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Ser: P21/6098

DATE

22 Dec 1966

NAVAL SPEEDLETTER--

Permits dispatch or informal language

May be sent (1) with enclosures, (2) a window envelope (size 8 1/2" x 3 1/2") if contents are not classified as confidential or higher, (3) to both naval and nonnaval activities.

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DEC 31 1966

MASTER
USNS POPE T-AP110

(Fold)

Subj: Manning scale; changes to

Ref: (a) CMPI 512.4-4
(b) COMSTSINST P3120.2C section 1-2-4 c.

The master-at-arms rating was primarily established in transports to prevent unauthorized fraternization between crew members and female passengers and to provide maximum security and safety for female passengers. A secondary duty was to prevent gambling and other unlawful acts by civilian crew members.

Since female passengers are not carried in transports, two of the three master-at-arms positions assigned each MSTSPAC transport were administratively vacated. A current review of deck department workload and operating requirements indicates the continuation of the remaining master-at-arms billet is inappropriate to the work performed. Therefore, under the provisions of reference (a) and pending COMSTS determination on permanent manning changes, the billet will be vacated and an able seaman maintenance billet temporarily added. These changes will be implemented during the next home port stay of the transports concerned and will better serve the needs of transports.

COPY TO

COMSTS

DISTRIBUTION: (MSTSPACINST 5215.2C)
SNDL T-100F . . . MSTSPAC activities only
41FADDRESS: Commander Military Sea Transportation
Service, Pacific Area
Naval Supply Center

SENDER'S MAILING ADDRESS

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Reference (b) requires the COMILDEPT to maintain proper administration and control over embarked passengers. This is accomplished in part by assigning military passenger personnel to military guard posts in various sections of the ship to enforce proper discipline in order to protect life and property. An MSTSPAC notice is being issued separately to all transports clarifying provisions in reference (b). The prevention of gambling and unlawful acts by crew members is a responsibility of cognizant supervisory personnel.


GEORGE GOLD
By direction