 Yeoman Electrician Machinist Carpenters Mate

1916 U.S.C.G. PETTY OFFICERS



Signal Quartermaster Sailmaker Oiler Blacksmith
 Painter Assist. M.A.A. Coxswain Quartermaster
 Electrician Oiler Painter Watertender
 Electrician Bayman Bugler

Estimates provided to the Treasury Department in connection with appropriations to the Coast Guard.

U.S.R.C.S. & U.S.C.G. ENLISTED PERSONNEL			
PETTY OFFICERS & ENLISTED MEN	1915	1917	1919
WHEELMAN	5	5	21
MASTER AT ARMS	26	27	43
ELECTRICIANS	3	4	24
ELECTRICIAN 1st CLASS	21	21	35
ELECTRICIAN 2nd CLASS	24	43	52
ELECTRICIAN 3rd CLASS	24	7	4
YEOMAN	3	3	13
SHIPS WRITER	25	31	78
CARPENTER, 1st CLASS	1	2	6
MACHINIST, 1st CLASS	2	10	78
PAINTER, 1st CLASS	1	1	1
PLUMBER, 1st CLASS	1	1	1
BLACKSMITH, 1st CLASS	1	2	2
SIGNAL QUARTERMASTER	24	29	55
FIRST OILER	31	34	58
SECOND OILER	27	29	60
COXSWAIN	80	75	96
QUARTERMASTER	51	62	89
ASST. MASTER AT ARMS	19	20	27
WATER TENDERS	53	60	88
BAYMAN	1	1	6
SEAMEN	328	329	555
FIREMEN	67	146	172
BUGLER	25	25	27
ORDINARY SEAMEN	130	139	199
COAL HEAVERS	22	68	75
COOKS	47	55	63
STEWARDS & BOYS	279	272	316

GENERAL ORDER }
No. 329. }

NAVY DEPARTMENT,
Washington, D. C., October 10, 1917.

329

CORRESPONDING GRADES AND RATINGS OF NAVY AND COAST GUARD.

The act of Congress approved May 22, 1917 (Public No. 17), provides as follows:

SECTION 13. "Nothing contained in this act shall operate to reduce the rank, pay, or allowances that would have been received by any person in the Navy, Marine Corps, or Coast Guard except for the passage of this act."

SECTION 15. "That commencing June first, nineteen hundred and seventeen, and continuing until not later than six months after the termination of the present war, all enlisted men of the Navy of the United States in active service whose base pay does not exceed \$21 per month shall receive an increase of \$15 per month; those whose base pay is over \$21 and does not exceed \$24 per month, an increase of \$12 per month; those whose base pay is over \$24 and less than \$45 per month, an increase of \$8 per month; and those whose base pay is \$45 or more per month, an increase of \$6 per month: *Provided*, That the increases of pay herein authorized shall not enter into the computation of continuous-service pay: *Provided*, That during the continuance of the present war warrant officers, petty officers, and enlisted men of the United States Coast Guard shall receive the same rates of pay as are or may hereafter be prescribed for corresponding grades or ratings and length of service in the Navy."

GENERAL ORDER 329

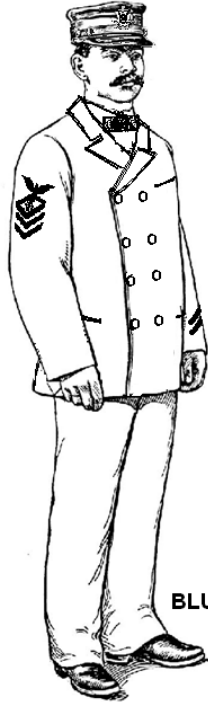
Corresponding grades or ratings are declared to be as follows:

COAST GUARD	NAVY
Senior five master's mates . . .	Boatswains
Remaining master's mates . . .	Do
Acting master's mates	Do
Keepers	No corresponding grade
Acting boatswains	Boatswains
Acting carpenters	Carpenters
Acting gunners	Gunners
Acting machinists	Machinists
Boatswains	Boatswains
Gunners	Gunners
Machinists	Machinists
Carpenters	Carpenters
Sailmakers	Sailmakers
Master - at - arms	Master-at-arms, first class
Assistant master-at-arms	Master-at-arms, second class
No. 1 Surfman	No corresponding rating
Wheelman	Do
Signal quartermaster	Quartermaster, first class
Quartermaster	Quartermaster, second class
Machinist, first class	Machinists mate, first class
Oiler, first class	Oiler
Oiler, second class	Do
Electrician	Electrician, first class
Electrician, first class	Electrician, first class
Electrician, second class	Electrician, second class
Electrician, third class	Electrician, third class
Carpenter, first class	Carpenters mate, first class
Carpenter, second class	Carpenters mate, second class
Water tender	Water tender
Yeoman	Yeoman, first class
Ship's writer	Do
Sailmaker, first class	Sailmaker's mate
Blacksmith, first class	Blacksmith
Plumber, first class	Plumber and fitter
Painter, first class	Painter, first class
Painter, second class	Painter, second class
Coxswain	Coxswain
Bayman	Hospital apprentice, first class
Bugler	Bugler
Surfman	No corresponding rating
Seaman	Seaman
Fireman	Fireman, first class
Ordinary seaman	Seaman, second class
Coal heaver	Fireman, third class
Cabin steward	Cabin steward
Wardroom steward	Wardroom steward
Cook	Ship's cook, second class
Cadet cook	Steerage cook
Steerage cook	Warrant officers cook
Boy, first class	Mess attendant, first class
Boy, second class	Mess attendant, second class

JOSEPHUS DANIELS
Secretary of the Navy

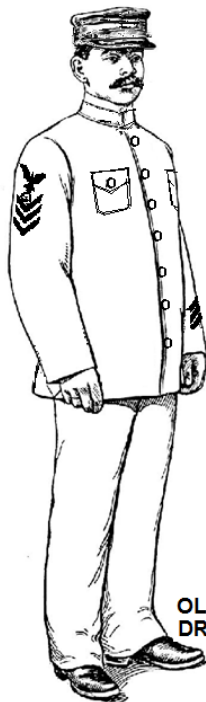
U. S. COAST GUARD LIFESAVING BRANCH

1916



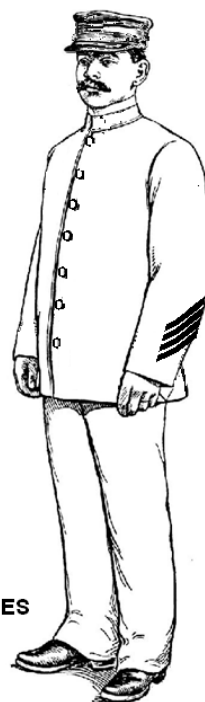
BLUES

NUMBER 1 SURFMAN



OLIVE
DRAB

NUMBER 1 SURFMAN
ACTING



BLUES

SURFMAN

U.S.C.G.

1916



ORDINARY SEAMAN - BUGLER
U.S.S. TAMPA, CG

U.S.C.G.

1916



3 YEARS
SERVICE

BAYMAN
U.S.S. TAMPA, CG

U.S.C.G.

1916



6 YEARS
SERVICE

SIGNAL QUARTERMASTER
U.S.S. TAMPA, CG

U.S. Coast Guard 1920 – 2011

GRADES AND RATINGS



U. S. Coast Guard,
Treasury Department,
Washington, May 18, 1920.

General Order No. 43.

1. The act of Congress approved May 18, 1920, that provides “ the grades and ratings of warrant officers, chief petty officers, petty officers, and other enlisted persons in the Coast Guard shall be the same as in the Navy, in so far as the duties of the Coast Guard may require, with the continuance of the grade of surfman.”

2. Article 816 of the Regulations is amended to read as follows:

(a) The warrant officers shall be as follows:

- Boatswains.
- Gunners.
- Machinists.
- Carpenters.
- Pharmacists.
- Pay Clerks
- Acting pay clerks.
- Sailmakers.

(b) They take precedence of each other on the active list of the Coast Guard according to the order in which their names are borne on the official Coast Guard register as kept at headquarters. The names of warrant officers shall be borne on the official register in the following order:

- (1) Warrant officers appointed boatswain from the grade of master’s mate according to date of appointment as master’s mate.
- (2) Boatswains appointed such from the grade of acting master’s mate.
- (3) All other warrant officers according to date of appointment¹ as warrant officer.

3. Article 817 of the Regulations is amended to read as follows:

Ratings of chief petty officers, petty officers, and other enlisted persons in the Coast Guard shall be as follows:

<i>Classification</i>		
CHIEF PETTY OFFICERS,		
Seaman Branch	Artificer branch	Special Branch
<p>Chief boatswains' mates. Chief gunners' mates. Chief quartermasters.</p>	<p>Chief machinists' mates. Chief electricians'. Chief carpenters' mates Chief watertenders. Chief storekeepers.</p>	<p>Chief commissary stewards. Chief yeoman. Chief pharmacists' mates.</p>

<i>Classification</i> PETTY OFFICERS, FIRST CLASS.		
Seaman Branch	Artificer branch	Special Branch
Masters - at - arms. Boatswains' mates. Gunners' mates. Quartermasters.	Blacksmiths. Coppersmiths. Pattern makers. Boiler makers. Machinists' mates. Shipfitters. Electricians Plumbers and fitters. Watertenders. Engineman. Painters. Sailmakers' mates. Carpenters' mates. Storekeepers.	Commissary stewards. Ships' cooks. Bakers. Yeoman Pharmacists mate First musicians.

<i>Classification</i> PETTY OFFICERS, SECOND CLASS.		
Seaman Branch	Artificer branch	Special Branch
Masters - at - arms. Boatswains' mates. Gunners' mates. Quartermasters.	Blacksmiths. Coppersmiths. Pattern makers. Machinists' mates. Electricians Shipfitters. Engineman. Carpenters' mates. Painters. Storekeepers.	Ships' cooks. Yeoman Pharmacists mate

<i>Classification</i> PETTY OFFICERS, THIRD CLASS.		
Seaman Branch	Artificer branch	Special Branch
Masters - at - arms. Coxswains. Gunners' mates. Quartermasters.	Electricians Carpenters' mates. Painters. Storekeepers.	Ships' cooks. Yeoman Pharmacists mate

<i>Classification</i>		
SEAMAN, FIRST CLASS.		
Seaman Branch	Artificer branch	Special Branch
Seaman. Surfman.	Fireman, first class.	Bakers, second class. Musicians, first class. Ship's cooks, third class.
SEAMAN, SECOND CLASS.		
Seaman, second class.	Fireman, second class.	Musicians, second class. Ship's cooks, fourth class.
SEAMAN, THIRD CLASS.		
Apprentice seaman.	Fireman, third class. Landsman.	Landsman.
MESSMAN BRANCH		
Cabin stewards. Wardroom stewards. Wardroom cooks. Warrant officers' stewards	Citizens of United States: Mess attendants, first class Mess attendants, second class Mess attendants, third class Not citizens of United States: Mess attendants, first class Mess attendants, second class Mess attendants, third class	

5. Warrant officers of the Coast Guard are hereby appointed warrant officers as of

May 18, 1920 as follows :

- Masters' mates To be boatswains.
- Acting masters' mates To be boatswains.
- Keepers To be boatswains.
- Boatswains To be boatswains.
- Gunners To be gunners.
- Machinists To be machinists.
- Carpenters To be carpenters.
- Sailmakers To be sailmakers.

5. Acting warrant officers are hereby permanently appointed chief petty officers as of the date of this General Order as follows:

- Acting keepers To be chief boatswains' mates.
- Acting boatswains To be chief boatswains' mates.
- Acting gunners To be chief gunners' mates.
- Acting machinists To be chief machinists' mates.
- Acting carpenters To be chief carpenters' mates.

Commanding officers and district superintendants shall immediately upon receipt of this order recommend for examination for appointment as warrant officers in the grade for which qualified, each chief petty officer appointed such *by this paragraph* whose service has been satisfactory during that part of his probationary period as acting warrant officer already served.

6. (a) Petty officers and other enlisted persons are transferred as of *18 May, 1920* from the ratings they held under the old classification of ratings and are hereby permanently appointed to the ratings provided in the new classification, as follows:

Old Rating	New Rating
Master at arms	With three years service, or more, as master at arms, to be chief commissary steward
Master at arms	With less than three years service, as master at arms, to be commissary stewards.
No. 1 surfmen	To be boatswains mates, first class
Electricians	With three years total service, or more, as electrician and electrician first class, to be chief electricians
Electricians	With less than three years total service, as electrician and electrician first class, to be electricians, first class
Oiler, first class	With less than 3 years total service as oiler, first class and oiler, second class, to be engineman, second class.
Blacksmiths, first class	To be blacksmiths, first class
Plumbers, first class	To be plumbers and fitters (<i>USN 1st class only rating</i>)
Assistant masters at arms	To be masters at arms, second class.
Quartermasters	To be quartermasters, second class.
Electricians, second class	To be electricians, second class.
Carpenters, second class	To be carpenters' mates, second class.
Oilers, second class	With three years service, or more, as oiler, second class, to be engineman, first class.
Oilers, second class	With less than three years service, as oiler, second class, to be engineman, second class.
Coxswains	To be coxswains.
Water tenders	To be water tenders (<i>USN Chief & 1st class only rating</i>)
Blacksmiths, second class	To be blacksmiths, second class.
Plumbers, second class	To be plumbers and fitters (<i>USN 1st class only rating</i>)

Painters, second class	To be painters, second class.
Electricians, third class	To be electricians, third class
Baymen	To be pharmacists' mates, third class.
Seamen	To be seamen.
Surfmen	To be surfmen.
Firemen	To be firemen, first class.
Buglers	To be buglers. (<i>distinguishing mark only</i>)
Ordinary seamen	To be seamen second class.
Coal heavers	To be firemen, third class.
Cabin stewards	To be cabin stewards.
Wardroom stewards	To be wardroom stewards.
Cooks	Serving on vessels, to be cooks, second class.
Cooks	Not serving on vessels, to be cooks, third class.
Steerage cooks	To be warrant officer' stewards.
Cadet cooks	To be wardroom stewards.
Boys, first class	To be mess attendants, first class
Boys, second class	To be mess attendants, second class.
Electricians, first class	With three years service, or more, as electrician, first class, to be chief electricians.
Electricians, first class	With less than three years service, as electrician, first class, to be Electricians, first class.
Yeoman	With three years total service, or more, as yeoman and ships writer, to be chief yeoman.
Yeoman	With less than three years total service, as yeoman and ships writer, to be yeoman, first class.
Wheelman	With three years service, or more, as wheelman, to be chief boatswains' mates.
Wheelman	With less than three years service, as wheelman, to be boatswains' mates, first class.
Signal quartermasters	With three years service, or more, as signal quartermaster, to be chief quartermasters.
Signal quartermasters	With less than three years service, as signal quartermaster, to be quartermaster, first class.
Machinists, first class	With three years total service, or more, as machinist, first class, oiler, first class, and oiler second class to be chief machinists' mates.
Machinists, first class.	With less than three years total service, as machinist, first class, oiler, first class, and oiler second class to be machinists' mates, first class.
Carpenters, first class	With three years service, or more, as carpenter, first class, to be chief carpenters' mates.
Carpenters, first class	With less than three years service, as carpenter, first class, to be carpenters' mates, first class.
Sailmakers, first class	To be sailmakers' mates (<i>USN 1st class only rating</i>)
Oilers, first class	With three years total service, or more, as oiler, first class, and oiler second class to be enginemen, first class.

(*ITALICS ADDED FOR INFORMATION ON HOW THEY RELATE TO THE U.S.N. RATINGS*)

(b) In computing length of service in any rating under paragraph (a) of this article, service as acting petty officer in that rating shall be included and all service in the rating (acting and permanent) shall be credited, whether continuous or not.

(c) Acting petty officers, without regard to time in acting rating, shall be rated to the grade provided by this general order for permanently rated petty officers of the same grade.

7. Until further instructions are issued chief petty officers, petty officers, and other enlisted persons are authorized to continue to wear the uniforms and rating badges they now have until no longer serviceable.

8. Wherever in the regulations, general orders, circular letters, or other instructions issued by the department or headquarters there appears a grade or rating which this general order abolishes, substitute the corresponding grade or rating as established by this general order.

9. Until new compliment lists are received, substitute the corresponding ratings as established by this general order for all ratings abolished.

10. Instructions relative to promotion of the enlisted personnel will be promulgated in the near future. Until such instruction are received no ratings shall be made to any of the petty officer ratings nor shall any person be enlisted in a petty officer rating after the ratings have been adjusted to corresponding ratings as prescribed by paragraph 6 of this general order, unless specifically authorized by headquarters.

D.F. Houston.
Secretary.

AMENDMENTS TO REGULATIONS.



General Order No. 77.

Treasury Department,
Washington, May 3, 1921.

1. General Order No 43. Is rescinded and the Regulations, United States Coast Guard, 1916, are amended as follows, to become effective on July 1, 1921.

2. Art. 816 (1) The warrant officers shall be as follows:

Boatswains.	Pharmacists
Gunners.	Pay Clerks
Machinists.	Acting pay clerks.
Carpenters.	Sailmakers.

(b) They take precedence of each other on the active list of the Coast Guard according to the order in which their names are borne on the official Coast Guard register as kept at headquarters. The names of warrant officers shall be borne on the official register in the following order:

(a) those appointed boatswain from the grade of master's mate according to date of appointment as master's mate.

(b) those appointed boatswains from the grade of acting master's mate.

(c) All other warrant officers according to date of appointment as warrant officer.

3. Article 817 of the Regulations is amended to read as follows:

Ratings of chief petty officers, petty officers, and other enlisted persons in the Coast Guard shall be as follows:

SEAMAN BRANCH.

Chief boatswain's mate.	Quartermaster, 2d class.
Boatswain's mate, 1 st class.	Quartermaster, 3d class.
Boatswain's mate, 2d class.	Chief signalman.
Coxswain.	Signalman, 1 st class.
Chief gunner's mate.	Signalman, 2d class.
Gunner's mate, 1st class.	Signalman, 3d class.
Gunner's mate, 2d class.	Seaman, 1 st class.
Gunner's mate, 3d class.	Seaman, 2d class.
Chief quartermaster.	Apprentice Seaman.
Quartermaster, 1 st class.	Surfman.

ARTIFICER BRANCH.

Chief electrician's mate.	Shipfitter, 2d class.
Electrician's mate, 1 st class.	Shipfitter, 3d class.
Electrician's mate, 2d class.	Chief storekeeper.
Electrician's mate, 3d class.	Storekeeper, 1 st class.
Chief radioman.	Storekeeper, 2d class.
Radioman, 1 st class.	Storekeeper, 3d class.
Radioman, 2d class.	Patternmaker, 1 st class.
Radioman, 3d class.	Patternmaker, 2d class.
Chief carpenter's mate.	Sailmaker's mate, 1 st class.
Carpenter's mate, 1st class.	Sailmaker's mate, 2d class.
Carpenter's mate, 2d class.	Sailmaker's mate, 3d class.
Carpenter's mate, 3d class.	Painter, 1st class.
Chief shipfitter.	Painter, 2d class.
Shipfitter, 1 st class.	Painter, 3d class.

ARTIFICER BRANCH – ENGINE-ROOM FORCE.

Chief machinist's mate.	Coppersmith, 1 st class.
Machinist's mate, 1 st class.	Coppersmith, 2d class.
Machinist's mate, 2d class.	Engineman, 1st class.
Chief water tender.	Engineman, 2d class.
Water tender, 1 st class.	Molder, 1 st class.
Water tender, 2d class.	Molder, 2d class.
Blacksmith, 1 st class.	Fireman, 1 st class.
Blacksmith, 2d class.	Fireman, 2d class.
Boiler maker, 1 st class.	Fireman, 3d class.
Boiler maker, 2d class.	

SPECIAL BRANCH.

Chief yeoman.	Hospital apprentice, 1 st class.
Yeoman, 1 st class.	Hospital apprentice, 2d class.
Yeoman, 2d class.	Bugler, 1 st class.
Yeoman, 3d class.	Bugler, 2d class.
Chief pharmacists' mate.	First musician.
Pharmacist's mate, 1 st class.	Musician, 1 st class.
Pharmacist's mate, 2d class.	Musician, 2d class.
Pharmacist's mate, 3d class.	

COMMISSARY BRANCH

Chief commissary steward.	Ships cook, 3d class.
Commissary steward.	Baker, 1 st class.
Ship's cook, 1 st class.	Baker, 2d class.
Ship's cook, 2d class.	Baker, 3d class.

MESSMAN BRANCH

Cabin steward.	Mess attendant, 1 st class.
Wardroom steward.	Mess attendant, 2d class.
Wardroom cook.	Mess attendant, 3d class.
Warrant officer's steward.	

AVIATION BRANCH

Aviation chief machinist's mate.	Aviation carpenter's mate, 3d class.
Aviation machinist's mate, 1 st class.	Aviation chief rigger.
Aviation machinist's mate, 2d class.	Aviation rigger, 1 st class.
Aviation chief carpenter's mate.	Aviation rigger, 2d class.
Aviation carpenter's mate, 1 st class.	Aviation rigger, 3d class.
Aviation carpenter's mate, 2d class.	

J. H. MOYLE,
Assistant secretary.

From an article by GMCM William Wells on the history of the Coast Guard Chief Petty Officer

“It was not until after World War I that the Coast Guard established the petty officer rating structures that are, fundamentally, still in use.

“the Act of May 18, 1920 officially established the Chief Petty Officer in the Coast Guard. This Act was intended to "increase the efficiency of the commissioned and enlisted personnel of the Army, Navy, Marine Corps, Coast Guard, Coast and Geodetic Survey, and Public Health Service," and put the Coast Guard in the "grades and ratings of warrant officers, chief petty officers, petty officers and other enlisted persons in the Coast Guard shall be the same as in the Navy...". The Coast Guard wholeheartedly accepted the Navy's system including the parameters for advancement qualifications and performance evaluations. Less than a month later the Coast Guard issued its first list of "Abbreviations of Enlisted Ratings and Special Designations". Indubitably this list was a reprint of the Navy's rating list and listed at the head"

" Chief Petty Officer.....C.P.O."

All ratings were divided into three distinct groupings: **Seaman Branch, Artificer Branch, and Special Branch**. Although aircraft were in use, no special grouping was created; they were considered as mechanics and tradesmen. On June 28, 1921, Coast Guard Headquarters issued Circular Letter No. 202 outlining these groups.

1921 U.S.C.G. CHIEF PETTY OFFICERS














SEAMAN BRANCH CHIEF	ARTIFICER BRANCH CHIEF	SPECIAL BRANCH CHIEF
BOATSWAINS MATE	MACHINISTS MATE	YEOMAN
GUNNERS MATE	MOTOR MACHINISTS MATE	STOREKEEPER
QUARTERMASTER	WATERTENDER	COMMISSARY STEWARD
SIGNALMAN	RADIOMAN	PHARMACISTS MATE
ELECTRICIANS MATE	AVIATION MACHINISTS MATE	CARPENTER
SHIPFITTER	AVIATION CARPENTERS MATE	AVIATION RIGGER

All ratings were represented by a CPO grade except; Engineman, Coppersmith, Blacksmith, Boilermaker, Molder, Patternmaker, Painter and Sailmaker's mate. By October 1922, Watertender, Shipfitter, and the aviation ratings were deleted from the CPO ratings list as well as the Coppersmith, Boilermaker, Molder, and Patternmaker from the petty officer ratings. During the 1930s, the Engineman, Storekeeper and Motor Machinist Mate ratings were abolished. This reduction had to do with economics as well as need. The Coast Guard changed the designation of some ratings as needs changed, just as during World War II, journalists and photographers (in use since the 1920s) were called Specialists in their separate ratings. The Journalists were then changed to Yeoman (PI) and in the late 1940s to Journalist. In the 1970s photographers and journalists were combined into the PA, public affairs rating. In the early 1950s, Gunner's mate Fire Control GM (FC) became the control (FC), then Fire Control Technician (FT).

GMCM Bill Wells article

U.S. Coast Guard Aviation Ratings 1917 – 2016

No Aviation ratings noted from 1924 to 1930 Uniform Regs

	<p>Aviation Electricians Mate : mid 1956 ~ 1 Jan 1999 Rating absorbed into Avionics Technician or AMT 1 Jan 1999</p>
	<p>Avionics Electrical Technician (AET) : 2004 ~ Present Avionics Technician (AVT) 1999 ~ 2003 Aviation Electronics Technician : (AT) 1948 ~ 1998</p>
	<p>Aviation Electronicsman; (AL) 1948 ~ 1965 Aviation Radioman; (ARm) 1943 ~ 1948</p>
	<p>Aviation Maintenance Technician (AMT) : 1999 ~ Present Formed from Machinists Mates, Metalsmiths</p>
	<p>Aviation Machinists Mate : (AD) 1948 - 1999 Aviation Machinists Mate (AMM): 1921 - 1924 1930 – 1948</p>
	<p>Aviation Metalsmith (AM): 1940 - 1999 absorbed Aviation Carpenters Mate</p>
	<p>Aviation Carpenters Mate(ACM) : 1921 - 1924 1930 – 1940sh</p>
	<p>Aviation Survival Technician (AST) : All Grades 1999 - 2004</p>
	<p>Aviation Survivalman (ASM) : 1968 - 1999 Merger of AO & PR, Comdtnote 1414 of 10 July 68 to form ASM, as per ASMCM D. Gelakoska, in the class to change to new rating.</p>
	<p>Parachute Rigger (PR) : 1942 ~ 1968</p>
	<p>Aviation Ordnanceman (AO) : 1943 ~ 1968 Merged with PR in 1968 to form a new rating ASM Aviation Ratings merged 1 Jan 1999 COMDTINST 5221.1 of 9/18/98</p>
	<p>Enlisted Aircraft Pilot (AP): 1930 - 1979 Chief, 1st, 2nd Class</p>
	<p>Aviation Rigger : Chief, 1st, 2nd, Class 1922 ~ 1924 Rating changed to Enlisted Airplane Pilot 1930 ~ 1948 1924 to 1933 the specialty mark was gold embroidered. 1935 to 1942 Pilots wore their rating specialty, and from '42 to '48 the specialty mark, first in gold, then white or blue.. In 1959 there were 8 enlisted Pilots still on active duty. ADCM John Pershing Greathouse was the last Enlisted Pilot in the Coast Guard, and retired in 1979. Crossed the Bar in June 2006.</p>
Aviation Rigger	

Aviation Ratings

1920 ~ 1941 style



Aviation Rigger



Enlisted Airplane Pilot



Aviation Machinists Mate



Aviation Carpenters Mate

Post 1941 Style



Aviation Metalsmith



Aviation Electrician



Aviation Radioman



Parachute Rigger


















Aviation Ordnanceman



Aerographers Mate

U.S. Coast Guard Deck Ratings 1920 – 2016

⚓ **Established by General Order 43 of 18 May 1920** ⚓












	<p>Boatswains Mate (BM) ⚓: All Grades 1948 - Present Chief, 1st, 2nd Class : 1920 - 1948 Coxswain (3rd Class) 1920 - 1948 Boatswains Mate Lifesaving (L) 1920 - 1960 ? The BM(L) rating ceased in 1939, those rated retained it until retiring. Formed by the WHEELMAN, No. 1 SURFMAN, & COXSWAIN Rating</p>
	<p>Quartermaster (QM): All Grades 1920 - 2003 Quartermaster : 2nd Class 1915 - 1920 Formed by the Signal Quartermaster. Merged into BM in July 2003</p>
	<p>Signalman (SM) ⚓: Chief, 1st, 2nd, 3rd Class 1921 - 1930? / 1941 - 1948 Signal Quartermaster : 1915 - 1920 Merged into QM</p>
	<p>Operations Specialist (OS) : 2003 - Present Parts of Quartermaster, Radarman, and Radioman merged July 2003</p>
	<p>Radarman (RD) : 1948 - 2003 This specialty mark introduced into the Navy</p>
	<p>Radarman (RDm) : 1942 – 1948</p>
	<p>Telecommunications Specialist (TC) : 1994 - 2003 Rating merged into Operations Specialist July 2003</p>
	<p>Radioman (RM) : 1921 ~ 1994 RM established by Gen'l Order 77 of 5 May 1921</p>
	<p>Radio Technician (RT) to Electronics Technician Mate 1942 - 1945</p>
	<p>Sonar Technician (ST) : 1970 - 1993</p>
	<p>Sonarman (SO) : 1943 - 1970 Original name was Soundman. Rating eliminated, absorbed into ET, OS,</p>
	<p>Gunnery Mate (GM) ⚓ : 1920 - Present Possibly established in WW1 around 1918. Navy Cross was awarded to GM2 in connection with the loss of the " Wellington" Mark is crossed 12" Dahlgren Guns</p>
	<p>Fire Control Technician (FT) : All grades 1955 - 2003 Merged with ET : July 2003</p>
	<p>Fire Controlman (FC & FC R rangefinder) : 1942? - 1955 Chief, 1st, 2nd, 3rd Class Specialty mark was range finder during WW2 era. USN Specialty mark from range finder to enclosed Radar director 1947 - 1958 Distinguishing Mark 1930 Gun Range Finder Operator CG Reservist Magazine mentions the GM(FT) in mid 1953 –'55s editions</p>
	<p>Torpedoman's Mate : 1943 ~ 1945 Chief, 1st, 2nd, 3rd Class World War 2 rating due to CG manning of to Destroyer Escorts</p>















From 1915 to 1920, rating badges were worn on the right sleeve. After adopting the US Navy rating scheme in 1920, rating badges of the seaman branch were worn on the right arm and artificer & special branch worn on the left arm. The Coast Guard shield distinguishing mark was authorized in 1922 and worn on the right sleeve. The Lifesaving Branch insignia was worn on the collar and cap by members of the lifesaving branch. The Station numbers were on the center of the collar insignia, 1920 – 1924.

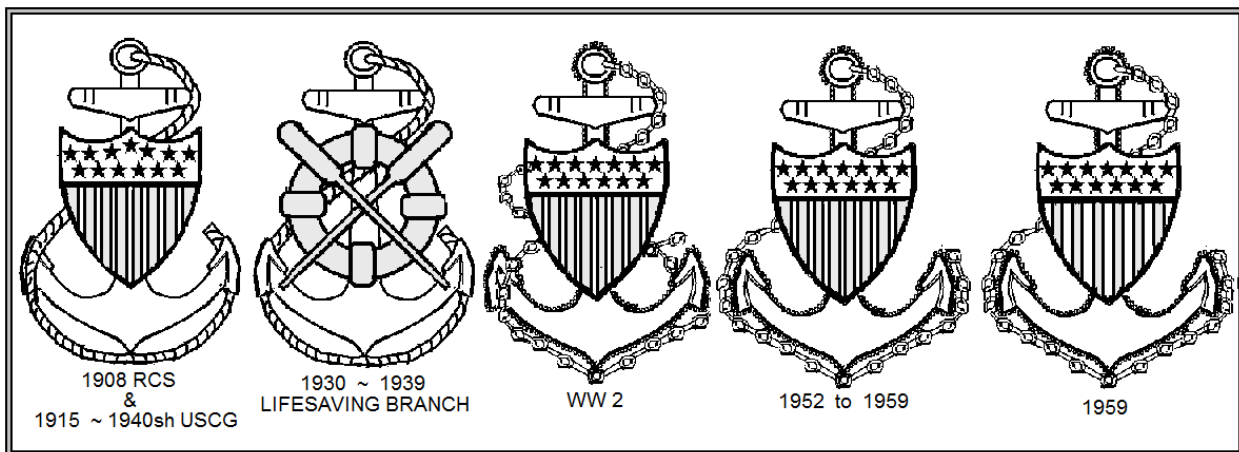
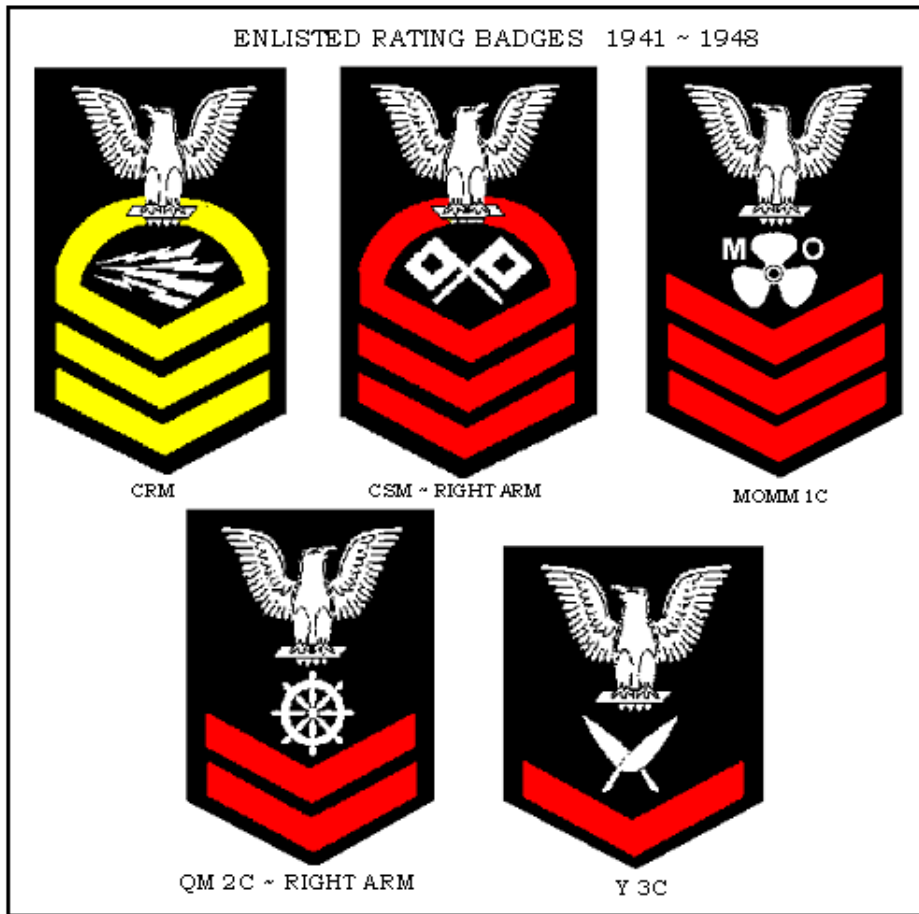


U.S. Coast Guard Engineer Ratings 1920 – 2016

	<p>Machinery Technician (MK) : All Grades 1974 - Present Formed from the merger of Engineman, Machinists Mate, Boilerman</p> <p>Engineman (EN) : 1947 – Jan. 1974</p>
	<p>Machinists Mate (MM) ‡ : Chief, 1st, 2nd Class 1920 - 1974 3rd Class 1942 Merged with BT and EN to form MK rating</p>
	<p>Motor Machinists Mate (MoMM) ‡ : 1920 - 1948 Chief, 1st, 2nd Class 3rd Class during WW2 Called Engineman : 1st, 2nd Class 1920 -1930?</p>
	<p>Boilerman (BT) : All Grades 1948 - 1974 Merged with MM and EN to form MK rating</p>
	<p>Watertender (WT) : Chief, 1st, 2nd , 3rd Class 1915 - 1948 CPO eliminated in 1922 , Specialty mark changed to MM propeller in 1920. Rating changed to Boilerman in 1948.</p>
	<p>Electricians Mate (EM) : All Grades 1921 - Present Electrician (E) : 1915 - 1921 Electricians Mate Telephone (EMT) : 1934 - 1960</p>
	<p>Information System Technician(IT) : 2003 - Present Telephone Technician (TT) : 1960 - 2003 formed from Electricians Mate Telephone 1960</p>
	<p>Electronics Technician (ET) : 1948 - 2004 Electronics Technician Mate (ETM) : 1945 ~ 1948 Radio Technician (RT) : 1942 ~ 1945 Radio Technician wore the Radioman Sparks, specialty mark</p>
	<p>Damage Controlman (DC) : All Grades 1948 - Present Formed from below ratings</p>
	<p>Carpenters Mate (CM) ‡: Chief,1st, 2nd. 3rd Class 1920 ~ 1948 Plumbers & Painters : 1st, 2nd, 3rd Class</p>
	<p>Shipfitter : 1st, 2nd Class to Carpenters Mate by WW 2 1921 Blacksmith : 1st, 2nd Class became Shipfitter about 1936 Coppersmith & Boilermaker : 1st, 2nd Class 1920 - 1922 Patternmaker : 1st, 2nd Class 1920 - 1923</p>

U.S. Coast Guard Administrative Ratings 1920 – 2016



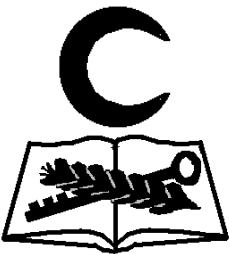





	Yeoman(YN) (Y): All Grades From the Ships Writer & Yeoman Rating of 1915 – 1920	1920 - Present
	Storekeeper (SK) †: All Grades From the Yeoman Rating of 1915 - 1920	1920 - Present
	Ships Serviceman : All Grades Specialties as Barber, Tailor, Laundryman, Cobbler	WW2 Rating 1942 – 6/1946
	Health Services Technician(HS): All Grades Hospital Corpsman (HM) : All Grades Merged with Dental Tech 1983	1983 - Present 1948 ~ 1983
	Dental Technician (DT) : E-4 & E-5 only 1958 All Grades	1949 - 1983 1958 ~ 1983
	Pharmacists Mate (PhM) † : Chief, 1st, 2nd, 3rd Class From the BAYMAN rating. Specialty mark worn until 1948	1920 - 1948
	Public Affairs Specialist (PA) : Merger of Journalists and Photographers Mates into Photojournalist 1972	1972 - Present
	Journalist (JO) : Emergency Rating PR during WW 2 Specialty Mark after 1948	1948 ~ 1972
	Photographers Mate(PhoM) : mention of second Photographers Mate and first Chief Photographers Mate rated in 1940, Clarence Samuels, quite a career, see CG Historians site.	1939? ~ 1972
	Printer : merged into Journalist	1944 ~ 1970
	Bandmaster : Chief Musician : First Musician (PO1), Musician 1 st & 2nd Class (non rated) Coast Guard Band started in 1925, Enlisted currently as First Class Petty Officers	1924
	Diver : 2 nd Class, 1 st Class, CPOs	2015 ~ NAVY DIVER SPECIALTY MARK



The eagle was redesigned in 1941 to stand straight up and changed facing direction to its own right on the left arm ratings. All eagles now faced forward. The May 1941 Bureau of Navigation Info Bulletin reports it was done to follow the rules of heraldry, instead of the Napoleonic tradition.

The C.P.O. cap device was changed about 1941 from having the anchor being foul with cable to being foul with chain. The fouling followed the design of the U.S.N. CPO as per the 1941 USN Uniform Regs. In 1944 a ¾ size (1 ¼”) cap device was authorized for the Navy / CG for wear on the overseas cap. Uniform Regs in 1951 indicated 15 stripes on the shield, and a 1959 change specified the design with 13 stripes that is the insignia in use today.

U.S. Coast Guard Administrative Ratings 1920 – 2016

	<p>Food Services Specialist (FS): All Grades 1996 - Present Subsistence Specialist (SS): All Grades 1973 - 1996 Culinary Specialist (CS) name change Dec 2016 created from merger of Commissaryman and Steward July 1973</p>
	<p>Commissaryman: All Grades 1948 - 1973 Commissary Steward (CS) † Chief, 1st Class: 1920 - 1948 Commissary Steward Chief & 1st class from the Master at Arms</p>
	<p>Ships Cook †: 1st, 2nd, 3rd Class 1920 - 1948 Steward: Chief, 1st, 2nd, 3rd Class 1944 - 1973 The crescent designated as the Specialty mark till 1964 then changed Officers Stewards & Cooks 1920 - 1944 Distinguishing Mark worn on the left sleeve of the jacket. The horizontal bars beneath the crescent designated the grade, Steward second class illustrated. Aug. 1944 shifted to the standard petty officer rating badge. Wore the C.P.O. style uniform until 1950. 1 Jan. 1950 designated as Petty Officers</p>
<p>1964 mark above</p>	<p>Mess Attendants / Stewards Mates 1st Class, 2nd Class, 3rd Class (non rated)  Wore the square rig sailor uniform when not in Mess Duty.</p>
	<p>Marine Science Technician (MST) : 1968 - Present created from Aerographers Mate and Sonarman, Comdtnote 1414, 10/22/68 Reserve MST authorized in 1999</p>
	<p>Aerographers Mate (AG) : 1942 ~ 1968</p>
	<p>Intelligence Specialist (IS) : Jan 2008 ISCM David Rochefort first ISCM . First three Master Chiefs designated April 2007. USN authorized the use of the CT rating mark.</p>
	<p>Maritime Enforcement Specialist (ME) : Auth. 6 June 2008 Established Jan 2010 MECMs rated Dec 2008 Gordon Muise USCG, Steven Lowry, Randy Krahn, William Allred USCGR Original design by Lcdr Wayne Till, USCGR, 1980, for the CG Reserve PS rating</p>

NON RATED MEN , PRIOR TO 1948

Non Rated men were enlisted in the Seaman Branch, as :

Apprentice Seaman - AS (Hosp. Appr. – HA 1943) Seaman Second Class - S2c ; Seaman First Class - S1c
 Designated by a 3/8” white stripe, on the blue uniform, and a blue stripe on the white uniform, worn around the right shoulder. In the Engineer Branch, there was no grade Apprentice Fireman, the non rated men started at :

Fireman Third Class - F3c ; Fireman Second Class – F2c ; Fireman First Class - F1c (this grade got the same pay as a third class petty officer, many engineer ratings started at Second Class petty Officer and did not have a third class petty officer until WW2. Non Rated men were enlisted in the Steward Branch, as :

Mess Attendant / Stewards Mate 3c ; Mess Attendant / Stewards Mate 2c ; Mess Attendant / Stewards Mate 1c

ENLISTED RATING BADGES 1948~1976



MASTER CHIEF

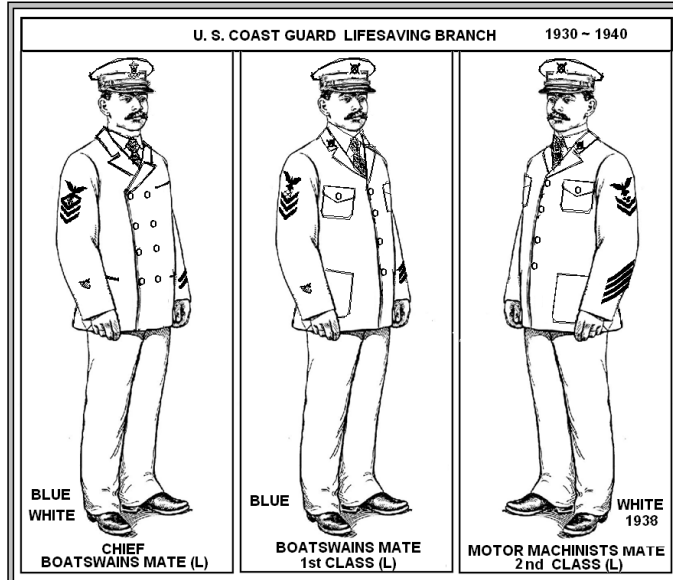
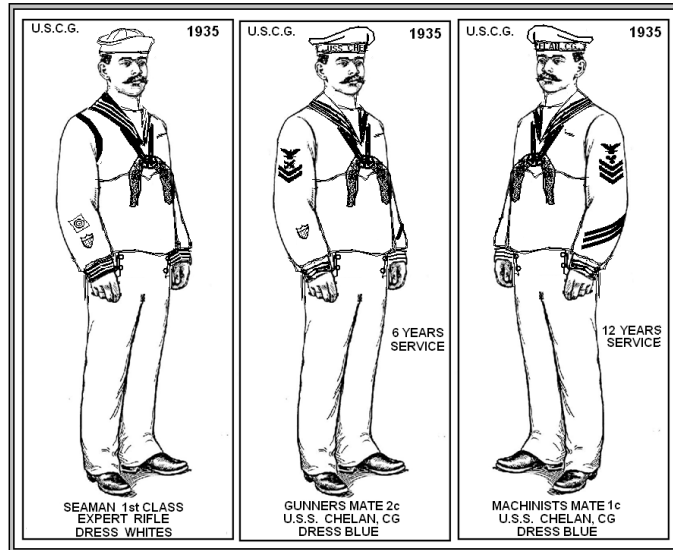
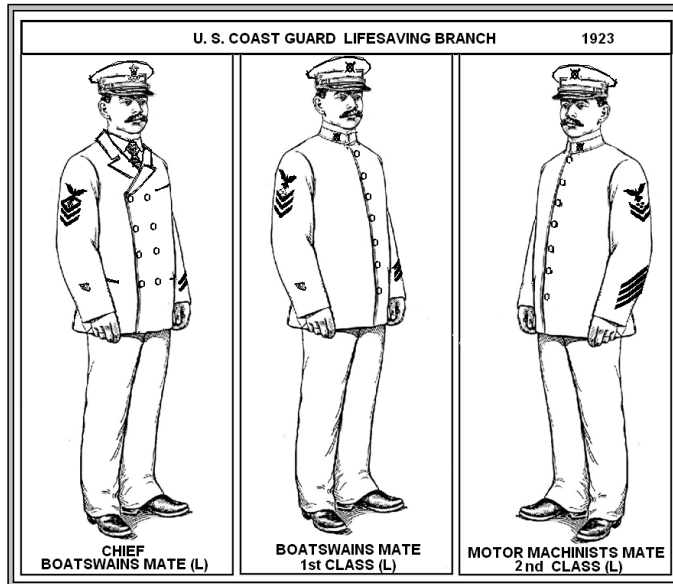


SENIOR CHIEF








AFTER 1958



In April 1948 the right arm ratings were eliminated and all rating badges were worn on the left sleeve. Petty officers with 12 years consecutive good conduct are entitled to wear gold chevrons and hash marks, the eagle and specialty mark is embroidered in silver bullion, and a gold shield worn on right sleeve. In June 1959 collar devices were authorized for Chiefs khaki shirts, E-8 & E-9 collar devices didn't appear until mid 1961. These were 15/16", and the USN added the stars in Jan 1969, the CG by early 1971sh. Star were specified at 1/4" dia. The E-8 star was placed on the ring, one ray down, The E-9 rested on both arms of the stock, with one ray down.



U.S. Coast Guard Reserve Ratings 1941 – 2016

























	<p>Data Processing Technician : 1971 ~ 1999 Reserve Rating originally Machine Accountant (1971) changed to DP 1973, merged into TC</p>
	<p>Port Security Patrolman / Specialist Port Security: 1943 – 1982 Port Securityman : 1982 ~ 1999 Port Security Specialist : 1999 ~ 2010 Source for establishment date has not been identified.</p>
	<p>Reserve Rating: Name changed to Port Security Specialist (PSS) in 1999 Specialty Mark of Shield 1981, w/PS 1984. To be dis-established in 2010 and most lateral change of rating to Maritime Enforcement Spec. (ME)</p>
	<p>Coastal Foreceman : Merged into the PS rating 1963 – 1967</p>
	<p>Investigator : All Grades 1982 ~ Present Reserve Rating & Active duty special assignment</p>
	<p>Firefighter : 1954 ? ~ 1982 Fire & Safety Specialist : 1982 ~ 1993 Merged with PS rating (Reservist Dec 1991)</p>
	<p>CLASSIFICATION INTERVIEWER : 1943 ~ 1947</p>
	<p>DOG & HORSE HANDLER: 1943(1) – 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 Jan. 1943</p>
	<p>TANKER LOADING INSPECTOR: 1957(1) - ??? Reference for discontinuation date not identified. 1. U.S.C.G. Amendment #5 to U.S.N. uniform regulations of 1951, 24 June 1957</p>
	<p>CHEMICAL WARFAREMAN: 1943(1) - ??? Reference for discontinuation date not identified. 1. Change to U.S.C.G. suppl. (U.S.N. uniform regulations of 1941), May 1943</p>
	<p>PUBLIC RELATIONS : 1943(1) – 1948 Journalist (JO) rating established 1948 Reference for discontinuation date not identified. 1. Change to U.S.C.G. supplement (U.S.N. uniform regs of 1941), 12 July 1943</p>
	<p>TRANSPORTATIONMAN: 1943- ??? Neither source for establishment date nor reference for discontinuation have been identified. Handled Freight, Passenger, Vehicle</p>

From John Stacey Book on USN Rating Badges













U.S. Coast Guard SPAR Ratings in WW II

The SPARs of World War II held a variety of ratings. Most abbreviations for ratings are not the same as modern abbreviations. The manner in which they wrote them was also different. For example, if a women was a second class yeoman, it would have been written Y2c. For the Specialists rates, a letter inside the badge symbol indicated the specialty the woman held.

* A seaman rating badge was established during the war for the Coast Guard SPARs and later for the U.S.Navy WAVES. The number of stripes represented the cuff stripes on the male uniform.



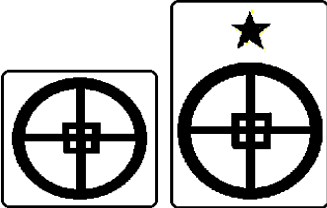

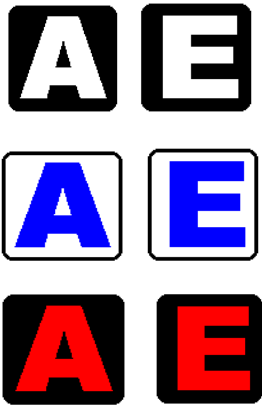
	BM Cox	Boatswain's Mate Coxswain		PhM	Pharmacist's Mate
	GM	Gunner's Mate		HA	Hospital Apprentice
	QM	Quartermaster		MU	Musician
	Y	Yeoman		PR	Parachute Rigger
	SoM	Soundman		SK	Storekeeper
	EM	Electrician's Mate		SSM B,L,T	Ship's Serviceman Barber, Laundry, Tailor
	RM	Radioman		PhoM	Photographer's Mate
	CM	Carpenter's Mate		AerM	Aerographer's Mate
	RT	Radio Technician		SC	Ship's Cook
	Mo MM	Motor Machinist's Mate		St	Steward
	P	Printer		S-2c	Seaman *
	Rd M	Radarman Loran		F	Fireman *

U.S. Coast Guard SPAR Ratings in WWII

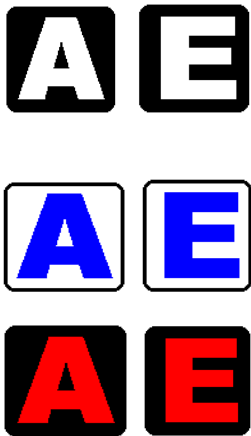

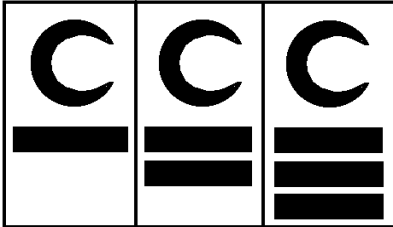

	Sp (C)	Specialist (Classification Interviewer)		Sp (T)	Specialist (Teacher) Link Trainer
	Sp CW	Specialist Chemical Warfare		Sp TR	Specialist Transportationman
	Sp (I)	Specialist (IBM Operator)		Sp (W)	Specialist (Welfare)
	Sp (M)	Specialist(Mail)		Sp (X) (OY)	Specialist (Control Tower Operator)
	Sp (PR)	Specialist (Public Relations)		Sp (X) (VA)	Specialist (Motion Picture Operator)
	Sp (R)	Specialist (Recruiting)		Sp (X)	Specialist Unclassified

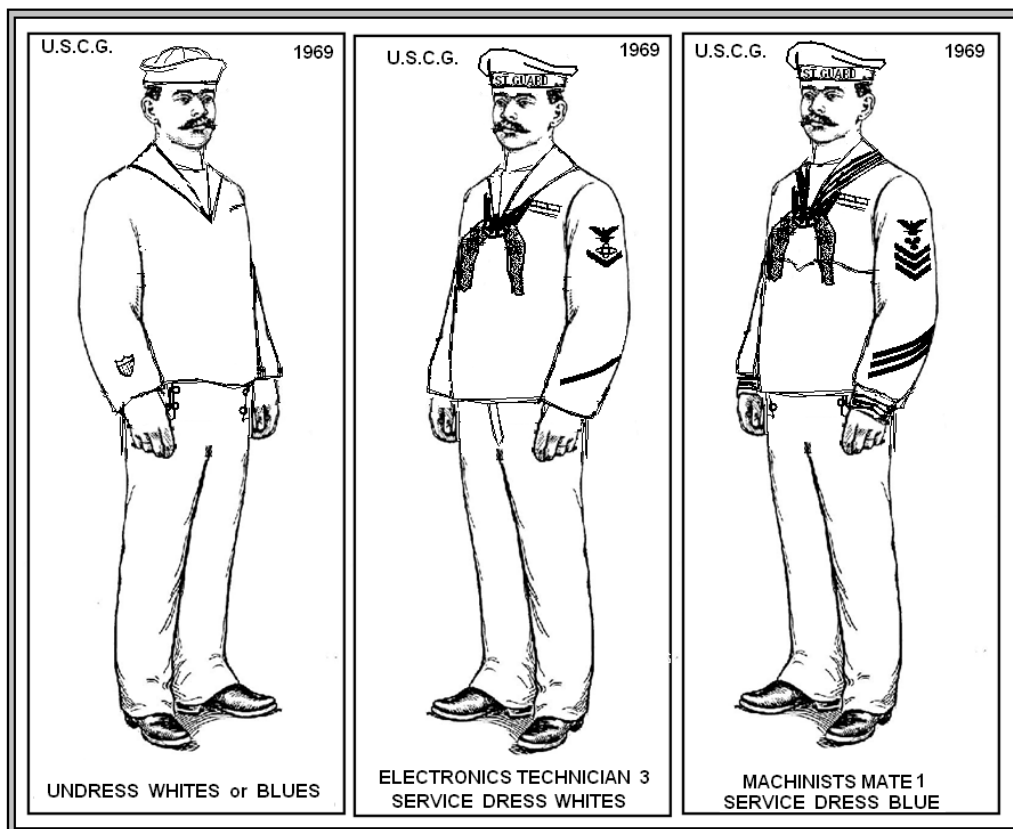
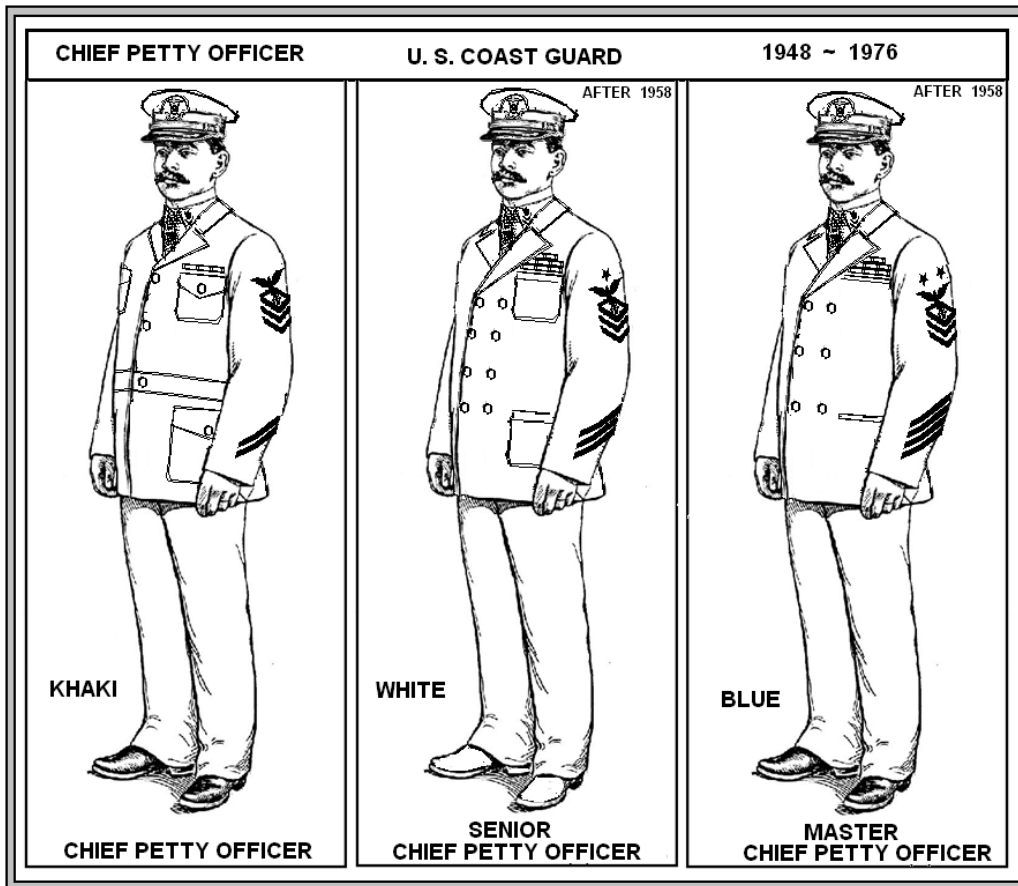


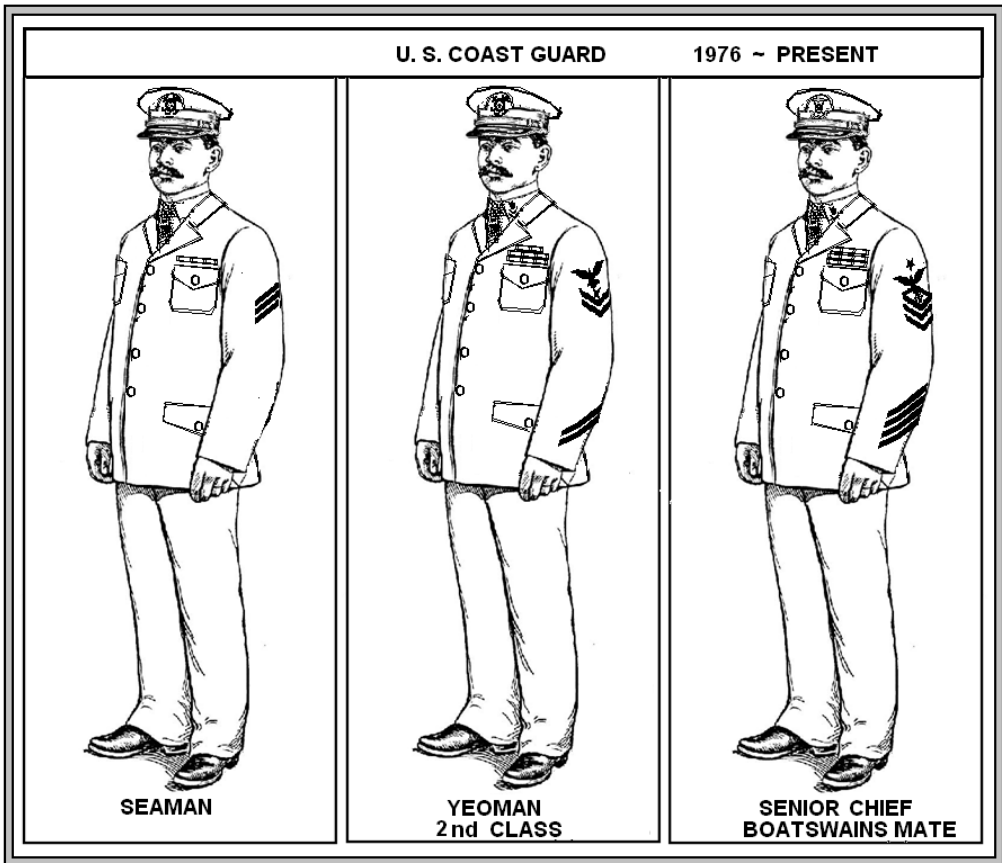
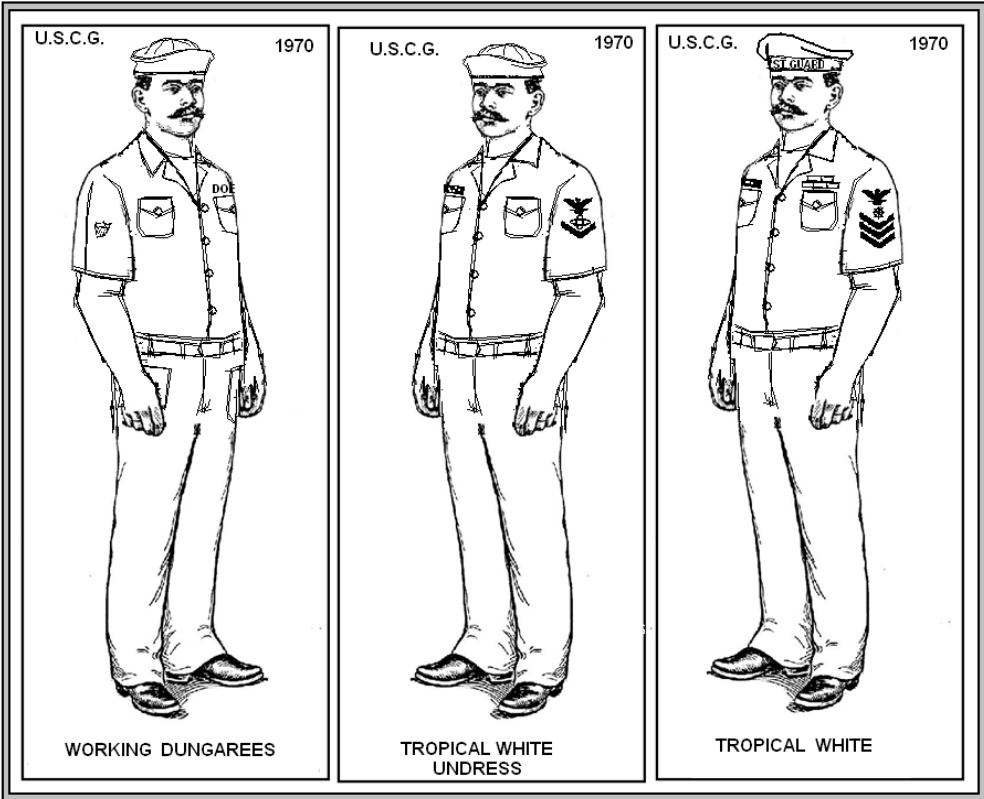
U.S. Coast Guard Distinguishing Marks

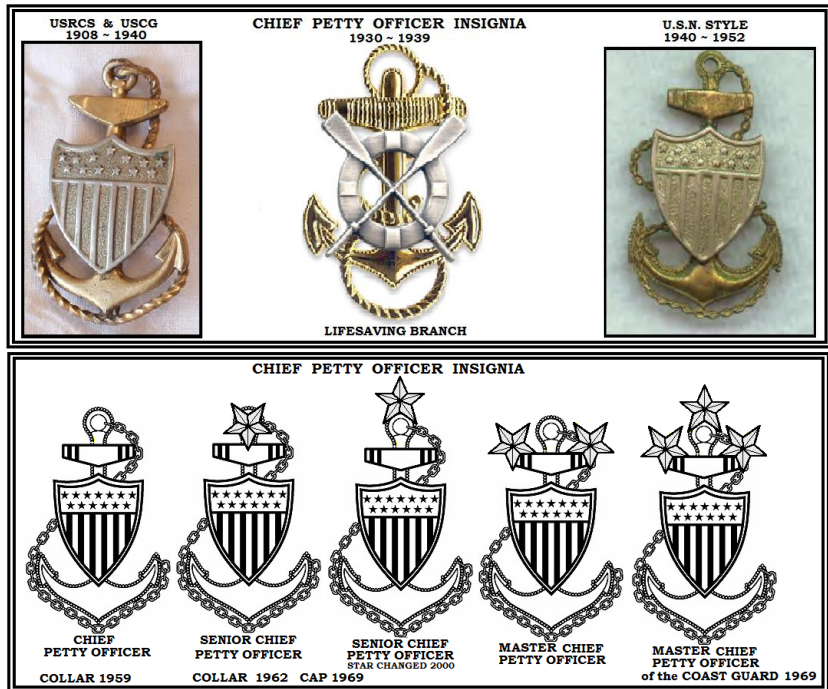
	<p>Coast Guard Distinguishing Mark: 1922</p> <p>Every enlisted man of the Coast Guard shall wear the distinguishing mark of the Coast Guard, a shield 1 inch in height, on the right arm midway between the top of the cuff and elbow. If two distinguishing marks are prescribed for the right forearm, they shall be placed one half inch apart, with the shield below. Petty officers wearing rating badges with gold stripes shall wear this shield embroidered in gold. 1922 Uniform Regulations</p>
	<p>Gun Captain :</p> <p>Men regularly detailed by the Commanding Officer of a vessel as gun captains, except secondary battery guns (less than 3"-50 cal), shall wear the distinguishing mark , a gun, with axis horizontal , muzzle pointing forward, midway between the shoulder and elbow of the left sleeve for men of the seaman branch, and on the right sleeve for others.</p> <p style="text-align: right;">1922 Uniform Regulations</p>
	<p>Gun Pointer & Gun Pointer First Class :</p> <p>Men who have qualified as gun pointers, first or second class, shall wear the gun pointers mark (cross wires of a gun sight) midway between the shoulder and elbow of the left arm for members of the seaman branch, and right arm for others. Gun pointers ,first class , shall wear the star 1 inch above the mark, one ray pointing up.</p> <p style="text-align: right;">1922 Uniform Regulations</p>
	<p>Gun Range Finder Operator Mark:</p> <p>Men who have qualified as gun range finder operators shall wear the distinguishing mark (range finder) midway between the shoulder and elbow of the left arm for members of the seaman branch, and right arm for others.</p> <p style="text-align: right;">1930 Uniform Regulations</p>
	<p>Coast Guard A (E): The Coast Guard A (E), a block letter 5/8" high & 1/2" wide embroidered in silk in lines 1/8" thick is issued in three colors – white, blue and red.</p> <p>These marks may be worn, when prescribed by headquarters, as follows:</p> <p>1. The white Coast Guard A (E) (blue on white clothing) by members of gun crews, and by members of ship and fire control parties that have made exceptionally high scores in special forms of gunnery exercises designated by headquarters. The white A thus awarded may be worn by the designated man for one year without regard to future assignments. It may be worn for two years by men who remain on the vessel on which the award was made, provided that such men continue as members of gun crews, or ship and fire control parties and the vessel has not, during such two year period , again fired the exercises for which the award was made.</p>

U.S. Coast Guard Distinguishing Marks

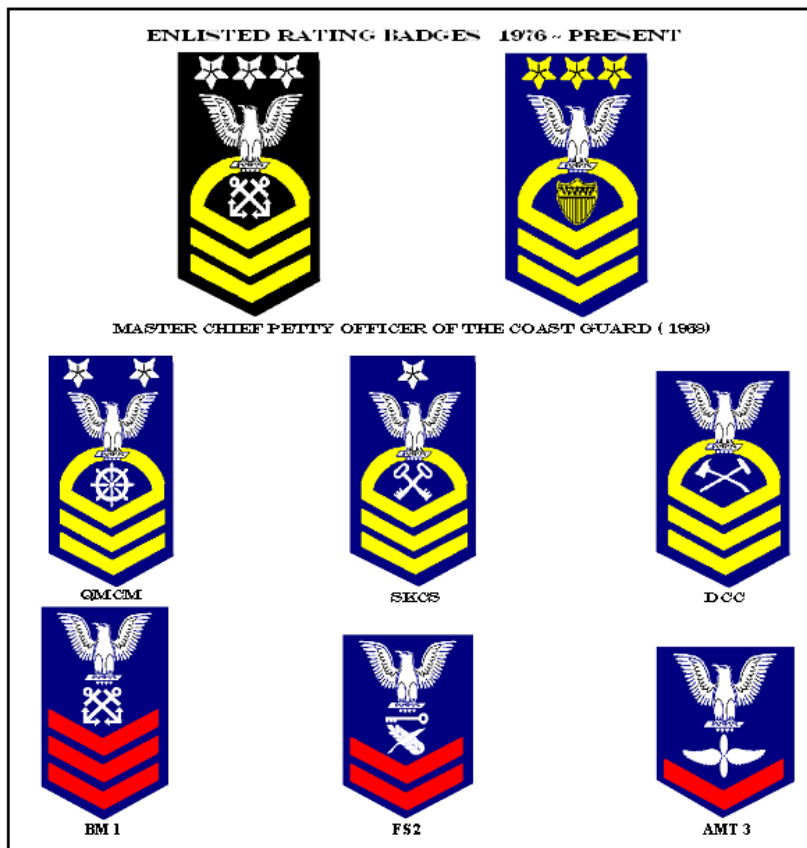
	<p>2. The white Coast Guard A (E) (blue on white clothing) by men of the engineers force, and ship control party recommended for such distinction by commanding officers of vessel awarded the white Coast Guard A (E) for excellence in engineering. The red Coast Guard A (E) by men of the engineers force and ship control party recommended by the commanding officers of vessels awarded the red Coast Guard A (E) for excellence in engineering. The white and red Coast Guard A (E) awarded in engineering competition may be worn from the time of notification of its award until the awards are made for the next competition year.</p> <p>Commanding officers shall prevent the wearing of the Coast Guard A (E) by men not entitled to such mark. The Coast Guard A (E) shall be worn on the right sleeve by men of the seaman branch and on the left sleeve of others , midway between the shoulder and the elbow, or 1 inch below the rating badge.</p> <p>A changed to E by change ?? to 1930 Uniform Regulations</p>
	<p>Expert Rifleman's Mark : 1922 Uniform Regulations Enlisted men of the Coast Guard qualifying as expert rifleman will wear upon the right sleeve about half way between the wrist and elbow a distinguishing mark as follows : a target consisting of a one inch square inclosing two concentric rings , 3/4" and 1/2" diameters, with a 1/4 " bullseye in the center, embroidered in narrow lines.</p> <p>Sharpshooter's Mark: 1930 Uniform Regulations A sharpshooter shall wear the same mark except that the inner 1/2 inch ring shall be omitted</p>
	<p>Officers Stewards and Cooks : These shall wear the specialty mark on the left sleeve 1922 Uniform Regulations</p> <p>Officers Stewards and Cooks : These shall wear the specialty mark with three, two, and one horizontal stripes below it to denote first, second, and third class respectively. 1930 Uniform Regulations</p>
	<p>Air Crewman : Distinguishing mark worn on the right sleeve between the shoulder and elbow. Established in about 1958 when the current Air Crew breast insignia originated. This was worn by A/C when not assigned to flying duty. Eliminated mid 1960s when the A/C wings were authorized for full time wear.</p>

























Collar insignia for Chief Petty Officers was authorized in 1959 and insignia for Senior and Master Chief was authorized by 1962. The combination cap device was not changed in the Navy until 1969, and the Coast Guard followed suit as noted in a change to Uniform Regs dated 1972.



DEVICES and QUALIFICATION INSIGNIA

 COMMAND AT SEA AUG 1961 <small>COMDTINST 13-61</small>	 COMMAND AT SEA 1961	 COMMAND ASHORE 1977	 OFFICER IN CHARGE AFLOAT 1971	 OFFICER IN CHARGE ASHORE 1977	 PHYSICIANS ASSISTANT MID 2000s
 NAVAL AVIATOR 1918	 AIR CREW 1958	 COXSWAIN 1972	 CUTTERMAN 1975	 FLIGHT SURGEON MID 1990s	 MARINE SAFETY 2001
 SURFMAN 1997	 MISSION SPECIALIST 2003	 PORT SECURITY 1999	 BOAT FORCES 2003	 RESCUE SWIMMER 2001	 TACTLET 2001

**REVENUE CUTTER SERVICE
AND
U.S. COAST GUARD
CHIEF PETTY OFFICER
AND
WARRANT OFFICER**



GENERAL ORDERS Nos. 35, 36
Division of Revenue Cutter Service

TREASURY DEPARTMENT.
OFFICE OF THE SECRETARY
Washington, D.C., August 2, 1898

The following orders are published for the information and government of all officers of the Revenue Cutter Service. All regulations in conflict with these orders are hereby rescinded:

ORDER No. 35.

Paragraph 61, regulations 1894, is amended to read as follows:

The petty or noncommissioned officers shall be and take precedence as follows :

Chief Petty or Forward Officers.

(APPOINTED BY THE DEPARTMENT)

1. Boatswains.
2. Gunners.
3. Carpenters.
4. Chief oilers or machinists.

Petty officers of the first class.

1. Masters at arms.
2. Signal quartermasters.
3. Second oilers.

Petty officers of the second class.

1. Quartermasters.
2. Coxswains.
3. Third oilers.

3

The Coast Guard Chief Petty Officer and the Warrant Officer have the same family lineage. The R.C.S. General Order amended regulations and established the rate and titles that continue on in the present day Coast Guard. The excerpt from a statement to a Congressional Committee gives the position of the Chief Petty Officer / Warrant Officer in the Revenue Cutter Service. The 1899 R.C.S. Register of Officers starts the rank order listing of Warrant Officers.

REVENUE CUTTER SERVICE
WARRANT OFFICERS (23)
(Under G.O. No. 35, August 2, 1898)
BOATSWAINS

Number	Name	Present station	Date of present assignment	Date of birth	Date of appointment
1.	Geo. R. D'Orange	Receiving ship Colfax, Baltimore, Md	2 Aug. 98	10 Sept. 60	a 2 Aug. 98
2.	Chas. Sandison	Str. Woodbury, Portland, Me . . . . .	. . . do	20 Dec, 52	. . . a do
3.	Jas. M. Bragg	Str. Winona, Mobile, Ala. . . . .	. . . do	22 Mar, 49	. . . a do
4.	Carl Johnson	Str. Grant, on Alaskan cruise . . . . .	. . . do	24 Feb, 51	. . . a do
5.	Nels Johnson	Str. Algonguin, Wilmington, NC (b)	4 Oct, 98 .	2 June, 72	. . . a do
6.	Adolph Jansen	Str. Dallas, New London, Conn	2 Aug, 98 .	27 Apr. 70	. . . a do
7.	Chas. Emil Johnson	Str. Rush, on Alaskan cruise . . . . .	. . . do	1 Oct. 64	. . . a do
8.	Johns Swenson	Str. Dexter, Newport, R.I. . . . .	. . . do	2 May 62	. . . a do
9.	Chas. Ludgren	Str. Fessenden, Detroit, Mich. . . . .	. . . do	25 Mar., 71	. . . a do
10.	Peter W. Petersen	Practice ship Chase, Baltimore, Md. . . . .	. . . do	4 Oct., 72	. . . a do
11.	Knudt Knudtsen	Str. Corwin, on Alaskan cruise . . . . .	. . . do	19 Dec., 67	. . . a do
12.	Thomas Winstrup	Str. Perry, on Alaskan cruise . . . . .	. . . do	23 Dec., 66	. . . a do
13.	Michael Thos. McGraw	Str Manning, Boston, Mass . . . . .	. . . do	12 May 59	. . . a do
14.	Jens Hansen	Str Boutwell, Newbern, N.C.	10 Sept., 98	7 Nov., 68	10 Sept., 98
15.	Jno. H. Kahnberg	Special duty, Baltimore, Md.	6 May 99	10 May, 65	5 Nov., 98
16.	Petrus A. Anderson	Str. McLane, Key West, Fla	1 Dec., 98	5 Apr., 70	1 Dec., 98
17.	Nels C. Nelson	Str Onandaga, Philadelphia, Pa.	8 Jan., 99	29 July, 66	8 Jan., 99
18.	Llewellyn Evans	Str. Morrill, Milwaukee, Wis.	15 Feb., 99	26 Mar., 68	15 Feb., 99
19.	Wm. E. Davis	Str. Hamilton, Savannah, Ga	4 Mar., 99	1 Feb., 69	4 Mar., 99
20.	John A. Burke	Str. Gresham, New York	1 Apr., 99	24 Mar., 59	a 1 Apr., 99
21.	John Connely	Special duty, Baltimore, Md.	28 June 99	25 Oct., 53	a 25 June 99

a Served previously in the rate of boatswain. b Temporarily at Baltimore, Md.

WARRANT OFFICERS (23)
(Under G.O. No. 35, August 2, 1898)
GUNNERS

Number	Name	Present station	Date of present assignment	Date of birth	Date of appointment
1.	William Boundy	Str Bear, on Arctic cruise	2 Aug. 98	12 Nov., 50	a 2 Aug. 98
2.	Sansom Sunstone	Str Windom, Baltimore, Md . . . . .	. . . do	10 Oct., 57	a 2 Aug. 98
3.	James Finn	Str. Morrill, Milwaukee, Wis.	31 Oct., 98	16 Nov., 52	. . . a do
4.	Joseph N. Woolford	Str McCulloch, on Alaskan cruise	2 Aug. 98	26 Jan., 71	. . . a do
5.	Bernard C. Anderson	Str. Hamilton, Savannah, Ga . . . . .	. . . do	16 Sept. 68	. . . a do
6.	William Innes	Str. McLane, Key West, Fla . . . . .	. . . do	4 Aug., 70	. . . a do
7.	Caius Christiansen	Str. Corwin, on Alaskan cruise	1 Sept., 98	3 Nov., 66	1 Sept., 98
8.	Albert M. Totzke	Receiving ship Colfax, Baltimore, Md	28 Sept., 98	22 Apr., 68	28 Sept., 98
9.	Geo. Lensenrink	Str. Grant, on Alaskan cruise	8 Oct., 98	17 Oct., 66	8 Oct., 98
10.	Frank Emil Ostrom	Str. Rush, on Alaskan cruise	10 Oct., 98	20 Sept, 72	31 Oct., 98
11.	William Kendrick	Str Manning, Boston, Mass	1 Nov., 98	20 Mar., 69	1 Nov., 98
12.	Michael McNary	Str. Perry, on Alaskan cruise . . . . .	. . . do	17 Oct., 61	. . . do
13.	August Anderson	Str. Dallas, New London, Conn . . . . .	. . . do	11 Oct., 51	. . . do
14.	Pear R. Bowman	Str. Dexter, New Bedford, Mass	15 Nov., 98	1 Apr., 72	15 Nov., 98
15.	Hezekiah W. Willis	Str Boutwell, Newbern, N.C.	17 Nov., 98	4 Apr., 62	17 Nov., 98
16.	Chas. Parsons	Str. Winona, Mobile, Ala.	15 Dec., 98	19 Dec., 62	15 Dec., 98
17.	Chas. Knehtling	Str. Gresham, New York	1 Jan., 99	14 May, 69	1 Jan., 99
18.	Chas. Lincoln	Str. Galveston, Galveston, Tex. . . . .	. . . do	11 May, 69	. . . do
19.	Jno. Edwards	Str. Algonguin, Wilmington, NC (b) . . . . .	. . . do	27 May, 63	. . . do
20.	O.C. Olsen	Str Onandaga, Philadelphia, Pa. (b)	12 Jan., 99	26 Apr., 65	12 Jan., 99
21.	Henry A Irvine	Str. Fessenden, Detroit, Mich.	1 Feb., 99	18 Sept, 67	1 Feb., 99
22.	Jas. Carlsen	Practice ship Chase, Baltimore, Md..	4 Feb., 99	22 Sept, 72	4 Feb., 99
23.	Gustav Jensen	Str. Woodbury, Portland, Me	25 Feb., 99	17 Sept, 75	25 Feb., 99

a Served previously in the rate of gunner. b Temporarily at Baltimore, Md.

REVENUE CUTTER SERVICE
WARRANT OFFICERS (18)
(Under G.O. No. 35, August 2, 1898)
CARPENTERS

Number	Name	Present station	Date of present assignment	Date of birth	Date of appointment
1.	Valentine W. Paul	Str. Winona, Mobile, Ala.	2 Aug. 98	25 Nov.,38	a 2 Aug. 98
2.	Chris Christiansen	Str. Dexter, New Bedford, Mass . . . . .	. . . do	14 July,54	. . . a do
3.	John A. Hahn	Str. Windom, Baltimore, Md . . . . .	. . . do	4 Jan.,53	. . . a do
4.	Christian Christiansen	Str Gresham, New York, N.Y.	31 Oct.,98	20 Dec.,51	. . . a do a do
5.	Wm. L. Dixon	Str. Morrill, Milwaukee, Wis. . . . .	. . . do	11 Oct.,44	. . . a do
6.	William H. Chadsey	Str. Dallas, New London, Conn	2 Aug. 98 .	16 Dec.,32	. . . a do
7.	Adolf Hartz	Str. Fessenden, Detroit, Mich. . . . .	. . . do	18 Aug.,48	. . . a do
8.	Israel Elmgren	Str Boutwell, Newbern, N.C. . . . .	. . . do	12 Dec.,58	. . . a do
9.	J.M. Tavernd	Str Bear, on Arctic cruise . . . . .	. . . do	7 Mar.,50	a 2 Aug. 98
10.	Nils C. Hildahl	Str. McLane, Key West, Fla . . . . .	. . . do	5 Feb.,59	a 2 Aug. 98
11.	Ludwig H. Anderson	Str. Perry, on Alaskan cruise . . . . .	. . . do	27 June,64	. . . a do
12.	Samual Hastings	Str. Corwin, on Alaskan cruise . . . . .	. . . do	7 Jan.,65	. . . a do
13.	Svan Leonard Halberg	Str Grant, on Alaskan cruise	2 Aug. 98 .	13 Sept.,54	. . . a do
14.	Chas. A Tillack	Str Onandaga, Philadelphia, Pa.	11 Sept.,98	3 Mar.,61	11 Sept.,98
15.	Edward J. Jansen	Receiving ship Colfax, Charleston, S.C.	1 Oct. 98 .	15 Dec.,65	1 Oct. 98
16.	Paul Paulsen	Practice ship Chase, Baltimore, Md..	. . . do	24 Sept,66	. . . do
17.	Francis J. Balme	Str Manning, Boston, Mass	4 Dec., 98	29 Mar.,71	4 Dec., 98
18.	Gustaf Olsen	Str. Hamilton, Savannah, Ga	25 Dec., 98	15 Jan.,61	25 Dec., 98

a Served previously in the rate of carpenter b Temporarily at Baltimore, Md.

WARRANT OFFICERS (6)
(Under G.O. No. 35, August 2, 1898)
CHIEF OILERS

Number	Name	Present station	Date of present assignment	Date of birth	Date of appointment
1.	Hans Jacob Olsen	Str. Windom, Baltimore, Md	2 Aug. 98	24 July,54	2 Aug. 98
2.	Wm. Lenz	Str Gresham, New York, N.Y.	1 Nov., 98	22 Nov.,69	1 Nov., 98
3.	Wm. A. Wright	Str Manning, Boston, Mass . . . . .	. . . do	25 Mar., 78	. . . do
4.	B.M. Jarvis	Str Bear, on Arctic cruise	1 Feb., 99	14 Nov.,73	1 Feb., 99
5.	Henry Deaver Hill	Str Onandaga, Philadelphia, Pa. . (a)	22 Mar, 99	10 Nov.,69	22 Mar, 99
6.	Charles M. Dearick	Str. Algonquin, Wilmington, NC (a) . .	1 June, 99	5 May, 61	1 June, 99

a Temporarily at Baltimore, Md.

**WEDNESDAY, April 18. 1906. REVENUE-CUTTER SERVICE.
STATEMENT OF CAPT. WORTH G. ROSS, CHIEF OF DIVISION OF
REVENUE-CUTTER SERVICE, ACCOMPANIED BY LIEUT. J. E. REINBURG.**

The CHAIRMAN. Are the estimates which have been submitted to Congress for this Service for the coming fiscal year made up by you?

Captain Ross. Yes, sir.

The CHAIRMAN. What is the basis upon which you make your estimates? How do you arrive at the amount necessary for the coming fiscal year?

Captain Ross. We usually arrive at our estimates by the expenses of the preceding years; by working them up from what it has taken to run the Service, particularly the last year.

The CHAIRMAN. In the discharge of your duty as chief of division, are you in touch with the expenditures, so as to know whether or not all the expenditures that have been made in the previous year under the appropriations are necessary?

Captain Ross. Yes, sir; I am in touch with all the expenditures of the previous year.

The CHAIRMAN. Are you personally in touch with the expenditures, so that you can form a judgment as to whether they are any greater than they ought to be?

Captain Ross. Yes, sir; I want to make this statement, however: I have been in this position for a year only. I assumed the duties of chief of division on April 1, 1905, so that I can not say I am positively in touch with the expenses previous to that time further than the records of the office show.

The CHAIRMAN. In making up these estimates for the coming fiscal year, you were guided almost entirely by the expenditures of the previous year?

Captain Ross. I was guided largely by the expenditures of previous years, and also by my knowledge of the service and the situation in which I found it to be when I took charge.

The CHAIRMAN. How long have you been in the Service?

Captain Ross. This is my thirtieth year. When this calendar year is over I shall have been in the service just thirty years.

..... Later in testimony

WARRANT AND PETTY OFFICERS.

Mr. SMITH. The language used to read " For pay of petty officers." It now reads " For pay of warrant and petty officers.

Captain Ross. Yes, sir; that means nothing at all, excepting in this respect: We have chief petty officers to whom we give what we call warrants. For instance, the boatswain, the gunner, the carpenter, and the chief oiler, when they have served the probationary term, are given appointments or warrants by the Secretary of the Treasury, they are practically chief petty officers, but we would like to call them warrant officers. They prefer to have that title, also.

Mr. SMITH. This means no increase in the personnel whatever?

Captain Ross. None whatever.

Statutes at Large of the United States
From 1902 to 1903
Public Laws 57th Congress

REVENUE-CUTTER SERVICE.

For expenses of the Revenue-Cutter Service: For pay and allowances of captains, lieutenants, captain of engineers, chief engineers, assistant engineers, and a constructor, Revenue-Cutter Service; pay of cadets, and surgeons and pilots employed, and for rations for the same; **pay of petty officers, buglers, seamen, oilers, firemen, coal heavers, stewards, cooks, and boys**, and for rations for the same; for fuel for vessels, and repairs and outfits for the same; ship chandlery and engineers' stores for the same;

Statutes at Large of the United States
From December 1905 to March 1907
Public Laws 59th Congress

REVENUE-CUTTER SERVICE.


For expenses of the Revenue-Cutter Service: For pay and allowances of captains, lieutenants, engineer in chief, chief engineers, assistant engineers, and constructor, Revenue-Cutter Service, cadets, commissioned surgeon; two contract surgeons, two civilian instructors, and pilots employed, and rations for the same; **for pay of warrant and petty officers, ships' writers, buglers, seamen, oilers, firemen, coal heavers, water tenders, stewards, cooks, and boys**, and for rations for the same; for fuel for vessels, and repairs and outfits for the same: ship chandlery and engineers' stores for the same;

The Revenue Cutter Service Register of Officers for 1 July 1899, list, by specialty and seniority the first appointed (Warranted) Chief Petty Officers of the Revenue Cutter Service.

BOATSWAIN	George R. D'Orange	Receiving ship COLFAX at Baltimore
GUNNER	William Boundy	Steamer BEAR on Alaska Patrol
CARPENTER	Valentine W. Paul	Steamer WINONA at Mobile, Al.
CHIEF OILER	Hans Jacob Olsen	Steamer WINDOM at Baltimore


Warrant Officer Specialty Marks & Uniforms 1900

U.S.R.C.S. 1900 UNIFORM REGS
CHIEF PETTY OFFICER DRESS SLEEVE INSIGNIA



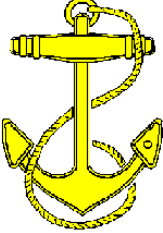
DRESS

**BOATSWAIN
GUNNER
CARPENTER**

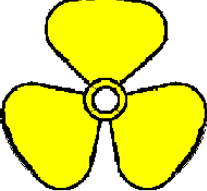


SERVICE DRESS


CHIEF OILER





**BOATSWAIN
GUNNER
CARPENTER**



CHIEF OILER




CAP & SERVICE DRESS COLLAR


An old photo shows a possible Chief Oiler in U.S.R.C. Hamilton with this 1899 USN style warrant Machinist insignia.

Warrant Officer Specialty Marks 1908


1908 REVENUE CUTTER SERVICE




CAP DEVICE




MASTERS MATE



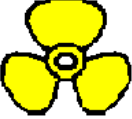
BOATSWAIN



GUNNER



CARPENTER



MACHINIST

1915 ~ 2016

1915 ~ 1920

COLLAR DEVICES



Cap Device of either embroidered bullion or gilders metal.
A 1/4" gold chin strap was worn. Sleeve stripe consisted of a 1 inch black mohair braid or white linen braid, placed 2 1/2" above the cuff.

Warrant Officer Specialty Marks 1920 ~ 1940

On 18 May, 1920 CGHQ General Order 42 directed the Coast Guard to adopt the U.S. Navy system of ratings and specialties. The Warrant Officers of the C.G. were now in the grade warrant officer. On 18 May 1920, the grade of Chief Petty Officer was adopted by the Coast Guard.

My personal estimation of WHO was the first Coast Guard Chief Petty Officer is based on longitude and the positions of Cutters that may have had a crewmember advanced. The records of the 1920 International Ice Patrol place the SENECA as the cutter furthest to the East. The National Archived hold no records for Seneca for May 1920. Records for Cutter OSSIPEE place her SW of Sable Island, Nova Scotia, enroute to relieve SENECA. Crew MUSTER LISTS for OSSIPEE indicate that an Acting Warrant Machinist, William W. DeWever, reported aboard May 5th and sailed on the mid month patrol. The Muster Roll notes he was advanced to Chief Machinists Mate, in accordance with the General Order 43. William DeWever retired from the Coast Guard in October 1946 as a LCDR. He crossed the Bar in 1950s and is buried at Fort Rosecrans National Cemetary in San Diego.

COAST GUARD CHIEF WARRANT OFFICER

The first Chief Warrant Officers are listed in the 1925 Register of Coast Guard Officers.

1. The act of Congress approved May 18, 1920, provides “ the grades and ratings of **warrant officers**, chief petty officers, petty officers, and other enlisted persons in the Coast Guard shall be the same as in the Navy, in so far as the duties of the Coast Guard may require, with the continuance of the grade of surfman.”

Section 5 of the act of April 21, 1924, 43 Stat.106, authorizing the temporary appointment of chief warrant officers in the Coast Guard, provided:

Sec. 5. (a) Under such regulations as he may prescribe, the President is authorized to appoint, by and with the consent of the Senate, twenty-five temporary chief warrant officers of the Coast Guard from the permanent list of warrant officers of the Coast Guard.

(b) Such chief warrant officers shall receive the same pay, allowances, and benefits as commissioned warrant officers of the Navy, except that any such officer shall continue to hold his permanent grade, and shall be retired in the same manner as though this Act had not become law.

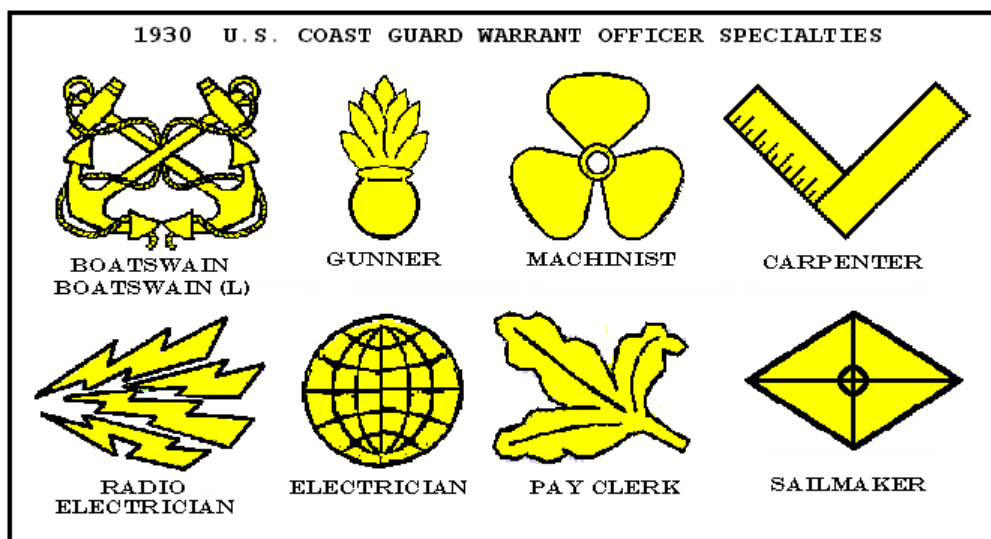
The temporary chief warrant officers authorized by section 5 of the act of April 21, 1924, who were in the Coast Guard on July 1, 1926, were transferred to the regular Coast Guard and the permanent appointment of such officers was authorized by section 10 of the act of July 3, 1926, 44 Stat. 817, which provides:

Sec. 10. That all temporary chief warrant officers who are in the Coast Guard on July 1, 1926, shall be transferred to the regular Coast Guard as chief warrant officers as of that date and shall be commissioned accordingly. Under such regulations as he may prescribe the President is authorized to appoint, by and with the consent of the Senate, chief warrant officers of the Coast Guard as the needs of the service may require, and such chief warrant officers shall receive the same pay, allowances, and benefits as commissioned warrant officers of the Navy of like length of service: *Provided*, That no warrant officer shall suffer a reduction in pay or allowances on account of his appointment as a chief warrant officer under the provisions of this section.

In the fall of 1939, the final merging of the Lifesaving Branch, Cutter Branch, and the newly integrated Lighthouse Service was instituted by Admiral Waesche. This eliminated the Lifesaving Branch and the grade of Boatswain (L). Coast Guard HQ made all Coast Guardsmen available for assignment in any part of the service.

According to the 1930 Coast Guard uniform regulations, the following warrant specialties were in service. The Warrant Pharmacist was added in 1934. World War Two established the Ships Clerk and the Photographer. The Bandmaster is listed in the register of officers in 1961. The later 1960s saw a renaming of the Coast Guard Warrant Officer specialties. Only the Boatswain retained its original RCS designation.

SLEEVE & SHOULDER MARK GRADE DEVICES

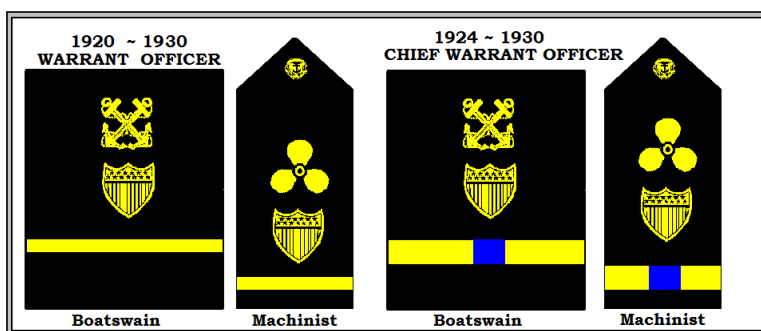


The service dress uniform style changed from the ‘choker tunic’ style to the double breasted ‘reefer’ style by 1923. Sleeve striping was adopted for the grade of Warrant Officer and a few years later, Chief Warrant Officer.

There is photographic evidence and the 1923 C.G. Officer Uniform Regulations note that in the period from 1920 to 1930 that the Warrant Officer was designated by a 1/4" wide gold stripe with the shield and specialty mark above the stripe. This was the USN 1919 to 1922 style. The Chief Warrant Officer was designated by a 1/2" gold stripe with the 1/2" blue breaks. In the 1930 Uniform Regulations, the Warrant Officer 1/4" gold stripe was broken by a 1/2" blue break at 2" intervals, the Chief warrant officer was designated by a 1/2" wide gold stripe, broken by a 1/2" blue break at 2" intervals. Stripes were worn 2" above the cuff.

Shoulder marks were 2 1/4" wide by 5 1/2" long, worn on service white and overcoats. The stripe was 1/2" from the edge of the mark.

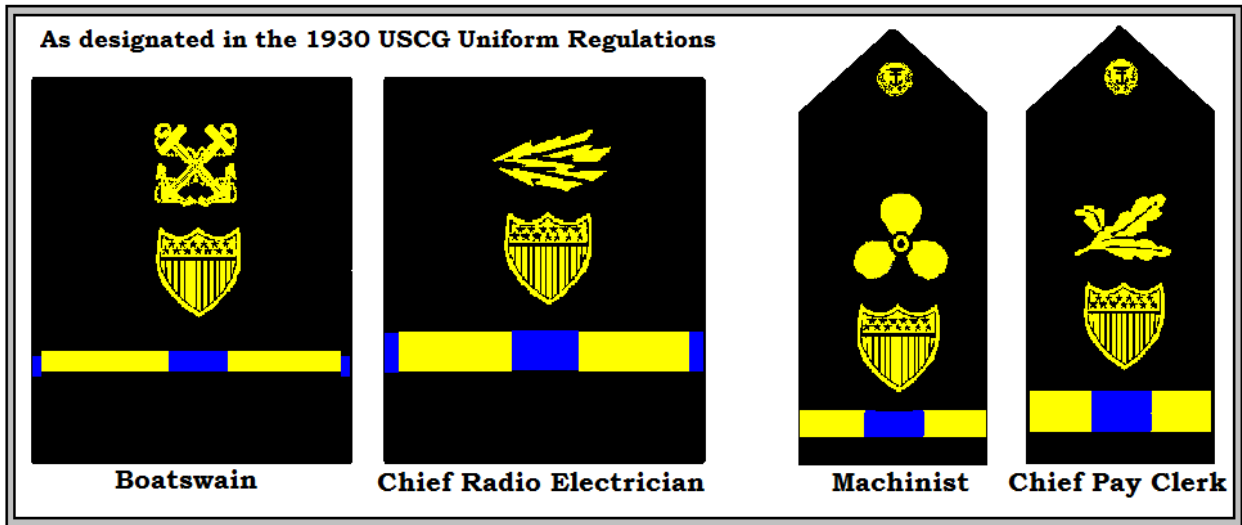
Sailmaker Mate probably disestablished by 1934. The only Sailmaker, Henry L. Tall, retired in August 1921.



As per the 1923 C.G. Officers Uniform Regulations

Warrant Officer & Chief Warrant Officer

sleeve striping & shoulder marks



Warrant Officer & Chief Warrant Officer

cap devices



1930 specified bullion embroidered and in 1940 the metal insignia was authorized.

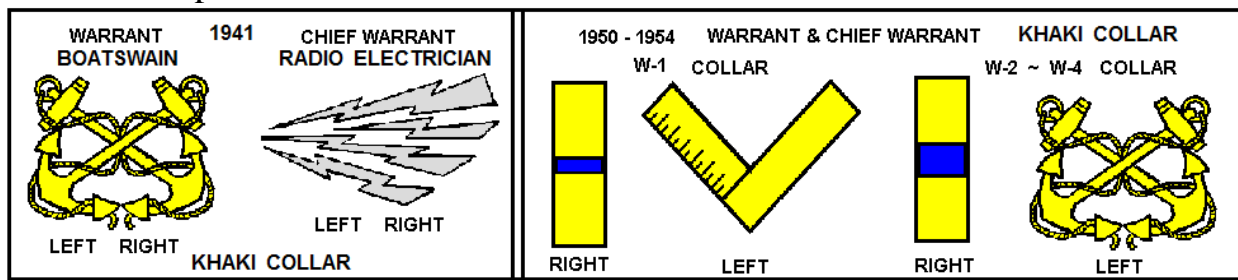
An amendment (#7) to the USCG Uniform Regs, dated June, 18, 1941 concerning working khaki for officers and chiefs, authorizes:

Warrant officers to wear gold metal collar devices , 5/8 size of the corps device used on the sleeve.

Chief Warrant officers to wear silver metal collar devices 5/8 size of the corps device used on the sleeve.

During and after World War 2, additional specialties were added. In 1948 the career compensation act re-organized the military pay grade structure and created the pay grades used at present.

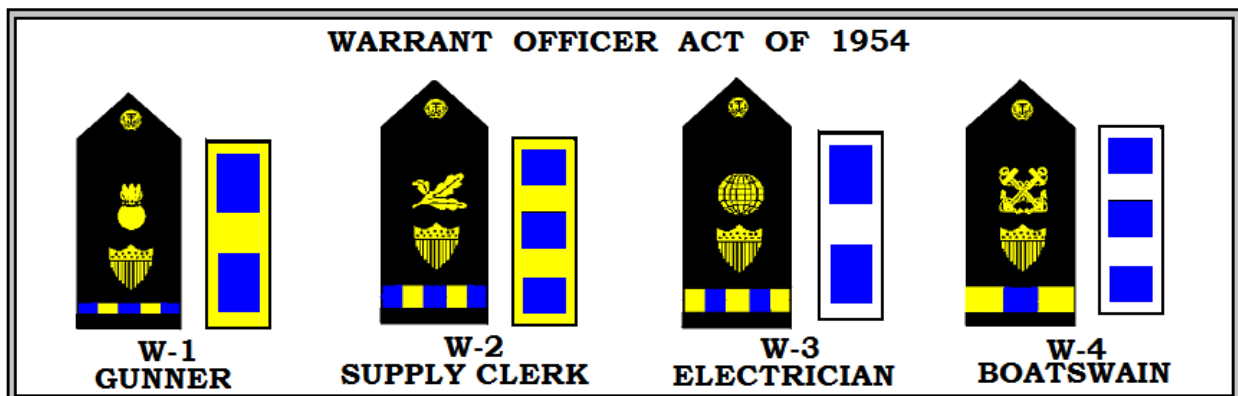
In the summer of 1941 the Coast Guard adopted the USN Uniform Regs and issued addendums specific to the Coast Guard.

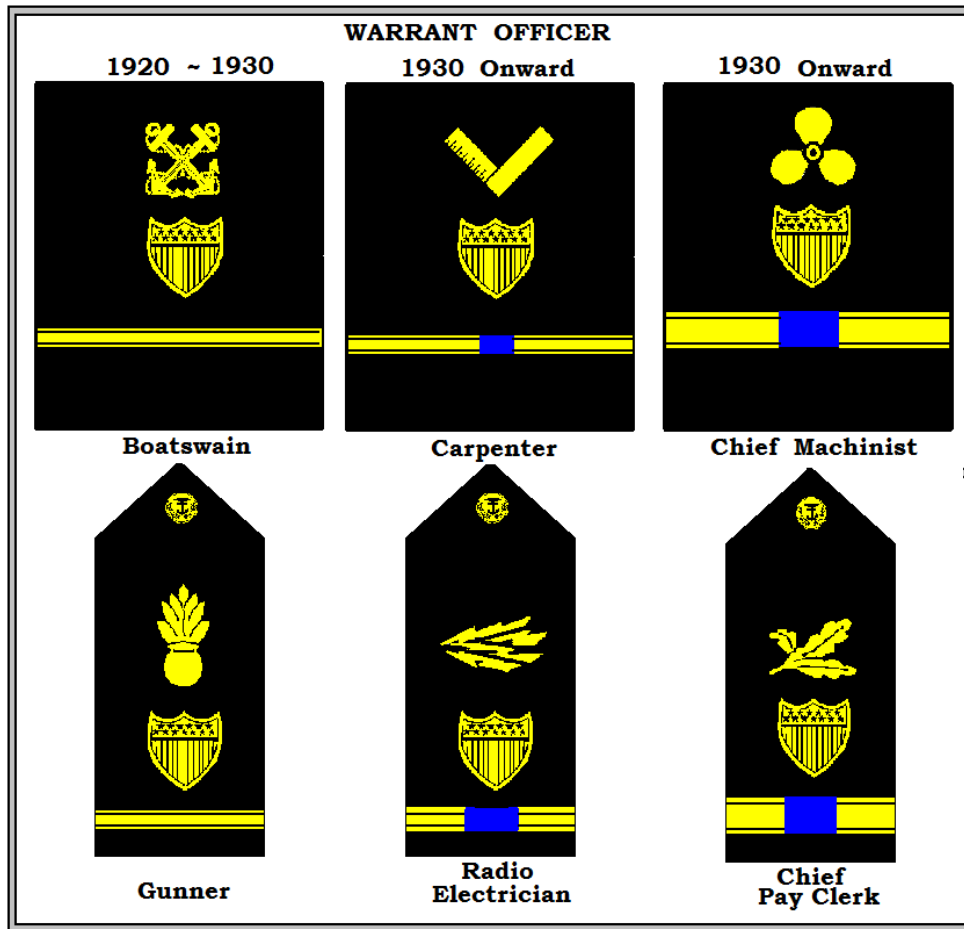


The warrant insignia W ~ 1 thru W ~ 4 were created by the Warrant Officer Act of 1954 and the standardized rank insignia introduced in Nov 1954. W-1 ~ W-4 became ranks.

W ~ 1 , Warrant Officer

W ~ 2 thru W~4 , Chief Warrant Officer (commissioned)





Warrant Officer Specialty Marks

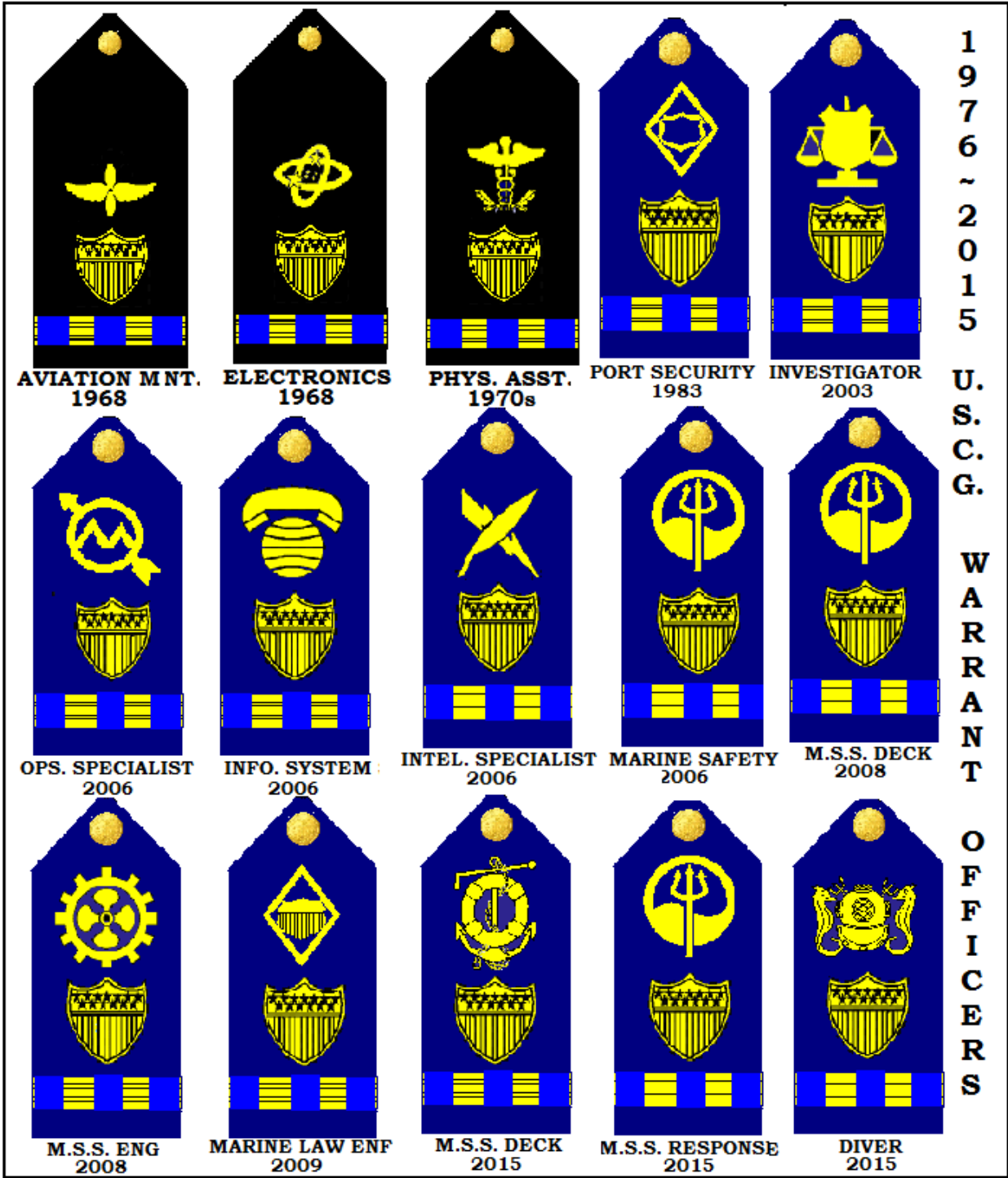


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REFERENCES AND SOURCES

- 1. U.S. REVENUE CUTTER SERVICE UNIFORM REGS 1900, 1908**
- 2. U.S. COAST GUARD UNIFORM REGULATIONS 1916**
- 3. U.S. COAST GUARD UNIFORM REGULATIONS, 1922, 1923, 1930**
- 4. U.S. COAST GUARD UNIFORMS & INSIGNIA 1918
COL. DION WILLIAMS, USMC**
- 5. USN RATING BADGES & DISTINGUISHING MARKS
JOHN A. STACEY**
- 6. COAST GUARD MUSEUM N.W. SEATTLE, OLD PHOTOS**
- 7. ARTICLE FOR CPO ACADEMY BY GMCM BILL WELLS
BELOW PAGES CAN BE PRINTED OUT FOR COLOR INSERTS AS
WANTED**

ENLISTED RATINGS



BOATSWAIN'S MATE



QUARTERMASTER



SIGNALMAN



GUNNER'S MATE



FIRE CONTROLMAN



RADARMAN



SONARMAN



RADIOMAN



ELECTRONICS TECH

ENLISTED RATINGS



YEOMAN



STOREKEEPER



COMMISSARYMAN



SHIPS COOK
STEWARD



CORPSMAN



DENTAL TECH.



MUSICIAN



RADARMAN (WW2)



TORPEDOMAN

ENLISTED RATINGS



MACHINISTS MATE



BOILERMAN



ENGINEMAN



ELECTRICIANS
MATE



TELEPHONE
TECHNICIAN



DAMAGE
CONTROLMAN



SHIP FITTER



MOTOR MACHINISTS MATE

ENLISTED RATINGS



PHOTOGRAPHERS
MATE (1ST STYLE)



PHOTOGRAPHERS
MATE (2ND STYLE)



JOURNALIST



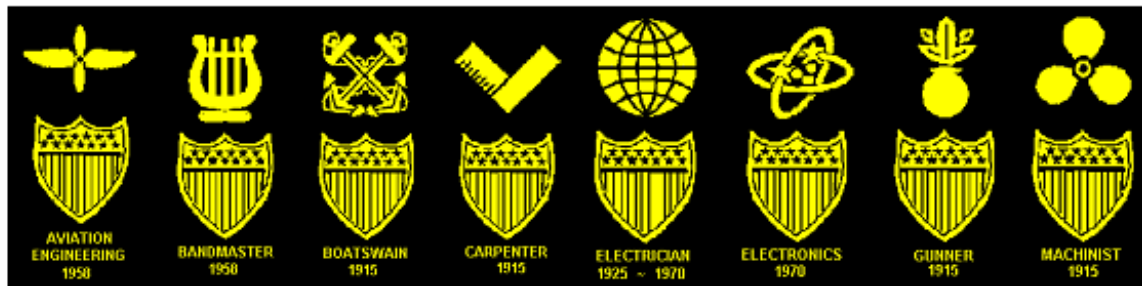
PRINTER



SHIP SERVICEMAN

WARRANT OFFICER SPECIALTY MARKS

1920 ~ 2009



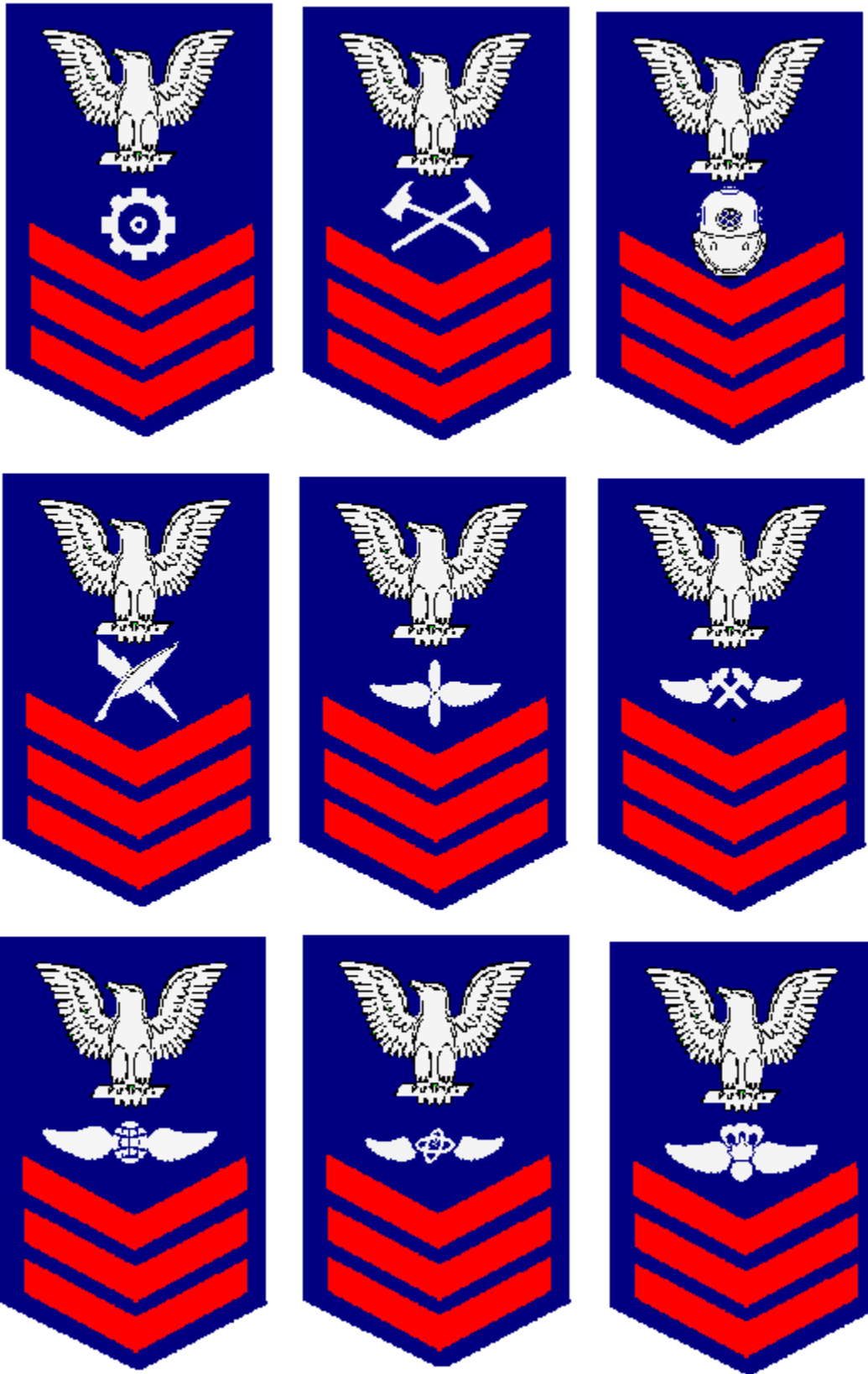
1976 to 2016 Ratings



1976 to 2016 Ratings



1976 to 2016 Ratings



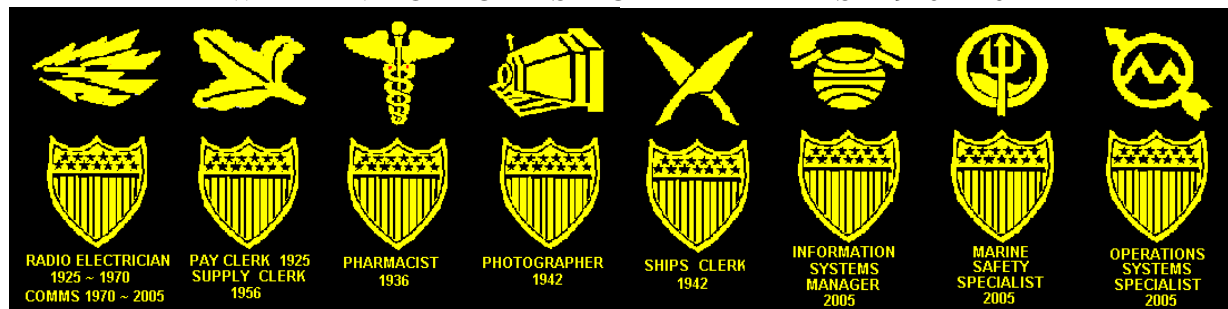
1976 to 2016 Ratings










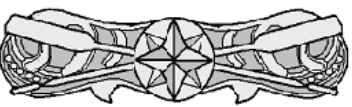









ENLISTED RATINGS









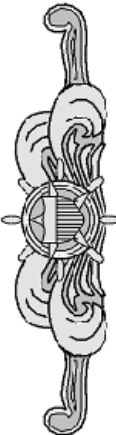

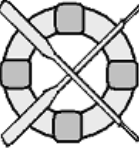








1915-1920	1920 – 1930	1930- 1940	1940 – 1950
Master at Arms Number 1 Surfman Signal Quartermaster Wheelman Quartermaster Coxswain Electrician Electrician 1 st , 2 nd , 3 rd Class Sailmaker Blacksmith Yeoman, Ships Writer Machinists, Oilers Watertenders Carpenters, Painters, Plumbers Baymen	Boatswains Mate Gunners Mate Quartermaster Signalman Radioman Yeoman Storekeeper Commissary Steward Ships Cook Steward Bandmaster/Musician Pharmacists Mate Sailmakers Mate Shipfitter Coppersmith Blacksmith Boilermaker Molder Patternmaker Painter Carpenters Mate Electricians Mate Machinists Mate Motor Machinists Mate Watertender Aviation Rigger (Pilot) Aviation Machinist Mate Aviation Carpenter Mate	Boatswains Mate / Coxswain Quartermaster Gunners Mate Radioman Carpenters Mate Machinists Mate Watertender Boilermakers Engineman Electricians Mate Blacksmith/Shipfitter Yeoman Storekeeper Pharmacists Mate Commissary Steward Ships Cook Steward Sailmakers Mate Bandmaster/Musician Aviation Carpenter Mate Aviation Machinist Mate Aviation Metalsmith Aviation Pilot	Boatswain's Mate Gunners Mate Torpedoman's Mate Quartermaster Signalman Fire Controlman Fire Controlman (Repair) Electricians Mate Radioman Carpenters Mate Electricians Mate (Telephone) Radio Technician Radarman Sonarman Printer Machinists Mate Motor Machinists Mate Watertender Yeoman Storekeeper Commissary Steward Ships Cook Steward Ships Serviceman Pharmacists Mate Bandmaster/Musician Aviation Pilot Aviation Machinist Mate Aviation Radioman Aviation Metalsmith Aviation Ordnanceman Parachute Rigger Aerographer's Mate Photographer's Mate

WARRANT OFFICER SPECIALTY MARKS 1920 ~ 2011



<p>1940 – 1950 Specialists (RESERVE only) Classification (C) Chem. Warfare (CW) Dog – Horse Handler (D) IBM Operator (I) Mail (M) Public Relations (PR) Port Security (PS) Recruiting (R) Teacher (T) Transportation (TR) Welfare (W) Specialist (X)</p> <hr/> <p style="text-align: center;">1952</p> Boatswain’s Mate Quartermaster Sonarman Radarman Gunner’s Mate Fire Controlman (FC) Electronics Technician Radioman Yeoman Storekeeper Commissaryman Steward Printer Journalist Photographer’s Mate Musician Hospital Corpsman Machinist’s Mate Engineman Boilerman Electrician’s Mate Damage Controlman Aviation Machinist’s Mate Aviation Structural Mechanic Aviation Ordnanceman Aviation Electronicsman Aviation Electronics Tech. Parachute Rigger	<p style="text-align: center;">1980 – 1990</p> Boatswain’s Mate Quartermaster Sonar Technician Radarman Gunner’s Mate Fire Control Technician Electronics Technician Radioman Marine Science Technician Yeoman Storekeeper Subsistence Specialist Public Affairs Specialist Musician Health Services Technician Machinery Technician Electricians Mate Telephone Technician Damage Controlman Aviation Machinist Mate Aviation Structural Mechanic Aviation Survivalman Aviation Electronics Tech. Aviation Electricians Mate <hr/> <p style="text-align: center;">1990 – 2000</p> Boatswain’s Mate Quartermaster Operations Specialist Gunner’s Mate Fire Control Technician Electronics Technician Telecommunication Specialist Marine Science Technician Yeoman Storekeeper Food Service Specialist Public Affairs Specialist Musician Health Services Technician Machinery Technician Electricians Mate Telephone Technician Damage Controlman Aviation Maintenance Tech. Aviation Survival Tech. Aviation Electronics Tech. Aviation Electricians Mate	<p style="text-align: center;">2000 ~ Present</p> Boatswain’s Mate Gunner’s Mate Operations Specialist Electronics Technician Information System Tech. Marine Science Technician Yeoman Storekeeper Food Service Specialist Public Affairs Specialist Musician Health Services Technician Machinery Technician Electricians Mate Damage Controlman Aviation Maintenance Tech. Avionic Electrical Tech. Aviation Survival Tech. <p style="text-align: center;">Jan 2008</p> Intelligence Specialist <p style="text-align: center;">Jan 2010</p> Maritime Enforcement Spec. <p style="text-align: center;">April 2015</p> Diver
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COMMAND AT SEA				
				
PROTOTYPE AUG 1961 COMDTINST 13 - 61	COMMAND AT SEA 1961	COMMAND ASHORE 1977	OFFICER IN CHARGE AFLOAT 1971	OFFICER IN CHARGE ASHORE 1980
				
NAVAL 1918	AIR CREW 1958		COXSAIN 1972	
				
CUTTERMAN 1975			SURFMAN 1997	
				
PORT SECURITY 1999	1998 ADAPTED FROM THE U.S.N. SWO INSIGNIA	MARINE SAFETY 2001	TACLET 2001 DOWN GRADED TO TACTICAL LAW ENFORCEMENT INSIGNIA JUNE, 2011	
				
RESCUE 2001	MISSION 2003	BOAT FORCES 2003		

 COMMAND AT SEA PROTOTYPE AUG 1961 COMDTINST 13 - 61	 COMMAND AT SEA 1961	 COMMAND ASHORE 1977	 OFFICER IN CHARGE AFLOAT 1971	 OFFICER IN CHARGE ASHORE 1980
 NAVAL AVIATOR 1918	 AIR CREW 1958	 COXSWAIN 1972		
 CUTTERMAN 1975	 FLIGHT SURGEON MID 1990s	 SURFMAN 1997		
 1998	 PORT SECURITY 1999	 MARINE SAFETY 2001		
 RESCUE SWIMMER 2001	 TACTLET 2001	 MISSION SPECIALIST 2003		
 BOAT FORCES 2003	 PHYSICIANS ASSISTANT MID 2000s			