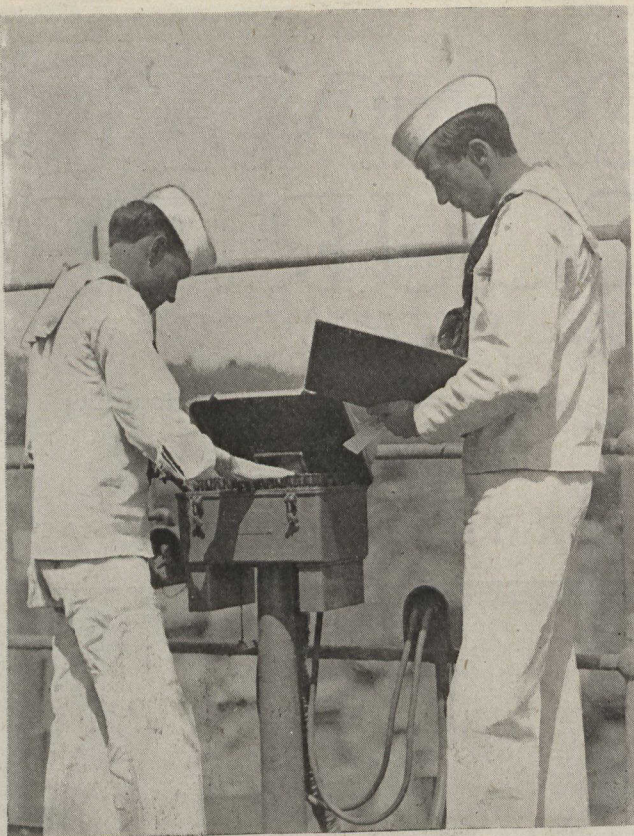




An Enlisted Man of the U. S. Navy, With Standard Portable Repair Kit. Wages from \$33 to \$77 a Month, With Extra Pay on Re-enlistment.



Enlisted Seamen Sending Signals by Means of the Ardois System. Average Wage \$50 a Month, in Addition to Food and Clothing.



A Naval Telegraph Operator and His Office at the Base of the Woven Wire Mast of a U. S. Battleship. Their Pay is Higher Than in the Merchant Marine.

## The New Man-o'-Warsman a Skilled Specialist

By WALDON FAWCETT

Our Washington Correspondent

IN the modern steel navies of the world, with armourclads that are literally floating fortresses, vast in their magnitude and intricate in their activities, the old-time sailor man is virtually obsolete. In place of the old-fashioned jack tar who was also more or less of a jack-of-all-trades, thanks to his varied duties before the mast, we have to-day a man-o'-warsman who in nine cases out of ten is a skilled specialist who devotes himself aboard ship to some one line of endeavour just as does his brother who is occupied with one trade or profession on shore.

It has been aptly said that a twentieth century battleship, with a ship's company of one thousand or more men, is a community in itself—complete and, to a great extent, self-sufficient. So it is, but it is something more than merely a floating community. It is at once a portable fortress and a nomadic industrial plant with all the departments from a business office to a boiler-room that go to make up such an institution on land. And it is this phase of the transformation from the old-time sailing ship which, more than any other, has been responsible for supplanting the bluejackets of a generation ago with young men who exemplify the modern trend toward specialization and each of whom is something of an expert in his own field, or is in a fair way to become one.

We are yet accustomed, many of us, to speak of all the enlisted personnel of a warship as naval seamen and yet, as a matter of fact, only a modest portion of the ship's company are in reality rated as seamen. To be sure the navigation of a sea-fighter is a considerable responsibility to-day just as it was a century ago, and so we have in the modern complement a force of enlisted men who steer the vessel, man the small boats, handle the anchors, clean the ship, etc. But though the seaman branch on a battleship may enroll, say, half the entire complement of the crew, not more than two hundred to three hundred of this number are rated as "ordinary seamen." The others are gunners' mates, coxswains, boatswains' mates, quartermasters, etc.—occupants of positions which require special skill of one kind or another, as will be readily appreciated by any person familiar with the duties of such posts.

And quite aside and apart from the force that has to do directly or indirectly with the navigation of the ship there is another large body of men on board, who, while enjoying all the health and diversion that comes from life afloat, have almost no responsibilities that they would not have were they toiling in an office or workshop ashore. In this category are the clerks, stenographers and book-keepers, who attend to the clerical work of the ship; the nurses, who care for the sick; commissary stewards and cooks, who serve the meals; electricians, including the wireless telegraph operators,

who keep the vessel in touch with the outside world; musicians, who play in the ship's band; and carpenters, machinists, plumbers, painters, ship-fitters, coppersmiths, blacksmiths and boiler-makers, whose duty it is to keep the ship in repair and in the pink of condition. On some ships there is even included a printer, who does job printing for the ship and gets out a small newspaper for the benefit of the crew. And now that a moving-picture machine is an adjunct of every large warship, one or more of the electricians must qualify as operator.

A young man who is ambitious, nowadays, to enter upon a naval career, must know in advance what he wants to do, for no longer is it customary to enroll a recruit under what might be termed a blanket form of enlistment, and then assign him to any duty that calls, regardless of whether he likes it or not. Under the present plan a recruit enlists for the specific duty to which he thereafter devotes himself. But this does not mean that a newcomer in the navy must have, at the time of entry, any training or experience as an artisan in

the branch to which he aspires. On the contrary, the government is quite willing to accept him as a "green-horn" and to not only bear the expense of training him, but also to pay him a wage during the period of instruction and probation.

The United States Government, which is especially keen on the idea of developing its naval personnel as skilled specialists in the various requisite lines, maintains, say, ten or a dozen special schools and training stations, located at various points on the seaboard and on the Great Lakes, where recruits are educated for specific duties ere they are put on board warships. In the case of some of these schools there are exceptions to the general rule of free entry to all young men who are mentally, morally and physically fit. For example, the young men who are admitted to the electrical schools must either be electricians by trade or be telegraph or radio operators. However, it is not difficult to qualify for entry into even these more exclusive schools.

In some quarters there were dire predictions, when this era of naval specialization was inaugurated, that it would be difficult to induce boys to enlist in the artificer branch, and particularly for service of the engine-room forces. Some skeptics argued that the type of lad that in the old days was allured by the adventure of a life before the mast would not take kindly to the prospect of existence in a floating arsenal. But exactly the contrary has been true. With a warship community made up of skilled men and plenty of them at hand for every task, the men enjoy shorter hours and easier work, individually, and this, combined with the splendid food that is now served and the facilities for amusement that are provided—athletics, band concerts, and the like—aboard ship, has drawn increasing numbers of young men to the naval service.

When the United States Government began, a few years ago, to train, free of charge, for specialized service in the navy, there were further misgivings that young men would simply take advantage of the opportunity to gain instruction and experience at public expense and would invariably refuse to re-enlist, but would return to civil life and accept jobs in the line of their new-found trades. Now, Uncle Sam has no quarrel with any young man who does that very thing, but, as a matter of fact, there are many re-enlistments on the part of the skilled men. On the face of it the pay of the artisans and other skilled men in the U. S. navy may appear small compared with what they would earn ashore, but when it is taken into consideration that the navy man is furnished free board and lodging, clothing and medical attendance, and that his pay is absolutely clear or "net," the situation assumes a different aspect. And an ever-increasing

(Concluded on page 24.)



Naval Blacksmiths at Work Aboard Ship. Blacksmiths Earn \$55; Boilermakers, \$71.50; Plumbers, \$49.50; Painters, \$33 to \$44; Machinists, \$44 to \$77; and Carpenters, \$27.50 to \$77.