| ROYAL NAVY BRANCHES, RANKS AND RATINGS, 1918 (compiled by David Perkins, jdperkins@hfx.eastlink.ca, 30 December 2005) | | | | | | | | | | | | | |
|--|--|---------------------|---------------------------------|---|---|---|---|--|--------------------|---|--|---------------|-------------------------------------|
| MILITARYBRANCH | | | ENGINEER BRANCH | | | ARTISAN BRANCH | | | | POLICE | MEDICAL | ACCOUNTANT | |
| Gunners, Torpedomen and LTOs (Electricians) | Signalmen/ & Telegraphists | Sailmaker | Stokers | Mechanicians | Engine Room Artificers | Electrical Artificers | Ordnance Artificers | Carpenter's Crew Including Shipwrights, Blacksmiths, Plumbers, Coopers Painters, etc. | Armouer's Crew | Ship's Police | Medical | Writer | Supply |
| Boy 2 nd class Boy 1 st class See NOTE 3 | Signal Boy or Boy Telegraphist | | | | | | | | | | | Boy Writer | Victualling Boy |
| Ordinary seaman | Ordinary Signalman or Telegraphist | | Stoker2nd Class | Mechanicians were promoted from the Stoker Branch at the | Boy ER Artificer 4 years training | Boy Elect Artificer 4 years training | Boy Ord Artificer 4 years training | | | | Sick Berth Attendant (various junior | Third Writer | Victualling Assistant |
| Able Seaman | Signalman or Telegraphist | | Stoker 1 st Class | Ldg Stkr and PO level | | | | | | | grades) | | |
| Leading Seaman or Leading LTO | Leading Signalman or Telegraphist | Sailmaker's Mate | Leading Stoker | | ERA 5 th Class | Electrical Artificer 5 th Class | Ordnance Artificer 5 th Class | Mate (Leading Tradesman) | Armourer's Crew | | Second Sick Berth Steward | Second Writer | Leading Victualling Assistant |
| Petty Officer or PO LTO | Yeoman of Sigs or PO Telegraphist | Sailmaker | Stoker PO | Mechanician | | | | Tradesman (PO) | Amourer' (PO) | Ship's Corporals 1 st and 2 nd Class | Sick Berth Steward | First Writer | Victualling PO |
| Gunner's Mate, Torpedo Gunner's Mate (CPOs) | Chief Yeoman of Signals or Chief Tel | Chief Sailmaker | Chief Stoker | Chief Mechanician | ERA 4 th Class, 3 rd Class 2 nd Class and 1 st Class | 4 th Class, 3 rd Class 2 nd Class and 1 st Class | 4 th Class, 3 rd Class 2 nd Class and 1 st Class | Chief (PO) Tradesman | Chief Armourer | Master at Arms | Chief Sick Berth Steward | Chief Writer | Victualling CPO |
| | | | | | Chief ERA 1 st Class and 2 nd Class | Chief Elect Art 1 st Class and 2 nd Class | Chief Ord Art 1 st Class and 2 nd Class | | | | | | |
| NOTE 1: | See NOTE 1 | | | | See NOTE 2 | | | See NOTE 5 | | See NOTE 4 | | | |

For all POs and CPOs there were increases in pay with time in rank seniority, generally at thee-yearly increments.

All shipboard electrical installations were the responsibility of the Torpedo Branch. Torpedomen with electrical training were identified as Leading Torpedo Operators, or LTOs. Ratings qualified as LTOs received an extra allowance depending on substantive rate. This was a trade qualification usually acquired at the Leading Seaman level. Electrical Artificers were only carried in large cruisers and above and dealt mainly with high power installations. Although recognized as being necessary before WW1, amalgamation of all the electrical tradesmen would not take place until 1949.

NOTE 2:

All Artificers were considerably better paid than other trades. An ERA 1st class was paid about twice what a seaman CPO received. Most Engine Room Artificers entered as apprentices and joined a ship at the 5th class level to complete the sea-phase of their training. Electrical and Ordnance Artificers and some ERAs were hired as qualified Artificers and entered at the Artificer 3rd or 2nd Class level. They often had minimum naval background and were mostly valued for their technical expertise. NOTE 3:

Youths joined as Boys between 15 and 16 and a half. Boy seamen and signallers were trained in the pre-sea training establishments. Boys 1st class were carried in cruisers and above. Boys in the Supply and Secretariat Branches were trained on the job, usually in shore establishments. Boys time did not count for promotion or pension. Man's time started on the boy's 18th birthday. Direct entry men were only accepted from age 18 and up.

NOTE 4:

The Ship's Police were recruited from among the seamen and Royal Marines and were often men who stood little chance of advancement in their respective branches. In 1919 this branch was reorganized and renamed "Regulating Branch" at which time the Ship's Corporal became Regulating Petty Officer. Despite efforts to improve the quality and practises, the branch remained little changed.

NOTE 5:

All of the Artisan trades were in the process of being reorganized similarly to the Electrical and Ordnance branches. In the new system Boy Shipwrights would serve a 5-year apprenticeship in the Royal Dockyard shops. In the Old Scheme artificers were mostly hired on from civilian sources at a level commensurate with their training and experience, a practise that was continued even after the introduction of the revised system of training.