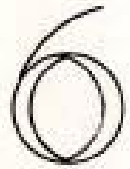


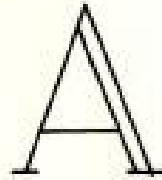
REVISED ON JULY 10, 2018				
Name	State	Div	Count	Spouse Name
ALFONSO, Vincent	WA		1	HIS DAD ALFRED WAS IN B DIV
CHAPMAN, Jim	WY	MARINE	2	Dee Chapman
EARPS, Thomas Jr.	WI	B	2	Bertus Earps
EDWARDS, Richard	VA	A	2	Bonnie Edwards
FERGUSON, Barry	FL	A	1	
GARCIA, Pete	NJ	B	2	Verna Garcia
HARRIS, Jack	NY	E	2	Maggie Harris
HISLOP, Bruce	MD	FOX	1	
HOUGHTON, Harold	IN	M	1	
JAMES, John Jr.	OH	B	2	Jeanie James
JOHNSON, James	PA	MARINE	2	Sandra Johnson
KIMBLE, John	OH	B	1	
KING, Donald	MN	M	2	Judy King
KUEHNER, Robert	OH	B	1	
LAMMEY, Roy	PA	OI	1	
LAPIERRE, Richard	FL	S-2	2	Carole Lapierre
LINDERMAN, Don	OH	MARINE	2	Pat Lindeman
LOCKWOOD, Lou	OH	OR	1	
MANRIQUEZ, Jerry	CA	FOX	2	Joanna Manriquez
MULLINS, William	FL	OE	1	
O'DONNELL, Daniel	CO	6TH	1	
PHEBUS, Thomas	IL	R	1	
SPANNO, Christopher	NY	OR	1	
STORM, Robert	PA	MARINE	2	Jane Storm
WEEKS, Arthur	RI	OE	1	
WIMMER, Manfred	FL	R	1	
B DIV	5			
MARINE	4			
A DIV	2			
FOX	2			
M DIV	2			
OE DIV	2			
OR DIV	2			
R DIV	2			
6TH	1			
E DIV	1			
OI DIV	1			
S-2	1			
Total # of Persons			38	



TH DIVISION

The 3"/50 guns are the specialty of the Sixth Division, which mans and maintains the entire port battery. Always ready for action due to the excellent care they receive, these guns proudly wear "E's" and hash marks the crews have earned over the years. The smartness for which this ship is so justly famous is due at least in part to the excellent handling of the highline and fuelling rigs—the accomplishment of the boat is one of the many miscellaneous duties which also include the port quarter boom and No. 5 mooring line.

Many men of the division are well "checked out" parking lot attendants due to their juggling of the ship's vehicles, leaving them one of the most versatile of all divisions.



DIVISION

In one way or another the functions of "A" Division touches on every man on board the Des Moines. "A" Division is responsible for equipment from the anchor windlass to that flaming monster on the fantail called a smoke generator.

The duties of the "A" Division are so various that it is necessary to divide it into four highly skilled "gangs." One "gang" maintains the boats and emergency diesels. Another "gang" maintains the air conditioning plants, ice machines and heating system. Still another maintains the steering gear, deck machinery, gally equipment, scullery and gives a help to the tired machinery in the laundry. The machine shop and tool room is still another of "A" Division functions. The machine shop is capable of turning out almost any type replacement or invention. The sharpness of the division is also reflected in the well kept spaces and excellent record in personnel inspections.

E DIVISION

Echo Division is the electrical division of the ship, composed of about forty-five E.M.'s and twenty I.C. men. The electrician mates are responsible for the generation and distribution of electrical power for lighting, commissary, ventilation, deck machinery, and gunnery circuits. Included are the many convenient outlets for radios and the famous "joe-pot."

The interior communications electricians are concerned with the transmission of orders and information throughout the ship. This takes in telephones, the gyro-compass and its associated equipment, ship's control circuits, M.C.'s or microphonic communication, and of course, movies.

These then, are the men that maintain all electrical appliances from the stoves our chow is cooked on to the movies for entertainment and education.

B DIVISION

The "B" Division operates the boilers aboard ship. These boilers supply the steam which drives the main engines, heats the ship, cooks the food and generates electrical power. In addition, operation and maintenance of a large number of pumps, blowers, compressors and other auxiliary machinery is part of the division's life.

Responsibilities of the "B" Division also include the receipt, stowage, transfer, and inventory of some three quarters of a million gallons of fuel oil, plus the distillation of up to seventy-two thousand gallons of fresh water for the boilers and use of the ship for various purposes.

In addition to watch standing, operation of machinery and upkeep of Machinery spaces, the "B" division is consistently among the best at personnel inspections.

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FOX DIVISION

Fox Division performs the vital role of operating and maintaining the ship's fire control equipment. The Des Moines' capability, either offensively or defensively, is in direct proportion to the "FT's" ability to put the guns where they have to be. They have a good record of which to be proud: number one in BATCRULANT gunnery competition and a string of 19 "E's" on the ship's directors.

The division also boasts the ship's armory gang, who have the responsibility for all magazine spaces, and the gunnery office yeomen, who keep the correspondence flowing in its never ending circle.

M DIVISION

"Mike" division is charged with the main propelling machinery which is contained within four separate, watertight compartments. Each compartment contains an entire power plant capable of completely independent operation. These compartments are designated as machinery spaces and are numbered according to the shaft they drive.

It is within these four machinery spaces that the men of "M" Division are assigned. Their specific responsibility includes the maintenance, operation and upkeep of the following machinery, main engines, turbo generators and all associated auxiliaries. A constant vigil must be maintained by the men to insure proper functioning of this machinery, and it is with a great deal of pride that these men carry out their tasks. There is a great responsibility. They fully realize their mission and are willing to do and give their best under any circumstance.

MARINE DETACHMENT

The primary mission of the Marine Detachment aboard the USS DES MOINES is to provide the basis for the Ship's Landing Party. This landing party would be used in such situations as protecting American lives and property in foreign countries during short periods of emergency and disaster, or to provide a small, fast landing force to protect advance naval bases for short periods of time. The CO and XO of the detachment are also the ship's air spotters.

The normal everyday job of the detachment is to provide orderlies for the Captain and Executive Officer of the ship and the NCOs of the ship's guard force. The Marines also man two of the ship's 3" mounts.

OE DIVISION

OE is the repair division that maintains in proper working order the ship's electronic equipment, including radar, IFF, AEW, exterior communications, ECM and radio aids to navigation.

From the foremast to the keel and from stem to stern, this equipment is spread throughout the ship and causes enough trouble to keep the 28 men of the division busy all day and often half a night.

To do their job properly, the ETs have been well trained in electronic theory and practice and associated subjects. Much of the success of the Operations Department in communications and CIC depends upon how well they are able to keep their equipment in top operating condition. Theirs is a highly important job aboard the ship and they do it well.

OI DIVISION

The OI Division, composed of Radarmen and specialized seaman of the Lookout sections, functions to collect and display combat and operational information for evaluation and dissemination to the Command. On lookout stations and in Combat Information Center the enlisted specialists of the OI Division form a team which serves as the nerve-center of the ship. The watchful eyes of the Lookouts scan the sea and air to keep the Officer-of-the-Deck and the Captain informed of everything within the visual range of the ship, with special emphasis on the safety of the ship. The Radarmen in CIC, with its installation of electronic and plotting equipment and associated devices, collect and display intelligence necessary to keep the Command, embarked Flag Officers, and other ships informed, in order that the ship and the force may effectively fulfill their respective tasks.

OR DIVISION

"Get the idea across"—that's the important thing. No matter what the purpose or nature of a job, information has to be received expeditiously. OR Division does its share by ensuring that communications get to the right people at the right time. There is certainly nothing "one way" about communications. It concerns both incoming and outgoing dispatches. In order to handle this work OR is staffed with 46 Radiomen and Telemen who work together as a tightly knit team. OR handles all postal duties and the passing of Class "Easys" (personal telegrams) to friends and loved one while at sea. Add to this daily copying of the ship's press and you've got a full schedule. "With reliability, speed and accuracy," as the Chief of Naval Operations puts it, and that's the way the boys in OR Division feel they are handling their jobs.



R DIVISION

"R" Division is made up of Metalsmiths, Carpenters, Damage Controlmen, and Pipefitters. Their main jobs are those of repair and alteration. The Metalsmiths work on the ventilation system, the fabrication and installations of instruments, and the replacing of hullplates, weak bulkheads and ill-fitting doors.

Woodworking comes under the cognizance of the Carpenter and Damage Controlmen. They are responsible for the never ending task of repairing and maintaining the damage control equipment. The Pipefitters see to the proper functioning of the heads, showers, washrooms, and the related piping. There is a very vital job. R Division men are also specialists in various types of repair work such as sheet metal fabrications, locksmiths, welders and burners of particular kinds of metals.

S-2 DIVISION

The longest day aboard any ship is probably put in by the S-2 Division. These are the men responsible for the excellent meals produced in a small working space. Oftentimes the Commissaryman's rate seems to be an easy one, but how about the long hours? Most cooks begin work at 0400, while bakers must start at 0200, and their day is seldom over before 1900. Don't forget the Night cook who puts out the soup for the Mid-watch, or the extra work of baking birthday cakes for individual members of the crew. Liberty for S-2 personnel seldom varies from Port and Starboard while the rest of the crew is on a three and four section basis, but they remember that "A well fed crew is a happy crew, and a happy crew is a good crew."