

1.4 - NAVAL LIFE

Darkstar is a game about tactical combat between star ships. These ships, of course, are all part of a navy or fleet of one sort or another, so it's important to get a general idea of how these navies are organized.

Naval Organization

The navy of any major colonial power is an immense organization encompassing hundreds of thousands or even millions of people, to be dealt with here only in the broadest of generalities. At the highest level, navies answer to some kind of civilian board such as a Department of the Navy, a Naval Review Board, or parliamentary defense committee. Even in the most militant of colonial powers, sooner or later it's a civilian who controls the money, and thus runs the show.

Navies in *Darkstar* will be divided into a number of "divisions," including (but not necessarily limited to) a fleet expeditionary arm, a fleet aerospace arm, a marine force of one type or another, a training bureau, an academy for its officers, a bureau to oversee its bases and installations, an exploration and science organization, offices for personnel, intelligence, operational planning, and logistics, a research and development bureau, and a procurement division that oversees the design, construction, and commissioning of new ships. Don't worry if that sounds like a lot, game play in *Darkstar* deals primarily with only the first three: the fleet, the aerospace arm, and the marines.

A navy's actual combat force is divided into a number of sectors, theaters, or commands, each responsible for operations in a certain sliver of Known Space. Of course each navy of the Ten Powers has its own nomenclature and methodology for how they choose to set these up, this reference will not attempt to define each in detail. Suffice it to say that each navy has between three and six major commands, each equipped with one to three "Fleets." The largest navies probably have six sector commands, in which about ten fleets operating in total.

The size and combat power of a fleet can vary widely. The largest battle fleet will comprise of something like twenty warships, built around three or four battleships or battleship-hulled supercarriers. Such formations are quite rare, and represent the most powerful military forces ever assembled by man.

Much more often, fleets are broken up into **Task Forces**. Where fleets are permanent command structures,

task forces are usually more like temporarily formations assembled according to available combat resources and the demands of the mission at hand. Permanent or semi-permanent task forces do exist, but these are the exception rather than the rule. Task forces are typically mixed-arms groups, expected to operate independently of fleet command in a given star system(s), and can include not only capital ships but smaller escort vessels such as frigates, corvettes, and gunboats, carriers for aerospace craft, and planetary assault ships for atmospheric landings or operations to capture orbital installations. Task forces are also usually dispatched with tankers, supply ships, repair vessels, and other support and logistics assets to enable long-term operations in far-flung systems.

Battle Groups are some of the smallest units to be found in a *Darkstar* navy, and the ones most commonly encountered on the game board. Usually just two to six ships, a battle group can actually consist of just one capital ship (technically the flagship of its own little "fleet" of cutters, gunboats, fighters, scouts, bombers, etc). Put most simply, a battle group is comprised of whatever ships a particular player has in a given scenario. Larger scenarios may indeed decide to put task forces up against each other, while truly psychotic players may opt for a true "fleet" action. Such "Star Jutlands" however, are portrayed as very rare events in the *Darkstar* universe since they would probably take two or even three *days* of game play to properly resolve.

Of course, due to the sheer volume and number of star systems encompassed in Known Space, many times ships are dispatched for a particular mission on their own. This is especially true of smaller ships like frigates and destroyers, since cruisers and battleships are rarely sent anywhere without heavy escort.

Joining the Navy Welcome Aboard

Joining the Navy has never been hard. In centuries past, men who got too drunk in the wrong tavern would wake up to find themselves already miles at sea, handed a mop and thanked for having volunteered. Of course such days are long behind us, yet navies of the world are always on the lookout for qualified recruits.

Enlisted men join the navy as early as sixteen in some



cultures, and after eight to ten weeks of basic training are officially inducted into the ranks. After this, of course, usually follows six to twelve months of training for the sailor's particular military occupational specialty, or MOS. Only then are the top 25% or so even allowed to see the inside of a starship. The rest pull garrison duty on installations, colonial bases, training schools, or other earth-side duties. All of these are vital to a navy's overall ability to operate, of course, but few offer the mystique, demands, and danger of duty aboard a fleet starship. Many navies have some sort of medal, badge, or other uniform device that shows whether a sailor has his "star legs," setting such servicemen and women apart from planetary companions.

Because even the most basic naval recruit requires at least nine months of expensive training, contracts to join most navies start with terms of at least six years. Those who apply for and are accepted for star duty are usually extended to at least eight years, but because of the nature of their jobs and the distances over which they are deployed such terms are often extended still further. Yet most star duty sailors joined the Navy as a career anyway, and are almost exclusively at the top of the list for advanced training courses or even Officer Candidacy School (OCS). Also, in almost all navies, star duty pays a good deal better, as well.

Of course, becoming a ship commander in *Darkstar* is a different matter. Only officers are allowed to even begin such a career path, admitted as an ensign only after four to eight years of higher education. Then comes at least two to four further *years* of training unless the original college was undertaken a military academy. Needless to say, officers are considered by definition to be "career" men and women. After all, a *Darkstar* officer isn't just a sailor, tactician, or even a commander. He's also an astronaut, astrophysicist, and nuclear fusion engineer skilled with unlocking the power that drives a star and folding the fabric of space-time. All this, of course, must be mastered *before* he decides whether or not to fry half a planet before breakfast. He has to do all this while light-years from any advice, command, or support, while also contending with hazards such as cosmic radiation, gravity fluctuations, star madness in his crew, magnetic storms belched by unstable stars, and the unknown orbits of planets in star systems not nearly as orderly as our own. Behind all this, of course, lurks one more danger . . . the enemy. Remember him, the *other* similarly educated, skilled, ruthless, experienced, equipped, and staffed



military professional ... who's out to kill you.

Suffice it to say that even the "average" *Darkstar* ship's captain is driven (some would say obsessed), intelligent, ruthless, resourceful, and brave almost to the point of suicide. Space is a horrifically dangerous and unforgiving place, remember, and that's before people start shooting at you.

Enlisted Ranks

The enlisted ranks of a typical navy are, in summary, the men who haven't taken the college and specialized training to become officers. They are the backbone that makes up 90% of the crew aboard just about any starship. They fire the guns and drive the engines, swab the deck and repaint the hull after yet another meteor shower. Just because they are "uneducated" doesn't mean they aren't brilliant, they are crewmen aboard a starship, after all. Many have also been serving since their officers were in grammar school, and know every weld and rivet of a ship.

When a sailor first signs his contract and takes the oath of service, he's usually a Seaman Recruit (or similar grade, depending on the individual navy). Upon graduation of recruit training and MOS school, he's usually been in the navy for at least a year and has reached the rank of Seaman's Apprentice. Candidates for star duty are usually promoted to full Seaman by the time they set boot aboard a starship, usually after two or three years of service. These twenty-year olds are usually the base rank-and file of most starship crews.

The next bracket of ranks are the Petty Officers, also called noncommissioned officers (NCOs), equivalent to corporals and sergeants in the Marine Corps or Army. Petty Officers have usually been in the service for at least five or six years, are in their mid twenties, and are the most numerous experienced crewmen aboard a starship. They might command a gun crew of four or five, or an engineering, communications, navigation, or systems section of equal number. Between their numbers and experience, estimate that two-thirds of a ship's real "brainpower" and experience is represented by the NCOs.

Finally come the Chief Petty Officers, also called staff noncommissioned officers (SNCOs), equivalent to staff sergeants, gunnery sergeants, first sergeants, master sergeants, master-gunnery sergeants, and sergeant-majors in the Marine Corps. In the navy, these ranks are



Chief Petty Officer, Master Petty Officer, and finally Master Chief Petty Officer. Master Chiefs have usually been in the navy at least twenty-five years (making them at least forty years old). They are the grizzled "grand old men" of the ship who have been weathering neutron storms since many of the ships' officers were in kindergarten. While they will never be officers (they're far too old to enter OCS), they have quite literally seen it all and are almost universally the most experienced men on the ship, sometimes even more so than the captain himself. Officers who've been in the fleet this long, after all, typically no longer serve on starships at all, they command *fleets* of starships from comfortable desks and planetary briefing rooms.

Almost every ship has what's called a "Chief of the Boat," or COB. The COB is the senior enlisted man on the ship, at least a master petty officer on a corvette, frigate, or destroyer, almost always a master chief aboard a cruiser or battleship. The prestige of such a posting is enormous, its almost always the last job an enlisted man takes before mandatory retirement. The COB usually oversees security, advises the captain and other officers on the morale and welfare of the men, and handles almost all serious disciplinary actions on the ship. Many say that "the ship belongs to the captain, but the crew belongs to the COB."

Officer Ranks

Put most simply, the officer ranks represent those personnel in charge, the upper caste who have taken the additional training and education required to lead operations in navies of *Darkstar*. They are not simply "managers," enlisted people are never just promoted into the officers ranks for doing a good job over a long period of time. They belong to an entirely different class, serving in an almost entirely different navy. Only by qualifying for, attending, and excelling at OCS (one of the toughest training programs in any military) can one in a thousand enlisted sailors ever become naval officers.

Put another way, most ships do not have a "men's room" and a "ladies' room." They have an "officers' head" and "enlisted head." The difference between officers and enlisted personnel is literally more apparent, obvious, and important than whether you're a man or a woman.

To disobey any order of an officer is usually at least a legal misdemeanor, punishable by up to a year in prison,



the criminal record to follow the offender even in civilian life. To disobey a more important orders, particularly in combat, can mean much longer prison terms or even death in extreme cases.

That being said, the standards of professionalism, performance, and conduct for naval officers are excruciatingly high. They are simply not allowed to screw up, have a bad day, or ever show the slightest lapse in poise, honor, or the execution of their duties. They are expected to do anything they could conceivably order a subordinate to do, and do it better. They lead by example, and are always the last to abandon a doomed ship. Almost any officer would rather lose his life than is career. The lives of dozens, hundreds, or thousands of people hang on their every word. It's a level of pressure very few people can realistically handle.

When a prospective naval officer is in the academy or OCS, he is typically known as a midshipman (regardless of gender). This is basically an "officer in training." Some navies also allow midshipmen to serve on warships during what can almost be called an "internship." Once training is completed (at least four years of school, plus OCS, plus and advanced MOS school), an officer is officially "commissioned" as an ensign. This is the lowest rank of commissioned officer. While ensigns of course are afforded all the official courtesies of an officer (obedience to orders, salutes, etc), they have a hard time winning respect in the military. Other officers all outrank them while enlisted men know that these are brand-new

officers fresh out of school who may or may not have their star legs yet.

This quickly passes, however. By the time an officer gets to Lieutenant JG (Junior Grade) or Lieutenant, they have the solid respect of their subordinates. Such officers have usually been in the service at least six years (plus all their school and training), making them about 28-32 years old. Typically they command certain sections, shops, or watches aboard a ship, such as a battery of weapons mounts, an engine room, a hangar bay, or a ship's personnel and disbursement office. On the smallest capital ships (gunboats, corvettes, and frigates), Lieutenants may serve as high as executive officer (also known as "XO", also called "first officer" or "first mate" in some navies). Exceptional lieutenants can sometimes be found commanding their own gunboats, and this rank is also the most common for the aerospace pilots of fighters, bombers, assault boats, and scouts.

The next bracket of ranks are commonly called command grade officers, and this is where we find the officers most commonly represented in *Darkstar*. Simply put, this is where all the "ship captains" usually are. Lieutenant-Commanders can be found commanding ships like gunboats, corvettes, and frigates. They can also be the XOs on frigates or destroyers, and are usually 35-40 years old. Commanders can command their own frigates or destroyers, or serve as XOs on destroyers, cruisers, battleships or as XOs of aerospace squadrons. They have usually in their early forties, having been in the Navy for at least twenty years. Captains are usually in their late forties and command cruisers or battleships. Aerospace captains also serve as the "CAG" (Commander, Aerospace Group) for the biggest carrier-class ships. Actually, the CAG for a carrier is almost always the same rank as the commander of the ship itself, assuming the ship is a dedicated carrier. If not, the CAG is usually one or two grades below that of the ship commander. Please note that the rank "captain" isn't always synonymous with the term "captain" to mean the commander of a ship. As we've seen, a ship's "captain" can be as low as a Lieutenant in some cases, and as high as a commodore in others. Captains can also be entrusted with the command of battle groups or small task forces, as can commanders if the battle group is *very* small (such as two or three destroyers or frigates).

Finally, we come to the highest ranks of all, the flag officers. These are the "generals" of the navy, career officers who've been in the service for well over thirty



years. As such, they are almost universally at least fifty years in age. Commodores are the first rank of flag officer, usually entrusted with the command of task forces or small fleets. The very largest warships (dreadnought battleships or supercarriers) can also have a commodore as their “captain,” especially if the ship is prestigious or serving as the flagship of a large fleet. Commodores can also be found commanding planetary bases.

Next we come to rear-admirals, followed by vice-admirals and finally admirals. These officers are usually pushing sixty years in age, and command complete battle fleets, star systems, or even entire sectors. At long last we come to fleet admirals, the highest rank in any navy. Please note that not all navies even have fleet admirals, or promote them only in times of all-out war. Fleet admirals tend to command the entire navies of entire nations, or at the very least, entire divisions of a navy (Fleet Aerospace Arm, Base and Installation Bureau, etc).

Although the Armed Forces Rank Insignia and Command Table (see below) lists warrant officers at the bottom of the officer hierarchy, this isn’t an entirely accurate representation. Warrant officers are men and women who used to be enlisted, but applied for, were qualified for, and successfully completed OCS or similar training program. The regulations for warrant officers differ from navy to navy (not all navies have them), but suffice it to say that WO1 and WO2 are roughly equivalent to Ensign, WO3 is roughly equivalent to Lieutenant JG, and WO4 is roughly equivalent to Lieutenant. However, these are not considered “commissioned officer” and thus will never command a ship of their own. Nor are they “senior staff” of a ship, and do not hold posts like Chief Engineer, CAG, or XO. Rather they tend to be support officers, running smaller departments on a ship or training programs on planetary bases. However, because they used to be enlisted men (very exceptional enlisted men), they tend to command a level of respect and fear from enlisted men out of all proportion to their ranks. Warrant officers can also be aerospace pilots, but usually in assault boats, bombers, and planetary drop ships.

It bears noting that enlisted men *can* become fully commissioned officers, often called “mustangs,” “made men,” or “men of the ranks.” These are the very best and brightest of enlisted men, however, and are definitely the exception to the rule. While they tend to command almost god-like respect from enlisted men, they are frankly rather limited in just how far they can go in the officer corps (for their age if nothing else). Also, some of

the more traditional commissioned officers tend to look down on them, or at least regard them with unease because of their added status among the rank and file. Such an officer will usually only get to Lieutenant-Commander at the most, the added years it took them to get started in the officer ranks meaning they will have reached mandatory retirement age before getting any higher.

Promotion in the officer ranks is a tricky business. You don’t simply get promoted for good service and waiting your turn. If this were the case, there would theoretically be as many admirals as there are ensigns. This, of course, is not the case. Most navies have what they call promotion cycles, during which a given group of officers is reviewed and only the best fraction offered a chance at promotion. Those not selected have been “passed over.” Most navies force officers to reign their commission and leave the service after being passed over a certain number of times. This creates a “pyramid” structure with much fewer admirals than ensigns, ensures only the best of the best reach certain levels of rank, and ensures that there are no fifty-year old ensigns running around doing perpetually mediocre jobs.

The Aerospace Arm



Within the Navy, of course, there is the Aerospace Arm, covering all the “small craft” encountered in *Darkstar*. These are the pilots, assault boat crews, throttle-jockeys, and hot-shot “Top Gun” pilots that crowd a capital ship’s ready room, impatiently waiting for the order to launch. While their ships almost never have Darkstar drives and can thus never travel at FTL speeds (only cutters, yachts, and gunboats are so equipped), they can operate in most planetary atmospheres, something no capital ship can ever do. They are almost a service within a service, and have their own chains of command parallel to those of the ship’s regular complement. As a result, there many times tends to be a certain amount of friction between aerospace personnel and fleet personnel, ranging from professional rivalry to outright hostility.

Every ship with any small craft on it has what’s called a CAG (Commander, Aerospace Group). On most capital ships, this is just one more officer on the captain’s staff, usually at least one or two grades below the ship’s commander. He commands the scouts planes, cutters, yachts, and assault boats, as well as all the pilots, hangar crew, and maintenance staff such ships require. On

dedicated carriers, however, whatever their size, the CAG is usually the same rank or just one rank below that of the ship's commander. Given the size of such ships' aerospace groups (and the massive support staffs), these officers usually wind up commanding up to half the men aboard the ship anyway. The very largest carriers also carry what's called a Aerospace Operations Officer, more affectionately known as the "Air Boss." This is basically the air traffic controller of the ship, coordinating supply, launches, recoveries, and flight plans of all aerospace assets aboard the carrier. When the carrier has "planes in the air," the Air Boss is assumed to be the commander of the ship, with the ship's actual captain taking his orders from the Air Boss.

As mentioned above, the pilots of individual aerospace craft are usually senior warrant officers, lieutenant JGs, or lieutenants. Lower-ranked officers are often assigned as RIOs (Radar Intercept Officers), WSOs (Weapons Systems Officers), navigators, bombardiers, or other capacities. Lieutenant-commanders are usually XO's of squadrons, reporting to a Commander who leads the squadron. Captains usually command aerospace flights (two to four squadrons), while commodores command aerospace groups of two to four flights. Finally, aerospace rear-admirals command whole wings, bases, or aerospace operations within star systems or sectors.

In closing, note that it is standard policy in most navies that the commander of a dedicated carrier must usually have spent at least part of his career in the Aerospace Arm.

Marines

If the rivalry between the fleet and aerospace arms of a given navy can be characterized as "brisk," the rivalry with marines can often be characterized as epic. In many ways the average marine and sailor are polar opposites, only through the training, discipline, and professionalism can large numbers remain packed in the close confines of a starship for extended periods of time.

The term "marine" in *Darkstar* (lower case "m") simply defines a soldier carried aboard a starship. They can be anything from official Marines (capital "M" representing forces like the United States Marine Corps or Royal Marine Corps) to "naval infantry," planetary assault troops of a colonial army, maritime police, mercenaries, or even



"corporate security consultants." In the end, they are people carrying guns on the ship, trained in firearms, close combat, demolitions, and zero-g battle operations.

Note in the ship construction tables how marines are "lighter" than normal crewmen or passengers. This is because Marines usually bunk in squad bays in a hangar, and not the dormitory-style quarters of enlisted navy men or the staterooms of officers. Their accommodations thus take up less room, power, and mass. Partly offsetting this, of course, are their weapons and gear. However, note that a marine unit's *heavy* equipment (such as tanks, support vehicles, or assault boats) are listed separately, and can be quite heavy indeed.

Although all marines are handled the same in *Darkstar* rules, they come in three basic flavors depending on the mission.

The most common mission profile for starship marines is ship security. They keep the crew in line and make sure the ship doesn't get boarded. Frigates and destroyers tend to carry one or two squads, cruisers tend to carry one or two platoons, and battleships carry one or two companies (up to 400 men). If the ship has to deploy some sort of mission on the ground or an orbital installation (via cutters, yachts, or cargo ships), these marines can also provide perimeter protection. Marines on ships that do not carry assault boats are assumed to fit this mission profile.

The second most common mission profile for marine units is planetary assault. Such units come with equipped not only with assault boats for hitting a planet's surface (usually through a hotly-defended atmosphere and/or low orbital zone), but also tanks and support vehicles to help establish a planetary beachhead. Many of the bombers carried by such ships are also loaded with ordinance specialized in engaging and destroying ground targets, while supporting fighters are typically tasked with establishing and maintaining planetary aerospace superiority. Because of the high volume of support such planetary assaults obviously require, such marine units are often carried in large dedicated assault *ships* (not to be confused with assault *boats*), essentially carrier-type vessels built to house hundreds (or even thousands) thousands of marines and dozens of drop ships, supported by tanks and specialized ground-attack aerospace craft.

The least common (but still significant) mission profile for marines is to carry out ship-to-ship actions, more commonly referred to as boarding actions. These marine units naturally come equipped with assault boats, but not

support vehicles or tanks (although driving a battle tank through an enemy carrier's hangar bay would probably be a lot of fun). Boarding actions in *Darkstar* are extremely risky in the heat of battle, and more often are carried out on derelict or crippled ships after one side or the other has won the primary fleet action. Assault ships have to get past enemy aerospace fighters, mass driver defenses, and gun batteries before they can even attempt to dock with the vessel they intend to capture. They then have to cut into the hull and engage the enemy marines in a firefight of passageways, ladder wells, and elevator shafts, all while the ship is still locked combat. Enemy marines may dock with the target ship to reinforce the defending marines still on board, and the enemy may attempt to destroy or self-destruct the ship if capture seems imminent. Needless to say, for marine units specialized in these boarding actions, borderline insanity is practically a job requirement.

Recruits can join the Marine Corps (or equivalent force, depending on the navy in question) in pretty much the same way as the fleet arm, described in detail above. Of course, physical conditioning is paramount, while the more astrophysical aspects of naval training are replaced with zero-g ops, weapons training, drop ship ops, demolition, and engineering to repair damaged ships captured in combat.

Enlisted marines start as privates in recruit training, sometimes called "boot camp." By the time they complete advanced weapons and MOS training, they've usually been promoted to at least private first class (PFC) or lance-corporal. Corporals are the base NCOs of the Marine Corps, usually commanding fire teams of four men. Sergeants command squads of thirteen (three fire teams plus the squad leader). The SNCO ranks start at staff sergeant, while gunnery sergeants are usually the senior enlisted man in a given platoon and help the platoon leader (second lieutenant, see below) run the unit. First sergeants and master sergeants have usually been in the Corps for at least twenty years, and are often the senior men in a company of 200. Finally, master-gunnery sergeants and sergeant-majors are the "grand old men" of the Corps. They are usually the senior men in a given battalion of 600-800, and often fill a role much like a Navy "COB" aboard a warship.

Marine officer ranks are much like their navy equivalents. Second lieutenants command platoons of about forty men. First lieutenants serve as the XO's of companies, or can sometimes command a company of



own. Captains (not to be confused with a captain in the Navy) command companies, while majors serve as the XO's of battalions. Lieutenant-colonels command battalions, while colonels (equivalent to a Navy captain) command regiments, usually numbering about 2,000 men. Flag ranks start with brigadier-generals who command (quite predictably) brigades of about 6,000 men, or serve as the chief-of-staffs for divisions. Major-generals command divisions of about 20,000 men, while lieutenant-generals command either a corps of 75,000 or an army up to 200,000 strong. Note that "army" here means a field unit such as the Third Army, not a branch of the military like the U.S. Army. Finally comes "full" general, usually commanding either an army or army group, sometimes numbering as high as a million men. This is as high as Marine ranks usually go, a four-star general usually commands the entire U.S. Marine Corps, for example. There has never been a five-star Marine general in any nation's history. However, a nation's colonial *army* might have a five-star general commanding army groups or the entire army of the nation (as in the Chief-of-Staff, United States Army).

Unsung Heroes

Presented with such firepower and grandiose titles, it's easy to forget that the vast majority of any navy's personnel serve strictly in a support role. Assume that at least two thirds of the people in any "star" navy will never set foot aboard a starship, while perhaps half will never even see space. These men and women serve in a vast array of vital capacities ranging from crewing sublight support ships, running installations and planetary bases, or working as medics, administrators, instructors, systems technicians, maintenance personnel, recruiters, logistics specialists, or engineers.

Armed Forces Rank Insignia / Command Table

	Navy Rank	Army / Marine Rank	Corporate Rank	Sleeve Insignia	Collar Insignia	Shoulder Boards	Marine Insignia	Command (Naval)	Command (Air)	Command (Ground)
FLAG OFFICERS	Fleet Admiral	General of the Army	Chief Executive Officer (CEO) and President				none	a nation's entire navy	a nation's entire air force	a nation's entire army
	Admiral	General	Executive Vice-President					multiple fleets	entire sector	army group / army (250,000 men) entire sector
	Vice-Admiral	Lieutenant-General	Senior Vice-President					large fleet major star system	major base major star system	corps (100,000 men) major star system
	Rear-Admiral	Major-General	Corporate Vice-President					small fleet minor star system	wing (100 planes)	division (20,000 men) minor star system
	Commodore	Brigadier-General	Vice-President					task force, large carrier or battleship planetary base	group (100 planes) planetary base	brigade (5,000 men) planetary base
COMMAND / FIELD GRADE OFFICERS	Captain	Colonel	Group Director					small task force, carrier, battleship, cruiser, small base	flight (30-50 planes) small base	regiment (2,000 men) small base
	Commander	Lt. Colonel	Senior Director					destroyer, frigate, or the first officer on typical "ship of the line"	squadron (12 planes) minor outpost	battalion (800 men) minor outpost
	Lt. Commander	Major	Director					frigate, corvette, gunboat, dept. head on larger ship, listening post	XO, squadron listening post	XO, battalion listening post
COMPANY GRADE OFFICERS	Lieutenant	Captain	Group Manager					staff officer on larger ship	Flight Leader	Company (200 men)
	Lieutenant JG	First Lieutenant	Senior Manager					section head	Pilot	Company Company XO
	Ensign	Second Lieutenant	Manager					Trainee / Cadet	Trainee / Cadet Ground pilot	Platoon (40 men)
WARRANT OFFICERS	Chief Warrant Officer-4	Chief Warrant Officer-4	Lead Analyst	N/A				section head maintenance training officer	ground pilot maintenance training officer	section (20 men) maintenance training officer
	Chief Warrant Officer-3	Chief Warrant Officer-3	Senior Analyst	N/A				section head maintenance training officer	ground pilot maintenance training officer	section (20 men) maintenance training officer
	Chief Warrant Officer-2	Chief Warrant Officer-2	Analyst	N/A				section head maintenance training officer	ground pilot maintenance training officer	section (20 men) maintenance training officer
	Warrant Officer	Warrant Officer	Analyst	N/A				section head maintenance training officer	ground pilot maintenance training officer	section (20 men) maintenance training officer
STAFF NONCOMMISSIONED OFFICERS	Master Chief Petty Officer	Master Gunnery Sergeant Sergeant Major	Lead Associate			N/A		"COB" - battleships, cruisers	senior NCO in squadron or group	senior NCO in battalion or regiment
	Senior Chief Petty Officer	Master Sergeant First Sergeant	Senior Associate			N/A		"COB" - destroyers, frigates, small bases	department chief	senior NCO in company
	Chief Petty Officer	Gunnery Sergeant	Associate			N/A		"COB" - corvettes, gunboats, outposts	department chief crew chief	senior NCO in platoon or company
	Petty Officer First Class	Staff Sergeant	Lead Specialist			N/A		crew chief	crew chief	Squad (13 men)
NONCOMMISSIONED OFFICERS	Petty Officer Second Class	Sergeant	Senior Specialist			N/A		section chief	section chief	Squad (13 men)
	Petty Officer Third Class	Corporal	Specialist			N/A		section chief	section chief	fire team (4 men)
NONRATES	Seaman	Lance-Corporal	Lead Representative			N/A		tools	tools	a rifle
	Seaman Apprentice	Private First Class	Senior Representative			N/A		tools / mop	tools	a rifle
	Seaman Recruit	Private	Representative	none	none	N/A	none	a mop	a broom	a rifle / mop