

MEMORIES OF THE USS MARBLEHEAD (CL12)
(Light Cruiser, U.S. Navy)

by

Thomas Earl Owens, Jr., CWO3 U.S. Navy Retired

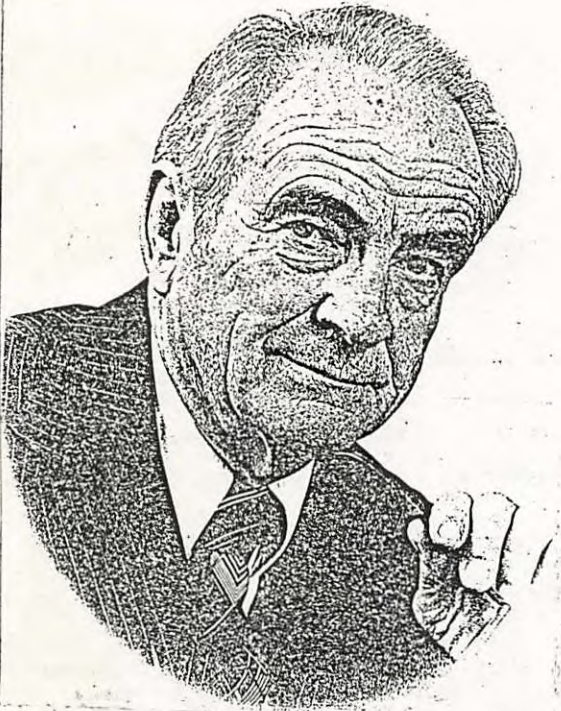
Enlisted July 13, 1936 - Dallas, TX
Retired September 1, 1957.

I went on board the USS Marblehead (CL12)
sometime in late 1940 and departed March
or April 1943

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EARL OWENS



1978
Age 60, November 5, 1978



1957
Age 38



1936
Age 17



1939
Age 21



1942
Age 24



1943
Age 25

The USS Marblehead (CL12) had spent the greater portion of 1941 in the southern Philippine Islands with a division of World War I (four piper/stack) destroyers. We returned to Manila, P.I. and anchored in the harbor November 18, 1941. That was a good day for the crew. It will be remembered for we received mail from the States (U.S.). That was the last mail we received from our good ole States until May 4, 1942. All hands were happy and no one thought of anything in particular except getting in a white uniform and catching a liberty boat to go ashore in Manila or Cavite and relax for the weekend.

Many passed away time in their favorite Caberet (Kaba-Ray) and some others just relaxed in other places of their choosing. The information (dope) was passed on to us at the morning Quarters-for-muster (roll call) by Captain A.G. Robinson, USN (USS Marblehead Commanding Officer/Skipper) that we were to remain at anchor. The crew was dismissed from quarters and carried out the routine of the day. Liberty with much money in our pockets made us and the Philippino people happy for they knew we would spend it. The news coming out of Washington, D.C. had not been good news. Everyone was interested in what was going on in Washington. It was my responsibility to copy the radio transmissions of and from the U.S. State Department (called BARDS or Bulletins) each day and distribute to the officers and men. The Japanese Ambassadors and other Japanese representatives in Washington were not cooperating with the U.S. like President Roosevelt thought they should.... according to the Bulletins. I received plenty of help from my shipmate-radiomen in making prints of the bulletins. The Cooks and Bakers were most generous with their pastries and foods in order to be favored with a copy. I appreciated their hand outs. The news centered upon "What was happening in Washington, D.C." and "What is President Roosevelt going to say or do or maybe both. Sailors, Soldiers and Marines on the Asiatic Station thought they wanted to get into a war, however, we really didn't realize just what it would mean to our lives. The weekend passed and our usual weekly Sailing orders were posted and called for Gunnery practice in Subic Bay, P.I. (south of Manila) area and around Corregidor (known as the mighty rock). Corregidor Rock was the tip of the mountain as you entered the Manila, P.I. channel leading to the harbor. It was equipped with underground caves/offices, food storages, an entrance whereby submarines could enter via an underground passage while submerged and then resurface inside. A complete communication center was installed inside the rock which was equipped and capable of carrying on all communications for the Commander in Chief Asiatic Fleet (CinCAF), U.S. Army and the Commandant of the 16th Naval District. 16" and/or 20" diameter gun mounts were all over the outside top of the rock. We thought that it was impossible for an enemy to do much damage to it with bombs or shells. Our communication antennas were subject to destruction by bombs and shells. However, there were trained personnel that could and would re-rig the antennas in the event they were knocked out. Good medical facilities were inside.

The crew returned from liberty Monday morning November 22, 1941 and prepared for getting underway. Part of our personal preparation was to bundle up all of our dirty clothes and deliver them to our favorite Philippino laundryman from ashore that was waiting alongside the ship to pick them up, take them ashore and wash and then return them to us when our ship returned to port. I have never seen that last bundle of clothing to this day for we have never returned to that port. Orders were posted to get underway at 0900 (9A:M). However, about 0815 Captain Robinson returned to the ship and had the word passed to delay getting underway until further notice. The crew sensed something was wrong for the Skipper was always aboard the night before getting underway. His wife was in the States and he thought that he could do a better job of commanding his ship if he had a good night's sleep prior to getting underway. He was always alert. He was liked by the crew. We all made our guesses and started many rumors. We all wished that we were getting ready to go to Shanghai, China. This was the choice thinking and the most enjoyable place/port for the American Sailor to have liberty. Soon after the Skipper returned to the ship and had communicated with his officers, the word was passed for an ALL Hands working party to fuel ship, provision ship, unload the practice ammunition and take on a full allowance of Live Wartime Ammunition including Torpedos with live explosives in their head. All departments cooperated. We turned to getting everything shipshape and squared away for the tasks ahead. We took the announcement for exactly what it said. No one shirked his responsibilities. All day long we worked. However, we were wondering what was really going to happen. The Executive Officer, Commander Goggins, USN, had the word passed that liberty would be granted that night, expiring the next morning at the regular time. This information put other ideas in most of the minds of the crew. Ordinarily the liberty would be up earlier if we were to get underway Tuesday morning.

When liberty was sounded Monday afternoon, everyone listed on the liberty lists, got ready and went ashore to relax after a hard tough day working on one or more of the working parties. The crew had noticed that all of the storerooms, ice boxes and all other available spaces were filled with food (chow). Potatoes (Spuds) were stacked about six (6) feet high in crates on the fan tail (rear topside deck or stern). Tuesday morning all hands returned on time still wondering what was cooking (plans). Captain Robinson had not made a liberty as the rest of us had. He spent a good portion of Monday and Monday night ashore and in the Marshman Administration Building in Manila, P.I. He was in conference with Admiral Thomas B. Hart, USN, Commander and Chief U.S. Asiatic Fleet and the other ship's commanding officers. November 24, 1941 the word was passed over the speaker system to prepare to get underway at 0930. No destination was announced at this time. Some of the crew went so far as to imagine that we were heading for the States.

The Marblehead had had engine room Turbine trouble/problems for some time. However, previous information from the Bureau of Ships in Washington, D.C. indicated that they didn't think the ship was seaworthy enough to make the trip back to the States. This was the big joke of the times. However, most everytime we went to sea for the past six months we had lost many blades from our turbines. In addition we had other engine room problems too numerous to mention.

November 24, 1941. 0900 on the clock, the half hour notice whistle for getting underway was sounded, 0930 soon was sounded on the bell and the ship hoisted anchor. We were off with U.S. Destroyers (ships) escorting as usual. After passing clear of Corregidor at the entrance of the Manila Harbor channel our Captain A.G. Robinson announced over the loudspeaker system "We are steaming south below the Philippines for Security reasons." He went on to say that we would have no more practice nor drills. Everything is for real from now on. He stopped short of saying we were at war. The security measures were deemed necessary as a result of the meeting he attended with Admiral Hart and others in the Marshman Building in Manila on Monday and Monday night. Admiral Hart had received information on Sunday 21 November 1941 from Washington, D.C. Chief of Naval Operations to be on the alert for anything that might happen for things didn't seem to pan out between the United States and Japan according to the way they should. Admiral Hart knew and outguessed the Japanese Military people. He had given orders for all ships to provision and prepare for the most severe wartime actions that we had been trained to cope with. All ships carried out orders. Only a few ships remained behind in the Cavite, P.I. Naval Shipyard across the bay from Manila. They were being overhauled and needed many repairs which some had to be done prior to their departures.

After leaving Manila, P.I. November 24, 1941 at 0930 we steamed south, knowing something was coming soon. Our lookouts were instructed to be on the alert more than ever for ships, periscopes and submarines. Condition three (3 section watch - 4 hours on and 8 hrs off and repeat) was set. All guns fully manned with live wartime ammunition with a full gun crew. After scouting and observing the passage south, we received orders from Admiral Hart to proceed to Tarakan Roads, Netherlands East Indies, Borneo Island. We entered the harbor leading to Linkas on November 29, 1941. We received signals to come alongside the fueling dock. Prior to departing Manila, P.I. we received onboard an Intelligence Officer that could speak the Dutch (Borneo's language) language as well as Chinese and Japanese and perhaps other languages. He carried on most of the negotiations under the supervision of Captain Robinson. Our Gunnery Officer Commander Van Burgen was of Dutch Nationality and could speak the Dutch language as well as anyone. Cdr Van Burgen went ashore and made arrangements for the crew to go over and spend a few hours liberty. The Dutch/Borneo were already in a wartime status against the Japanese. However, they allowed

one tenth (1/10th) (about 80) of the crew to be ashore until sundown, at which time we had to return aboard ship.

The Dutch Shell Oil Company under the direction of the American Shell Oil Company and using American machinery had drilled many productive oil wells. They had installed their oil storage tanks on the side of the mountains surrounding the harbor entrance with dynamite inside and electrically wired to a central control lookout tower/building on top of the mountain peak near the harbor entrance. They all or any selected group could be detonated.

Our ship was prepared to the best of our abilities with what we had for what might happen. Liberty was granted for one tenth of the crew. Joe J. Harmon and myself were the lucky two out of the Radio Communication gang that were allowed liberty. Those not listed on the liberty lists did not complain for we were all 100% backing our skipper. He was doing what he thought right and he had us all convinced of that. Joe and I departed for liberty. Taxi cabs were available at the dockside. Joe and I hailed one which was a three (3) wheeler driven by one of the natives. We made the usual American Sailor signs of where we wanted to go, showed him some green American money and he took off nodding his head in the affirmative. We arrived at this beautiful white concrete and stucco building surrounded by palm trees and all the tropical beauty of greenery, tennis courts etc..... It was a swanky club house. The waiter made us welcome and delivered hot roasted peanuts along with refreshments. We learned later that this was the only place in town that had ice for cooling drinks of anykind. The club had everything except beautiful women. They had all been evacuated. Joe and I thought that heaven had descended down on Tarakan, Borneo. That is until about fifteen minutes had passed. We saw our Gunnery Officer, Commander Van Burgen come into the club with one of the Dutch natives. He came over and spoke. He was always a friendly outgoing type of person. He stated "I'll bet you fellows didn't know this had been reserved for visiting officers and is out of bounds to enlisted personnel". Joe and I stood up or were standing by this time and both said, "No Sir, we'll leave immediately". Commander Van Burgen said, "No, I want you all to stay here and enjoy your selves, however, I'm assigning you the duty and responsibility to notify other enlisted men that might venture in that this is reserved and is off limits to them". We carried out his requests and assignments to the best of our abilities which lasted until about one hour prior to sunset. The next time over on liberty we met two native dutch soldiers riding bicycles. They showed us where we could rent a couple of bicycles for forty (40) cents each American money for the afternoon. They took us on a tour of their little town of Linkas and the surrounding sites including the oil fields nearby. Their wells were located about 100 feet each way and apart. They had central engine plants which operated horizontal rockerarms that were attached

to the pump's rocker arm which worked on the horizontal with about a ninety degree swing to the stroke. One oilerman kept the rocker arms and pumps oiled/greased while the second man maintained the watch in the engine plant. The dutch men working in the oil fields understood and spoke english fairly well since they had worked closely with the American Shell Oil Company personnel for several years. The oil fields and all signs around them stated that they were "Dutch Shell Oil Co.". This was because the Dutch maintained at least a 51% controlling interest in them.

While in Borneo and prior to the WWII commencing, Clarence John Aschenbrenner (the Bull) Ship Fitter Second Class (SF2c) located a place to relax in Tarakan while ashore. As his luck would always be, he obtained a number 3 american washtub. He had determined that one 300 lb. block of ice was available each day for a predetermined fee of american money. He obliged the seller with the fee and each day thereafter while our ship was there the keeper of the place of relaxation would ice down the tub filled with Dutch Heineken Beer and have it available when the Bull and associates arrived to relax and spin sea stories (yarns) (would be lies -- except they were told outside the 3 mile marker of the United States, therefore it became a true story).

We remained in Tarakan, Borneo until December 8th, 1941. Borneo was on minus 7½ Time Zone. Sometime after midnight Sunday December 7, 1941 in Borneo it was 7 A:M Pearl Harbor, Hawaii Territory time. I don't remember the exact time in Borneo, however, our General Alarm sounded General Quarters over the public address system (Speaker system). We all knew it was for real. I was sleeping in my bunk (bed), third bunk up from the deck in the compartment for Communication personnel. I rolled out on deck in my skivies and put my feet into my go-aheads, grabbed my clothes and headed for my battlestation. My battlestation responsibility was Supervisor of the Watch in Main Communications center/Radio Shack. On my way to Main Communications an unknown shipmate had made the mistake of stopping to get a drink of water at the centrally located scuttlebut (waterfountain) on the second deck forward. The fast moving sailors hit his rear end and knocked him in underneath the scuttlebut. He had to remain there for a few minutes until the traffic cleared before he dared to come out and go on to his GQ station.

After arriving in the Radio Shack and taking over the Supervisory duties a message was received from the Commander in Chief Asiatic Fleet, Admiral Hart, which read "carry out WPL 41". This stood for War Plan 1941 which all ship's Commanding Officers were previously made aware of an instructed as to what for each to do. Next came the message "Pearl Harbor under Surprise Attack". Next from President Roosevelt in Washington, D.C., "The United States has declared a state of War against Japan".

We immediately made preparations for getting underway. We proceeded in the general direction of the Philippine Islands while carrying out WPL 41. We contacted the American ships in the area, both Military and Commercial, which were already grouping and making ready for heading South. The exact happenings and details of what was going on in Manila, P.I. and across the bay in and near the Cavite U.S. Naval Shipyard were confusing, frustrating and some things were unbelievable but true. We were expecting the Japanese to bomb Manila and the Cavite Naval Shipyard which they did. Some of the employees in the Naval Shipyard turned traitor to the U.S. and prevented among other things the firefighters from using the fire hoses and water by cutting the hoses and destroying the fire hydrants. They had previously been well informed what to do in the event of war. The U.S. Marines took care of the majority of the traitors if not all of them by execution/gun fire. One of our planes was chasing a Japanese bomber that came in over the Cavite Naval Shipyard. The U.S. Anti Air Craft guns, while aiming at the Japanese bomber, accidentally shot our own plane down while the Japanese plane flew on. This type of accident happens sometimes when people are under extreme pressure and excitement. It reminded me of my duck hunting days when I was about 13 years old. I'd shoot at the ducks with my Dad's double barreled 12 gauge and if I got a duck it usually was the tail end duck.

Communications were shifted from the Commandant Sixteenth (16th) Naval District Headquarters in the Cavatie Naval Shipyard to the Corregidor underground facilities without interruption. Many of my Asiatic Shipmates made the move. Most of them were later captured by the Japanese who made them march in the Batan March. Some survived the March only to become slave labor later for the Japanese. Some were tortured to death. Some died on the march from fatigue. Many others died while in Japanese Prison Camp(s). Jim Dowzell a radio operator worked in the Coal Mines while in prison. He returned to the U.S. after the war where I talked with him in Memphis, Tennessee. He had numerous scars where he had been whipped with a blacksnake whip across the back and legs. He swore that he was allowed to return to the prison camp and take care of his most undesired prison guard. Some of his scars were the result of lashings received because he stole about fifty (50) gallons of wine (2 gallons at a time and passed it out among his prison mates. Some of the scars were there because of lashings he received for making friends with the Japanese Prison Guard German Shepherd Dog and then killing it for seasoning of the Sweet Potato vine soup. He said that was very good soup. One of the SKIs or SKYs was an ex USS Northampton radioman that went to the Asiatic Station with me in 1940 and later was captured on Corregidor. For some reason a thought must have run thru his brain for he had filled his pockets with Sulfa Drug pills. It was the newest medicine being tried out on the Military personnel. I have been told by other shipmates that his sulfa drugs saved many American's lives. He later died after making the march and while in

a Japanese prison camp. Ole Ed Kutchey was a Chief Machinist Mate with about 30 years service at the time WWII began. He was captured on Corregidor and taken to Japan to work in the mines. He said if you worked and produced, the Japanese would feed you three times a day with a small ration of rice, cup of sweet potato vine soup plus a ration of some kind of meat - fowl, fish or animal meat and sometimes peanuts (2 or 3) were substituted for the meat. If you did not produce you were likely to receive only the soup with rice once each day. Ed Kutchey survived the Japanese Prison Camp enslavement and lived in the Batchelor Officer's Quarters at the Memphis, Tennessee Naval Air Station where I was living in 1949 and 1950. Xrays of his lungs looked like they had been shot with a shotgun loaded with buckshot. Apparently he had TB or pneumonia while in the Japanese Prison camps, however, he doesn't remember being ill nor did he miss any workdays. Ed was living in Florida the last time I heard from him in 1975. I have accidentally come in contact with several of my ex-Asiatic shipmates since WWII. None of those that went to the Japanese Prison Camps will ever be the same again.

While escorting the merchant ships to the South many things happened which I do not recall the details of at this time. We pulled into Balikpapan, Borneo where we removed all unnecessary items from the ship such as the Captain's Gig, Officer's Motor Boat, broadcast radios, golf clubs, souvenirs, etc.... We knew the necessity to part with them. While in Balikpapan we received word from one of the Passenger Liners that we had escorted south that their Radio Direction Finder equipment was inoperative and requested repair. Our Radio Electrician (warrant officer) James De Faunce Nelson and one of the radiomen boarded a whaleboat and went over to the Passenger Liner. They returned shortly thereafter. The Radio Electrician reported that he located a blown line fuse and replaced same. This restored the equipment to an operating condition with no other apparent fault. He had been informed that the three (3) Radio Operators on board the Liner belonged to a Union which did not allow the radio operators to work on equipment during their time off from performing communication duties. Captain Robinson sent a message to the Commanding Officer of the Liner that war had been declared between the U.S. and Japan. Under these conditions the liner's commanding officer would be under his command. Further that he would take what ever action necessary to maintain the liner and the equipment in the best of operation and readiness conditions. We continued on and escorted most of the commercial ships to the vicinity of Northern Australia before we broke off (turned around) and returned North via Balia to Surabaya, Java for fuel and supplies. We received information on the success our U.S. Submarines were having. The submarines were very successful in sinking the Japanese commercial ships. The USS Langley's antiaircraft guns shot the periscope off of a Japanese submarine that was running at periscope depth before it had time to

let go with it's torpedoes at our ships. It had to surface and one of our 4 piper destroyers moved in for the kill and sank the Japanese submarine. One of our U.S. Submarines had orders to follow a Japanese Passenger liner that departed from Manila, P.I. on or about the third of December 1941. It followed the liner north toward Japan until the war (WWII) was declared and then sank the liner. The report indicated that the US Submarine did not see any survivors to pick up. The liner had departed from the U.S. with Japanese dignitaries aboard, came via Honolulu where some more were picked up and thence to Manila where others went aboard for their return to Tokio. Apparently they all knew what was coming.

I was privileged to receive news from many sources. The Chief Radioman George McGuirk and myself copied, printed and distributed ten (10) or more 8½X13 pages of press daily. Some of the news came out of Los Angeles, New York, DNB Germany located in Berlin, plus the reliable good and bad news was passed on to us by our Communication Officer. This news came to us thru our communication channels. Tokio broadcasts were a source of propaganda, gossip and stories. McGuirk and I would edit Tokio reports as well as DNB Germany, change a word or sentence here and there and make the news read like the crew members would like it best. A sheet of this news was priceless and was passed on and on among the men. The Chinese cooks perhaps couldn't read it so clearly, however, they would always have a bowl of puffed rice with the best of diced chicken, pork or beef if I could spare a copy so they could have someone read and explain it to them. You see, we had all Chinese natives for Officer's cooks and stewards. They were as good and perhaps the best in the U.S. Navy. However, they were not U.S. Citizens at the time and according to the rules and regulations by which they were governed they could never go to the U.S. This all changed when WWII broke and they were accepted as full fledged Americans and their pay went up to that of the equivalent American sailor of the same equal rating. Briefly, for one of the Chinese to become an officer's cook or steward aboard an American Man of War ship, the Chinaman had to be able to read and speak English. This usually came about by working for an American military officer on the beach/land in China and then the officer usually sent him to school for approximately six (6) months to learn to read and speak English. Then the American Military Officer would endorse the Chinaman for shipboard duty in the Asiatic Station Area. This was a high honor for a Chinese citizen. There was always a long waiting list of Chinese desiring this duty. They spoke the Chinese language(s) among themselves. They were true blue loyal sailors to the U.S. Some of them are now retired and living in the U.S.

We received an official report from the Dutch Military that two (2) Japanese Destroyers (ships) attempted to enter the harbor at

Tarakan, Borneo where we were on December 8, 1941. The destroyers made it thru the mine fields without exploding a mine. The Dutch detonated oil tanks on the slopes of the mountain on the side of the harbor. The burning oil rushed down into the harbor and engulfed the destroyers - destroying both with all aboard. They couldn't or didn't have time to maneuver back out thru the minefields before they burned.

We received news that one of our U.S. Submarines had entered the Yokohama harbor by submerging deep enough to go under the anti-submarine nets stretched across the harbor entrance. The submarine settled to the bottom of the harbor and waited for a large Japanese ship which was originally designed to be a Luxury Liner but was being converted to an aircraft carrier to be launched. When the Japanese ship came down the skids/ways and came to rest in the Yokohama harbor waters, the U.S. Submarine fired two (2) torpedoes into it and immediately fired one (1) torpedo into each of two (2) other Japanese ships tied up in the harbor. The three (3) Japanese ships disintegrated and sank. The confusion that resulted among the Japanese allowed the U.S. submarine to escape to sea without being detected or attacked. Chief Radioman Kieselbak USN was on the submarine. I have heard him retell and confirm the report.

News was received about the execution of Whitey Smith in Manila, P.I. Whitey Smith was an ex-U.S. Army soldier that had received a Bad Conduct Discharge sometime in the early 30's. He migrated to Manila, P.I. where he became the orchestra leader and owner of the Metro Gardens Nite Club there in Manila. He had a top rated band, high class top quality eating and entertainment establishment. He catered to the Americans primarily. However, many orientals came and went also. You could visit his place in uniform, sign a "chit" for all your food, drinks and entertainment and pay later. He was a very accomodating fellow. If you visited on your birthday he would personally see to it that you received a bottle of your choice at no cost to you. He would have it delivered while the orchestra played and sang happy birthday to you. He made you feel welcome. He was often critized for his poor choice of words that he used during his scheduled 10 P:M radio broadcast from the Metro Gardens over the Manila Radio Station. The day World War TWO broke he was seized by the U.S. Marines and executed by firing squad for being a Japanese spy. His poorly chosen words for his broadcasts were "coded messages to Tokio".

The first wave of Japanese bombers arriving in the Manila area bombed a secret ammunition storage where the U.S. had a large supply of ammunition. I understood that an American Sailor (Gunner's Mate Third Class) had been in charge of a working party

handling, delivering and storing the ammunition had disclosed the secret hiding place thru spy channels to the Japanese. The Gunners Mate was executed by the U.S. Marines that day for being a spy for the Japanese.

The news of the execution of Whitey Smith and the Gunner's Mate was relayed to the U.S. Navy ships in the Asiatic fleet from the communications center on Corregidor.

We (USS Marblehead CL12) arrived in Port Darwin Australia during the first week of January 1942. I spent many hours on the CW Radio circuit on the Marblehead while anchored in Darwin, Australia. Our Radio call sign was NIRR. I was working Point to Point communications with Corregidor (NPO radio call sign). We were using the 4235 KC series frequencies depending on the time of day and atmospheric conditions. We would be operating/communicating good, and NPO Corregidor would go silent. The Japs had knocked out their antennas. A short time later the signal would be heard after a repair party had time to rerig antennas. They could rerig in a short time. I remember one time when I could not communicate with NPO when a signal came on the air identifying itself as a Ham Radio Operator in K'unming, China. The Ham Operator offered to relay my message to a U.S. Flying Fortress (US) who was in contact with NPO on another frequency. I had nothing to loose so I sent the message. Later NPO Corregidor receipted for the message. Admiral C.E. Coffin, USN Retired was a Lieutenant on board the Marblehead at the time (and may have been an intelligence officer). He told me that he personally knew the Chinaman that relayed the message. He stated that the Chinaman was associated with the University K'unming, China-faculty where Lt Coffin had been stationed and doing US Navy duty at one time. Once during the same stay in Port Darwin, Australia I was trying to communicate with NPO Corregidor with little or no success. A radio operator on the 4235 KC series frequency answered me and informed me that he could relay for me. He was NBA U.S. Naval Radio Station, Balboa, Canal Zone, Central America. I sent the message. He immediately repeated the message on the same frequency to NPO Corregidor. NPO receipted for the message without me ever hearing NPO. The NBA operator relayed/repeated the receipt from NPO to me. Our Radio Electrician (Warrant Officer) James De Faunce Nelson treated me good during my time on the circuit. George McGuirk Chief Radioman would relieve me on the CW Radio circuit when mother nature prevailed and I had to leave. Mr. Nelson would bring me sandwiches from the Warrant Officer's mess which I ate when the circuit was silent. We stayed in Darwin a few days until the USS Langley relieved us and the Marblehead went North again.

We received special mechanical typewriters onboard the Marblehead prior to our departure from Manila, P.I. They were standard machines with standard English capital letters and numbers in the upper carriage position. However, the lower carriage position had combinations of letters similar to "htu, miw etc.." The American Embassy Radio Operators used them to copy Japanese transmissions. We were carrying twelve (12) machines. We were to deliver the typewriters to Singapore. However before we delivered, the news was received December 10, 1941 that British Battleships, HMS Prince of Whales and Repulse had been sunk in Singapore, China harbor. This was shocking news for no one ever expected that they could or would be sunk. We never delivered the typewriters. We tied the carriage shift levers down so they would type English and used them in Main Radio/Communications.

During visits in and out of Surabaya, Java I purchased Muskrat brand cigarettes, 10 pound boxes of american cheese, Lucky Strike cigarettes in the "Flat 50" tin boxes, sardines in the large oval tins with mustard sauce, Prince Albert tobacco, razor blades and any other U.S. Stateside items that were sealed. American made items were becoming unavailable by normal supply means. We also located and purchased Hershey chocolate candy in sealed cans.

Forward of the Radio Shack was a manhole (opening) which entered a false compartment which was between the Gun mount deck forward and the overhead of the compartment below. About a 30 inch high area was available for the storage of the items I purchased in Surabaya. Lieutenant Commander (Now a Rear Admiral Retired) Morris Smellow, USN Supply Corp stood watches and performed cryptographic duties in the Communication Office adjacent to the Radio Shack. He provided us with the necessary crackers and bread to go with some of our cheese. Prior to my acquaintance with Mr. Smellow, I never understood why the fried chicken served on the crews mess was made up of wings, thighs, legs, necks, backs etc... and the fried chicken served in the officer's mess consisted of chicken breasts and sometimes a few thighs and drum sticks. I was told as a young sailor that two different breeds of chickens were grown. Having grown up on a Farm in Texas I knew better. The ship's cooks and bakers often left a cake or pie behind as they picked up the morning news paper from the Radio Shack.

While on liberty in Surabaya, Java in December 1941 or January 1942 I located a case of NEKO soap (144 bars 2"x2"x1" light blue in color) and purchased same. This was choice soap for it contained 2% carbolic acid. The fungus was terrible in the South Pacific and Philippine Islands. The humidity was high as well as the temperature. After taking salt water showers and swimming in the ocean for a week or so the fungus would literally cause miserable sores on

our skin. In some instances shipmates contacted ring worms which were difficult to detect from the fungus infestation. However, if you could obtain a bar or two of NEKO soap with 1 or 2% carbolic acid therein you could control the fungus.

Food and fuel supplies out of the Surabaya, Java port were in reasonable supply. However, not plentiful and was fast diminishing by January 1942. Some of the Four Stack Destroyers came alongside the second dock over from where we were tied up. The sailors procured some sheep, drove them down on the dock along side where they were tied up and slaughtered the sheep. They washed the meat in the salt sea water and carried it aboard their ships for food. Those sailors were the first we had seen wearing clothing that had been boiled in coffee to reduce their visibility to the enemy. A sailor's white uniform could be seen for many miles at sea. I recall that our ship's bakers gave the destroyer sailors most all the fresh baked bread we had cooked up. The destroyers were not equipped with good baking facilities, (maybe no facilities for baking bread).

James W. (Slim) Summerville, Radioman was on one of the destroyers. Slim told me a sea story about being at his battlestation one morning as usual about 3:30 A:M when they passed a Japanese destroyer going in the opposite direction. They were both looking for each other. They had to veer slightly to avoid a collision. Both destroyers kept going without firing a shot. Both were probably wondering what turned one of their own destroyers around and headed it in the wrong direction. Or they were both probably scared to within an inch of their lives.

As I recall the Flying Fortress came in for a landing with the outboard engine and the outer portion of that wing shot away by the Japanese after the Pilot had succeeded in dropping a bomb down the smokestack of one of the Japanese battleships. The Pilot landed safely and lived to tell about the success.

On or about the third week in January 1942 we received information that a Japanese convoy was moving south thru Makassar Straits. The USS Marblehead (CL12) and five (5) 4 piper US Destroyers were to intercept and destroy. As I remember, the USS John D. Ford, (DD228) USS Parrott, USS POPE, USS Paul Jones and the USS Bulmer (DD222) called the flying deuces, were the destroyers. LCDR J.E. Cooper, USN was the USS Ford's commanding officer. Commander Destroyer Division 59 was in the USS John D. Ford (DD228). January 23, 1942 we were steaming North to intercept and engage the enemy. None of us slept for we either were on duty or too nervous to sleep for we were to protect the Destroyers after they were to attack at 0100 January 24, 1942. No one really thought we were doomed to destruction, however, we were intelligent enough to know that we didn't have a chinamans chance - which is nil. The enemy convoy was reported to consist of cruisers, destroyers and transports, maybe one ammunition ship. While steaming north I tried to keep the record player going in radio shack which sent music to the lower deck compartments - - I had quite a few of Ernest Tubb's and Eddie Arnold's records which were the most frequently requested records. Meantime I listened to the Silent Radio Circuit - hoping not to hear any signals. Commander Task Force 5 was in the USS Marblehead. CTF5 sent a message to COMDESDIV 59 which read: Go in and attack on Signal IXIM__ X do not come out until all ammunition is expended. That evening on the way up to Makassar straits there was among other things going on, a Crap Game in progress in the Machine shop so I was told later. One shipmate was lucky and made his point(s) with no failures. His last roll was for something like \$2560.00 having first layed down a \$10.00 bill, and never picking up. Others listened to Ernest Tubb Walking the Floor over you and dreamed of their best girl friend. I didn't have a girl friend - I loved them all - Commander Destroyer Division 59 in the USS John D. Ford (DD228) lead the destroyers into Makassar Straits anchorage and attacked the Japanese the morning of January 24, 1942. Our US Destroyers went in in column and discovered what later was reported as thirteen (13) Japanese ships. They steamed freely along firing/releasing torpedoes one at a time into small ships and two into larger ships. A chief Torpedoman of one of the Destroyers told me later in Surabaya, Java that he lined a torpedo up with a vertical line where he had seen a blue blinking light on the Japanese ship and let the torpedo go and demolished the ship. Later he lined two torpedos up on a ship that was either an ammunition or fuel tanker ship and let them go. The explosion that followed blew him from the area of the torpedo tubes on the Starbord side of his destroyer and when he realized where he was - he was sitting with his back against the life lines on the Port side of his destroyer. The USS John D. Ford was the only destroyer to receive any damage in the engagement.

Casualties sustained by the crew of the USS Ford were: DARBY, John T. 368 31 38, TM3c USN, received multiple shell wounds about the back; BURSHEM, Jack A., 393 08 20, QM3c, USN, received shell wound right thigh; BOYKIN, Robert J., 356 32 35, Sealc, USN, received shell wound to left arm.

The Destroyer attack on the Japanese ships was completed about 0400 January 24, 1942. The Ford expended 25 rounds of 4 inch ammunition, 12 torpedoes and many rounds of 50 caliber ammunition. The other destroyers had expended all of their torpedoes and most of their 4" ammunition as well as many rounds of 50 caliber machinegun ammunition.

They sank eight (8) of the thirteen (13) Japanese ships in the straits. As it turned out we did not have need to do anything to protect them from the enemy since the Japanese were so dumbfounded and disorganized as well as being caught by surprise that the Japanese did not attempt to come after us. Shipmates on the destroyers told us later in Surabaya, Java that we were the best looking site (ships) that they ever hoped to see for they were helpless as far as defending themselves. They used everything they had to throw at the Japs. The US Submarines reported they sank four (4) ships in Makassar Straits about daybreak the morning of January 24, 1942. A fifth ship was not accounted for by the submarines. However, it disappeared somewhere below the surface for it did not escape. The flying fortresses reported the morning of January 24th about 7 A:M that no ships remained. A couple of the Japanese ships were Troop transports estimated to have ten to twenty thousand troops on board. They went down in the water, burning oil etc.... The Dutch cooperated and had exploded oil tanks on the slopes of the mountains which allowed the burning oil to join the burning oil from the sunken Japanese vessels. It also aided our destroyers in picking out their targets. The Japanese were caught sleeping.

About 0800 (8 A:M) January 24, 1942 the USS Marblehead Officer-of-the Deck (OOD) reported sighting the Destroyer Division 59 with all ships appearing in good condition. LCDR M.J. Drury, USN, was our OOD at the time of the sighting. About 0840 we directed our planes (Scout Observation type) to proceed to Soerabaja, JAVA. We proceeded with the destroyers toward Soerabaja arriving about 1130 the morning January 25, 1942. Commander Task Force Five was in the USS Marblehead and Senior Officer Present Afloat. Admiral Glasford departed from the Marblehead that afternoon. Shipmates Carr, Nelson, Todish, Cane, Cicero, Leinweber, Pedersen, Couch and others had an exceptionally good time in Soerabaja that afternoon.

*Rear Admiral
Retired 1988
Died 1988*

The Asiatic fleet submarines did wonders also. We had the "S"boats and "P" boats for submarines. The "S" boats were of the WWI vantage and leaked too much for safety. I remember that they had to surface at night to charge their batteries. They were limited (they thought) to a maximum submerged running depth of about fifty feet. This was changed when the Japanese began to locate them and drop depth charges. The submarines began to report that they went deeper and deeper and deeper to get away from the exploding depth charges and below the Japanese Sonar beams they used to detect the location of our submarines.

Roy D. MacKay RMLc was on the S-36 submarine. It settled to the bottom in Olangapo, PI where they were detected by the Japanese. The trouble was the bottom wasn't deep enough and the Japanese destroyed the S-36. He got out with nothing but his skivies and was lucky to get away and back to Java and to Surabaya. He came aboard the Marblehead not knowing I was aboard. We were both Radio Strikers on the USS Pensacola (CA24) in 1936-37. He had been furnished finances and an outfitting of clothing. However, that was all he had and was desirous of purchasing clothing from our small stores. I was oversupplied with Philippino tailored bellbottom whites with the Radioman first class badge already on the blouses so we split my holdings, except for blues which he didn't need. Whites, underwear, handkerchiefs, socks, towels, hats, etc.... I don't know where he ended up, however, I am sure he must have gone to another submarine. Incidentally Roy's father Warren Scott MacKay LCDR was the first warrant officer in the U.S.Navy in Radio/Communications. He enlisted in the U.S.Navy in 1911 as a Landsman for Electricity and was promoted to Warrant Officer called Radio Gunner in November 1917. In 1923 Warren Scott MacKay was promoted to Chief Radio Electrician (CWO) the first in the US Navy.

Remember I was telling you that a shipmate had rolled for the \$2560.00 on the steel deck in the machine shop. They told me that one dice bounced off the steel bulkhead and went to the right and the other dice bounced off the same bulkhead and went left. Ole Franklin MMLc gazed at one and it read six and he was afraid to look at the other but he did. It had a five on it. I was told that he could hardly believe it but didn't hesitate to pick up the money and stuff his pockets. Later after we survived the Makassar Straits assignment and were returning to Surabaya he went to visit with the Paymaster and deposited about 3/4th of it in what was known at that time as the Navy Bank for Savings. It would bear 4% per annum interest, however, you could not draw it out until your enlistment ended or you re-enlisted ahead of time. As you will hear later..... we made it back to New York in May 1942 and his enlistment wasn't up until about 1944. Guess how he felt along about the 65th day we were in New York.

January 29, 1942 our U.S. Army Flying Fortresses (aircraft) reported sighting another group of Japanese ships nearing the Java Sea area. All U.S. and Allied ships available were given orders to concentrate and anchor in Bunder Roads, Netherlands East Indies. The Commanding Officers' conference was held. Two (2) British battleships, four (4) British destroyers, two (2) British heavy cruisers and a British aircraft carrier were present for the conference along with the U.S., Australian and Dutch ships. The Senior British Officer Present Afloat apparently disagreed with the other Allies for all of the British ships departed the area toward India. We later saw them anchored in Trincomalee, Ceylon off the coast of India. A new type U.S. Light Cruiser (square stern) with the latest automated five (5) inch 38 antiaircraft guns and six (6") inch main turret guns was present. It was the USS Boise. However, on their way out departing from the Bunder Roads anchorage, they ran over a place where the water was low and hit sand and rock. The impact damaged a screw and perhaps the rudder. They had to pull out of the Task Force and go for repairs I believe in Colombo, India Shipyard. Carroll QMlc (ex-Marblehead quartermaster) was on the USS Boise at the time. He was very knowledgeable on the Asiatic waters. However, he probably didn't know the Java Sea waters. He was an ole timer out in that part of the world. We were all excited, perhaps scared, didn't know the questions nor the answers, and in fact I had already discussed it with my maker and reached a decision that I would never see the United States nor my folks again. It didn't worry me for I had no choice. I didn't know where I was going nor what was going to happen. I did know where we had been and what had happened.

Having been anchored in what was known as Bunder Roads, Netherlands East Indies we prepared for and got underway about 0115 February 4, 1942 in accordance with the operation orders of Admiral W.F.M. Doorman, Royal Netherlands Navy, Officer in Tactical Command and Senior Officer Afloat. He had assumed command of the task force since it was his country that was to be defended immediately. Our ships had been spotted by a Japanese reconnaissance plane the evening before while we were at anchor. About 0450 we went to General Quarters (battlestations). This was standard procedure to set GQ. About 0500 we sighted and joined up with other ships in the taskforce and stationed in column as follows: His Netherlands Majesty's Ship (HNMS) DE RUYTER (a heavy cruiser with dual 7.9 inch gun turrets which could train and fire directly overhead. However the ship had no antiaircraft ammunition - - tragic) USS HOUSTON CA30 (heavy cruiser), USS MARBLEHEAD CL12 (light cruiser of the WWI vintage), HNMS TROMP (heavy cruiser of the De Ruyter class). This column of ships were screened/covered by destroyers USS BULMER DD222, USS STEWART, USS EDWARDS, USS BARKER and HNMS PIET-HEIN, HNMS BANCKERT and HNMS VAN GHENT. We were zig-zagging in accordance with the OTC Plan #1 at 15 knots when about 0949 we sighted strange air-craft approaching from the North East at high altitude. Thirty seven (37) planes were counted immediately and believed to be enemy Japanese planes.

Our U.S. Army Flying Fortresses had sent us a message about 0900 (on this morning) that a large formation of Japanese bombers were headed our way. The Task Force was directed at that time to split up and deploy (spread out). I was lying on the steel deck outside the Main Radio Shack located one level above main deck underneath the conning tower/bridge watching and waiting for whatever might come our way and to go inside the Radio Shack to my GQ station when time came. About 0950 the Bugler (Ted Rummage) cut loose with that spine wrinkling goose bump tune TA+TA - TA+TA+ - TA+TA+TA+. There was something in his tune that can never be explained for it sounded within its tune the meaning that it was for real - - - no faking we knew for sure. Immediately everyone was on the alert and at their General Quarters (battle) station. I was at my Supervisor's Desk in the Main Radio Shack. George McGuirk Chief Radioman was in Radio II (second deck amidship). He was the Supervisor in Radio II as well as manning the ship-to-shore CW Radio circuit with U.S. Naval Radio Station Surabaya, Java. Radio Electrician (warrant officer) James De Faunce Nelson was on crypto duty in the Main Radio Shack. He had everyone lay down on deck to prevent injury in case of shrapnel came thru.

The confirmed count grew to fifty four (54) Japanese twin engine horizontal type bombers. About 0950 we had gone to Air Defense and set condition ZED (closed all watertight compartments, hatches, portholes etc.) We lighted fires under all six remaining boilers; manned all Damage Control, Repair and Boiler Control Stations, dumped 4200 gallons of Aviation gasoline into the sea/ocean. We changed course to the starboard. By this time we observed the planes separating into groups of about nine (9) planes each. One such group was approaching the USS Marblehead and one group was headed for the USS Houston. We increased speed to 20 knots. At 0958 the USS Houston CA30 commenced firing.

The Japanese bombers were similar in appearance to our U.S. Army B-25 bombers. They came in on their first runs at about 9,000 feet. However, they soon learned that the Houston and Marblehead could accurately fire and hit at that altitude so they changed and made most of the remaining runs at altitudes between 13,000 and 15,000 feet which we could not reach with our 3" (manual load and fire) antiaircraft guns. You have never heard nor never will hear manually loaded and fired antiaircraft guns perform like those little 3" firecrackers did. The Houston hit the leader of the formation approaching the USS Marblehead as well as the two adjacent planes in the formation (one on either side of the leader). We said a prayer of thanks for the Houston's support for they would have blown us out of the water on that run. One of the planes came in for a suicide dive on the Marblehead. Our 3" antiaircraft gun crews zeroed in on it and hit the plane's engine which blew it to bits a few yards from our ship and before it was close enough to damage us. Another of the

damaged planes apparently was on automatic pilot with a dead Japanese pilot inside for it came in for a perfect landing on the water, wheels down and locked. No survivor(s) were observed. The third damaged plane was destined to get us except the fifty caliber machine guns (and Red Percifield's Browning Automatic Rifle) peppered it with a steady barrage of bullets which seemed to lift or bouy it over the Marblehead until it dropped in the water on the other side of the ship. The Japanese planes immediately climbed to about 15,000 feet and carried out their horizontal bombing runs on us at random. Each group of planes had one bomb sight in the leader's plane. They would fly in most of the runs in VEE formation. When the leader had his best guess cranked into the bombsight the red light would come on underneath his plane which signaled to the other planes to form position relative to the leader and drop bombs. This same light could be seen by personnel on the bridge of our ship including our Captain. Captain Robinson would then maneuver the Marblehead onto a course and speed that he believed best for the predicament that we were in. He stood on the wing of the bridge and maintained his calm and cool like the veteran he was. When the Japanese planes released their bombs they appeared to be tiny dots which would turn into tiny fingers as they came down toward us. Most of the bombs apparently were a mixture of 300 and 500 pound, armor piercing type with a delayed action fuse. Some may not have had fuses since they didn't explode. Many of them did explode below the water. Captain Robinson had them confused as to which way he would maneuver next until they made the all-out squeeze. They didn't drop bombs on every run. Captain Robinson didn't change course unless he saw the red light come on or see the tiny fingers start down. The ninth (9th) run on us was their lucky and our misfortunate run. I have often thought it may have been preplanned up above and that it was our lucky way out except for those who paid the price of wounds and death. Otherwise the Japanese would have continued to bomb us until they sunk us. The near miss in the vicinity of frame 24 exploded underwater beneath the six inch gun powder magazine storage and adjacent to the ship's bomb storage. It forced/blew a hole up thru the bottom of our ship into the bomb storage and powder room that could have accomodated the passage of a truck. Since we were circling and going forward at the same time, the water rushing in thru the hole caused bulkheads to split, burst, buckle, etc.. which resulted in death and destruction. Both the Officer's and Warrant Officer's wardrooms were wrecked. The Dental office and Medical records were destroyed. Sick Bay (dispensary) was wrecked beyond future usage. The Officer's wardroom forward bulkhead was blown aft which killed Lieutenant Blessman, Senior Aviator aboard. The wardroom pantry, ships' tailer shop, barber shop, post office, four oil tanks, forward fire and engine rooms all were destroyed. Anderson, SM2c, was bending over drinking from a fountain when the bomb went off near Nr. 1 hatch. He is still wondering what happened to the drinking fountain and how he escaped unharmed. Many other things happened during these times.

At 0958+30 seconds the USS Marblehead CL12 commenced firing and changed speed to 25 knots and commenced swinging left with full rudder. Fifty four (54) twin engine Japanese bombers were counted. Some approaches or bombing runs were made with 7, 8 or 9 planes. Each plane leader had a bomb sight. When the lead plane was on target a red light came on which could be seen from our ship's bridge by our Captain. He would then give the order to change course and sometime also changed speed. The Houston was having better luck than we were and knocked out several Japanese planes. The Dutch ships did not have the proper time fuzed ammunition for anti aircraft defense. However, the Dutch ships scared hell out of the Japanese pilots by training their dual 7.9 inch guns vertical and firing the armor piercing shells which seemed to go into outer space before returning and spashing in the water. At 1008 we observed one Japanese plane smoking that we had hit. At 1016 we attained speed of 29 knots (280 rpm). 1017 observed nine (9) planes approaching on our starboard bow. At 1019+30seconds seven (7) bombs landed close aboard on our port bow as the planes passed overhead. 1020 we observed another enemy plane losing altitude on our starboard bow. We opened up with heavy 50 caliber machine gun fire at the plane which seemed to bouy up the plane until it passed over us and crashed in the water on our port bow. It came close to diving into us which was probably the pilot's intentions. No survivors from the plane were observed. At 1026 we commenced swinging left will full rudder, seven (7) planes passed overhead. 1027 we received two direct bomb hits, one in the vicinity of frame 42, about 10 feet from starboard side, one in vicinity of frame 124, about 4 feet from port side. A third bomb near missed us and exploded under water close aboard port bow at vicinity of frame 24, lifting the Marblehead physically upward and to starboard. This near miss did severe underwater damage. Fires were observed immediately amidships and aft. We lost all interior communications, lost steering control, rudder was jammed at full left (30⁰); gyro compass was out; our forward main battery Director and three 6" single mounts and the after twin 6" mount were all out of action; the group 3 magazine reported flooded, our ship was settling down by the bow/head. Commmander Goggins (our executive officer) came to the ship's bridge at 1030 badly burned and with head wounds; he was removed to the Conning tower for emergency medical treatment. The Gunnery Officer Commander Van Burgen USN assumed the duties of the Executive Officer. By 1036 the ship had settled further down by the bow as we were circling to the left as well as listed (leaning) to starboard. We were leaving a large oil slick as we turned. The Damage Control Officer reported serious damages througout the ship, Central station and the I.C. room flooded, gyro compass equipment wrecked, and numerous fires reported. Firerooms one and two secured because of ruptured uptakes, broken auxiliary steam and feed lines, Six (6) of our twelve (12) boilers were secured because of the damages. We stopped starboard engine, while turning maximum rpm on port engine, rudder was still jammed at 30⁰ left, with seven Japanese bombers approaching on our port beam. 1115 we resumed firing, however, the planes passed us by and bombed the USS Houston. Soon thereafter our Damage Control Officer reported to the Captain that

our hand steering equipment was totally demolished, the Trick Wheel in after steering room and steering motors were wrecked beyond repair by the bomb that hit aft. We observed that the Japanese planes were circling back toward us at 1128. However, they veered off and bombed the HNMS DE RUYTER. At 1138 we observed nine (9) enemy planes headed toward us on our port quarter and we opened fire. At 1139 another group of seven (7) planes passed over and dropped bombs which landed about 2000 yards from our ship. Then a single Japanese plane flew a circle around the USS Marblehead keeping a distance of about 4500 yards (radius) and at about 3000 feet altitude apparently on a reconnaissance flight. He must have thought that we were sinking. However, to be sure, here came another group of Japanese bombers. At 1144+30 seconds we opened fire on them. At 1150 we ceased firing. We had expended 600 rounds of ammunition. Our repair party had managed to move the rudder to a 90° left rudder position and secure it permanently in this position. This allowed us to steam at about 20 knots and managing a straight course, using the outboard screws to steer the ship. The ship's crew formed bucket brigades to remove water from the ship and assist the submersible water pumps. You can move a lot of water this way if you think it might be necessary to prevent swimming later. At 1255 the Officer in Tactical Command ordered the task force to retire to the westward.

At 1300 the Medical Officer reported to the Captain the following Officers and Men were killed in action:

Lieutenant Edward Martin Blessman, USN, Senior Aviator

Bassinger, Glen William BMLc

Beggs, Edward Latchford CWT

Owen, John Edward EMLc

Rankert, George Robert QM3c

Sayles, Orville Crawford MM2c

The following men were critically wounded in action:

Buckendorf, George Washington CWT

Corbitt, George Albert Seaman first

Hodges, David William, SK2c

Kleyn, John Robert CMM

Knipp, Stanley Wayne, SC2c

Knisley, Kenneth Melburn CWT

Mele, Albert Gene, Seaman first

Ping, Sing Fa Officers cook Third Class USN (native of China)

Tseng, Ping, Off. Mess Attendant First Class USN (Native of China)

Yao, Shao Ching, Mess Attendant First Class USN (native of China)

In addition to the above, three (3) officers and approximately thirty two (32) enlisted men received serious burns or injuries plus about forty (40) additional men received minor burns or injuries. At 1309 the list of the ship was reduced to about 4° to starboard. At 1338 the rudder position was secured with about 4° right rudder. 1415 we received orders from Admiral Doorman, OTC, to retire to the South via Lombok Strait. 1440 we were joined by Destroyer Division 58 which escorted us with the USS Stewart leading in order to keep us on a proper course of 140° True. This is when we observed that the deviation of our magnetic compass was further off than normal. This was due to the damage to the ship and items surrounding, as well as the shock the magnetic compasses received during the gun fire and bombing. We were making 20 knots at this time.

Yao, Shao Ching, Mess Attendant First Class USN (native of China) died as a result of the wounds received in action. 2200 BUCKENDORF, George Washington, CWT USN died as result of wounds received in action.

When the bomb exploded by number 1 hatch it caused a flash of fire to sweep thru the forward engine and fire rooms. Buckendorf Chief Water Tender accidentally breathed in at the time of the flash and sucked the flame into his lungs. He later died as a result of this. He came up out of the fireroom under his own power and sat down on deck outside the radio transmitter room (which was on second deck), looked up at D.A. Kimbark RM2c and ask for a cigarette with which Kimbark obliged with a cigarette and lit it for him. The incident will always be remembered by Kimbark and he will forever be grateful for it for he and Buckendorf were not the best of friends prior to that time. However, at a time like that, all was forgiven. Buckendorf looked up at Kimbark and said, "Thanks Shipmate." Kimbark smiled from ear to ear and said, "you're welcome Chief."

I was the supervisor in charge of the communications watch in Main Radio when it all happened. Several radio operators were on duty with me at the time. The radio officer had them lying on the deck wearing kapok life jackets to avoid shrapnel unless absolutely necessary for them to be copying an incoming message. One leg of the mainmast tripod was built thru the Main Radio Shack near my supervisory position. I stood up to stretch a leg and was standing between it and the forward bulkhead (wall) and was wondering what to expect next. An urgent message was being received by one operator. I was wearing headphones and listening to the signal when my phones seemed to jump off my head, the forward bulkhead came aft squeezing me between it and the tripod leg (the tripod leg was made of pipe about 24 inches in diameter with a wall thickness of about 1 inch). The regular lighting went out and the battle lanterns came on. I changed my headphones from my regular a.c. powered receiver to the battery power receiver for the a.c. power for the regular receivers had been disabled by a bomb. I thought that perhaps we had taken a fish/torpedo below the water line. Later I learned that we had taken the near miss bomb that exploded underneath the port bow and had raised the bow of the ship up and out of the water according to the skipper of the USS Houston (CA30) who said later that he could see the first 100 feet of our keel above water, then it flopped back down - without breaking off - - we thanked God. During the happenings, a steel locker filled with paper and paper files came loose from its brackets on the bulkhead - - I unconsciously put my right hand underneath and shoved it back into its brackets lacking an inch or so however it did hang tight without falling. The next day I could hardly use my right hand to type or anything else. I couldn't remember what I had done to cause it to be sore and swelled. Later I noticed the locker was out of position and attempted to shove it back into place. I asked a shipmate to help for it weighed about 250 pounds with the paper contents. This reminded me that I had prevented the same locker from falling the day before and must have sprained my wrist. Some way or other I ended up with a scratch or slit in my right ear drum which later caused me severe problems.

While all this was happening the ship ended up with a list/tilt. The radio operator that was copying the incoming message ended up sitting astraddle of his chair and back of it. His head phones were still plugged into the receiver outlet. He doesn't know to this day what happened. I tried to retune the standby battery set but it was out of order. The soundpowered battle phones were out of order. I reached and keyed the land line sounder (telegraph key sounder) calling the transmitter room and Radio II where Chief Radioman George McGuirk was located. It worked and I notified them we were out of commission in Main Radio I. McGuirk was already copying the message(s) and had not missed anything. He took over communication control. McGuirk later told me that he was answering the operator that sent the message to us and informed the operator that we were under attack etc... and said he made a few dots on the radio circuit and almost sent "and Send Superman" but he didn't.

What had happened to us in Main Radio wasn't equipment failure. The electrical lines carrying a.c. power to Main Radio had been cut by a bomb that hit the ship near Nr. 1 hatch. We had 2 a.c. generators supplying power. The line from one generator came up one side of the ship and into Main Radio. The line from the second generator came up the other side of the ship and into Main Radio. EXCEPT....Some electrical installer had brought the two a.c. cables together on one "EYE" beam for a distance of approximately 30 inches and then fanned them back out. The Japanese bomb that hit on the starboard side near Nr. 1 hatch cut that "EYE" beam in two - cutting both a.c. power lines. Later we spliced the cables and restored the a.c. power to Main Radio.

George McGuirk had requested fighter planes from Surabaya Java, however we received none because the P-38 planes that the U.S. Had delivered to the Dutch- -had no guns.

We were circling at about 27 knots with a jammed rudder and no control. The ship by this time was down by the bow to where the main deck was almost awash. The Japanese pilots apparently thought they had us in a "forsure" sinking condition and then left us to bomb the USS Houston (CA30). The Houston skipper saw the condition we were in and turned in our direction to assist in picking up survivors if the occasion arose. The Japs got a lucky hit on the Houston which went thru the after machine gun nest on the after mast then it went into the side of the tripod leg for a few feet and out the opposite side down thru the main radio transmitter room on thru the main deck and exploded on the second deck in the middle of the ship's after repair party killing all of them. The powder in the hoist leading to the after turrett became ignited but didn't explode. It burned like a fuse up into the turrett killing all the turrett crew. In all the Houston had about 50 to 60 killed and several injured.

Our repair gangs/parties turned to bailing water over the side to help prevent the Marblehead from sinking and at the same time the shipfitters were shoring up bulkheads with braces and using mattresses to stuff holes and welding steel plates where they could.

While still underway Bull Aschenbrenner and Bull Moran (both shipfitters) managed to realign the ship's rudder at midship and weld it in place. Then we could go in a straight course using the outboard screws to maneuver with when we desired to turn.

After our arrival in Tjilatjap Captain Robinson and the Commanding officer of the USS Houston were discussing the engagement of the 4th. The Commanding Officer of the Houston told Captain Robinson that when the bomb exploded underneath our port bow, the Marblehead's bow came up out of the water and that he could see a minimum of 100 feet of our keel above the ocean water. At the same time we took the direct hit near #1 hatch. The two explosions simultaneously caused the Marblehead to buckle in the middle and allowed the keel to come out of the water. This was evidenced by the way the metal was torn and bent.

Commencing the morning of February 4, 1942 at 0800 and continuing until 1600 February 6 the OOD watches were stood intermittently by Commander N.B. Van Bergen, U.S.N., Lieutenant Commander R.D. Zern U.S.N. and Lieutenant H.A. Pearce, U.S.N. as conditions of the ship permitted.

During the 0 to 4 watch of February 5, 1942 we were steaming southward of Java Island, N.E.I. on course 225° Magnetic, 235° True (approximately) at a speed of approximately 15 knots, steering with the engines and severely damaged. Approximately one minute past midnight the HNMS De Ruyter (heavy cruiser) and the HNMS destroyers departed our formation to the westward; The De Ruyter Skipper first having assured himself that we needed no further assistance in making it to port.

About 1000 (10 A:M) a strange aircraft (perhaps Japanese scout) shadowed our formation and continued to do so until about 1130 before departing out of sight. We expected to see other bombers appear anytime. However, we were fortunate and were not attacked again.

Approximately 1840 John Robert Kleyn CMM, USN, died as a result of wounds received in action of the 4th. Approximately 2330 Albert Gene Mele Sealc USN, died as a result of wounds received in action of the 4th.

Flotability of the Marblehead was being maintained by continuous pumping by submersible pumps and bailing with bucket brigades.

February 5, 1942 at approximately 0030 Sing Fa Ping, OC3c, USN, Chinese nationality died of wounds received in action of the 4th. At approximately 0300 David William Hodges, SK2c, USN died of wounds received in action of the 4th. At approximately 0640 Ping Tseng MATTlc, USN, Chinese nationality died of wounds received in action of the 4th.

At 1256 February 6, 1942 we passed the USS Houston CA30 which was tied up at the Tjilatjap, Java, N.E.I. docks. About 1300 we half masted colors in honor of the dead. 1330 we were secured to the docks forward of the USS Houston, starboard side to the dock. 1345 this date we commenced transferring the following wounded personnel and officers to the hospital train which was provided thru Dr Wassel and were waiting on dock upon our arrival. They were to be transported to the Evacuation Hospital, Djoejakarta, JAVA, N.E.I. (all were US Navy)

Anderson W. SM2c
Carpenter, Herman Lansing SC3c
Christensen, Henry DeWaine CMM
Conklin, Leo Ethan Jr Sealc
Corbitt, George Albert Sealc
Francis, Melvin Russell Sea2c
HO, Pao San MATT2c
Hunter, Harold Leroy MM2c

Joyner, Walter George F2c
Kihl, Tracy Gerald SC2c
Knisley, Kenneth Melburn CWT
Leinweber, Joseph Rudolf Sea2c
McCurdy, William Aurnee Sealc
O'Shay, Donald Edward WTlc
Poe, John DeWitt Jr SKlc
Rogers, George Hiram CMM

Rouisee, Raymond Victor SK3c
Stratton, Standley Cramer HALc

TSU, Billie MATT2c
YIH, Sun Ki MATT2c

Following the above transfers, we transferred the following wounded officers and men to the Local Hospital, Tjilatjap, Java, N.E.I.

William Benard Goggins, Commander U.S. Navy
Arthur Archibald Goodhue, Lieutenant USN
Charles Hamond Boburn Jr, Ensign USNR

Andrew, Marion Edgar Flc
Anstine, Keith Clark F2c
Auxier, Gerald Thames MM2c
Bell, Joseph William Howard Flc
Brandt, David Samuel Sealc
Brown, Frank Addison CWT
Buchanan, Eris Earnest Flc
Butler, "Z" "L" Coxswain
Carver, Robert Allan Jr. MM2c
Chariton, Donald Ellsworth MM2c
Clark, Robert Harris Flc
Clephane, Harry Clifford Sealc
Dahlmeir, Raymond Michael MM2c
Ham, Paul Hilton Sealc

Henderson, William Riley Baker 3c
Hoff, Howard Lawrence WT2c
Mahone, Maurice Flourney Sea2c
Marsh, LeMoine Francis Baker 3c
Murch, Douglas A. SMLc
Nicholson, "D" "V" Flc
Noble, Charles Wesley Jr F2c
Paden, John Alfred MM2c
Pedersen, Francis Neilsen F3c
Reagan, Eddie, Metal Smith lc
Rudie, Oscar Magnus MM2c
Spainhour, Thamer Elmo Sealc
Valder, Lester Alvin Sealc
Warden, Edgar Frank Sealc

February 6, 1942 continued... At 1420 transferred the following deceased personnel to the covered pier adjacent to the ship, draping their caskets with a large United States Flag. A Guard of Honor was furnished from the USS Houston's U.S. Marines, preparatory to early morning funeral ceremonies on February 7, 1942:

Edward Martin BLESSMAN, Lieutenant U.S. Navy - our Senior Aviator.

Bassinger, Glen William BMLc
Beggs, Edward Latchford CWT
Buckendorf, George Washington CWT
Hodges, David William SK2c
Kelyn, John Robert CMM
Mele, Albert Gene Sealc

Owen, John Edward EMLc
Ping, Sing Ma Officer's Cook 3c
Sayles, Orville Crawford MM2c
Tseng, Ping MATTlc
Yao, Shao Ching MATTlc

The body of Rankert, George Robert, QM3c could not be removed from flooded compartment.

The above transferees were verified by Commander N.B. Van Bergen USN and Lieutenant H.A. Pearce USN.

At 0540 (morning) February 7, 1942 funeral services were held on the dock for the fatalities of February 4th air attack.

The funeral services were officiated by Chaplain G.S. Rentz, Commander, Chaplain Core, U.S. Navy of the USS Houston CA30. After the funeral services the deceased were transported by the N.E.I. Army trucks to the Europeesche Begraafplaats, Tjilatjap, JAVA, N.E.I. for temporary burial. The burial plots are described in the official report by Chaplain Rentz.

About 0730 February 7, 1942 the USS Marblehead entered the floating drydock.

The N.E.I. Hospital Authorities ashore reported that the following personnel of the USS Marblehead were transferred from the Local Hospital to the Evacuation Hospital, Djoejakarta, Java, N.E.I. without reference to the Marblehead.

Commander William Bernard Goggins, USN
Lieutenant Arthur Archibald Goodhue, USN
Ensign Charles Hamond Coburn Jr., USN

Auxier, Gerald Thomas MM2c
Bell, Joseph William Howard Flc
Brown, Frank Addison CWT
Buchanan, Eris Earnest Flc
Carver, Robert Allan Jr MM2c
Clark, Robert Harris Flc

Ham, Paul Hilton Sealc
Henderson, William Riley Baker 3c
Marsh, LaMoine Francis Baker 3c
Paden, John Alfred MM2c
Rudie, Oscar Magnus MM2c
Chariton, Donald Ellsworth MM2c

February 7, 1942 Carter, William S RM2c and Woodrell, James M. RM3c were transferred to the USS Tulsa for further transfer to U S Naval Radio Station Lembang, Java, N.E.I. with records and accounts.

The records and accounts of the personnel at the Evacuation Hospital, Djoejakarta, Java were transferred to the USS Tulsa.

2130 February 7, 1942 The body of Rankert, George R. Quartermaster third class was recovered and removed from flooded compartment D-113, identified, tagged and placed in coffin.

Prior to our departure from Tjilatjap we transferred 50% of our Radiomen to the U S Naval Radio Station, Lembang, Java, N.E.I. Selection of the radiomen was made by drawing names from a white hat in Main Radio by Joe Kato. These communicators later ended up in Perth, Australia at the U.S. Naval Radio Station which was commissioned in 1942. Joe Grantham RM2c volunteered for the duty and I believe he retired as a Commander USN and is living in Florida.

The Dutch had a small floating drydock which was capable of floating one end of the Marblehead at a time. We off-loaded our remaining 6 inch powder bags and bombs thru the hole in the bottom of the bow, once the drydock floated the bow. Temporary plates were welded over the holes and then we departed for Trincomalee, Ceylon (a port on a small island off the coast of India). The shipyard in Bombay, India was overcrowded with work and could not assist or make repairs to the Marblehead.

The USS Houston (CA30) with one turrett completely out of order went back out to sea to join the fighting forces. She later was sunk by the Japanese late in the evening of February 28, 1942 or just past midnight into March 1st, 1942.

We made additional repairs in Trincomalee, Ceylon. On our way to Trincomalee the ship was kept afloat by the aid of 12 inch pump. Once or twice the pump broke down and the crew came to the rescue using regulation buckets and a 200 man bucket brigade. You can move a lot of water this way when it is necessary to stay afloat. No one ever thought of abandoning ship - we were determined to keep afloat and keep going.

When departing Trincomalee, a tug boat that was assisting us, punctured our bow about the waterline. Our people stuffed a mattrres in the hole and shored it up with braces and we steamed on to Durban, South Africa.

Elizabeth South Africa

On our way to Port /Bull Aschenbrenner was in charge of the damage control watch. One of his men went down into the forward hole where the water was leaking into the ship thru the hole the tug boat had made. He did not come back by the end of 30 minutes so Bull went to check on him and the water also. Bull failed to return also. The executive officer Commander Van Burgen was notified. He assumed responsibility to investigate. Our breathing apparatus was destroyed during the previous bombing. Gas was suspected. A line (rope) was placed around Cdr Van Burgen's shoulders and he descended down into number one hole forward. With a flash light he could see the two men lying in the water. When he leaned over to pick one of them up he passed out and was immediately hoisted out. It took him two weeks to recover to where he could resume his duties. Gas had formed in the ship's hole due to the mixing of saltwater, cresote, brightwork polish, paint and soap getting together and churning. It was a gas that immediately destroyed the red corpusles. Bull Aschenbrenner and his shipmate died as a result of this gas within a short time after being retrieved. We burried them in Port Elizabeth, So. Africa. A company of South African soldiers and their minister attended the funeral services. A salute was fired by a firing squad from the USS Marblehead and our Bugler sounded the calls and played Taps.

While in Durban Grimkowski RMLc and myself were invited by a fellow and his wife to have dinner with them at their hotel. He was a diamond buyer

from Philadelphia, PA, U.S.A. They treated us Royally. He was leaving the next day for Johannesburg, S.Africa to attend a diamond sale. He was to buy me a good stone for a price of about \$100.00 which I could legally declare with customs and bring back to the states. He said it would have a value of twenty times what ever he paid for it, however, he recommended that I keep it. He departed....The Marblehead received notice from Washington to depart Durban Monday prior to the diamond buyer's return on Wednesday. I never received the diamond. I was not to pay him until he delivered. That's my luck.

We limped out of Durban S.Africa and steamed to Port Elizabeth, South Africa - staying there about four days. While there the good British citizens gave us a dance with all the trimmings. This young lady about my greatgrandmother's age insisted that I should dance a particular waltz with her. We tried but I failed. Most of the young women and all the young able-bodied men were off in uniform for the British Army.

Departing from Port Elizabeth we proceeded to Simonstown, South Africa on the eastern tip where a British Navy Yard was located. They did a wonderful job of patching the hull of our ship. However, they could not rewind and restore the big 60 horsepower motors that steered the rudder. Our own ship's electricians rewound and reworked the motors and our shipfitters and machinist mates restored our rudder to an operating condition.

While our ship was in Simonstown, S.Africa I visited small towns between Simonstown and Capetown. Some of them were Glencairn, Sunnycove, Bovril, Fishhook, Clovelly, Kalkbay, St James, Muizenberg, Lakeside, Falsebay, Steenberg, Heathfield, Retreat, Diepriver, Steurhof, Plumstead, Witteboome, Wynberg, Kenilworth, Harfield Road, Claremont, Newslands, Rondebosch, Rosebank, Mowbray, Observatory, Saltriver, Woodstock and last the largest of all Capetown, SA. All these were located between Simonstown and Capetown where a commuter train originating in Simonstown and terminated in Capetown. It ran on the hour, making a round trip in two hours. Capetown was a beautiful town on the Tip and Coast of South Africa overlooking a beautiful bay. All of the able-bodied men below the age of 60 yrs. were off in the British Uniform participating in some manner with WWII.

Once while riding the commuter train and while pulling into Retreat, SA one British Sailor said to another in front of me "That's us" and pointed to the name of the town.

The British Navy had a large club built, maintained and operated for their men. It was called the Union Jack Club. It was open to us while we were there. It was similar to a large YMCA and hotel combined. They had a mascot which was a huge full grown Great Dane male dog. It had a private room in the Union Jack Club, regular single bunk bed with

all services offered and rendered other occupants. The British Navy paid all the bills including the allowance and cost of red meat per day. Not even the British subjects (people/citizens) were allowed red meat every day. The British Parliament had established by law that the British Navy would provide an allotment for the purpose of supporting the Mascot. The Mascot was married to a female Fox Terrier in full British Royalty ceremonies. The Mascot rode the commuter train to and from Capetown and Simonstown. When the train stopped at the end of the line (parallel and flush with the loading platform), the dog

would go in and out each car and anyone remaining would be dragged out onto the platform/dock by the dog. The dog knew just how to hold a persons arm with enough grip to drag the person and yet not harm the person. The dog occupied a seat by itself on one of the cars. When the train was in Capetown the Dog would roam the streets and alleys and remove British and American Sailors that might be in the alleys asleep. If some one was fighting a British Sailor in uniform the dog would bite the opponent's clothing in the seat and step back and set down. There are many stories about the Mascot that are good. I believe the British Navy published a history on the dog after it's death (many years after I was there).

A restaurant in Capetown named "The Hollywood Restaurant" was owned and managed by two brothers (British subjects). I do not know why they were not in uniform. However, they understood the likes and dislikes of American Sailors. This was our favorite eating place when in Capetown. I ordered Steak and Eggs during my first visit there. The waitress couldn't understand why we Americans would mix Steak with Eggs, however, she served them. This was the only place in town that opened up Sunday Morning for the American Sailors.....They made money. They weren't very spiritual, however, they had lots of spirits.

The city of Capetown did not allow anyone with any trace of the black race to remain inside the city limits after sundown except those that were serving in a working capacity of service. None lived within the city limits.

There is a race of people in that part of South Africa that originated from a group of some 200 Dutch men that went there in the 1500's and mixed with the black race. They are a race of their own.

There were many beautiful young ladies in and around Capetown in 1942. I was single and dated one particular girl several times. I purchased a simple inexpensive camera for about \$15.00 and we went to visit a flower garden that she had told about. The flowers were beautiful and so was she. The combination made for good pictures. When I left I gave her the Camera. She didn't understand we americans. I could not have kept the camera nor the pictures. She sent some of the pictures to my mother.

After twenty four days in the Simonstown British Naval Shipyard we departed.

I must insert at this point that our gyrocompass was inoperative due to the bombing by the Japanese on February 4, 1942. The Magnetic compass(es) were usable but inaccurate. They were not accurately compensated. Lieutenant Commander Zern was our Navigator. He did an excellent job of navigating by celestial means (taking bearings on the stars).

After departing Simonstown we headed around the Cape of Good Hope, South Africa and across the Atlantic Ocean to Pernambuco (Recife), Brazil, South America. We refueled and took on some additional supplies of food and then departed for New York, N.Y., U.S.A. We arrived in New York Harbor May 4, 1942. We were able to steam at 27 knots even though we remained heavily damaged. As we neared the entrance to the New York area a heavy fog was hanging overhead which resulted in very limited or zero visibility. I was manning (operating) the Low Frequency Radio Direction Finder while making our approach to the New York harbor entrance. We were attempting to home in on a bearing of zero or dead ahead on the Ambrose Light Ship which was moored in the center of the channel. The Navigator ask Captain Robinson if he shouldn't reduce speed to go into the harbor. The Captain replied that after coming all the way from the Java Sea and around the world and getting this close to the states that he was not reducing speed for fear that some German Submarine might shoot us with a torpedo. We came in the New York Channel on the Radio Direction Finder bearings making 27 knots and had to veer off our course as we neared the Ambrose Light Ship to keep from having a collision. We steamed on by and into the harbor - - no compass. We were challenged by visual signals from the U.S. Army station on the beach and the USS Juneau which was at anchor or tied up to an ammunition loading position in the harbor. When we replied with the proper signals that we were the USS Marblehead, neither challenger believed us. We dropped anchor and waited for an official identifying team to come out from the Brooklyn Navy Yard to board and identify us. They all had been notified by the Navy Department in Washington, D.C. that we were expected, however, as SNAFU's go they either didn't get the word to the right people or else they were all Doubting Thomas'. We were then allowed to enter the Brooklyn Naval Shipyard and tie up to the dock.

Many were granted liberty (shoreleave) that evening. We had not received mail from the States in approximately six months (this was May 4, 1942) so one of the first orders of business was to contact the U.S. Navy's Fleet Post Office in the Brooklyn Naval Shipyard. My collateral duties other than being a Radioman First Class, communicator, division petty officer etc.... was to relieve Homer Martin Percifield BM1c as the Mail Clerk for the USS Marblehead. I had previously relieved him on paper but had not learned the ropes as yet. The two of us obtained something like two stake truck loads of mail and set up a sorting place

and started working. The Ship's post office had previously been blown out repeat out of existence when the Jap bombs went off. We sorted mail til the wee hours the next morning. As fast as we sorted, other shipmates would take bundles by alphabet and deliver to the addressees if possible. After about a week we pretty well had the U.S. Mail under control. A lot of mail that went to Australia in early 1942 later was received in New York in July 1942. Some of it never made it back. Some of the cookie and cake packages were nothing but paper and string when they finally reached us. We obtained special instructions from the U.S. Post Master General for disposing of news papers and magazines. An example: one shipmate was on the mailing list for his hometown daily news paper. So were others for their Sunday issues, monthly magazines etc.... which created a tremendous tonnage of bulk mail to handle.

Speaking of U.S. Mail, our Skipper Captain A.G. Robinson was promoted to Rear Admiral in a very short time after our arrival in New York and was transferred to duty I believe on the Island of Curacao in the tropics. He was unable to obtain tropical shirts and shorts prior to his departure so he had one of the officers obtain them for mailing later. As I recall they were boxed and delivered to me to Air Mail to Admiral Robinson. I took them to the Fleet Post Office in Brooklyn NYD and purchased some where between thirteen and fourteen dollars worth of airmail stamps and placed on the box. Some months later we received an inquiry from Admiral Robinson as to where his tropical clothing had gone. I checked with the Fleet Post Office and put a tracer on them and also obtained a confirmation that they had been prepared with the proper airmail stamps etc..... we sent the confirmation to him. However, it was sometime later that they arrived at his destination via some ship and regular mail delivery. Apparently some censoring activity had opened them and then sent them on via regular mail.

I remember Captain Robinson commenting as we were challenged by the USS Juneau May 4, 1942 as we entered the harbor about what a fine ship she was. The Juneau was a new modern light cruiser with all the latest of everything. It was loading ammunition preparing to go to sea for the first time. If my recall circuitry serves me right, Captain Robinson went to the Navy Department, Washington, DC and requested that the crew of the Marblehead including officers be allowed to take the Juneau out to sea and into the war zone. We were all believers in defending the good ole U.S.A. and for good causes. We felt like if we had had that good ship when WWII broke that we could have inflicted a lot more damage on the Japanese. However, that was not intended for us. Instead the crew and officers of the Marblehead were transferred a few at a time to various ships. Some, like myself remained with the Marblehead for a while longer before being transferred. Remember the USS Juneau was the ship that had five (5) Sullivan brothers on board as crew members. The Juneau went to sea and I believe to the South Pacific and immediately took a fish (torpedo) and went down with all the crew. A tragic incident among many. There is a book written about the Sullivan brothers and the Juneau.

I have had inquiries about the whereabouts of Chief Radioman George McGuirk who went to China on the USS Marblehead in 1936. He has since gone to the Sailor's resting place. When I went on the Marblehead in 1940 he introduced himself and stated that he had been waiting for a young radioman like myself to relieve him of the duty of copying the U.S. State Department Bulletins (called BARDS and also to help him put out a newspaper when we were at sea. He had entered the U.S. Navy in 1918 as a Chief Telegrapher. At that time he was a News Paper Reporter with an assignment in Alasaka. He continued to like to report the news - - - as well as make some of it. He stated that the BARDS' radio transmission starts coming in from NAA/NSS U.S. Naval Radio Station, Washington, D.C. at 0900 Local Zone Time (Manila, PI) at 42 words per minute with the common words omitted (like and, the, but etc...) He demonstrated to me by placing an 8X13 original bond paper plus 6 carbon leafs in the typewriter, adjusted his signal, took a drag on his cigarette, sipped coffee etc..while I'm listening. Then he began to write out the information coming in via radio. He was typing about fifteen words behind what the signal was sending. He used only his first and second fingers on each hand to type with. He could type about 80 words per minute, catch up, smoke his cigarette and drink his coffee in his spare time. After he had demonstrated that he was just about the best in the business he went on to say that we were required to copy the BARDS each day and distribute six copies to the officers. He said you can get them beginning at 0900 (9 A:M) and you will finish in time to catch the 1300 liberty boat every day of the week. However, if you miss them in the morning, they are repeated beginning at 2100 (9 P:M) and at 15 words per minute which will throw you late getting ashore. He says your girl friend will be off and running with your shipmate by that time. I thought I was a pretty fair operator until I tried what he was demonstrating. It took me about three months of everyday practice before I could turn out my first presentable copy. What I didn't know at first was that if McGuirk missed something, he just filled it in with his imagination. The BARDS were reports on what the Congressmen did each day while in session and what each one said.

In 1942 after we were put out of action and had been repaired in Simmonstown, South Africa to some extent we were coming around the Cape of Good Hope, S.Af. McGuirk was sitting at an operating position with headphones on when he ask me to plug in headphones and listen to WCS Press Wireless. I obliged and could hear a German Station loud and clear. He said listen to WCS signal underneath that German. Sometime later he began to pick out enough of the signal to begin writing out press articles. The press was coming in at 60 WPM cut press. Ole McGuirk would set there and listen to a long article and then type it out quickly, letting the next article go by. He was exceptionally good.

George McGuirk CRM and Pappy Lyons CSM were two salty characters and made for many happy memories of the USS Marblehead. Both are deceased.

Paul Edward Link, Shipfitter, with wife and infant baby were flying aboard a commercial airliner in late WWII (about 1945) over Ogden, Utah when the plane crashed, killing all aboard except the infant baby of Link. The baby was found sitting among the grass and weeds in the area where the plane went down. The baby was not injured.

Thomas Howard (Spike) Moriarty was a radio operator and was also the Heavy Weight Wrestling runner up of the Asiatic Fleet in 1941 prior to WWII. Ole Spike remained absent without leave (AWOL) too many times and was awarded ten (10) days in the Cavite Naval Ship Yard's Brig (jail house). The brig was guarded by the 14th Naval District Marine Guard detachment. The Marines were known for their rough treatment of sailors that served time in their brig. Ole Spike begged and pleaded with the Skipper and Executive officer to avoid going to the NYD brig and let him serve his time in the USS Marblehead Brig. The decision was not changed and Spike went off to serve his time. At the end of ten (10) days Ole Spike did not return. He returned on about the 20th day.

Spike was a little bit stubborn and didn't readily agree with the Marines instructions. The Cavite Brigg had cells made of steel rods. No chair nor bed. The inmates slept on a mattress at night. The mattress was rolled up by the inmate at 5 A:M and delivered under guard to a storage room outside the cells and remained there until 9:45 P:M. Spike told how the marines would poke bamboo poles thru the cell bars to keep the inmates awake during the daytime as well as to make them stand instead of sitting on deck. This resulted in the inmates including Spike becoming scratched and bruised. When an inmate was to be released he had to be taken to the Naval Dispensary by the Marine guard for examination. Spike said that he was so cut and bruised when his ten days were up until the Marines didn't dare take him for examination. They kept him extra days before presenting him for physical examination. Spike also stated that he promised his guards that if he ever crossed pathes with any or all of them while on liberty that he would challenge them to a "no holds barred" wrestling match.

D.A. Kimbark RM2c, Joe J. Harmon RM2c and myself pitched in \$10.00 each per month for a period of time in 1941 prior to WWII and rented a two story house outside and near the Cavite Naval Shipyard. It was exceptionally nice and furnished well. I believe the rent was 30 pesos (\$15.) per month with the other half of our contributions going for utilities and food. It was a good place to go when on liberty and relax and stay out of trouble. The Bennie Boys (Gays to you modern people) learned that three sailors rented the second floor of this house. They would dress up in their slacks, high heel go-ahead shoes, lipstick, rouge etc... and hang around on the sidewalk near our house hoping that they could come in or we would go out. DA, Joe and I discussed how to prevent their hanging around. I purchased this Daisy Air Pistol which shot pellets from compressed air. I then poked holes in three of the screens so that I could draw a bead at different angles to the sidewalk. Thereafter when the Bennie Boys attempted to hang around (usually two or three at a time) we were able to get off one or more shots before the left - - whining and screaming. We never pumped the gun sufficient to penetrate the clothing and skin. However, we made sure it stung plenty. I think they grew to like a certain amount of the punishment or else they wore thicker clothing. We never shot them above the waist line - - usually aimed at their rear end for we got the loudest scream when we hit that area.

I remember the first time I went in the Plaza Lunch Restaurant in Manila (1940) I ordered a Bacon, Lettuce and Tomato Sandwich with shoe string potatoes. The waitress nor the manager had ever heard of shoestring potatoes. They fixed me an order and later advertised and sold many. This was a modern Americanized lunch place. They had never heard of eating waffles with honey. I ask the manager to order some honey, which he did. It was later a regular appearance around the counters.

February 4, 1942:

I remember going to my locker in the Communication Personnel's compartment to get something. We had wounded personnel lying on the deck of the compartment. I had to straddle some to get to my locker when I heard this voice say "Hi Tex, you don't know me do you? I'm Poe - storekeeper." He was badly burned, his face was charred but in fair condition considering the looks of him.

There were a lot of good times and things that happened back in those days. I have a tendency to forget the bad and faintly remember the enjoyable times and things. I had many many good shipmates on the USS Marblehead.

I remember when the Japanese had taken Manila and occupied it they placed the Manila Radio Broadcast station on the air. One of their propaganda programs addressed to the USS Marblehead crew reminded us of an incident that took place in Tsingtow, China in 1938 prior to my duty on the USS Marblehead. It was a fight between the Japanese and American sailors of the fisti cuff knuckle busting type. The Japanese sailors lost that round. The broadcast reminded us that the crew was to be punished for the incident. The story was repeated to me by shipmates that participated. The Japanese and the US Sailors could not be allowed in the same places at the same time prior to WWII for they always ended up fighting. This particular night in Tsingtow in 1938 the two parties got into one of the better peace time engagements. The U.S. Shore Patrol (SP) and Military Police (MP) couldn't stop it. The SP Officer went to the U.S. Navy club and called attention of all present. He solicited the help of all present to break the fight. Nothing was barred nor restricted. The U.S. Sailors equipped themselves properly with table legs, chair rounds and followed the SPO. When it was all over, nothing but whites and white hats of the U.S. Navy was left standing. Most of the Japanese escaped if they were able. The others were left horizontal. The Japanese broadcast from Manila stated that the crew of the USS Marblehead would go down at sea as part of their punishment for the incident in Tsingtow in 1938.

I remember one nite at the beginning of WWII while manning a radio circuit on the USS Marblehead when Radio Silence was broken. It was one of our US Submarines which sent a message in plain language that read "The Stergon is no longer a Virgin." It went on to report that it sank a large class Japanese Aircraft Carrier. The USS Stergon was the last of our 27 Asiatic Fleet Submarines to sink a Japanese ship. We were happy for their sake that they got a prize ship. We relayed the message thru U.S. Naval communication channels back to Washington, D.C.

One of the pallbearers from the USS Houston CA30 that assisted in the funeral and burial services of the deceased USS Marblehead personnel in Tjilatjap, Java, N.E.I. February 6, 1942 was W.J. BILL Weissinger. He was at that time a 21 year old healthy young seaman sailor. He went down on the USS Houston CA30 February 28, 1942 and became a Japanese Slave Laborer for the next 4 years. He survived. I accidentally came in contact and communicated with him in 1979. He has talked on magnetic tape the past memories of his USS Houston and Japanese Prison Camp days to the amount that it takes me 7½ hours by the clock to listen to it. It is most interesting. This amount took him thru just about all of the prison days. He has not yet finished telling me the rest. He plans to finish the story when his health permits. I have not heard from him in sometime but I still have hopes. He lives in Deer Park, TX U.S.A. I took vacation and drove to Deer Park TX in October 1979 to see him. He didn't know I was coming. We shook hands and he said My God, who would have ever thought I would have ever seen you.

The USS MARBLEHEAD CL12 was the third Navy ship to be named Marblehead. Her keel was laid August 4, 1920 by William Cramp & Son Philadelphia, Pa.; launched October 9, 1923; sponsored by Mrs. Joseph Evans and commissioned September 8, 1924, commanded by Captain Chauncey Shackford USN. USS Marblehead CL12 was decommissioned in the U.S. Naval Ship Yard, Philadelphia, PA November 1, 1945. Her hulk was scrapped **beginning** February 27, 1946. Sometime later in the year 1946 I (Earl Owens) was serving in another ship that entered the shipyard for repairs. I went aboard what was left of the USS Marblehead. She was a ghost of a ship but real and brought back many memories. Several workmen had managed to save the Sickbay for **Sleep** and Refreshment accomodations during working hours. I talked with three or more that were resting.

In addition to earning two (2) battle stars for her World War II service (one on the Asiatic-Pacific Area Service Ribbon for Philippine Island and concurrent Asiatic Fleet Operations December 8, 1941 thru February 7, 1942 and the other or second star on the European African-Middle Eastern Area Service Ribbon for her participation in the invasion of Southern France, August 15 thru September 25, 1944) the USS Marblehead (CL12) received the Navy's Highest and only unit citation, the NAVY UNIT COMMENDATION. The text of the citation reads:

" For outstanding heroism in action against enemy Japanese aircraft in the Java Sea Area on February 4, 1942. Operating without air support as a unit of a combined striking force of United States and Dutch cruisers and destroyers, the USS Marblehead was steaming north through Lombok Strait when an overwhelming force of Japanese Aircraft appeared and launched a series of continuing bombing attacks. Fighting her guns gallantly against the enemy planes, she suffered two direct bomb hits on deck and one very near miss that exploded well forward under the turn of the bilge. With her electric power lost, her steering gear jammed and more than ten percent of her company dead or seriously wounded, she was quickly enveloped in flames that raged fore and aft while in-rushing waters flooded her lower compartments and sent her twelve feet down by the bow. Expertly handled by officers and men who risked their lives to jettison ready service powder bags, lessen flooding in steering spaces and fight the fires that threatened to destroy her, she was enabled to continue in action and fight off additional and repeated air attacks by Japanese horizontal and dive bombers. Battle-damaged but unbeaten after the furious two-hour action in which she was credited with downing three enemy bombers, the Marblehead made port under her own power, evidencing her own combat readiness and the aggressive fighting spirit of her entire company and thereby upholding the highest traditions of the United States Naval Service."

When the bombs of February 4, 1942 destroyed the sickbay it also destroyed the officers and enlisted mens medical records that were on board. When we were able to obtain the necessary vaccines in South Africa we all had to take ALL repeat ALL of our shots again. I had taken all of mine on the way to the Asiatic Station in October 1940 and some were repeated in 1941. Archie Charles EVANS was the Chief Pharmacists Mate and knew I had had these shots. However, he took particular attention to be sure that I had them again in South Africa (we were good shipmates which made him get a real bang out of seeing me take them again). Then we arrived in Brooklyn, N.Y. May 4, 1942 where we all had to line up again and be checked off as we were given our shots again.

CPHM Evans with the record book laughing and checking me off and enjoying every minute of my misery.

Another time about 1950 O.B. Douglass ex-Marblehead CMM and myself were visiting in New Jersey. The entrance door was some 100 feet or more from where I was sitting. The door swung open and I heard a loud voice saying "There is Tex Owens, Hi ye ole". The voice was coming from my goodshipmate/friend Joseph Charles De Fea Chief Boatswains Mate. We had an enjoyable couple of hours talking over Marblehead days and especially our time in New York in 1942. He reminded me of the time in Manila in 1941 on a Sunday morning over in his house about the litter of small pups that he had. He said that morning he needed someone to cut the pup's tails off. Ole George McGuirk CRM had arrived from the night before and spoke up and told De Fea to bring forth the pups and he (George McGuirk) would do the honors. De Fea brought in the box with five (5) puppies therein. McGuirk picked them up one at a time and bit their tail off - - almost too close to their body. It served the purpose. The pups were so young that they never did recognize McGuirk or any of the rest of us.

Martin John Moran, Metalsmith first class, boxer, good shipmate, liked by all - - He was a dear friend. I received several calls while in N.Y. in 1942 to come and calm Moran when someone got his bloodpressure up. One night I was asleep in the Flushing Avenue barracks in Brooklyn when the duty guard came and woke me and said that Mr. Greenfield of the Project Cafe had called and requested that I come and talk with Moran. I arrived and it seems that Moran had left the Project Cafe to catch a cab. This car sitting in front of the cafe had someone in the back seat. Moran had opened the door and reach^{ed} down and in and pulled this 6ft4inch plain clothed detective out and looked him eye to eye. Had Moran not been in uniform there might have been trouble for there was another plain clothesman or two that had accompanied the other fellow there. I talked to them all and the detectives fargave all when Moran agreed to go with me. This happened several times that I was able to take Moran by the hand and say come on lets go. He would usually say something and follow.

He'd say the next day "Tex, you had better be careful for I might forget and stomp hell out of you. Or, Tex, I might break a lot of your bones". I never feared him no matter what the conditions may have been for we were the best of friends at all times. Once in Rio De Janario, Brazil I came back to the boat dock about midnight and observed Moran and another fellow of equal height and tonnage (a merchant seaman) standing face to face, One would punch the other between the eyes and on the forehead then the other would take his turn and punch. They had bursted the skin on each other and had knots like hen eggs. They weren't trying to kill each other - - they had never seen each other before - - they both knew they were each powerful and big and were just seeing who could take the most punishment in the head. I called to Moran to stop it and lets sit down and talk it over. He obliged and the other fellow went on his way. In about 1945 or 46 I was standing in the Air Port Terminal in Boston, Mass when someone -stiff arm - picked me up by my shoulders and said, now I've got you. He let me down on my feet, I turned and it was Moran. That was the last time I saw him.

Irving Greenberg was a Radio Striker in 1941 on the Marblehead. He later became a Storekeeper striker. During 1943 I was transferred to Chicago, Illinois to a math school in preparation to go to electronics school in Washington DC. He gave me his sister's name, address etc. in Chicago and a note of introduction. She was a beautiful girl/lady. However, I was so indoctrinated by the Navy not to divulge any information that I was afraid to ask her to go out for fear that she might ask me where I last saw Irving. I was pretty foolish or something. He was the nephew of the professional baseball player Hank Greenberg.

A few months prior to my reporting aboard the Marblehead,

Warrant Radio Electrician Strickland was the warrant on the Marblehead. I was told the stories that the Skipper loved to see a new Radio Messenger and say to him "Tell Bunky that the Captain requests his presence". If the radio messenger had never heard of Bunky he would usually say "Sir, who is Bunky"? This is what the Skipper hoped he would say. Then the Skipper would say, It is your Radio Electrician (Warrant Strickland) and stop, hoping for the next question. Once in a while the messenger would ask where he could find Mr. Strickland. The Skipper would then (with joy) say "you'll find him in his bunk, where do you think you'd find bunkie" That is where you'd find him most of the time. He was a well liked Warrant Officer, respected, and performed well.

One night during darken ship with WWII in progress, the Skipper, Captain A.G. Robinson walked around the outside of the Radio Shack and passed a vent which came from the Radio Shack. A steak was being fried on the hotplate in the Radio Shack by Joe Kato RM3c. The skipper came in - - All he said was, I just wanted to be sure where that aroma was coming from.

The day we were torn up by the Japanese (February 4, 1942) Shoveling Sheep Ship Harvey M. Anderson, Chief Warrant Boatswain (now Captain USN Retired) took a lick on one of his instep and broke some bones in his foot. He sat in a chair by Nr. 1 hatch and directed repair party and salvage work until he could go no more. He was assisted by the four roses from the Blackhawk as I recall. When he needed to rest, we provided him with an unfolded cot in the Radio Shack where he stretched out for a nap. He was a welcome visitor.

I had many many good shipmates of the Marblehead days. Ole Whip Gabriel SK1c would process a ten dollar request for pay anyday I needed it. He could also turn two bottles of Koolaid up to his mouth and drink both at the same time and not stop until they were empty. We'd check on each other the next morning (Brooklyn) to be sure we were both up for work. If he happened to be sleeping a little late, I have taken a bottle of Koolaid, passing it so the fumes could escape under his nostrils which would cause him to raise up and follow the fumes and thence out of his bunk. All memories with Whip and John J. Kelly are good. Can't afford to report on all. In 1943 I had orders to report onboard some ship that was tied to a coffee loading dock in Bahia (SALVADOR), Brazil for further transportation to the U.S. (De Fea, Tricase, Lyons and others were in this group). After reporting onboard this ship for transportation I heard about two U.S. Navy R4D aircraft that came thru Bahia each morning at 0900 on their way to Jacksonville Florida. One plane carried 5,000 lbs of Mica and the other 5,000 of quartz crystal rock. I asked the Chief Yeoman in the personnel office to give me my record along with Tricase's and De Fea's and another shipmate. He stacked the records on his desk but did not give them to me (or us). I happened to drop a green bill on the deck and as the chief was bending over to pick it up our records appeared under my arm and we were gone - I never waited for change. We went out to an air strip in the country and waited. At about 0900 two R4D airplanes landed. I ask the pilot of one if we could ride to the States. He said yes, wait until I throw off some sand bags, and you'll need to leave your hammocks here. We left our hammocks behind and crawled onboard. When we arrived at Recife Brazil the Receiving Station Skipper instructed us to get off the planes and report to the receiving barracks. We stayed there for about 30 days until the ship that we had been on in Bahai arrived and we rode on to Norfolk, VA.

While spending time in the receiving barracks Recife (Pernambuco) Brazil U.S. Air Station we had nothing to do. For about thirty days De Fea and I mustered at 0700 Monday thru Friday and then departed for downtown Recife about ten miles away. We usually returned prior to sundown for we hitchhiked both ways to save our money. When we were leaving the last time in Recife a beautiful Portuguese girl said "you go back to America and you no come back to see Mariea". De Fea spoke up and said "Go tell it to the Marines". She said "I do already", "They no come back either."

March 1943 the USS Marblehead was on its way into Buenos Aires, Argentina to place it under U.S. Military control (with a few thousand U.S. Marines on escorted transports) when the transports were rerouted and we were rerouted to Montevideo, Uruguay. The crew marched in the Uruguay's Presidential Inauguration Parade March 4, 1943 right in the Middle of WWII. There was a good reason which was not explained at the time. We were too near entering the port to reroute elsewhere so the parade was an excuse to cover diverted assignment. We enjoyed a few days there and then back to sea. While there, I went over one afternoon on the dockside and was shopping in the dirty scroungy waterfront store for American Canned goods. A seaman that we called Ski or Sky and also nicknamed Russian passed the store going on liberty and hollowed, Hi Tex, what are you doing in that place? I waved and said Hi Russian - doing a little shopping etc.... A minute or so later this bumb dressed in ragged clothes, worn out shoes, old felt hat and whiskers that hadn't been touched by soap, water nor razor in more than a week sided up to me and said in plain English, "What part of Texas are you from?" Without hesitating I said Commerce, what part are you from? He said, "Galveston". He could rattle their spanish language as well as anyone. He did my shopping for me and then we went into the back room on the waterfront where many people gathered to tell seastories and visit. He ordered something for us and a third party. By this time a second waterfront bumb joined us in the English spoken conversation. The first fellows name was Mike Snider/or Snyder from Galveston Texas. He had worked for the Swift Meat Packing Co. since 1931. He became known as Mike, the Waterfront Bumb. He was an American and was a natural for work around the waterfront. When WWII came along and he received a draft notice from Galveston, TX. he volunteered for the US Navy Intelligence or perhaps was already working with the organization. As I remember, he came aboard the Marblehead the next day and brought a box of cookies his wife had made for the radio gang. He told me of several past stories and happenings that he had been involved in there that were true and interesting.

I recall that as we were entering and also leaving the channel (March 43) to and from Buenos Aires and Montevideo the remains of the German Battleship Graef Spee was sitting and grounded there on the side of the channel. The Germans either had to scuttle it there or engage a large U.S. Navy force as it was attempting to leave Buenos Aires. It's crew was imprisoned in Buenos Aires - except for those that committed suicide. As far as I know it's hulk remains there today.

The civilian pilot was at the conn of the USS Marblehead as we departed Montevideo on our assignment. The pilot made a mistake in negotiating the currents and tide and before our Skipper could take over control from the pilot and avoid disaster, the USS Marblehead was sitting on the sand and gravel. We were very lucky in that by shifting the ballast load and with the help of tug boats we were pulled free into the deep part of the channel. When we applied power to our screws to go forward we sensed vibrations that were not supposed to be present. As we increased speed one of the screw shafts vibrated to the frequency and amplitude that would do further damage. We shut it down and used it no more. We received orders to proceed to Rio De Janeiro, Brazil to enter dry dock for inspection of the damage. An inspection crew was flown into Rio from the Brooklyn Naval Shipyard, N.Y. with equipment and instruments to inspect the damaged portion and look for other damage. It was determined that the shaft could be straightened sufficiently for use and we did hope it could be used. Equipment was flown in from Brooklyn to effect the repairs. Approximately thirty (30) days later the ship and crew were ready for sea service again.

I visited the Naval Attache's communication office in Rio to arrange for them to handle our communications while in dry dock. I happened to run into an ole ex-USS Pensacola (CA24) shipmate Red Campbell Radioman first class. Red ask the Admiral's Secretary for permission to visit the Admiral. He received approval. Red requested permission from the Admiral for me to wear Civilian clothing while on liberty in Rio and permission was granted. Military personnel doing duty in and around Rio were required to wear civilian clothing (prohibited from wearing the uniform) for the U.S. did not want them to be obvious. We were fairly obvious anyway since we were the minority among the Portugues Natives. However, there were also a lot of other nationalities there. I dressed in Red's "Two Sizes too big" civilian clothes (suit, tie etc..) and we took off and enjoyed the better places. We were permitted in the better establishments which were out of bounds to Military Service men in uniform. Red spoke the portugues language fluently which reduced the prices we paid by as much as 50%. I received my orders to go to Bellevue, D.C. to Electronics school while we were there. However, I was not detached from the Marblehead until later when we arrived in Bahaia, Brazil. We had a wonderful time while visiting Rio.

Some of you Marblehead members perhaps remember there in Rio tied up to the docks was a German Luxury Liner that had been taken over by the Americans. When it was originally designed and built, it had facilities for converting it to an aircraft carrier. The Americans (Brooklyn shipyard) converted it to an American Troop Transport later. When the Americans first took it over the German crew put the engine room out of commission by running the engines without cooling water, running salt water thru the boilers until they salted up, chopped up communications equipment etc... The ship was still sending out radio signals after the Americans had put it under control, however, the Americans had not removed the crew. The ship was equipped with two smokestacks. The forward smoke stack was a false stack. It contained in the upper ten foot section complete communication transmitting and receiving equipments. The Americans soon detected, located and destroyed this equipment. My part in helping make it ready to be delivered to Brooklyn Shipyard was to help repair some of the electronic equipment which I did. The equipment I repaired was furnished by the U.S. The Germans had made sure their equipment would never work again. It was a beautiful, high quality, ship.

I recall an incident while there in Rio. Our good, ex and deceased Shipmate Windy M. Gunnersmate was having a ball up on the third floor of this swanky night club when he emptied a bottle of beer and hurled the bottle out the window and down on the street below. As his luck would be, It hit the best, high bred, young, valuable quarterhorse that was ridden by a Rio De Janeiro Policeman. When the complaint was registered to the U.S. Naval Attaches office, the horse became more and more valuable. The U.S. Navy paid a pretty large sum of money to settle the claim with the city government. I don't know that I ever heard how Windy made out for I was detached soon after the incident. I recall that many beautiful Senoritas were in Rio and also to my surprise many Americans.

Between October 1942 and March 1943 one of our Ship's Bakers agreed to make vanilla wafers for a banana pudding if I would obtain a stalk of two of those Illegal bananas. I managed to obtain a couple of stalks for about 30 cents american money and we made the kettle (about 25 gallons) of banana pudding. It was delicious. My mother taught me the secrets and I could cook the pudding. Many shipmates and an officer or two ate a helping or two. We were in Bahia Brazil at the time I purchased these bananas from the natives.

The Brig (jail house to the land lovers) on the Marblehead was located approximately midship and on the waterline level. It contained two (2) cells the best I remember. Each cell had a port hole with bars across the outside. The port hole cover on the inside had to be dogged (bolted) closed while the ship was underway. However, in port, it could be opened for fresh air. Some of our misfortunate shipmates would have a room/cell reserved for them by the Skipper or a court martial board if they had been judged to be in violation of some rule or regulation. The more misfortunate received reservations which read like "Ten Days in the brig on bread and water with a full meal every third day". This was one slice of bread, morning, noon and nite with plenty of fresh water (with no more than 10 grains of salt per gallon). All residents of the brig usually had an angel shipmate looking out for him. The Angel would tie Pogy Bait (candy bar) to a line, stand on topside, lower the candy down to the Brig Port Hole, then swing it to where the resident could fish it thru the bars and port hole. A few sandwiches were delivered in this manner. Brig residents were released when the ship was in enemy territory waters and expected action.

Prior to WWII an enlisted man did not have a chinamans chance to be appointed or advanced to a Commissioned Officer Rank. We were in line to advance to Chief Petty Officer and maybe Warrant Officer. If you were recommended and passed the examinations for warrant and an opening existed, a sailor would receive a Warrant Document from the Secretary of the Navy to serve as a Warrant Officer. After six (6) years of good service including performing your technical skills well you were eligible and usually received a Commission from the President of the United States to be a Commissioned Warrant Officer (within your specialty such as Electronics etc...) and to serve at the will and pleasure of the President of the U.S. While serving on the Marblehead I often had business that required that I go to the Warrant Officer's Wardroom to communicate with my Warrant Radio Electrician or perhaps some other Warrant Officer. They had GREEN FELT table tops (or felt draped over the tables). I made up my mind at about the age of 22 that someday I was to be a warrant officer - - if for no other reason - - just so I could sit at one of those green felt draped tables. One day I was promoted to Warrant Officer (Radio Electrician), served six (6) years as such and received my Commission. I served six (6) years as a Commissioned Warrant Officer and received an in-grade promotion to Commissioned Warrant Officer Paygrade 3. A few months later I retired. Following my retirement the Navy dropped the ingrade time for promotion back to a shorter period of time.

During 1942 we received several men aboard the Marblehead. About ten (10) of them were assigned to the Radio Communications Division to be taught the CW radio code and to eventually be CW radio operators. One of these young men was named Wolfe, Seaman second class. He was an American Chippewa Indian. His origin was from around Lake Superior U.S.A.

He should have never been assigned to the Navy for he wasn't meant to be a sailor. However, he tried hard. Also he could have never been trained for a CW Radio operator. However, he tried hard. He depended on me as if I had been assigned to oversee him. I liked the young fellow and tried to teach him to perform various jobs. He used to make the prints for the daily news paper in addition to attending our shipboard radio code school practices. His native Chippewa Indian Language could not be written. It was passed on generation to generation by word of mouth. Nor could people of other nationalities understand nor decode it. He was assigned to Communications because he was to be used as a messenger in case the Skipper needed to send him someplace with a message and we did not dare put the message on paper coded or not. Wolfe would be dispatched to another ship or location where another Chippewa Indian would receive it and translate it or Wolfe could translate the information to the proper people.

During 1941 and continuing into 1943 I was a member of a "Prize Crew" which was trained to go aboard foreign ships and inspect and perhaps take over and take the ship to port in the event that it was necessary. The USS Marblehead would halt the foreign ship(s) and cause them to remain put by orders and by training our guns at them while the Prize Crew Party went aboard and analyzed the situation. This one night for some reason we had halted a ship at sea flying a Spanish Flag. Wolfe went in my place with the Prize Crew. Returning to the Marblehead after the crew determined that the Spanish Ship was legitimately neutral the Whale Boat in which Wolfe was riding was hooked onto the falls (blocks and tackle) to be hoisted back onboard. The falls were tangled. Someone put the tiller thru the line and attempted to rotate them and untangle same. About the same time the crew on the deck wench put a strain on the lines which caused the falls/lines to unwind and at the same time the tiller that was in this set whirled, striking Wolfe in the back of the head and into the side of the ship. He went down and never came up. He was wearing a 45 automatic colt pistol, carrying a subthompson machine gun, wearing a steel helmet, had a fairly heavy pack on his back, a belt filled solid with 45 caliber ammunition, shoes or boots and uniform. This concerned me for a long time for he had made the trip in my place for some reason I don't remember. Maybe it was because he could speak Spanish (he could and I couldn't). He was a quiet spoken, well mannered, clean living young man.

Lieutenant Commander C.E. Coffin, USN (Now Rear Admiral retired) was our leader of the Prize Crew. We practiced on a small arms range in the mountains near Cape Town, South Africa for about eight (8) hours this one day. I really enjoyed firing all types of small arms. I fired many rounds. I had a date with a beautiful young lady that evening (Barbara Dykes). We went out to eat and then to a movie. As far as I was concerned it was a Silent Movie for I did not hear a sound all evening and didn't until the following day sometime about noon. Barbara did all the communicating with other people. My advice to you young people is to always wear ear plugs of somekind when you are exposed to loud noises. LCDR Coffin was the Navy's best 45 caliber pistol shot in 1939. He has a scar on his right leg from the bottom of his 45 holster to the bottom of his right foot, caused by a mishap when his 45 went off while it was still in the holster. He almost lost his leg as well as his career.

MAHJONG the Chinese game played with 144 tiles or blocks is the most fascinating game I ever attempted to play. It is good for mind diversion and relaxation. However, you had better be on your best wits while playing or else you'll come up paying out your sticks. It was invented or developed from a card game by a Chinese fisherman. He used it to keep the minds of his sailors occupied and at the same time he found it effective in preventing sea sickness. I have missed many meals in order to keep my position at the Mahjong table in the USS Marblehead torpedo workshop. If a player had to go on duty or leave for any reason there was always a list of shipmates posted that desired to be called. The next man's name appearing on the list would be contacted. The engagement with the Japanese February 4, 1942 resulted in several pieces of the Mahjong set (being used in the torpedo workshop) being scattered in the most unusual places. Some blocks were later found topside on the fantail (apparently a player that was last seated when GQ sounded had them in his pocket). Some were scattered throughout the second deck of the ship. This was caused by the air rush caused by the bombs exploding and the resultant fires thereafter. The tiles/blocks were made of hand carved ivory with the thin layer of green on the backs (each block measured approximately 1"x3/4"wx1/2"T). I recall a few of the blocks ended up in a cigar box I had in the middle desk drawer of the Radio Shack Supervisory desk along with a small collection of coins from various countries. While we were in the Brooklyn Navy Yard in 1942 the workers removed the oak wood desk and there went my collection of trinkets.

During 1941 prior to WWI the Marblehead was operating in the Southern Philippine Islands for security reasons. We dropped anchor in several of the harbors. If the local township could accomodate a few hundred sailors we were usually allowed to go ashore for four hours on Saturday afternoon and maybe Sunday afternoon. We were usually allowed to swim on the Port side of the Ship on Wednesday, Saturday and Sunday afternoons. We picked up a lot of skin fungus swimming in the tropical salt waters. We were in the anchorage of Hoilo, P.I. on several occasions. One Saturday afternoon while we were granted shore leave or liberty, the Moros (natives) from the mountain areas around Hoilo came in for an attack on the more civilized natives of Hoilo. They had wet (had been previously dried) bamboo wrapped around above and below the joints of their limbs and I believe around their chest just under the arm pits and I believe a wrap around their head. As the bamboo dried and they came in for the attack with their bolo knives, spears and bambo pointed poles etc... it tightened and limited the circulation of blood and also prevented them from feeling some pain. They may have been hopped up on herbs or pot. The local trained militia herded the U.S. Military personnel into their jail house area and then went to battle the Moros from the Mountains. About a half hour of this fighting went on before the Moros fled back to the mountains leaving some 100 dead and many wounded behind.

While in this same harbor on one ocassion we had been swimming along side the ship and then we had all come onboard. A few minutes later a Shark the size of JAWs came swimming - bow toward stern - along the top of the water on the Starboard side where the Officers were about to dive in for a swim. The ole shark was estimated to have a head about 30 to 36 inches across and a body that was estimated to be about 25 to 30 feet long. Some of the sailors wanted to shoot it with a 30.06 rifle but was not allowed to until the shark appeared the second or third time. I believe they shot it twice before it went under and disappeared. No one believed it was dead and gone nor did they trust the waters to be free and claar of other similar sharks. Some of the fellows made a hook or two out of about 1/2 inch diameter steel rod and baited them with large pieces of beef, tied to a large line, and secured to a boat boom. They never lost their bait.

Zamboango and Cebu P.I. were good small ports. Cebu was fairly modern for that day and time. I believe it was the Chief Musian "Sid" of Admiral Hart's staff band that wrote the song "We wont go back to Zamboango anymore". The song was popular out in that part of the world back then. Sid played it over and over many times.

I paid ten cents (10¢) American money for a cup of coffee in the Olongapo Hotel, Olongapo, P.I. in 1941 for the first time. Inflation had hit. I thought that was the most terrible rip off in the Philippines.

December 1942 the USS Marblehead was operating in the South Atlantic under the direction of Admiral Ingram USN whose office was in Recife, Brazil. This particular morning that comes to mind we sent out our Scout Observation Planes, SOC type, about 4:30 A:M to attempt to spot or locate German "U" Boat submarines that were sinking many of our commercial ships. One of the Pilots was from Texas, And as you would imagine about 6 feet tall. He personally owned and wore his pearl handle revolvers (two of them) when he went out on an observation flight. Pilots flying from ships like the Marblehead must keep a log/notes on the course they fly, speed and howlong, which way they turned etc. in order to be able to attempt to return to the ship. This potential movie star pilot didn't keep his log/notes this one morning except maybe in his head. When he was ready to return to the ship he had no idea which direction we were located. I was manning the Radio circuit and the Radio Direction Finder and attempted to give him a bearing on which to fly to return to us. He had gone too far, too long, too fast and was out of GAS. He set the plane down in the South Atlantic Ocean. (it was a sea plane with pontoons). Our Captain sent a message to him to cease transmitting signals except on each hour for three minutes and three minutes on the half hour because he was running his batteries down. As I recall he had set the plane down just prior to emptying the gas tanks so that he could start up and perhaps recharge the batteries. We searched all day without spotting the plane. We had a radio bearing on his location, however, he had gone so far away that with our limited speed it was impossible to reach his area. Darkness set in. We continued on our course. About midnight we arrived in the area on the Radio D/F bearing. We could not see the plane so the Captain ordered the search lights turned on. We had four (4) searchlights about 5 feet in diameter searching the waters. The German "U" Boats were not on the ball or else they would have homed in on the Plane's radio transmissions, steamed to the area, waited for our arrival and blown us out of the water. Anyway the good lord didn't allow that to happen. We finally spotted the plane, pulled alongside and lowered the hook. There sat the Pilot and the radio operator on the wings of the plane. They had been praying for help and were very emotional about their past 18 hours of experiences. We notified Admiral Ingram's office in Recife that we had located the plane and crew and had them safely on board. We received a message that read to the effect that we should go ahead and light the Christmas Tree Lights for the Enemy already knew where we were located.

Our Chief Commissary Steward was in charge of all the cooking as well as general operations of the crews messing (eating) facilities of the Marblehead during 1941 and 1942. While operating out of South American Ports he would purchase the best of beef and real butter which was abundant and less expensive than American products. He would obtain many cases of "beef loins" (the part of a beef that usually is cut into choice filet steaks). He would have his butchers chop this choice steak loin into pieces about one inch cube and make stew out of it. He claimed steak was bad for the crew. However, the officers ate many of those ole bad filet steaks about an inch and a half thick. Of course they had to doctor them up with baked potatoes, steamed puffed rice, maybe a strip of American bacon in order to avoid what he claimed to be bad for the crew. We had stew made of good beef at least five days each week. He made chili out of the remainder for the sixth day and served it with kidney beans and rice and if the crew was lucky they got a taste of cold cuts. He was called the Stew Burner Permanent Appointment. He had the spud (potato) locker, topside aft, cleaned and refreshed with a pad lock and hasps installed inside. While we were operating in the tropics in 1942 he slept inside on an unfolded cot with the door locked. Don't know why he kept the door locked. However, there were people that believed that he dare not go to sleep with it unlocked.

Speaking of cooking and baking. My wife still doesn't believe me when I tell about the Navy's Ship's Bakers not having any hair on their arms, legs, chest nor stomach. She ask me why one time and I explained that they tromped the bread dough in large vats and then allowed it to rise again before baking. They worked the dough by hand and made it into buns and loaves. You have seen the large round balls of bread that they formed by rolling the dough on their chest and stomach. Now how do you expect hair to grow when treated in this manner. She is also doubtful when I tell her that the bakers made rasin bread when the flour became infested with cockroaches and maybe rodents had been playing in it. A few rasins sprinkled in the dough makes all foreign materials/matter appear alike. Or at least similar looking if you don't look too close.

John Paul Jones established the use of Curry Powder for cooking meats, fish and poultry after they had become tainted. This was back in the days of no refrigerators/reefers. They went to sea and after a week or ten days at sea these items were not in the freshest condition. A little curry powder added to the stew would do wonders to change the taste. In fact no matter what the meat may have been originally - it all tasted like curry powder.

I was living in Batchelor Officers Quarters at a place of duty when a good friend and the Cheif Commissary Steward in charge of the BOQ closed mess stated to me that he had par-boiled that turkey three times and it still smelled. He thought one more time would clear the bad odor.

Clyde William Aiton was a Chief Quartermaster on the Marblehead. He had served on the Asiatic Station for many years prior to WWII beginning. As I remember he did not know of any relatives that he had living in the U.S. He had married in China many years before and raised a family. When we arrived in New York May 1942 he had a boat load of money. He could not send it or get it to his family in China for they were already under the control of the Japanese. He purchased three (3) three (3) karat flawless diamond stones in New York, had them mounted into a ring and planned never to remove the ring from his finger until he rejoined his family. I hope he survived and returned to his family.

And our Champions of all Champions listed on the ship's baseball team roster: Tony (Anthony) Belillo, Catcher, Blackwell, first baseman, Grantham (one of the pitchers) Irving Greenberg (another pitcher) Humphrey TM2c, JJ Kelly plus many others that I can't recall at this time. They challenged the Brooklyn Dodgers in 1942. However, the Dodgers declined to play them. I believe the Marblehead team would have won.

Harley Clarence Hanson was a Machinist Mate first class on the Marblehead. He was a good machinist. He could and did do a lot of work in the engine rooms that involved grease etc.... he seldom if ever got his hands dirty above the wrist nor did he get his dungarees and shirt soiled. He had that knack of doing the work and staying clean. Shortly after WWII I was living in Washington, D.C. when he was temporarily assigned there as a Witness on a courtmartial involving the sinking of the USS Indianapolis (heavy Cruiser). The Indianapolis was torpedoed by the Japanese which caused it to sink in the Pacific after the Japanese surrender. Hanson was a Warrant Machinist on her at the time and went into the water as the ship went down. He stayed afloat for eleven (11) days and ten (10) nights using kapok life jackets that he was able to collect at times as they floated near him. He credited his self winding wrist watch with saving his life. He said he watched it tick off seconds, minutes and hours and counted the days to keep his mind occupied and off other thoughts. He stayed with me in Washington as I had an apartment near where he reported each day at the Naval Gun Factory.

Shortly after the WWII broke loose we joined up with some U.S. PT Boats in the South Pacific. We had never heard of this type of boat. R.I. Langer Radioman Third was fascinated by their speed etc.... He arranged for a swap with F.J. DePlacid RMLc that was on one of the PT Boats.

Ted Hubert Rummage Sealc (Bugler) was an interesting sailor with Political Influence. He had the famous "PI" marked on the top right hand corner of his personnel records jacket. After leaving him on the Marblehead, I later saw him as a Chief Personnelman (computer specialist) at the Naval Air Technical Training Center, Memphis, Tenn. I also crossed paths with him in Norman, Oklahoma in 1954-57. He was hitchhiking across country back in the early 1930s when he was talked into staying with an Oklahoma farmer for a year. A recruiter out of Oklahoma City talked Rummage into enlisting in the Navy. Prior to his departure for the Navy the farmer informed Rummage that he could not pay him for he had no money. However, the farmer offered to deed Rummage either 160 or 320 acres of Oklahoma Hills and shale rocks which he did. Later Oil gushed from those hills. U.S. Senators Kerr and McGee were the two senators serving Oklahoma. They had oil and mineral interest. This was a common subject of communication between them and Ted Rummage. Prior to WWII it was a NO NO for a sailor to have contact with Politicians. Rummage was forbidden to answer the Senators communications. Rummage would write a letter or letters and mail them over in Manila. Next would come a letter to the Skipper from the Senators. They also communicated with Admirals It was funny then. By the time I listened to Rummage repeat and expand the sea stories while at Memphis and again in Norman Oklahoma the stories really became interesting. I was informed during 1979 that Ted Rummage had passed on to his resting place.

Ole Red Homer M. Percifield BMLc was our Mail Orderly (Post Master) on the Marblehead when I went aboard in 1940. I later relieved him of this job in May 1942. Red could think of a subject and the next morning have the latest, gut busting, joke made up about the subject. He was an originator of jokes - - the jokes were the best. Prior to our Engagement with the Japanese on February 4, 1942, Joe DeLude, Ships Tailor, had placed some money within Red's post office safe for safekeeping. When the Japanese bombs tore the Marblehead up they blew the Post Office walls away and left Red's safe door open. Someone took the drawers out of the safe and brought them to the Communication Office adjacent to the Radio Shack and placed them on deck underneath a table and informed the Duty Communication Crypto Watch officer. Several Days later after Joe DeLude had thought his money gone forever. Ensign Rood informed Red of the drawers. He came up and there they were. This made them both happy. All of Red's Money, orderblanks, stamps, change etc.... were accounted for even though the post office was blown to bits.

Joe DeLude is keeping his chin up and living in New York (1980). I saw Joe at the USS Marblehead reunion in Hot Springs Arkansas in 1977 and again in Charleston, S.Car. at the 1978 reunion. I also saw and visited with many other good Marblehead shipmates. Joe De Lude was a Marblehead PLANK OWNEER since 1924.

The day we managed to obtain our records from the Chief yeoman of the transport ship/coffee cargo ship in Bahia we went over and rented a room in some hotel in Bahia and the next morning on out to the Air strip in the country nearby - - the air strip consisted of a wide strip of pasture land - - I believe it had a telephone both where the pilots could contact the Aerology office in Bahia for weather reports. Otherwise there was nothing else around. The evening we stayed in this hotel we had to pass away some time. It was a hotel that was cleared for U.S. Service personnel to be in. We couldn't just pick any place and be seen for many were out of bounds for various reason. This one hotel had everything that a sailor could dream of. It would have a rating today of tripple "X". We were milling around down on one of the floors where the gambling was in full swing. I watched this Chief Petty officer stagger around to a Roulette table and clean his pockets of chips and place on a number (this is a true story). The wheel turned, the ball spun into the wheel in the opposite direction, the operator called THETA (meaning no more betting) and everyone watched as usual. However, when the ball stopped on a number "it was the number which the drunk chief had placed his chips on. The rate of return or winnings was 36 to 1. The house workers glanced quickly at each other and one worker indicated to rake the chiefs money in to the house's collection as if he had not won. I interrupted his rake and about that time someone helped me, I believe it was Pepper MMLc from the Marblehead or someone else that I knew and perhaps Pepper was on Shore Partrol Duty (Military Police Duty). Anyway the house claimed the Chief had wagered too much and more than was allowed for one bet at a time. However, it was pointed out to them that they did not object when he placed the chips on the number for the wager. We called the Senior Shore Patrol officer who happened to be the Chief Engineer of the Marblehead (a Lieutenant Commander). He spoke with the Casino's Manager and informed him that the entire hotel including the casinowould be placed out of bounds to all U.S. Service personnel immediately if the Chief was not paid in full for his winnings. The Casino paid in full. They requested the Chief be removed from the premises. The Senior Shore Patrol Officer assigned Pepper and I to escort the chief back to his ship and deliver his money to the Officer of the Deck of the ship. We did this and put the Chief in his bed. He was too intoxicated to know what was going on. We returned the receipt for the money to the SPO as well as reported placing the chief in his bed. He was assigned or attached to a large tug boat tied to a pier in Bahia. I wish I could have been around the next day to observe the chief when he awoke and was informed of what had happened. However, I was on my way to the airfield and on my way back to the states by that time. I have never heard what happened the next day. The amount of money ran into a few thousand dollars which was a large amount for 1943.

I previously mentioned being detached from the USS Marblehead in 1943 and catching the Navy's R4D aircraft in Bahia (now Salvador), Brazil for transportation to the U.S. However, I was caused to depart the plane in Recife, Brazil along with Tony Tricase, De Fea BMLc Lyons GM by a Lieutenant Commander who was the Skipper of the Receiving Barracks, Recife Naval Air Station. He was an ex-jeweler from Brooklyn, N.Y. that had managed to arrive on active duty as a LCDR without proper indoctrination or training for a position so they relieved the Chief Boatswains Mate in charge of the barracks with the LCDR and made the CBM the second in command. The LCDR was harmless except for the fact he didn't have any occupants for the barracks so he would meet all the airplanes coming thru and remove passengers. That is until the Pilots and other passengers registered the information with the Admiral Ingram's office downtown Recife, Brazil. I didn't mind being detained in the barracks the first couple of weeks for I was having a ball on liberties in the middle of the WAR.

I recall when Tony Tricase and I boarded the plane in Bahia and became airborne. Tony looked out a porthole/window and saw the wing of the plane bending up and down as we hit air pockets. We were loaded with a heavy cargo which made the wings bend too much for our observation and comfort. Tony turned white and then green around his nostrils and mouth and swallowed a few times. I didn't dare let him know that I was also concerned or worried for I had caused us all to be on the planes. Afterall we could have been back in Bahia loading coffee beans on that ship. We made it to Recife and later to the Receiving station Norfolk, VA for further transfer. I don't know where they went. However, I was tired of sitting around out in the middle of a baseball field on my seabag and sleeping on the grass so for another fee I was able to get my record pulled and handed to me and I took off for Chicago, Illinois for Mathematics and Electrical Preparatory School on the famous Navy Pier that extended out into one of those Great Lakes of Illinois. I arrived there and reported in to personnel and was assigned a bunk bed in a large gymnasium - - no mattress nor blankets..... Remember we had to leave our hammocks and blankets (including pillow) laying on the ground at the airstrip in Bahia, Brazil in order to lighten the load of the aircraft. It was colder than the well in which the well digger froze to death in Montana that time. I lay there all night in my dress blues and Pea coat. They would not allow me to go ashore and stay in a hotel at my expense.

The next morning was Saturday morning with Captain's Inspection. I managed to evade the inspection. I also managed to get permission to go ashore in Chicago for the weekend. It is a long sea story as to how I wrangled liberty that weekend. However, if you didn't lookout for yourself in thosedays - - there wasn't any one else going to do it for you. The following Monday morning I ran into J.W. (Jack) Proffer, ex shipmate from the Pensacola days previously. He was the Executive officer and the only Regular Navy person there.

I previously mentioned my contact with Mike the Waterfront Bumb in Montevideo, Uruguay named Mike Snider.

One of his sea stories ran something like this. Our U.S. Intelligence had information that an unfaithful employee of an aircraft factory had delivered classified drawings to a German Spy contact person. The U.S. did not desire to expose the operations of the Spy ring at that time so they allowed the drawings to be photographed or filmed and returned to their proper custodian. The film were delivered to and placed in the Captain's safe on a Neutral Spanish Ship in a U.S. Harbor. The Spanish ship was to dock in Montevideo before crossing the Atlantic to Europe. Mike Snider was notified of the details and furnished exact location of the Captain's safe on the Ship. It was his responsibility to attempt to remove the film from the ship before it departed. Otherwise it would be necessary to allow "German "U" Boats" to sink another Neutral operating Spanish commercial ship. The ship arrived in Montevideo and tied up to a dock as scheduled. Mike equipped himself with the tools of the trade of a Power Electrician and dressed appropriately and boarded the Spanish Ship. He got on board by communicating with the Gangway Guard in Spanish Language that he had to come on board in order to check some fault they were having with their electrical system.

By the time the guard notified the Captain or his superiors, Mike had made his way to the Captain's safe, opened it (it had a combination lock which he knew how to work). He had carried onboard with him a brass tube with a weighted bottom and a sealing plug for the top. It happened that he knew the exact size of tube that would be needed. He obtained the film of the drawings from the safe, placed them in the brass tube, plugged it watertight, dropped it over the side of the ship opposite from the dock, and closed the safe before the Captain and his associates encircled him. They did not know at the time that Mike Snider had opened the safe and retrieved the film. The ship was also carrying other items that were to be delivered to Germany, however, the film of the airplane secrets were the most important. The Spanish Captain called for the Montevideo Port Authorities and Police. Mike was interrogated and stuck with his story about going aboard to check the electrical system. However, no one in the Port Authorities office knew of any need for an electrician. The ship had had some electrical problems before departing from the U.S. This information was relayed to proper authorities in Montevideo for Mike's use. Mike said that he was placed in the Montevideo Jail. He was identified as Mike the Waterfront Bumb. He said many different people came to the Jail Cell to view him. They all stated they had never known him, however, several said they had seen him around the waterfront for years as a laborer or a bumb. He said the U.S. Naval Attache's representatives would visit and shake their head and say things like I never saw him before, or I don't know him etc.... he could call them all by their real name and positions held. After seven days in jail the police opened the gates and let him back on the docks as Mike the Waterfront Bumb..... No charges against him.

Mike Snider avoided talking about current operations/happenings and never mentioned the future. It was always past operations and the ones that were closed. He told about working all night loading cases of eggs aboard a Neutral Ship in Montevideo, Uruguay that was to depart for Europe. Mike knew that very few hen eggs were actually in the cases. However, he also knew that the materials and information within the egg cases/crates could not be allowed in our enemy's possession. He said he never worked so hard in his life. They finished the loading about 5 A:M. The ship departed the next day. Later the News/Press coming out of New York reported that the German "U" Boats sank another Neutral Flag Flying Spanish ship by mistake - one day out of Montevideo. He was a very interesting acquaintance.

The U.S. Navy had a large well equipped Communication center located in Montevideo, Uruguay during WWII. They plotted the locations of all of our Navy Ships, Commercial, Allied and Enemy Men-of-War ships from information relayed into the center from all over the world. It was an Intelligence Gathering Center.

Sometime the press releases reported German "U" boats sinking of Neutral sailing ships. Other times the ship(s) that were carrying cargo that should not be allowed to reach our enemies was disposed of by submarines.

Most of the Marblehead crew during late 1942 and early 1943 enjoyed roasted and baked chicken at the Green Front Restaurant in Recife, Brazil. The waitresses and waiters, cashier, Manager, and cooks were rounded up in a raid and charged with being German spies or for passing information to the enemies of the U.S. The round up followed an operation when the Flag Ship for Admiral Ingram was to leave Recife and go to Trinidad. The Flag Ship had no guns. It was previously a blimp tender - not a fighting ship. The selected group from the flag ship went ashore and ate in the Green Front Restaurant and appeared to be intoxicated. They let the news out that they had to be back on board at midnight in order to be ready to get underway the next morning at 0700. The liberty party from the USS Winslow (a U.S. Destroyer number about 557) went ashore and they also ate, drank and sang songs in the Green Front Restaurant. The Winslow was the only destroyer in port at the time. They had the latest in Sonar Detection system and Depth Charges (explosives). The Winslow crew mentioned that they were remaining in port the next day. Their liberty expired later than the personnel's liberty that were departing the next morning. When the Flag Ship departed the next morning, the USS Winslow also departed. As they cleared the entrance to the channel leaving Recife the Winslow had already picked up what was analyzed to be the German "U" boat which had been previously spotted by the U.S. Navy and shadowed. The Winslow moved in for the kill and sank the "U" Boat.

In Manila the Tom Dixie restaurant and night club was owned and operated by an American Negro. He had a top quality place as I remember on the second floor of the building. There was always someone walking around the floor playing music.

Warrant Payclerk MacKey was good on the accordian and frequently played there. Two pieces of music that never ceased to be the top requested pieces: Alice Blue Gown and San Antonio Rose.

Back across the world to Brazil in 1942-43 while the Marblehead was performing escort duties. The Brazilian money was the REIS until about 1944 when they changed to a new series and made the REIS obsolete. The ten mil reis note was about the size of the American \$10.00 bill and was brown on one side and green on the opposite. The Marblehead escorted some commerical ships across the south Atlantic and was allowed a few days in some port on the west coast of Africa. The Cloth merchants thought the Brazilian Ten MIL REIS notes were American ten dollar bills and sold many bolts of cloth to the American Sailors and accepted the Ten MIL REIS notes for \$10.00. However, when the merchants discovered the value of the MIL REIS to be worth about 1/20th that of the American \$10.00 they made much noise. The merchants ask the Ships Commanding Officers to make the money good. This could not be done for many reasons. The sailors purchased cloth that they didn't need nor want. However, it was another way the sailor had of passing away time and enjoying same.

How many of you remember the Silk Stockings that were available in Brazil. Also the Alligator and Crocodile leather goods - particularly the ladies purses. A pair of stockings could be purchased for forty to fifty cents american money and a good purse with a crocodile head on the flap was available for about \$6. to \$7.50 and worth about \$40.00 or more in the States. The story goes that a sailor with one silk stocking hanging out of a pocket or a crocodile purse under his arm walking down Broadway in New York could obtain a date with the girl of his choice during the latter part of WWII. Today he would be run out of town for being ONE.

JARBO a Gunners Mate was the Fleet Champion Heavy Weight Boxer on the Asiatic Station prior to WWII. He had duty in Shanghai when tensions became strained between the U.S. and JAPAN. His best girl friend was of Japanese ancestry. The Navy transferred him to Manila or Cavite for duty to get him away from Shanghai and her for what was believed to be security reasons. She turned up in Cavite. They shared a small apartment on the second floor in a Cavite home. Jarbo came in one afternoon too early while his girl friend was entertaining a friend. Jarbo said he didn't really intend to hurt the fellow when he picked him up and threw him bodily down the stairway (hitting every third step with his head). The fellow spent several weeks in the hospital. The 16th Naval District Marine Corp was minus one Private for more than a month.

Patrick (Pat) Kimberly was a Radioman first class on the Marblehead until just before WWII broke. I don't recall where he was transferred to. However, I think it was to the Cavite, PI Radio station also known as Commandant 16th Naval District Radio Station (Call sign NPO). Pat was a good sailor and communicator. He sold the "Navy Times" magazine for a while on the ship. He liked his Genebra Gin poured over ice cubes. He could consume between a quart and half gallon without it being noticeable except for the tears running down his cheeks and also the lines or blood vessels in his eyes would turn to a light yellow which you could see if you observed closely. He loved this little beautiful Chinese girl in Shanghai. He also thought that a certain beautiful Philippino girl dancer in the MOPPY JOES Caberet was alright also - - who didn't - - but she wouldn't date U.S. Sailors. She would dance with them and take their dimes per dance.

Pat was a good CW Radio operator. He usually taught young beginners (strikers) the International Morse Code if we had any. Pat had a Communicators Liscense which authorized him to operate with a speed key on Navy Radio Circuits using either his "left hand" or "Right hand". This was most unusual. He also could send clearly and fast with either hand while sending with a standard radio operator's hand key. He officially took the exams and passed the tests before receiving this unusual double liscense. I have watched and heard him send a practice message with one hand operating a speedkey and then answer himself with a speedkey operated by his other/opposite hand. Seeing and hearing made a believer out of me. I heard that he survived WWII and lived in San Diego following WWII.

Back before WWII a Chinese family of the lower income bracket might and often did sell the oldest daughter in order to have money to feed the other members of the remaining family. This was their way of survival and was not necessarily disgraceful on the part of the family. I knew a fellow who purchased a 16 year old girl for \$60.00 which was a lot of money back then. He used her to help his family keep house until he had to leave her behind in Shanghai. He said he bought her primarily to keep someone else from buying her.

Then there was Gilbert and Gann both were radiomen in 1940 and early 1941 on the Marblehead as well as Philip Patrick Hall. Hall hailed from his home on Kings Highway Dallas, TX. Gilbert was from Louisanna.

While the Marblehead was operating the South Atlantic Patrol and Escort duty in early 1943 we had Lt Frank G. Blasdel, Jr. and Ensign Pitner as Communication Officer and Radio Officer. The last I heard of Captain Blasdel USN Retired he had an Electronic Firm near Washington, D.C. I recall that while he was our Communication Officer he liked to dig into the maintenance of our equipment. The RADAR was classified equipment. He would read a portion of the book to me and ask me to check it out. However, since I had not been cleared for Radar on a need to know basis, he would not allow me to see nor read from the book. However, I was the senior maintenance radioman on board and had to make it work. He kept the keys to the RADAR rooms and had to be present when I worked on them. Once I received a call to come to the Radar/Radio generator room. As I stepped thru the hatch Ensign Pitner said, "Tex I didn't do it". Lt Blasdel explained that some way the wrench positioned itself in to the slipring bell end of the this DC motor that drove one of the AC generators. He **fell backwards** into the start button and many things happened. Luckily we had a spare armature and brush holder in the spare parts located five decks below where we were. A day later we were back in business.

Ensign Pitner was a graduate of Massachusetts Institute of Technology (M.I.T.) with a degree in Electrical Engineering (Radio). I talked often with him about his education and wished that I too someday could graduate from MIT. It was and is considered the best in the world for Electrical/Electronic educational purposes. He recalled that it cost his parents about \$1800.00 per year for him to attend that school. He thought maybe that I could make it on about \$1,000.00 per year if I skimped on expenditures such as avoiding outside activities. But I never made it. I havn't heard from him since I left the Marblehead in 1943.

Sometime in the 40s Commander Frank Blasdel was departing for duty on Guam as Electronic Maintenance Officer SoWesPac and inquired about the possibility of me going out also. At that time I was a Warrant Radio Electrician and a bachelor. I begged off and explained that Guam was a small Island and that I had to have more space since I originally came from Texas. He understood. Then I was walking down a passage way in Bureau of Personnel Annex in 1954 when I heard someone say Hey Tex. I turned and it was Captain Blasdel. Wonderful fellow.

Another wonderful fellow that was our Communication Officer before Lt Blasdel, is Captain R.R. Hay USN Retired. I saw he and his wife Norma at the 1977 and 1978 Marblehead Reunions. They came thru Dallas in 1978 or early 79 for a short visit. Captain Hay visited Continental Electronics Mfg. Co. where I have worked for the past 22 years. We had one of our many ONE MILLION watt standard

frequency broadcast transmitters completed and were testing it into a dummy antenna prior to shipping it to Saudia Arabia. He was pleased to see it as well as other Hi Power equipment we design and build. Not too many people ever get to see a 1 or 2 Million watt broadcast transmitter in operation.

Oh Lord it is hard to be humble about our high power electronic equipment when we have it perfected in everyway. (Thanks MacDavis).

I am not humble at all when it comes to my appreciating Jim Riddle and Buzz Lauridsen for what they have done to keep the Marblehead people in touch with each other. Jim did the long hours, hard work and brought together the original reunions and Buz is continuing to put forth the best efforts to keep them going. I accidentally saw a note in a magazine where Jim Riddle was inviting everyone of the Marblehead to attend the reunion in 1977 in Hot Springs, Arkansas. I attended and my wife and I have never had a more enjoyable time with friends. The same was true again in Charleston, S. Carolina. Jim, I will be forever grateful to you and yours for your accomplishments in life and in particular the Marblehead Reunion works and also your career in Public School Teaching.

There has been a lot said in the past about Peter Paul Martinek, Lieutenant USN Retired. We all appreciated him then and still do. He enjoys retired life on his RANCH in Young, Arizona. He says he has lots of time to manicure all six acres of the ranch. My wife ask him about the horses and cattle. He said he didn't own cattle nor horses. He borrows his neighbors horse when he needs one.

Speaking of cattle reminds me of a Marblehead Radioman Russel I. Smalley (1939 1940 and early 1941) from Moscow, Idaho. He would send message home "Sell calf, send money".

One evening in 1941 a group of us had gathered in R I Smalley's Apartment in Cavite, P.I. for a bull session or maybe it was a Caraboo session. Craven was among the group. When I got ready to leave, Craven insisted on me allowing him to take me to my destination on his motorcycle. I didn't want to ride with him. However, I agreed and crawled on behind him and we took off. At an intersection we stopped, looked both ways, saw no one nor vehicles. Jerry pulled out and turned right - - right into the front end of an on-coming taxi cab. In less than 2 minutes there were about 100 Philipinos surrounding us and pointing their finger at us and saying that we were at fault. Of course we were - that many witnesses and police couldn't be wrong. I don't remember the end of the story except that we had to pay the Taxi Cab twenty (20) Pesos (\$10.00) for his shakeup. Cash it had to be with no receipt.

Remembering back to some of the news going on in the late 1930s the Japanese had convinced or were attempting to convince the brown oriental races in Southeast Asia and Southwest Pacific that their race was the only Superior race. Further that the Japanese Government should and would bring them all together under one Japanese Ruler. They planned to destroy the Capitalist U.S. Liberals and all other Western influences. There are several good historical documents which cover the Japanese thinking and planning during this period of time.

Charles Speed Adams Radioman First Class was another USS Marblehead (Asiatic) radioman in 1940 and 1941. There were two (2) U.S. Navy Sailors by the name of Charles Speed Adams. As I recall both of them were RM1c. The C.S. Adams on the Marblehead was on the USS PANAY (Gunboat) on the Yangtze River when it was bombed by the Japanese and sank December 12, 1937 while at anchor upstream from Nanking, China. This incident aroused the civilized world. However, the U.S. Government allowed it to cool off and further allowed the Japanese to go on doing their thing.

U.S. Ambassador Grew had notified the U.S. Government earlier in 1937 that American churches, hospitals and schools located in China were being bombed by the Japanese. Further that the Japanese had full knowledge and positive identity of their targets.

The USS Panay, USS Luzon and other similar gun boats were designed and built in the late 1920s for the purpose of patrolling the Yangtze to protect U.S. Property and citizens.

U.S. Ambassador Grew had notified the Japanese Government on December 11, 1937 that the Gunboats Luzon and Panay with oil barges would depart next day followed by the British gunboats. About 1:30 P:M LYT Japanese Navy bomber planes began bombing the formation.

We should have declared open war on Japan at that time. However, the U.S. received prompt apologies from the Japanese Government. The Japanese Government offered to pay for all damages and further stated that they were sorry. C.Speed Adams was paid a cash settlement for his losses except for his wrist watch which was replaced with the best Bouliwa wrist watch made at that time with a gold band. Adams couldn't remember in 1941 whether he was wearing his watch at the time he went down or whether it was at home with his wife or for sure whether or not he owned a watch at that time. All Panay sailors claimed a watch with a gold wrist band whether or not they ever owned a watch.

COMPLEMENT OF THE U.S.S. MARBLEHEAD

AS REPORTED TO THE BUREAU OF NAVAL PERSONNEL

OFFICERS February 1942

A. G. ROBINSON.....	Capt.	Commanding
W. B. GOGGINS.....	Cmdr.	Executive Officer (wounded in action)
N. B. VAN BERGEN...	Cmdr.	Executive and Gunnery Officer
M. J. DRURY.....	Lt. Cmdr.	First Lieutenant
R. D. ZERN.....	Lt. Cmdr.	Navigator
F. C. CAMP.....	Lt. Cmdr.	Engineering Officer
C. E. COFFIN, JR.....	Lt. Cmdr.	Ass't Eng. Officer
W. S. L. MARSHALL...	Lt.	Ass't Gunnery Officer
E. M. BLESSMAN *....	Lt.	Senior Aviator (killed in action, interred in Java)
R. R. HAY.....	Lt.	Communication Officer
R. G. GILLETTE.....	Lt.	Watch Officer, Air Defense
H. A. PEARCE.....	Lt.	W & D Officer
A. A. GOODHUE.....	Lt.	W & D Officer (wounded 2-6-42, transferred to Tjilatjap)
R. C. SLEIGHT.....	Lt.	W & D Officer
C. L. BROWNING.....	Lt.	W & D Officer
F. G. BLASDEL, JR....	Lt. (jg)	D. C. & W & D Officer
W. H. CRANFORD.....	Lt. (jg)	Ass't First Lieutenant
J. P. BRACKEN.....	Lt. (jg)	Eng. W & D Officer
E. W. BISHOP.....	Lt. (jg)	Junior W & D Officer
R. E. FAHNESTOCK....	Ens.	Signal Officer
C. H. COBURN.....	Ens.	Junior W & D Officer
A. E. GROSS.....	Ens.	Junior Aviator
A. C. WILSON, JR....	Ens.	Junior W & D Officer
R. O. YEAGER.....	Ens.	Ass't Navigator
F. F. WILDEBUSH.....	Lt. Cmdr.	Torpedo Officer (wounded in action 2-6-42)
T. C. RYAN.....	Lt.	Junior W & D Officer
C. H. BRANDT.....	Lt.	Junior W & D Officer
M. SMELLOW.....	Lt. Cmdr.	Medical Officer
J. R. COLE.....	Ens.	Ass't Medical Officer
A. E. ROOD, JR.....	Ens.	Dental Officer
		Supply Officer
		G. S. K.
		Disbursing Officer

* Died in service.

COMMISSIONED AND WARRANT OFFICERS 1942

H. M. ANDERSEN.....	Chief Boatswain	Jr. Watch Officer Boatswain
L. E. CLENDENIN.....	Gunner	Jr. Watch Officer Ord. Gunner
J. D. NELSON.....	Radio Electrician	Radio Officer
L. F. HOWARD.....	Machinist	Eng. W & D Officer
E. F. ANNIS.....	Machinist	Eng. W & D Officer
R. A. BILLMAN.....	Carpenter	Carpenter
W. E. JARVIS.....	Electrician	Eng. W & D Officer Electrician

ENLISTED MEN AS OF FEBRUARY, 1942

NAME	SERVICE NO.	RATE			
AARON, Garvin Clenton	346 82 56	F2c	BRITTAIN, Maurice Anthony	381 33 62	F1c
ABELL, EUGENE	287 44 98	F2c	BRITTON, John Edwin	262 65 29	Sea2c
ABERNATHY, Lawrence David	346 56 67	EM1c	BROOMFIELD, Robert	337 36 16	Sea2c
ABNEY, Jack Wesley	356 22 04	F1c	BROUHARD, LeRoy	342 27 60	Sea1c
ADAMCZYK, Stanley Anthony	300 12 56	F1c	BROWDER, Bernard Lyle	311 45 39	SF3c
AGNEW, Elmer Frank	376 12 01	Sea2c	BROWN, Frank Addison	359 59 27	CWT(PA)
AGNEW, George Allen	321 47 09	F1c	BROWN, Fredrick Gilford	337 11 85	Sea1c
AITON, Clyde William	355 36 47	CQM(PA) F-4D FR	BROWN, Joe Edward	385 89 58	SC3c
ALBRIGHT, Carroll Lee	381 24 88	MM2c	BROWN, Norman Arthur	356 38 61	Sea1c
ALEXANDER, Thaddeus Quentin	328 62 03	F1c	BROWNING, William Herbert	287 45 54	Sea2c
ALFORD, "E" "J"	381 28 71	Sea1c	BRYANT, William Lee	376 08 82	Sea1c
ALLEN, Lyle Lavine	385 93 65	F2c	BUCHANAN, Eris Earnest	346 76 90	F1c
ANDERS, William Franklin	311 50 22	F1c	BUCKENDORF, George Washington	371 69 48	CWT(PA)
ANDERSON, Thomas Andrew	250 42 68	MM2c	BUDNICK, Harry	385 20 61	CMM(PA)
ANDERSON, William (N)	279 43 56	SM2c	BULLARD, Robert Anthony	376 13 73	Sea2c
ANDREW, Marion Edgar	372 15 65	F1c	BURCH, James Walter	287 43 37	Sea1c
ANDREWS, Edward John	311 46 42	F2c	BURD, William Robert Jr.	287 47 79	Sea2c
ANGLIN, John Morris	355 79 54	Y1c	BURDETT, Earl Rankford	272 35 95	Sea2c
ANSTINE, Keith Clark	385 90 50	F1c	BURDISH, Richard Charles	316 60 77	MM2c
ASCHENBRENNER, Clarence John	328 53 00	SF2c	BURNETTE, Ray Edward	295 71 12	Sea1c
ATWOOD, Paul Leander	201 45 90	ACMM(PA)	BURNHAM, Rowland Eugene	311 38 95	QM3c
AUXIER, Gerald Thomas	342 19 10	MM2c	BUSBY, Willfred Lucas	342 30 84	Sea1c
AWALT, Earl	356 22 93	RM3c	BUSSONE, David	328 37 12	MM2c
BABBITT, Albert Clair	328 74 62	F1c	BUTLER, Kenneth Carl	201 36 25	CSK(AA)
BAGWELL, Jimie Clifford	346 75 20	F2c	BUTLER, Myles Ladaire	385 89 59	Sea1c
BALLARD, Charles Wesley	266 21 22	F1c	BUTLER, "Z" "L"	346 54 86	Cox
BARONE, John Michael	238 67 18	Sea1c	CAGLE, Wayne Clark	342 24 84	S1c
BARRE, Lester John	359 94 42	QM2c	CAHOON, Louis Alphonso Jr.	223 27 16	FC3c(M)
BARRETT, Morris Edward	291 54 35	WT2c	CAIRNS, George Seraphine	382 15 00	Sea1c
BARROW, Loyd Leon	346 75 97	SC3c	CALDWELL, Louis James	279 66 55	F1c
BARTHELL, Irwin Charles Jr.	360 22 90	Y3c	CALKINS, William Claire	385 75 76	FC3c(M)
BARTHELL, Kenneth Howard	360 22 87	Y3c	CALLAWAY, Scott	360 17 07	Sea1c
BASINGER, Glenn William	261 27 52	BM1c	CALLOWAY, Andrew Lee	291 62 49	Sea1c
BEATY, Joseph Delmar	356 37 91	Cox	CAMPBELL, George Burton	380 17 12	PhM1c
BEAVERS, Hugh Burlon	372 19 39	Sea1c	CAMPBELL, William Mack	261 83 56	Bgmstr2c
BECKER, Claude	376 16 52	Sea2c	CAPPER, Earl George	382 17 75	RM3c
BEDFORD, James Robert	356 15 73	MM2c	CARLANDER, Cecil	346 79 50	Sea1c
BEGGS, Edward Latchford	355 63 23	CWT(PA)	CARMACK, Max William	268 60 18	Sea1c
BELILLO, Anthony	376 02 30	AOM3c	CARMICHAEL, William Russell	376 02 27	RM3c
BELIVEAU, Arthur Joseph	328 81 88	Sea1c	CARPENTER, Herman Lansing	356 20 20	SC3c
BELL, John William Howard	238 61 39	F1c	CARPENTER, Rayford Clarence	360 04 77	MM2c
BELL, Paul Eugene	393 41 07	Y3c	CARPENTER, Richard Charles	360 02 84	EM2c
BELLARD, Pearl Davis	360 00 39	MM2c	CARR, Thomas Harold	376 14 75	S1c
BELOTE, Cecil Francis	266 02 53	Sea2c	CARROLA, Edward	360 24 99	Sea1c
BELZESKI, Peter Valentine	300 12 20	Sea1c	CARROLL, Cyrus Brooks	356 27 21	Y3c
BENARD, George Logan	337 40 68	Y3c	CARTER, Donald Duane	300 17 69	Sea1c
BENDERMAN, Clarence Estes	295 54 04	Sea2c	CARTER, Emory Calhoun Jr.	261 84 94	MM2c
BERGE, George Russell	393 36 89	Sea1c	CARTER, Irvan	311 34 38	Sea1c
BERGER, Robert Harry	321 34 26	EM3c	CARTER, William Shecut	265 98 54	RM2c
BEST, Robert Ellsworth	337 36 01	Sea2c	CARVER, Robert Allan Jr.	393 27 54	MM2c
BIEGER, Alva Landers	316 11 05	CBM(PA)	CASAROTTO, Peter Albert	300 11 58	Sea1c
BISHOP, Charles Meredith	287 16 30	GM2c	CASH, Harold David	272 38 13	GM3c
BIXBY, Robert Kent	250 60 53	Sea1c	CASON, Audrey Wayne	356 49 10	Sea1c
BLACKBURN, Morris Thomas	295 72 11	Sea2c	CATALDO, Anthony John	337 37 00	Sea1c
BLACKMAN, Grant John	316 69 05	Sea2c	CAVANAUGH, Charles Patrick	321 56 98	Sea1c
BLACKWELL, Harry Jr.	337 33 05	Sea1c	CHAFFIN, Teddie Lee	368 54 51	Sea2c
BLACKWELL, Kenneth Chester	321 46 19	GM3c	CHANG, Lai Shang	504 72 56	Matt1c
BLICHA, John Jr.	375 96 89	F1c	CHANG, Wing Yen	507 64 55	Ofstd3c
BLOBERGER, Frank Edwin	414 37 08	BM2c	CHANG, Yu Ching	498 51 09	Matt1c
BLUE, Robert James	393 25 11	F1c	CHANG, Yu Ta	498 51 48	Matt1c
BLYTHE, Donald Stanley	337 13 37	MM2c	CHARITON, Donald Ellsworth	372 09 03	MM2c
BOHNERT, Arthur Anthony	337 37 63	Sea2c	CHARLES, Thomas Eldon	610 01 62	Sea1c V-4
BOLAND, Clarence Alfred	356 31 20	F1c	CHEONG, Fong Sau	504 92 64	Matt1c
BOLTON, Reginald Oli	268 40 31	MM2c	CERRY, James Andrew	272 34 95	F2c
BONIFACIUS, Clifford Edward	283 40 98	Sea1c	CHIDESTER, Jesse Howard Jr.	341 90 57	BM1c
BORDEN, Morris	223 77 98	Sea2c	CHRISTENSEN, Henry Dewaine	316 13 26	CMM(PA)
BORROR, Ray William	382 27 88	Sea2c	CICERO, Joseph	342 27 17	SC3c
BOTELER, Alexander Robinson Jr.	376 13 00	Sea1c	CLANCY, Stuart Benedict	207 28 44	Sea1c
BOUDWIN, John Bliss	283 47 24	F2c	CLANCY, Vincent Michael	382 29 82	Sea1c
BOWMAN, Horace Chester	262 64 77	Sea2c	CLARK, Carl Chester	381 36 97	Sea2c
BRADFIELD, Baldwin Oliver	346 45 80	CGM(AA)	CLARK, Chester Omer	291 64 71	Sea1c
BRADSHAW, Melvin Leon	360 28 46	Sea2c	CLARK, Floyd Walton	336 67 01	CMM(PA)
BRANDT, David Samuel	376 09 11	Sea1c	CLARK, Jesse Louie	356 32 09	Y3c
BRENNAN, John Thomas	337 37 66	Sea2c	CLARK, Robert Dale	316 64 73	FC3c(M)
BRIDGES, James Loyd	316 18 79	WT1c	CLARK, Robert Harris	376 09 59	F1c
BRIGHT, Edgar Clare	360 27 23	Sea1c	CLARK, Verne Fenwick Jr.	385 86 48	Sea2c
BRIGHT, Leon Alvin	295 69 57	Sea1c	CLENDENEN, Clifford Harold	337 36 18	GM3c
			CLEPHANE, Harry Clifford	291 61 94	SM3c

CLINTON, Henry DeWitt.....	368 58 25	Seal1c	FIETSCH, John William.....	409 16 78	MM1c
CLUBB, George Wesley Jr.....	382 23 49	Seal1c	FISHER, John Frederick.....	381 35 65	F1c
CLUCK, Charles Richard.....	356 43 12	Seal1c	FITE, Joseph Payton Jr....	375 74 57	MM1c
COACHE, Antoine Gerard.....	212 58 12	Sea2c	FONTENOT, Remi.....	274 52 77	Cox
COCHRAN, Eugene Lynn.....	311 48 23	F1c	FORD, Richard Edwin.....	283 42 21	TM3c
COCHRAN, Walter Jacob.....	279 71 93	Seal1c	FORD, Thomas Norman.....	380 56 90	CY(PA)
COFFEE, Aaron Elijah.....	381 19 66	WT1c	FRADY, Raymond Alexander	261 86 54	EM1c
COHN, Jimmy Byron Jr.....	372 21 84	Sea2c	FRANCIS, Melvin Russell...	368 67 50	S2c
COLLINSWORTH, Stanley Howard	356 26 92	Y3c	FRANK, Reinhold.....	310 92 47	CWT(AA)
COMBS, Paul.....	266 18 85	Sea2c	FRANKLIN, Robert Alexander	295 14 83	MM1c
CONKLIN, Leo Ethan Jr.....	311 51 03	Seal1c	FRAZEE, James Martin.....	279 66 95	Seal1c
COOK, Charles Albert.....	316 67 67	Seal1c	FREDRICKSEN, Erling.....	223 37 74	MM1c
COOK, George Richard.....	328 62 54	Seal1c	FUDGE, Glen.....	342 16 13	Seal1c
COOK, Harry Barclay.....	243 61 47	Y2c	FULTON, John Robert.....	381 35 66	EM3c
COOK, William Delmar.....	279 67 38	Bkr3c	GABRIEL, Augustine Whip...	258 20 68	SK2c
CORBITT, George Albert.....	258 20 86	Seal1c	GABRIEL, Beauford Grant...	380 95 24	Y4c
CORMIER, Warren George.....	212 58 47	Seal1c	GABRIEL, Ralph Monroe...	382 02 71	SC3c
COTHRAN, Henry Avis.....	262 67 19	Sea2c	GAINES, Cecil Lamar.....	272 24 49	Sea1c
COUCH, Harvey James.....	376 22 16	Seal1c	GALLANT, Joseph Alfred Alyre	262 29 22	SK3c
COURTNEY, James Andrew.....	406 85 88	Seal1c	GAMACHE, Philip Arthur...	381 16 24	ACMM(AA)
COVERLY, Gordon Carl.....	382 26 16	Sea2c	GAMMAGE, Wilton Jones...	283 23 43	F1c
COVERT, Lester Alan.....	311 46 77	Sea2c	GARAND, Gilbert Roger...	385 87 05	Cox
COY, Clifford Andrew.....	381 40 01	S2c	GARDNER, Clifton Charles...	228 34 53	Cox
CRAFT, William Paul Jr.....	287 25 10	BM2c	GARDNER, John Whorton...	342 04 87	F1c
CRISP, George Jr.....	287 50 35	Sea2c	GARLOW, Lester Commodore	311 47 79	Seal1c
CRONER, Waldo Halley.....	368 18 86	CY(PA)	GARMANY, Hershell Waldo...	272 38 50	Seal1c
CROSS, Patrick Joseph.....	328 74 87	Sea2c	GARMON, Andrew Richard...	287 25 50	Cox
CRUSH, Perry Gilliam Jr.....	265 74 81	MM2c	GARNER, Bernard Edward...	337 05 77	F2c
CULLUM, Ralph.....	279 69 80	Sea2c	GAUTHIER, Joseph Edmond...	204 35 24	BM1c
CULVER, Charles Edgar.....	234 19 89	Seal1c	GAUTIER, Harry Hodges...	262 26 94	Seal1c
CUNNINGHAM, James Michael...	228 31 33	BM1c	GIBSON, Wheeler Thero...	272 25 15	F1c
CURRY, William Ward.....	375 35 78	CCM(PA)	GIESE, Edward Daniel.....	299 96 91	GM3c
CUSICK, George.....	201 84 40	Sea2c	GILBERT, Stephen.....	243 73 20	Sea2c
DAHLMEIR, Raymond Michael...	328 60 25	EM2c	GILL, William David.....	356 25 67	Seal1c
DANKO, Michael.....	206 62 10	CCStd(PA)	GIN, Ming Tuck.....	504 80 03	OffCk2c
DANNELS, George David.....	316 59 98	RM3c	GLIDDEN, Charles Melvin...	328 71 76	Seal1c
DAVADUK, Andrew Alfred.....	212 46 57	Seal1c	GOLDER, Clyde Robert.....	385 87 38	Seal1c
DAVIS, Colin John.....	372 10 07	Seal1c	GONTKOVIC, John Joseph...	337 28 49	Seal1c
DAVIS, Garnett.....	336 96 13	MM2c	GOODNOUGH, Walter Paul...	214 69 82	CWT(AA)
DAVIS, John Leroy.....	223 49 14	MM2c	GORDON, William Thomas...	337 24 97	SP3c
DEATHERAGE, Roy Lester.....	382 14 74	Seal1c	GOUGHLER, Lester Arthur...	250 34 92	MM2c
DEATHERAGE, Victor Alton.....	382 14 81	Seal1c	GRABOWSKI, Chester.....	238 54 97	MM2c
DE FEA, Joseph Charles.....	375 58 86	BM1c	GRAHAM, Byron Leonard...	295 66 98	Seal1c
DEFFENBAUGH, Vernon Carlton	355 63 22	WT1c	GRANTHAM, Joseph Anderson	268 31 76	RM2c
DELUDE, Joseph Florimond.....	206 79 11	F1c	GRANT, Jimmie Ulysses...	393 26 82	QM2c
DENNEY, Charles Robert.....	380 80 97	MM2c	GREAVES, Robert Jack.....	393 40 81	Seal1c
DENT, Alvin Eugene.....	295 51 05	PhM3c	GREEBON, Oliver Holmes...	356 30 53	SF3c
DEPLACID, Frank Joseph.....	206 86 55	RM1c	GREEN, Joseph Joyce.....	360 11 57	Seal1c
DERISO, Dominic John.....	207 12 95	PhM1c	GREENBERG, Irving.....	300 20 62	Seal1c
DEVRIES, Cornelius.....	321 53 23	Seal1c	GREY, Kenneth Wentworth...	234 17 53	GM3c
DEWITT, John Wilson.....	262 69 02	Seal1c	GRIESINGER, Gordon Wesley	300 17 24	F1c
DI MAIO, Anthony.....	393 39 61	Seal1c	GRIMKOWSKI, Chester Stanley	402 61 32	RM1c
DINEEN, Albert Walter.....	300 00 58	F2c	GRIMM, Lincoln Carl.....	238 49 55	Cox
DOTY, Guy Loren.....	381 01 31	GM1c	GRINER, Harwell Martin...	268 13 43	FC3c(M)
DOUGLAS, Robert Lee.....	287 32 05	AMM3c	GROESBECK, Robert Joseph...	300 04 93	Seal1c
DOUGLASS, Owen Blakemore...	337 18 74	MM2c	GUNN, Paul Edward.....	212 57 62	Sea2c
DRALLE, Charles Donald.....	337 31 67	Sea2c	GYSBERS, Willis Leroy.....	328 53 26	Bkr1c
DRIVER, Raymond Prescott.....	321 40 19	Seal1c	HAGEN, Robert Wesley.....	356 41 04	Sea2c
DUCKWORTH, Harold Douglas...	261 50 60	MM1c	HALL, Glenn Milford.....	341 97 51	Seal1c
DUNCAN, Hoyt Jr.....	342 28 98	Seal1c	HALL, Ivan (N).....	262 41 56	EM3c
DURGIN, James Kindstron Jr...	321 12 50	SM2c	HAM, Paul Hilton.....	346 81 78	Seal1c
DYER, Earl Penn.....	272 41 84	Seal1c	HAMILTON, Kenneth Harold...	283 34 48	Sea2c
EASLICK, Howard Bently.....	310 79 50	CSM(AA)	HAMM, Bransford Phillips...	295 59 80	Seal1c
EDMONDSON, Thomas Joseph...	204 30 44	CBM(PA)	HANSON, Harley Clarence...	320 92 14	MM1c
EDWARDS, Gerard Addison.....	274 48 01	Seal1c	HARBER, Jack Wilson.....	356 13 24	Seal1c
EDWARDS, Raymond Enough.....	316 30 51	CFC(PA)	HARDIN, James Ralph.....	295 90 76	S2c
EGELSTON, Dallas Paige.....	376 06 84	Sea2c	HARGROVE, Russel Richard...	266 02 75	F1c
EGLY, Ben.....	360 15 36	F1c	HARMAN, Joe James.....	265 92 65	RM2c
EHAT, Frederick Ferria.....	376 03 62	Seal1c	HARNISH, William Edward...	336 73 29	Cox
ELLINGSON, Clarence.....	385 85 49	F1c	HAROLD, Starling Ernest...	291 37 85	PhM1c
ENTLER, Philip Adam.....	393 31 26	TM3c	HARRIS, Howard Alonzo.....	328 68 72	Seal1c
ENTWISTLE, Stuart Whalley...	258 29 56	F1c	HARRISON, John Columbus Jr.	295 41 18	WT1c
EPPELSON, Carl Hayes.....	346 50 62	CMM(PA)	HARRISON, Van Gilford.....	274 25 01	WT1c
ERH, Yuen Shin.....	498 51 82	Matt2c	HASS, Julius Lester.....	238 69 65	Seal1c
EVANS, Archie Charles.....	316 05 66	CPhM(PA)	HAVIRA, John Thomas.....	206 96 15	GM2c
FAH, Dong.....	507 84 76	OffCk2c	HAWKINS, William Thomas...	272 34 58	Seal1c
FARNCOMB, Lavern Saint Clair	375 51 34	CM1c	HEALEY, Harry Robert.....	201 75 53	Seal1c
FEICKERT, Leslie Miller.....	238 62 32	TM3c	HEALY, Robert Harold.....	300 28 13	Sea2c
FERNANDO, Herman Battist.....	372 20 06	Seal1c	HEGDAL, Earl Robert.....	385 87 84	Sea2c
FERRARI, Sylvester Francis...	311 38 00	RM3c			

HENDERSON, Everett William.....	412 12 21	Sea2c V-6	KOOGLE, Louis Ekion.....	279 44 21	MM2c
HENDERSON, Frederick.....	268 41 86	Sea1c	KOPKOWSKI, Stanley Victor.....	243 68 16	Sea1c
HENDERSON, William Riley.....	272 34 47	Bkr3c	KOUNS, Samuel Carlington.....	287 34 74	F3c
HENDRICKS, Marvin Frank.....	300 35 78	Sea2c	KRASKA, Edwin John.....	283 36 59	Sea1c
HENDRICKS, Ruddell Francis.....	375 98 44	F1c	KUKS, Jack Gordon.....	266 11 26	Sea1c
HENRIE, Howard Franklin.....	342 23 86	Sea1c	KUNSMAN, Edward Robert.....	300 11 07	F1c
HING, Won.....	498 51 19	OS3c	LACROIX, Joseph Raymond.....	212 53 55	Sea1c
HO, Pao San.....	498 51 69	Matt2c	LALONDE, Archie Rudolph.....	234 26 59	Sea1c
HOBBY, Thelmer Nathaniel.....	346 55 56	GM2c	LANE, Edward John.....	268 33 98	Cox
HOCK, Herman Edward.....	359 75 23	CBM(PA)	LANE, Robert Leon.....	243 62 59	F2c
HODGES, David William.....	380 87 45	SK2c	LANNING, Arthur.....	262 61 77	Sea1c
HOFF, Howard Lawrence.....	279 52 61	WT1c	LAPACEK, Joe Leonard.....	316 25 55	BM2c
HOGG, William Franklin.....	310 96 25	MM2c	LARKEY, Forest Bryant.....	380 86 34	TM3c
HOLMES, Barney Neal.....	295 59 19	Sea1c	LARSON, Donald Willford.....	368 51 63	SF3c
HOPKINS, Benjamin Grover Jr.....	316 68 05	S1c	LAURIDSEN, Edward Roland.....	385 79 17	Sea1c
HOPPER, John Donald.....	316 65 15	FC3c(M)	LEE, Tso Mai.....	498 51 46	Matt1c
HORD, Allen Linwood Jr.....	265 72 72	Sea1c	LEINWEBER, Joseph Rudolph.....	243 58 76	S2c
HORNING, Earl.....	371 74 56	Cox	LESZKIEWICZ, Stanley Joseph.....	283 18 71	MM1c
HORTON, Charles Franklin.....	243 01 66	CMM(PA)	LEWIS, Robert Junior.....	321 46 85	Sea1c
HOUSE, Rubin Heber.....	346 76 42	Sea1c	LIANG, Fook.....	504 92 57	OffCk3c
HOWARD, Cecil Winston.....	287 17 80	Sea1c	LILJA, Richard Emanuel.....	328 51 15	AOM2c
HOWARD, Custer.....	287 43 08	Sea1c	LINK, Paul Edward.....	375 74 45	SF2c
HOWARD, Elmer Ward.....	321 39 08	Sea1c	LION, William Robert.....	243 68 57	Sea1c
HRYSIW, Stephen.....	228 29 48	MM2c	LOVELESS, Charles William.....	291 52 14	Sea1c
HUDGINS, James Rubin.....	265 61 86	Ptr2c	LOVETT, Harold Duff.....	274 41 36	Sea1c
HUFFMAN, Ernest Edwin.....	291 58 31	Sea1c	LUBBOCK, Jim Lee Jr.....	360 16 02	SF3c
HUGHES, Owen Temple.....	356 25 44	GM3c	LUCAS, William Victor.....	274 64 69	Sea2c
HUMPHREY, Vincent Eugene.....	238 59 41	TM2c	LYONS, Glen Charles.....	341 41 88	CSM(PA)
HUNTER, Harold LeRoy.....	382 08 54	MM2c	LYONS, James Francis.....	238 58 58	GM3c
ITALIANO, Anthony.....	337 28 27	Sea1c	LYONS, Winford Bloyd.....	274 36 46	GM3c
JABLONSKI, Eugene Bernard.....	299 83 05	EM1c	MCARTNEY, Wilford Jr.....	376 17 02	Sea2c
JACKSON, Carroll Charles.....	328 66 51	Sea1c	MCCONNELL, Vincent Paul.....	243 61 85	Cox
JACKSON, Donald William.....	300 21 48	Sea1c	MCCORMICK, Irwin William.....	393 27 28	SC3c
JACOBUS, Harold Keith.....	382 04 52	AMM2c	MCCULLEY, Hale Thayer.....	341 80 77	CSF(PA)
JAMES, Lewis Newton.....	376 03 02	Sea1c	MCCURDY, William Aurnee.....	272 57 90	S2c
JASIMAS, Frank Harry.....	250 49 26	MM2c	MCCUTCHEON, Robert Calvin.....	375 31 78	Bmkr2c
JEANS, Alonzo.....	355 84 07	TM3c	MCDONALD, Alvin Norman.....	368 29 25	TM3c
JENKINS, Robert Franklin.....	278 76 90	CMM(AA)	MCGINNIS, Joseph Adrian.....	375 78 64	Cox
JENKINS, Sidney Roswell.....	381 17 01	MM2c	MCGRAW, William Ben.....	328 14 70	CWT(AA)
JENNINGS, Clarence Cecil.....	341 72 50	RM2c	MCGUIGAN, Emmett Robert.....	283 30 96	Sea1c
JEPSON, Howard Everett.....	385 67 87	PhM1c	MCGUIRE, George Henry.....	385 23 33	CRA(PA)
JOHNSON, Dale Leighton.....	328 42 82	MM1c	MCINTIRE, William Glenn Jr.....	337 11 79	Cox
JOHNSON, Joseph Nathaniel.....	310 75 07	CWT(PA)	McKNIGHT, John LeRoy.....	287 42 45	Cox
JOHNSON, Maynard Aaron.....	368 47 39	Sea1c	McNABB, Ronald Gordon.....	321 20 95	Cox
JONES, Millard James.....	266 17 91	Sea1c	McNEELY, Forrest Eugene.....	316 55 13	Sea1c
JONES, Nuel Armstrong.....	346 79 35	S2c	McNERNEY, Robert John.....	385 85 20	RM3c
JONES, William Wallace.....	346 50 39	MM2c	McVICKER, Donald Wallace.....	360 34 72	Sea2c
JORDAN, Benjamin Fuller.....	201 69 83	SF3c	MACKEAN, Roscoe Gerald Noel.....	382 45 93	Sea2c
JORDAN, James Edwin.....	262 48 79	Sea1c	MAGUIRE, Jack Joseph.....	328 08 98	CTM(PA)
JOYNER, Walter George.....	258 29 21	F2c	MAHONE, Maurice Flournoy.....	360 36 56	Sea2c
JURGENSEMEIER, Ralph Henry.....	316 68 74	Sea1c	MALUK, Michael.....	311 38 73	GM3c
KALINOSKI, Anthony Joseph.....	505 18 04	EM1c	MANGIARACINA, Carlo Anthony.....	266 00 33	GM3c
KAMMER, Mack.....	375 47 50	WT1c	MANGUS, Jess.....	336 58 01	CTC(PA)
KASNEY, James Robert.....	393 31 55	EM3c	MARSH, LaMoine Francis.....	316 25 17	Bkr3c
KASPRZYK, John Joseph.....	300 04 79	Sea1c	MARSHALL, Floyd Chester.....	316 10 34	FC3c
KATO, Joseph.....	311 25 16	RM3c	MARTIN, Robert Lee.....	376 34 95	Sea2c
KEESLING, Gordon Wallace.....	328 74 71	Sea1c	MARTINEK, Paul Peter.....	282 91 67	TC1c
KELLEY, John David.....	295 74 72	Y3c	MARVICK, Orville Allen.....	385 78 18	FC3c
KELLY, John Joseph.....	342 05 33	SK2c	MATHNEY, Clyde Elvis.....	346 80 24	Sea2c
KELLY, Lauchlin Archibald Jr.....	262 54 57	Sea1c	MATZKE, Conrad Franklin.....	372 23 49	Sea2c
KESTER, Raymond Delos.....	414 33 25	RM2c	MAUGHAN, Edward Michael.....	316 47 78	GM3c
KIBBY, Dale Leonard.....	320 91 68	AMM2c	MAX, Kenneth Earl.....	382 21 68	RM3c
KIHL, Tracy Gerald.....	328 74 67	SK3c	MAYO, Kyle Douglas.....	265 85 43	Sea1c
KILLGORE, Weldon Winters.....	355 90 25	GM2c	MEEHAN, James Arthur.....	291 60 59	GM3c
KIMBALL, Addison Robley.....	311 17 53	MM1c	MELE, Albert Gene.....	283 30 10	Sea1c
KIMBALL, Clyde.....	291 36 56	GM1c	MESCHKE, Max.....	234 21 41	F1c
KIMBARK, Delmar Aldrich.....	223 44 01	RM2c	MIKLAS, John Jerry.....	337 20 11	F1c
KING, Dolphus Cleve.....	274 19 89	MM1c	MILKS, Edgar Jerome.....	346 73 65	F2c
KIRKBRIDE, Francis Dale.....	311 50 68	S1c	MILLER, Donald Ray.....	238 63 36	Sea1c
KIRKENDALL, Donald Weeks.....	300 05 55	Sea1c	MILLER, Floyd Earl.....	368 09 24	EM2c
KIRKPATRICK, Tilton.....	356 31 40	GM3c	MILLER, Winfred Driscoll.....	371 93 00	GM2c
KISER, Joseph Wayne.....	279 69 68	Sea2c	MITCHELL, Jack.....	359 81 69	MM1c
KLEIN, Milton.....	337 25 20	MM2c	MOH, Chia Yung.....	498 51 17	Matt1c
KLEYN, John Robert.....	385 38 86	CMM(PA)	MOLOCK, Troy Ross.....	346 94 45	Sea2c
KLOPICK, Anthony Joseph.....	300 16 46	SC3c	MONETTE, Ira Eugene.....	262 27 47	WT2c
KNIPP, Stanley Wayne.....	268 85 40	SC2c	MORAN, Martin John.....	201 51 04	Smith1c
KNISLEY, Kenneth Melburn.....	299 69 07	CWT(AA)	MORGAN, Bennie Nelson.....	295 42 54	Cox
KOBEL, Archie McClellain.....	385 84 54	Sea2c	MORIARTY, Thomas Howard.....	393 27 45	Sea1c
KOO, Sung Yung.....	498 51 61	Matt1c	MOUSSEAU, Frank Lien.....	381 29 87	GM3c
			MUDROCK, Paul Roy.....	382 42 58	Sea1c

MUNNS, William Edward.	328 61 85	GM3c	RIDDLE, James August.	356 04 71	MM2c
MURCH, Douglas "A".....	223 03 37	SM1c	RIDGE, William Columbus.	258 09 83	MM2c
NEIL, John Francis.....	412 22 24	Sea2c	RILEY, Joseph Richard.	341 93 51	MM2c
NELSON, Gilbert Omer.....	412 10 65	Sea2c	RITTER, Frederick Henry.....	279 06 96	CEM(PA)
NEVIN, Lois Washington..	272 25 32	Sea1c	ROBISON, Raymond Theodore.	337 10 61	MM2c
NICHOLS, Benjamin William	250 46 89	MM2c	ROGERS, George Hiram.....	392 83 40	CMM(AA)
NICHOLSON, "D" "W".....	356 12 09	WT2c	ROMANIK, Thomas Anthony.	402 39 68	GM1c
NIDAY, Charles Verne.....	279 65 43	F3c	ROUSSE, Raymond Victor.....	212 53 78	SK3c
NOBLE, Boyd Edmond.....	328 29 99	MM2c	ROUTH, Kenneth Victor.....	337 30 43	TM3c
NOBLE, Charles Wesley Jr..	201 74 82	F2c	RUDIE, Oscar Magnus.....	401 35 46	MM2c
NOLL, Edward Aloysius.....	243 67 00	MM2c	RUMMAGE, Ted Hubert.....	355 98 32	Sea1c
NORRIS, Robert Houston.....	295 44 34	Sea1c	RYAN, Floyd Aca.....	393 21 37	SM2c
NOVACEK, John.....	316 60 00	Ptr3c	RYAN, William Joseph.....	223 84 37	Sea1c
OBERLANDER, Francis Robert.	291 69 02	Sea2c	SAMPSON, Shirley Martin.....	201 60 82	CM2c
O'BRIEN, Arthur Francis.....	316 75 57	Sea2c	SANBOM, John Robert.....	360 14 60	Sea1c
O'BRIEN, Philip Wayne.....	342 10 08	Sea1c	SAVICKAS, Joseph Frank.....	311 46 72	Sea1c
O'BRIEN, Robert Tillett.....	256 31 60	FC3c(M)	SAYE, Charles George.....	282 97 89	Sea1c
O'CONNOR, Donald Clair.....	316 53 97	WT2c	SAYLES, Orville Crawford.....	371 99 13	Sea1c
O'CONNOR, Francis Arthur.....	321 28 89	MM2c	SCHILTZ, Reynold Herman J.....	320 98 48	SC2c
OHM, Richard Reimer.....	321 46 96	SK3c	SCHMIDT, George Wade.....	393 34 57	SF3c
OKON, Victor Valentine.....	299 93 53	FC2c(M)	SCHMIT, Charles Christopher.....	316 63 01	MM2c
OLDHAM, Laurence Junior.....	342 14 64	SF3c	SCHULTZ, Edward Charles.....	223 89 77	F3c
OLDHAM, Robert Allen.....	342 05 20	Cox	SCHUTRUM, Elmer Clarence.....	375 53 06	MM1c
OLIVARRI, George Placido Jr..	359 99 56	SF3c	SCOTT, Dale Frederick.....	300 16 56	F3c
OLSEN, Norman Edwin.....	223 18 46	BM2c	SCULLY, Frank James.....	299 93 87	SF3c
O'SHAY, Donald Edward.....	214 74 68	WT1c	SEBASTION, Floyd (n).....	278 97 35	CWT(PA)
OWEN, John Edward.....	355 87 54	EM1c	SEVEY, Fred Warner.....	380 99 79	EM2c
OWENS, Olon James.....	295 53 35	Sea1c	SHAFFER, Edward Floyd.....	375 96 08	F1c
OWENS, Thomas Earl Jr.....	355 98 82	RM1c	SHAFFER, William Hooper.....	393 11 33	Bmkr2c
OWERY, Carl.....	346 09 68	CWT(PA)	SHAFFER, George Albert.....	368 51 78	F1c
PADEN, John Alfred.....	375 93 60	MM2c	SHARP, Joseph Francis.....	368 57 59	F3c
PAGE, Robert Douglas.....	375 92 35	Sea1c	SHAW, George (n).....	336 63 54	CGM(AA)
PALMER, Harry Eugene.....	291 65 44	F3c	SHEATS, James Mosher.....	356 10 77	F1c
PAPROCKI, Felix.....	238 63 28	Sea1c	SHERRE, Archie Levell.....	356 18 59	Sea1c
PARCEL, Jack Willard.....	346 33 57	Sea1c	SHERWOOD, Raymond Leigh.....	328 56 31	AMM2c
PARKHURST, Carrol William.....	283 15 55	TC1c	SHILLINGS, Emmett Dennis.....	359 60 84	MM1c
PARR, William Stanley.....	321 59 76	Sea2c	SHIPMAN, William Daniel.....	262 42 15	MM2c
PARTIN, Harold Arthur.....	274 17 60	MM2c	SHUTTS, Carl Wesley.....	341 94 92	MM2c
PATTERSON, Jerome William.....	223 67 42	F2c	SIMKO, Theodore Andrew.....	243 27 96	AOM1c
PATTERSON, William Arthur Jr..	359 95 96	EM2c	SKOLDBERG, George Washington	223 55 92	Y2c
PAWELCZAK, Andrew Jr.....	337 14 70	RM3c	SLETTEN, Alvin Benjamin.....	328 61 31	Cox
PEDERSEN, Francis Neilsen.....	376 28 82	F3c	SLOBODIAN, Dmitri (n).....	283 11 38	MM1c
PELLETIER, Francis Joseph.....	204 44 62	QM1c	SMALLEY, Russell Irving.....	368 39 56	RM2c
PENHOLLOW, Jack Wilbur.....	316 61 51	SM3c	SMITH, Edward Michael.....	201 09 83	WT2c
PEPPER, Howard George.....	256 31 38	MM1c	SMITH, Joseph Raymond.....	223 79 89	Sea2c
PERCIFIELD, Homer Martin.....	291 40 12	BM1c	SMITH, Milburn Eugene.....	328 37 99	QM1c
PHILIPPUS, William Frederick.....	310 87 30	SCK(PA)	SMOUSE, John Howard Mortimer.....	258 22 26	Cox
PHILLIPS, Ralph Ezekiel.....	346 70 94	Sea1c	SOCKWELL, Elbert Lee.....	360 10 53	RM3c
PHILLIPS, Virgil Guy.....	368 60 16	Sea2c	SOMMERFELD, Stanley Dale W..	299 94 52	Sea1c
PICKETT, Rex Lee.....	300 16 02	F1c	SPAINHOUR, Thamer Elmori.....	262 48 92	GM3c
PING, Sing Fa.....	507 84 77	OffCk3c	SPILMAN, Wilbur Carl.....	320 73 28	FC1c(M)
PITTS, James Arthur Jr.....	279 58 49	Sea1c	SPRUILL, Horace Cowell Taylor	262 26 26	MM2c
PLATT, John Marion Jr.....	262 33 05	MM2c	SPRUILL, Walton Brown.....	265 54 54	GM3c
POE, John DeWitt Jr.....	355 99 91	SK1c	STEBBINS, Albert Dwight.....	382 45 12	WT1c
POFF, Lester Wayne.....	341 85 21	EM1c	STEDMAN, Hugh Merrel.....	238 48 41	Bmkr1c
POLMANTIER, Miles Jr.....	375 36 24	CPhm(PA)	STERRETT, Joseph Paul.....	382 02 46	FC1c(M)
POWELL, Charles Gerald.....	372 14 66	F1c	STEVENSON, Ray Howard.....	279 58 53	SK2c
POWELL, Robert Ellis.....	274 39 20	F3c	STEWART, Joe Allen.....	279 76 44	F3c
PRATT, John Pershing.....	368 35 98	MM2c	STEWART, Norwood Alfred.....	342 10 16	Bmkr2c
PRICE, John Elbert.....	295 56 51	Sea1c	STILES, Herbert Emmett.....	368 45 11	Y3c
PUETZ, Roman Fred.....	316 75 54	Sea2c	STOCKBURGER, Glen Dale.....	336 55 93	SC1c
RAATZ, Donald Arthur.....	300 30 90	Sea2c	STONE, Harold Eliacoe.....	287 28 18	Sea1c
RAATZ, Reuben Robert.....	300 07 59	Sea2c	STONER, Bert Morgan.....	382 08 65	MM2c
RABCHENUK, Michael Nekefor.....	201 70 05	Sea1c	STRATTON, Stanley Cramer.....	382 29 63	HA1c
RACZ, William Stephen.....	283 25 19	GM3c	STRINGER, Sylvester Paul.....	356 13 46	TM3c
RAINEY, Robert Claude.....	266 15 60	Sea2c	STUART, John Edward.....	375 95 38	Cox
RANKERT, George Robert.....	385 68 55	QM3c	SUFFICOL, Stanley Wilson.....	382 12 76	EM3c
RATHKE, John Edmund.....	342 12 71	MM2c	SWEENEY, Edward.....	375 92 44	Y2c
RAUM, Elwood Samuel.....	243 57 73	SF2c	TAI, William.....	497 92 15	Matt1c
RAYMER, Richard Charles.....	385 77 37	SM2c	TAIT, Joseph Anthony.....	405 09 61	Sea2c/V-6
REAGAN, Eddie (N).....	279 12 92	Msmth1c	TAYLOR, Daniel Paul.....	393 30 30	AMM3c
REAVELEY, John Howard.....	376 08 09	Sea2c	TEATER, William Edwin.....	372 28 69	F3c
REED, Pearl Willis.....	372 17 07	F3c	TENG, Shih Lan.....	498 51 90	Matt1c
REICHARD, Leonard Edward.....	320 98 41	SC2c	THEABALD, John Wendell.....	337 11 16	3M2c
RENEAU, Alfred Joseph.....	316 49 89	MM2c	THOMAS, James Griffin.....	273 82 53	CGM(PA)
REVELL, Frank (n).....	295 51 50	Sea2c	THOMAS, Virgil Richard.....	342 29 66	F3c
REYNOLDS, James Henry.....	223 90 92	F1c	THOMPSON, George Edward.....	295 05 56	CWT(AA)
REYNOLDS, Lee Francis.....	300 01 71	Sea1c	TIEFENBRUNN, George Frank.....	337 10 88	Cox
RICHARDSON, Jarett Amous.....	274 36 40	FC1c(M)	TIFFIN, William Edgar.....	346 85 37	F1c

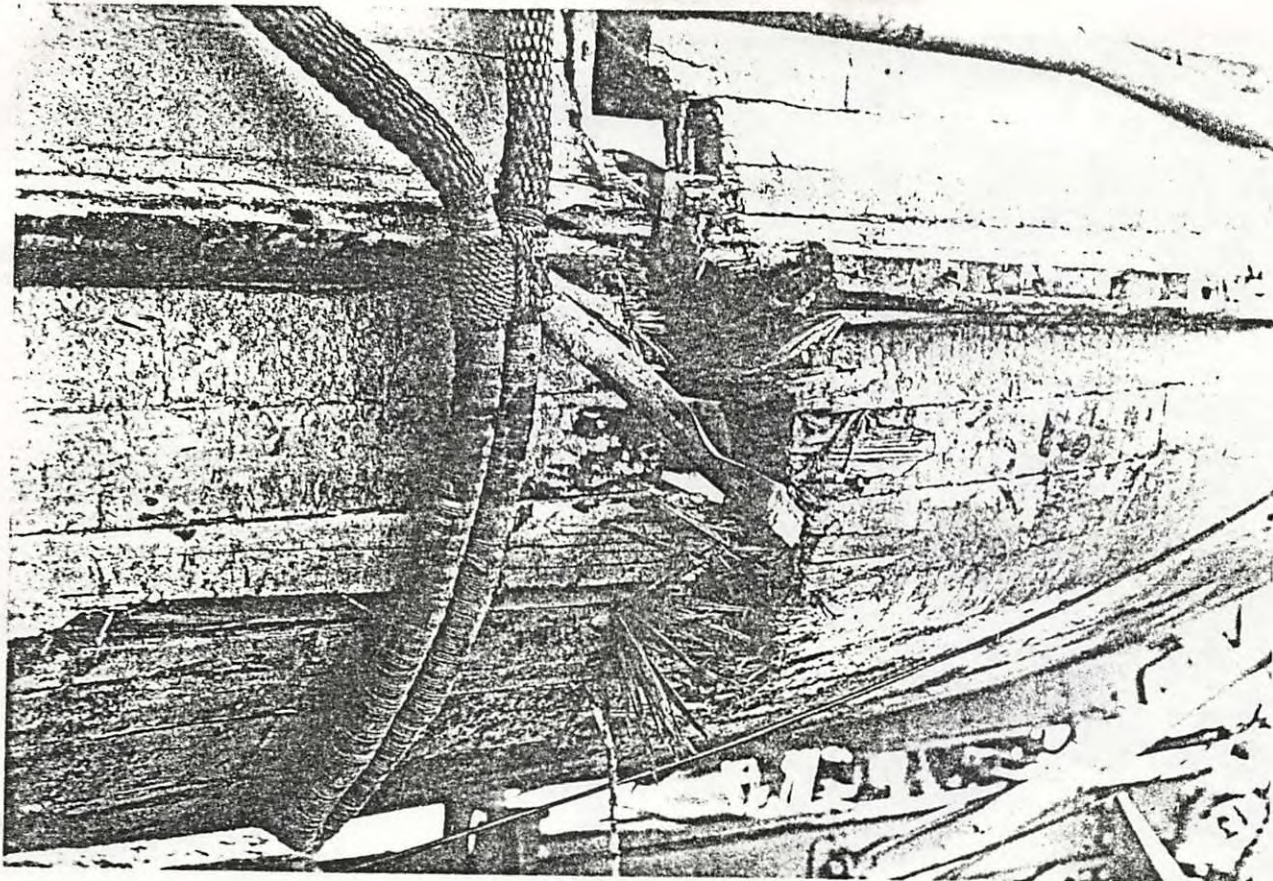
TIN, Lee Weng	498 51 51	Matt2c
TODISH, Nicholas Francis	337 21 31	WT2c
TOMLIN, John Leon	272 37 08	EM3c
TRICASE, Antonio	258 14 54	GM2c
TROTTER, Harold Normal	393 30 76	SK3c
TSENG, Ping	498 51 60	Matt1c
Tsu, Billie	498 51 91	Matt2c
VALDER, Lester Alvin	316 35 08	Sea1c
VANCE, Collins Thomas	287 47 69	Sea2c
VANE, Robert John	375 92 70	MM2c
VANVACTOR, Joseph Drury	287 36 28	EM3c
VAN WEY, Curtis "B"	380 83 76	MM2c
VAUGHAN, Richard Laughlin	262 33 12	Sea1c
WADE, Frank Verne	274 26 89	BM2c
WALTERS, John Neil	295 47 22	Cox
WARDEN, Edgar Frank	393 29 53	Sea1c
WARDZINSKI, Bernard Joseph	234 19 25	CM3c
WARREN, George Ellison Jr.	359 71 54	EM1c
WASHBURN, Joseph Matthew	375 98 42	F1c
WATSON, James	337 16 56	Sea1c
WATTS, Joseph Herbert	270 12 54	CSK(PA)
WEDDLE, James Eugene	382 11 53	Sea1c
WEEDMAN, Gerald Exavior	316 43 42	PhM1c
WEEKS, Arthur Irving	375 97 18	CM2c
WELLINGTON, Charles Albert	356 09 30	Cox
WERNER, Richard Fred	299 98 00	EM3c
WESLEY, Robert Jerner	299 80 36	BM1c
WHITE, William Alvin Jr.	382 43 91	F3c
WHITE, William Powell	274 33 02	Sea1c
WHITNEY, Melvin Owen	321 57 22	F3c
WICKS, Tillier Kenneth	316 62 28	EM2c
WILEY, John Orville (IH)	360 05 51	F3c
WILKINS, Fay Fred	385 23 27	CMM(AA)
WILKINS, John Robert	375 95 53	GM3c
WILLIAMS, Dewey	273 89 82	CEM(PA)
WILLIAMS, Thomas Stanley	376 12 37	F3c
WILLIAMSON, Claude Ritchard	320 92 99	WT1c
WILSON, Herbert James	337 10 69	Sea1c
WINER, John Robert	201 64 90	Msmth2c
WINSLOW, George Richard	376 02 07	GM3c
WINTER, Robert Kelsey	371 79 22	MM2c
WINTER, Christian Joseph	407 20 31	Cox
WISE, Ray Clarence	316 59 33	CM3c
WISE, Wid Junior	342 35 09	F2c
WOHLSCHELAGER, John Joseph	336 84 12	Y1c
WOODRELL, James Mills	337 02 01	RM3c
WONG, Tse Tsing	498 51 28	Matt1c
WOOD, Andrew Conner	287 10 67	WT2c
WOODS, John Robert	223 61 89	F1c
WRIGHT, Ralph Albert	234 13 91	MM1c
WYLIE, Elbert Vance	342 16 64	MM2c
YAO, Shao Ching	504 72 60	Matt1c
YIH, Sun Ki	497 62 79	Matt2c
YOUNG, James Donald Jr.	268 06 86	MM1c
YOUNG, William Arthur	393 06 11	EM1c
YUN, Ching Kwai	504 72 54	OffCk3c
ZIEMRA, Thaddeus Jack	207 24 95	MM2c

MEN WHO SERVED ABOARD DURING OCTOBER AND NOVEMBER, 1941

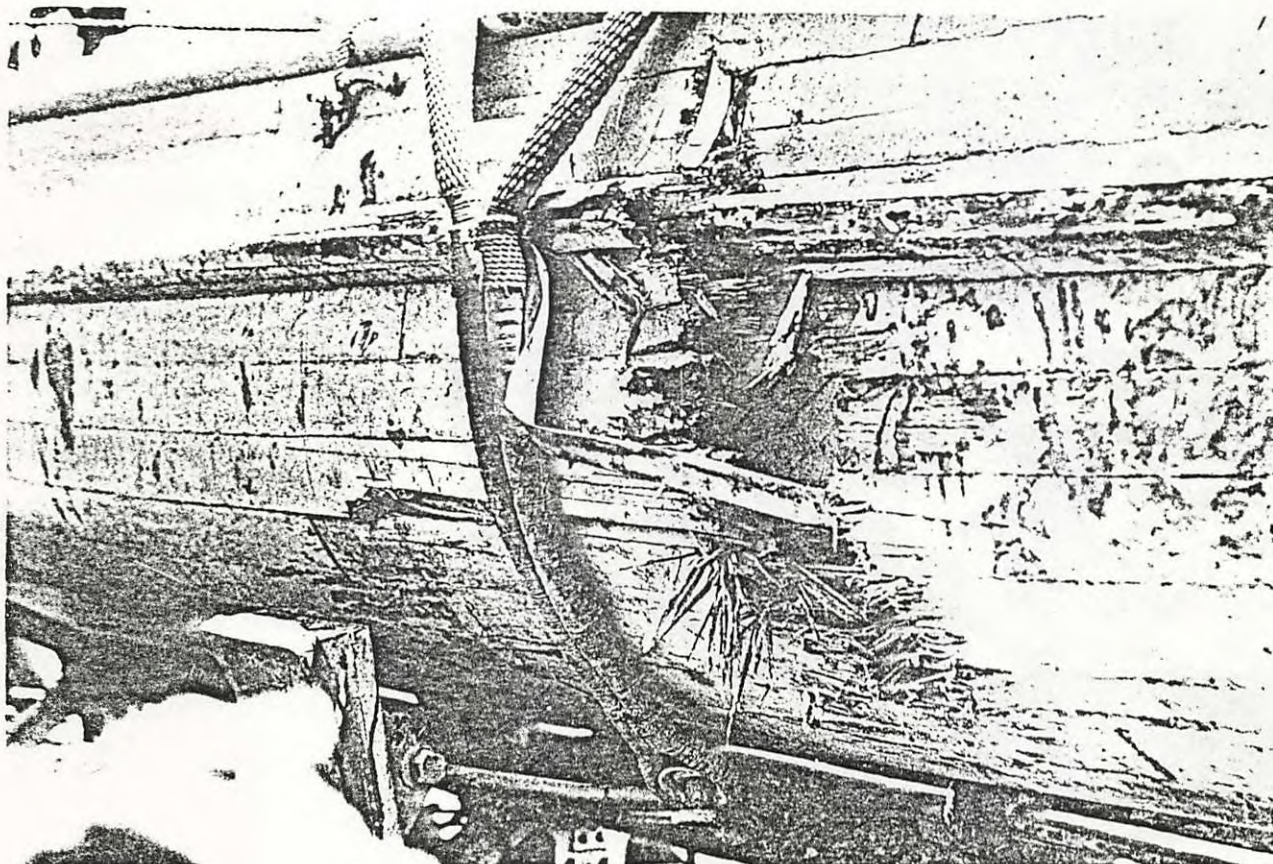
NAME	SERVICE NO.	RATE	
BRUCE, Henry J. Jr.	360 02 34	MM2c	Trans. 25 October 1941
DAIL, Archie Monroe	262 60 55	S2c	Trans. 3 January 1942
DELESANDRO, Nicholas (n)	212 58 20	F2c	Trans. 25 October 1941
DICKSON, Clare Owen	279 68 14	RdM3c	Trans. 5 November 1941
EBBERT, Daniel A.	250 42 03	S1c	Trans. 1 October 1941
GRONWALDT, James W.	223 78 12	F2c	Trans. 1 October 1941
HALL, Phillip Patrick	360 07 44	RdM3c	Trans. 5 November 1941
HUDGINS, Sam Jones	261 35 48	BM1c	Trans. 3 January 1942
KAZUPSKI, Walter Jr.	300 14 07	S1c	Trans. 3 October 1941
KING, Earl	355 86 44	S1c	Trans. 7 November 1941
LANGER, Robert I.	299 93 06	RdM3c	Trans. 1 October 1941
McCAMBRIDGE, Edmund F.	300 01 43	Y3c	Rec. 12 October 1941
McCAULEY, James Roland	250 55 70	S2c	Trans. 14 December 1941
PAVLISCHAK, Charles J.	243 73 35	S1c	Trans. 19 October 1941
RAMIREZ, John (n)	381 30 57	EM3c	Trans. 2 October 1941
ROGERS, Cecil O.	271 95 93	S1c	Trans. 25 October 1941
SCHLAIS, Lester D.	393 27 48	F2c	Trans. 26 October 1941
SCHULZ, Ranold John	316 45 39	CEM	Trans. 2 October 1941
SHARP, John Robert	385 46 33	FM1c	Trans. 15 November 1941
SHAWHAN, William Irving	258 16 66	FC3c	Trans. 23 November 1941
SKIPPER, Sterling Preston	214 70 68	SC1c	Trans. 7 November 1941

MEN WHO WERE KILLED IN ACTION OR WHO DIED AS A RESULT OF INJURY SUSTAINED IN ACTION

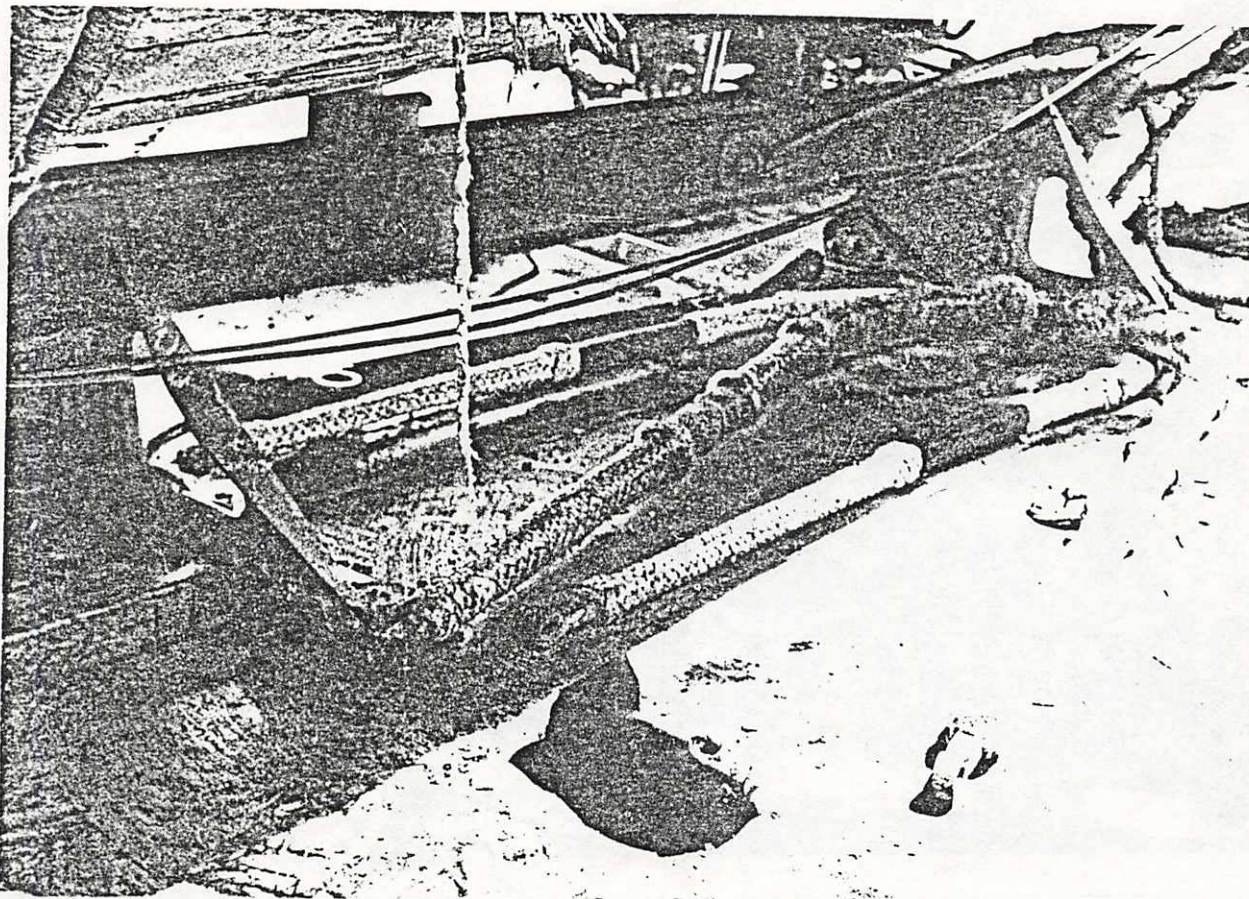
NAME	SERVICE NO.	RATE	
BASINGER, Glenn William	261 27 52	BM1c	Killed 4 Feb. 1942
BEGGS, Edward Latchford	355 63 23	CWT(PA)	Killed 4 Feb. 1942
BUCKENDORF, George Washington	371 69 48	CWT(PA)	Killed 4 Feb. 1942
CORBITT, George Albert	258 20 86	S1c	Died of wounds
HODGES, David Williams	380 87 45	SK2c	Killed 4 Feb. 1942
KLEYN, John Robert	385 38 86	CMM(PA)	Killed 4 Feb. 1942
KNIPP, Stanley Wayne	265 85 40	SC2c	Died of wounds 7 Feb. 1942
KNISLEY, Kenneth Melburn	299 69 07	CWT(AA)	Died of wounds 6 Feb. 1942
MELE, Albert Gene	283 30 10	S1c	Killed 4 Feb. 1942
OWEN, John Edward	355 87 54	EM1c	Killed 4 Feb. 1942
PING, Sing Fa	507 84 77	OffCk3c	Killed 4 Feb. 1942
RANKERT, George Robert	385 68 55	QM3c	Died 4 Feb. 1942
SAYLES, Orville Crawford	371 99 13	MM2c	Killed 4 Feb. 1942
TSENG, Ping	498 51 60	Matt1c	Killed 4 Feb. 1942
YAO, Shao Ching	504 72 60	Matt1c	Killed 4 Feb. 1942



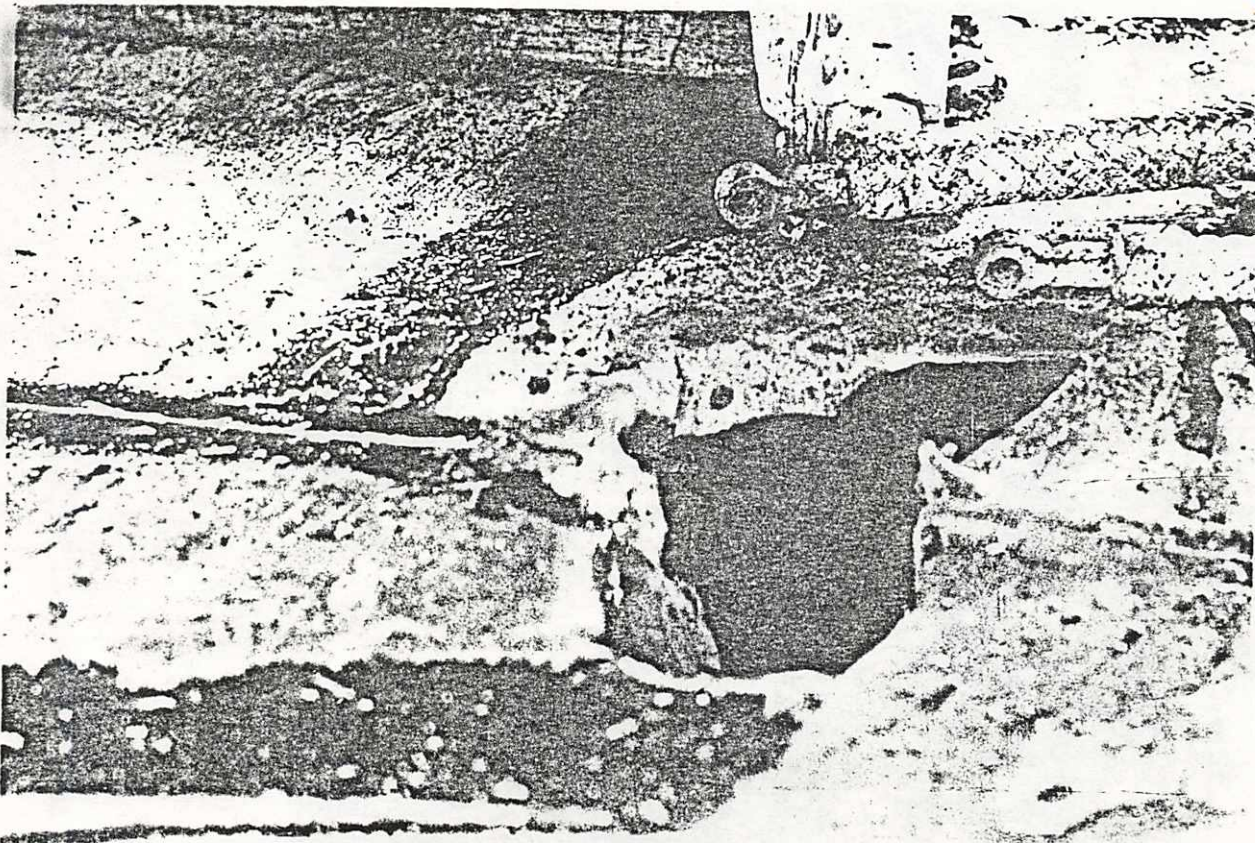
A 500 pound Japanese bomb cut the gunnel of this motor launch as it came down, went thru deck near Nr. Hatch and exploded in Sick Bay area, #1 fireroom and engineroom.



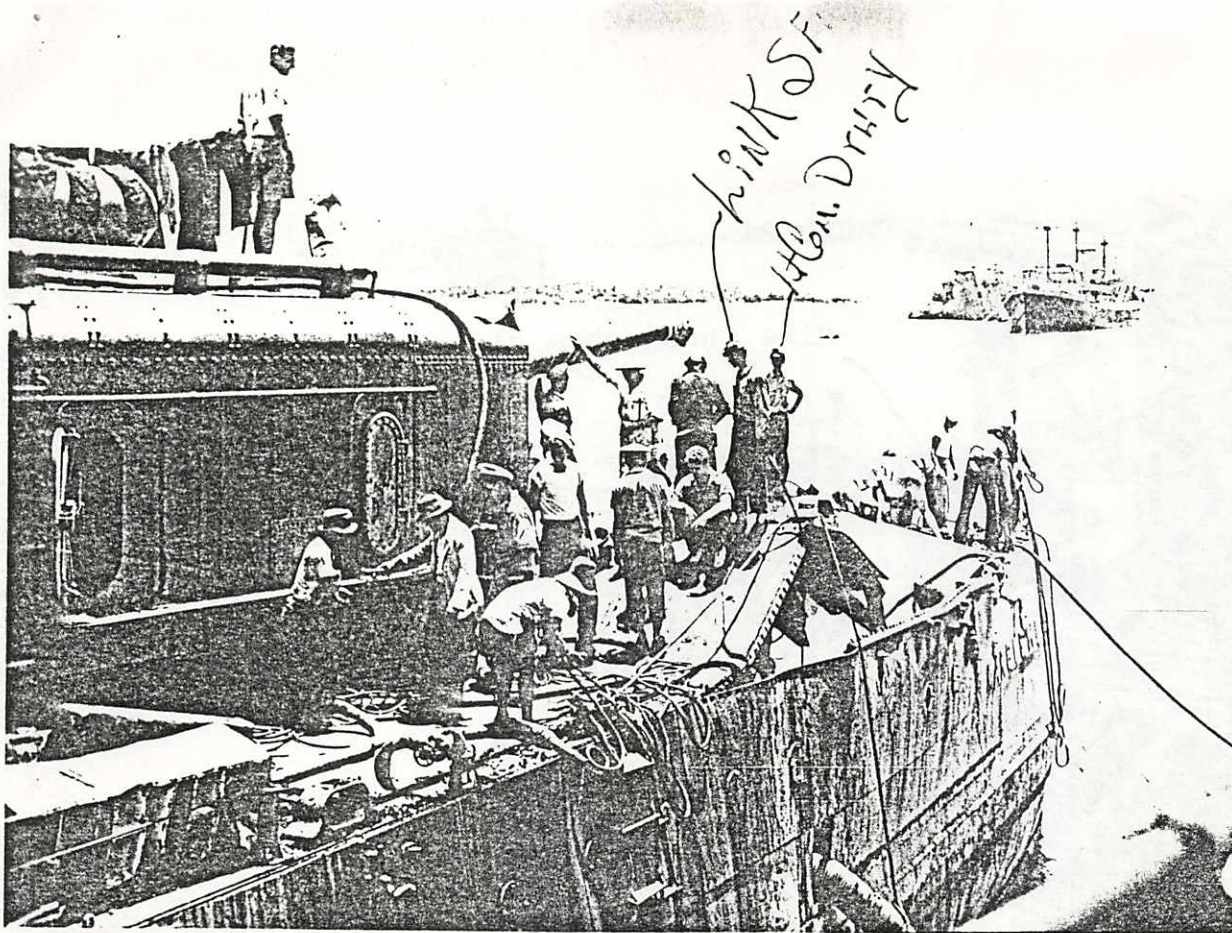
February 4, 1942 Action in Java Sea



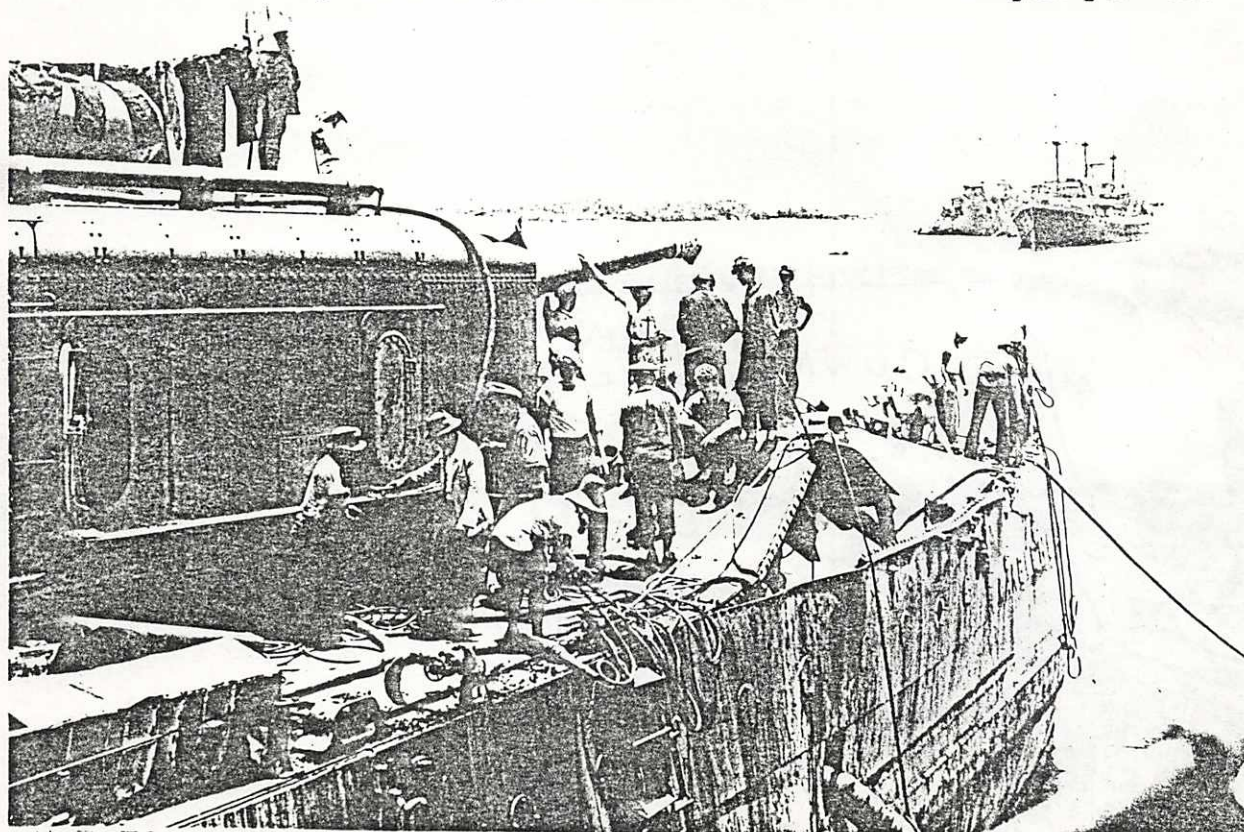
Holes in the main deck near #1 hatch where the 500 lb bomb went on down to Sick Bay area before delayed action fuse caused it to explode.



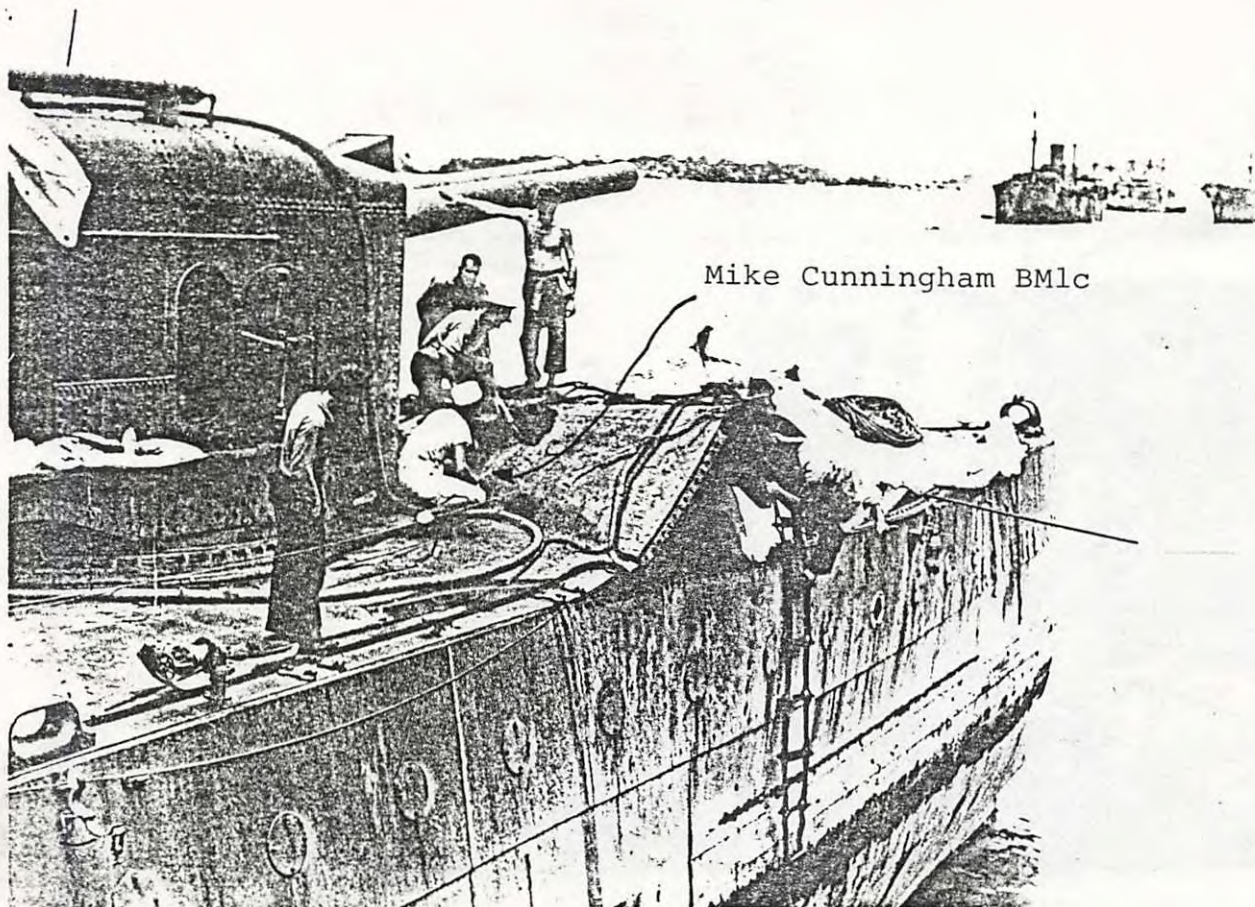
February 4, 1942 Action in Java Sea.



Fantail (stern) severely damaged by 500 poun Japanese bomb, having delayed action fuse and dropped from about 15,000 feet --- luck hit for the Japs. This knocked out the aftersteering motors, rudder, Chief Petty Officer's Qtrs and after 8" powder magazine and set fire to the gun powder.

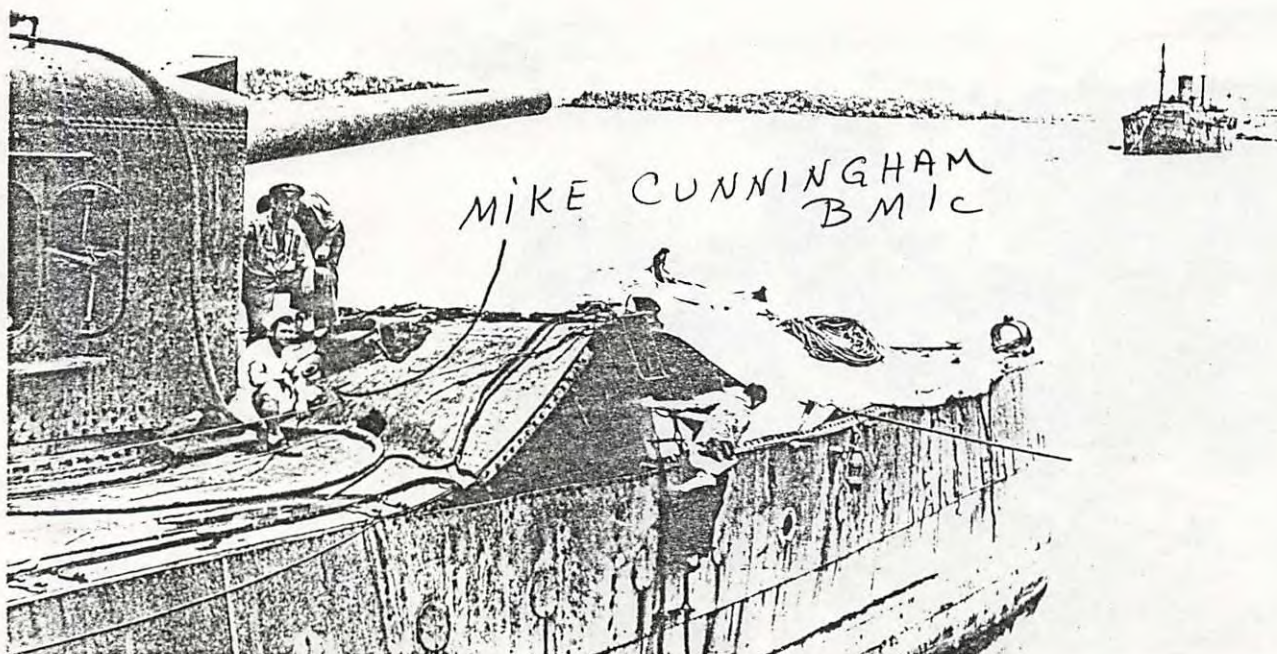


USS MARBLEHEAD AFTER THE FEBRUARY 4, 1942 action in Java Sea

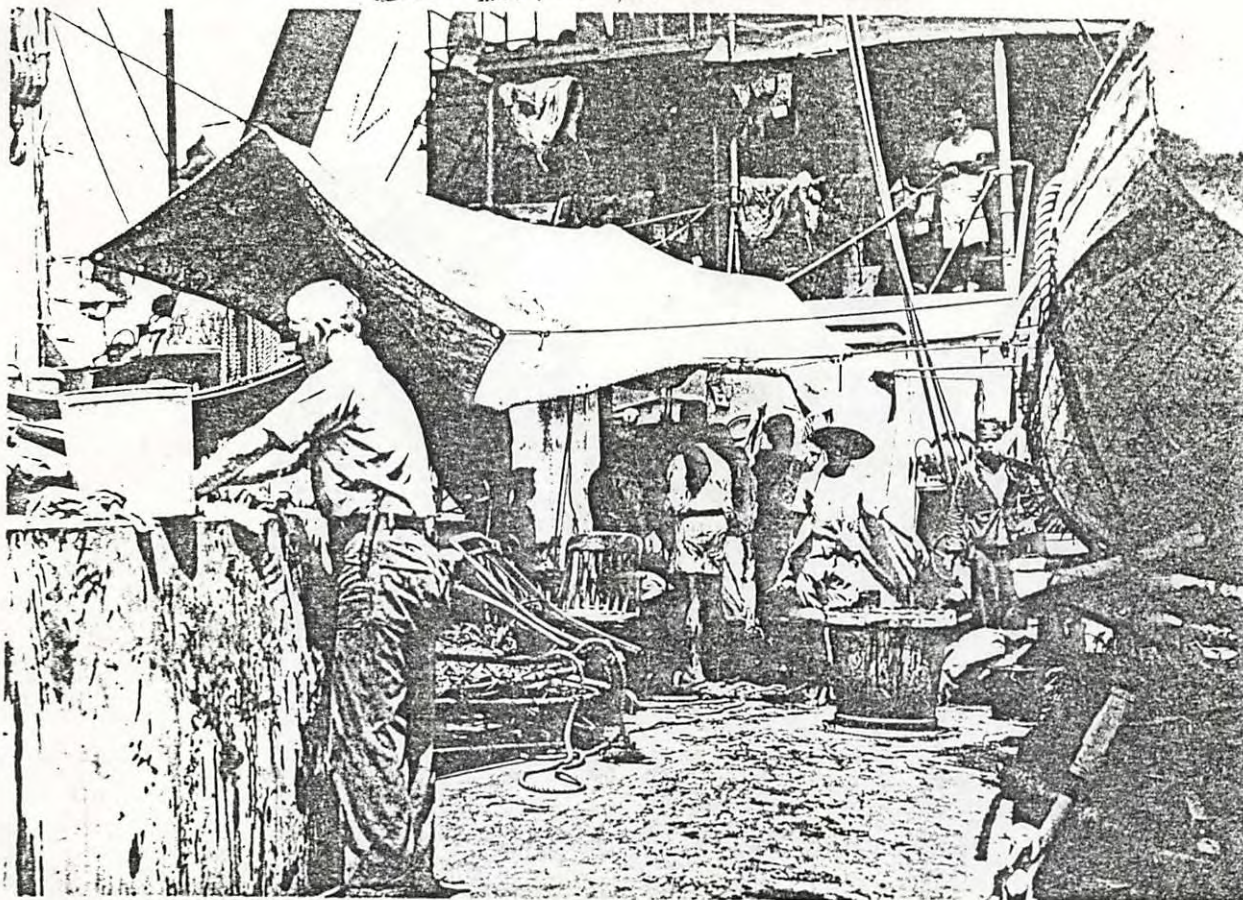


Mike Cunningham BMLc

SS Marblehead in Tjilatjap, Java after the action in Java Sea February 4, 1942



MIKE CUNNINGHAM
BMLC



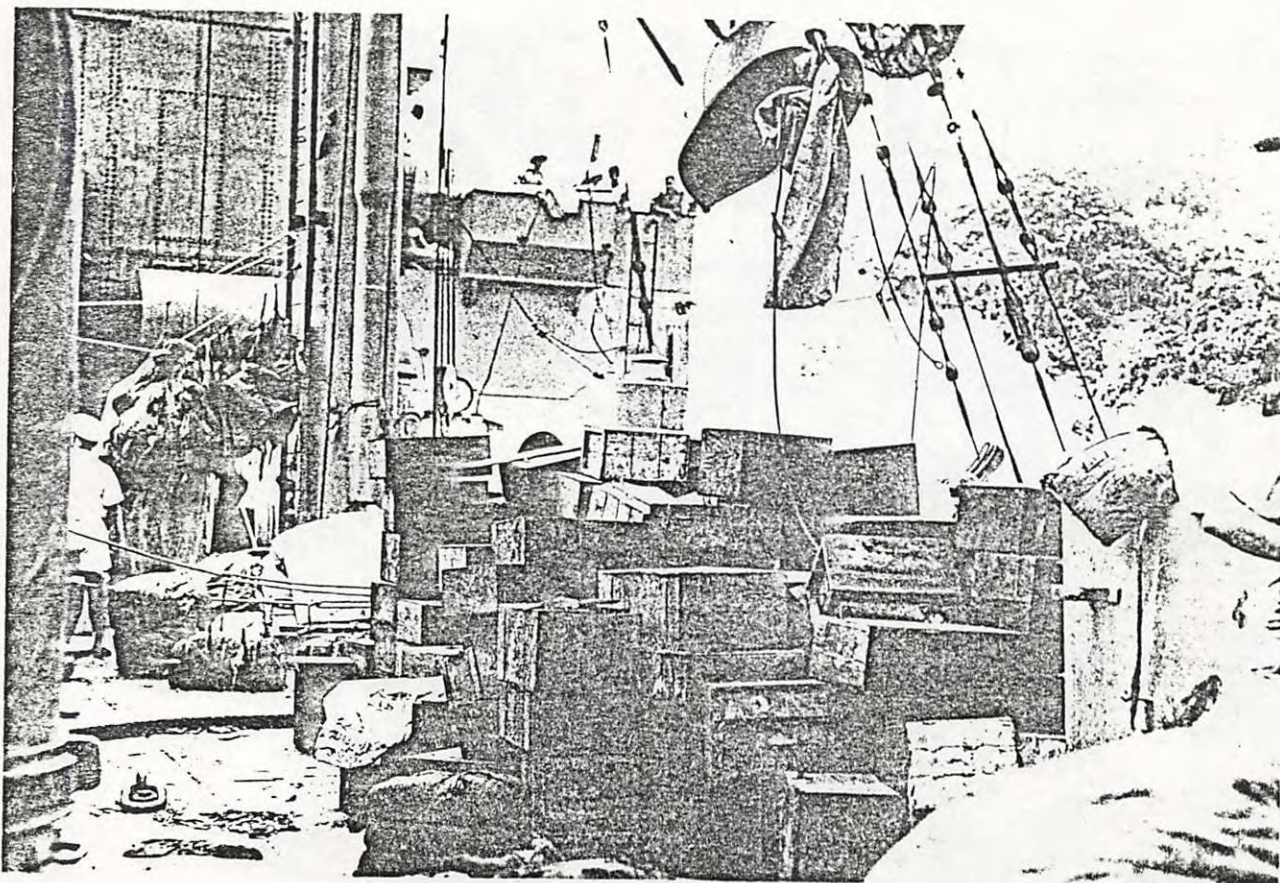
LCDR C.E. Coffin USN (now Rear Admiral Retired) washing or cleaning items after the bombing. Top of picture is Radio Shack #1. Main Communications Chair where ChBosn Harvey Anderson sat and directed repair parties with a broken foot.



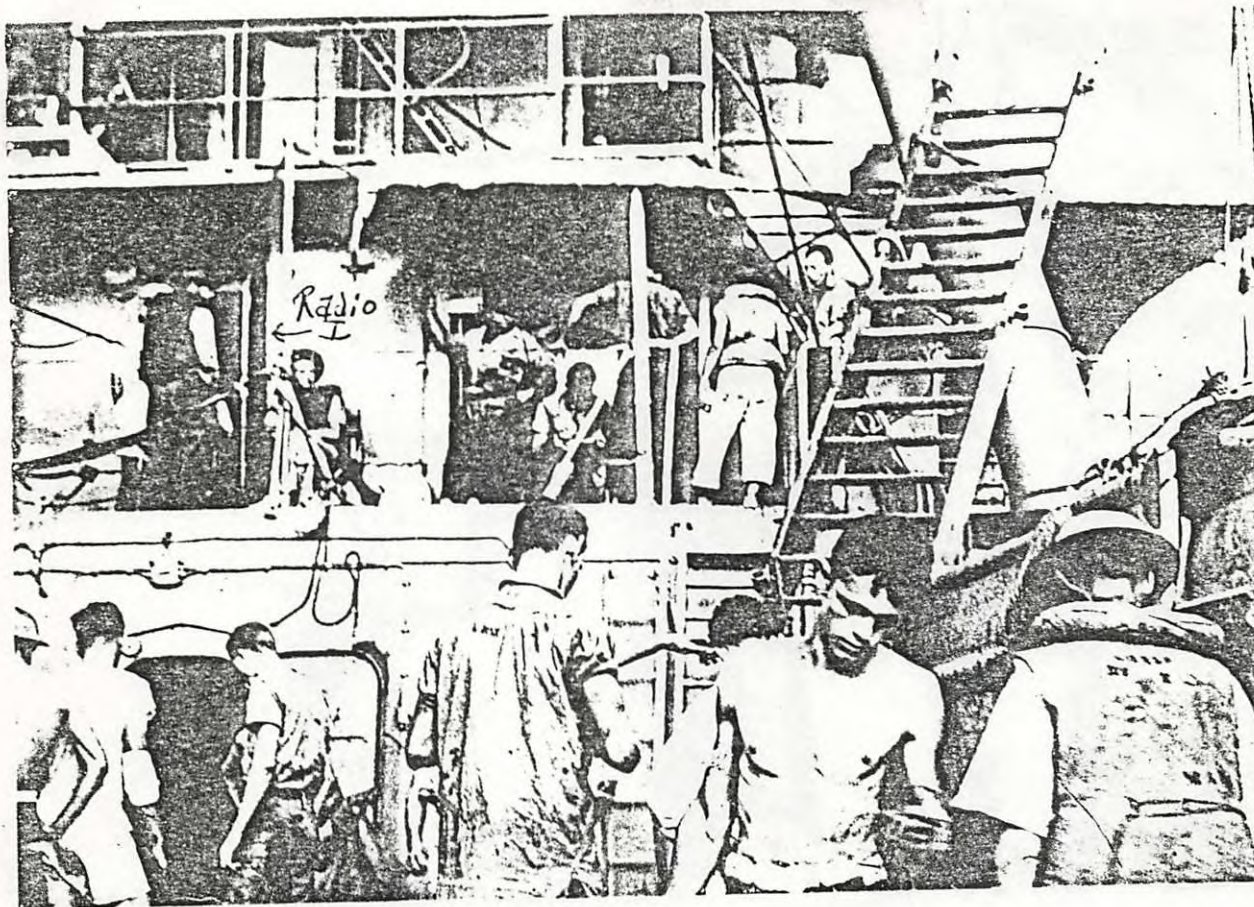
Butler (Coxswain) having a cup of Java and a cigarette while looking it over.



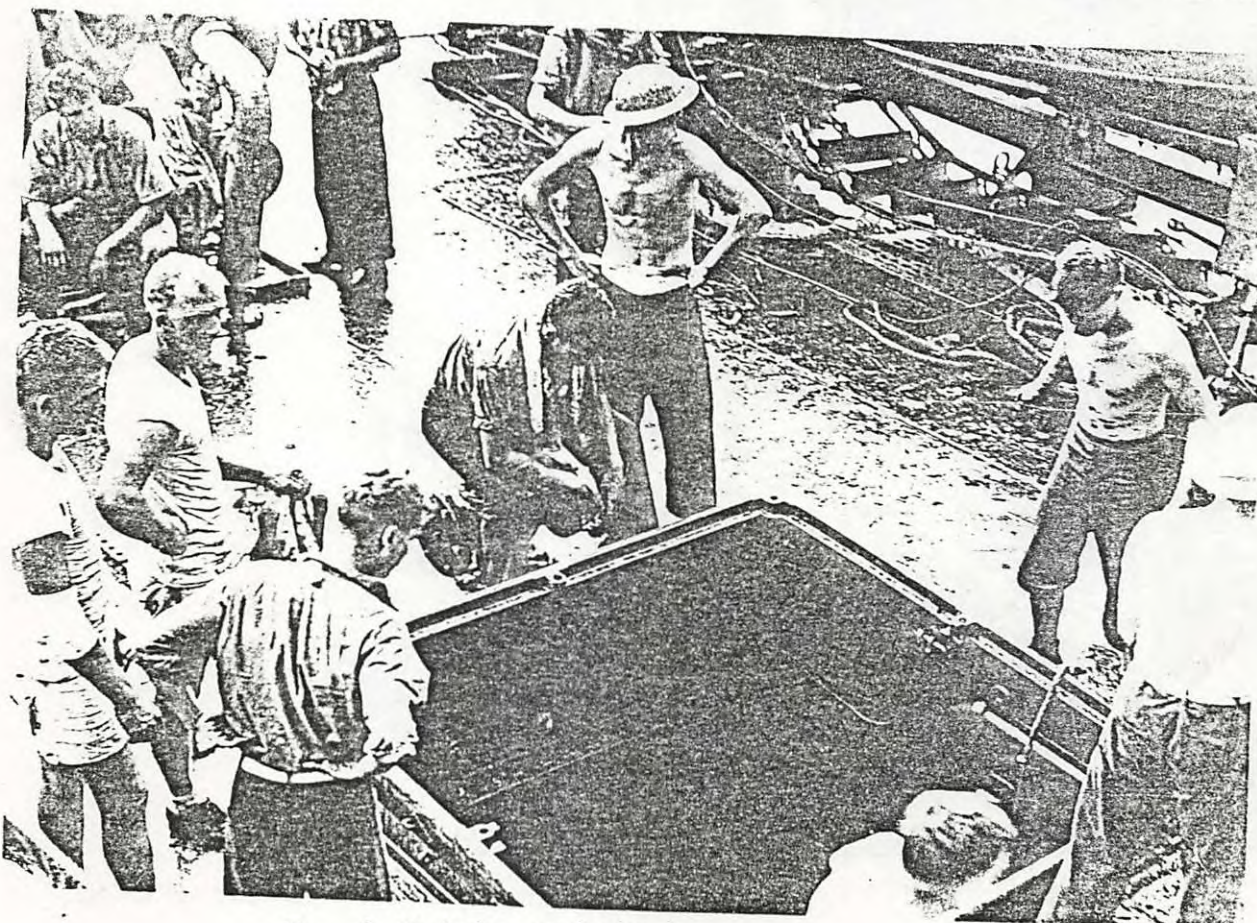
LCDR Smellow (now Read Admiral Retired) selling what was left from the ship's store.



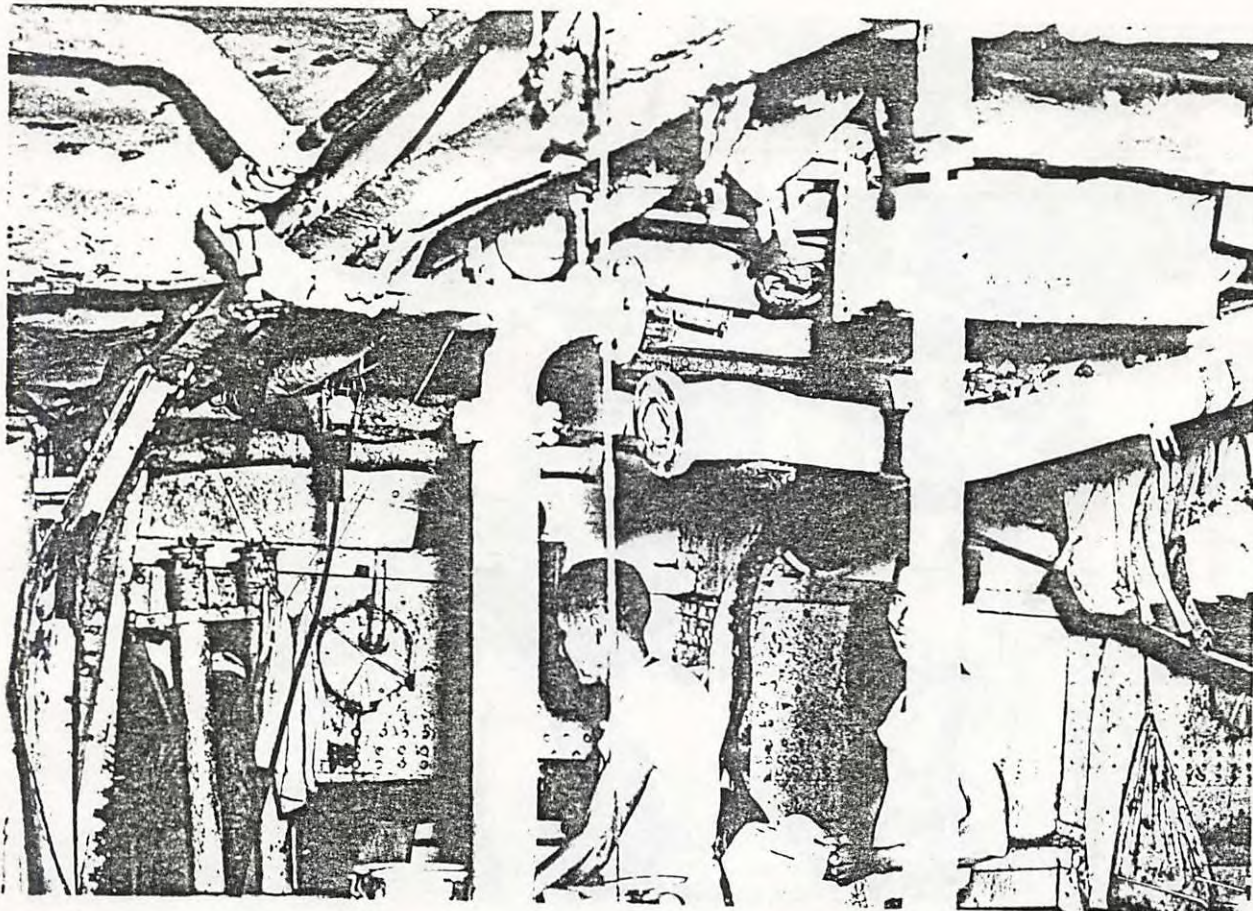
A few boxes of food were salvaged from below.



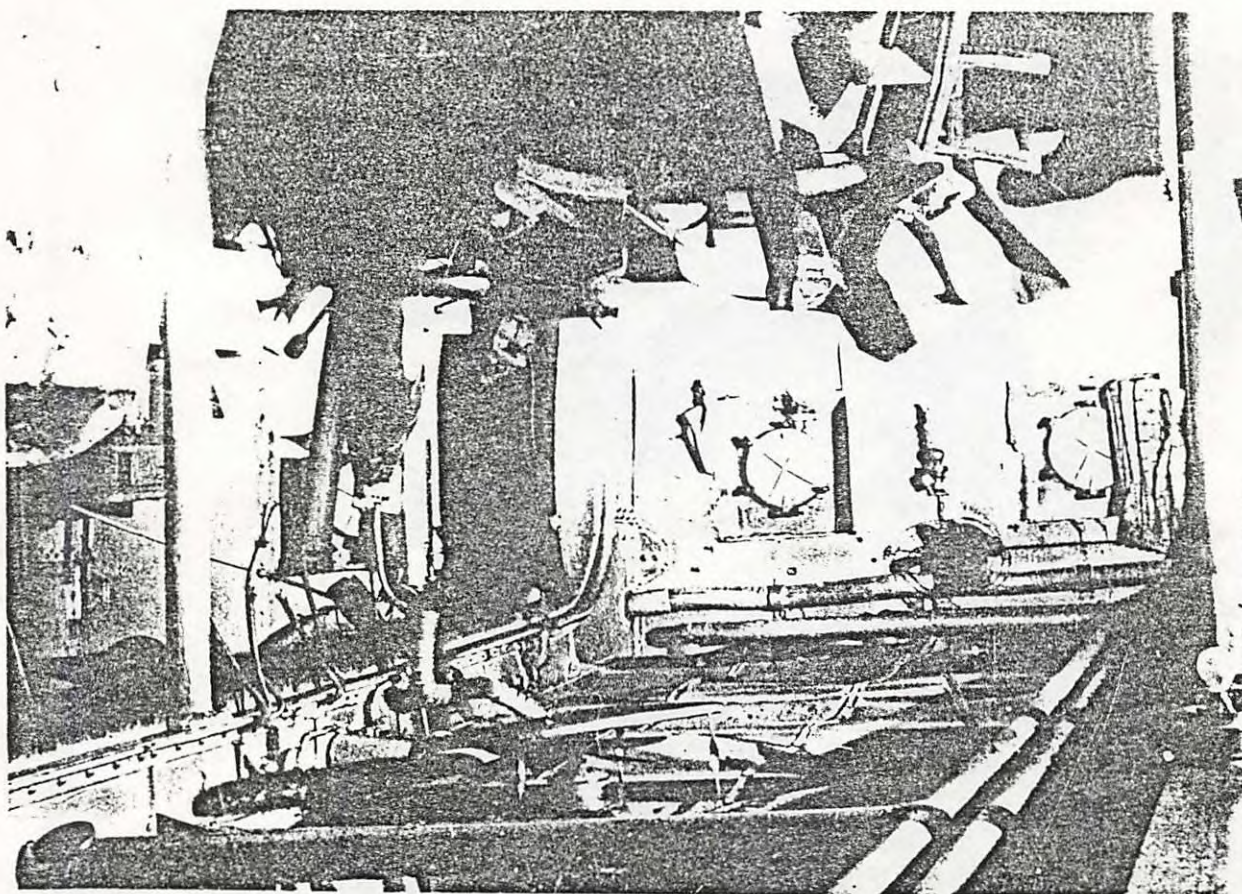
Radio Shack, foward of Nr. 1 Hatch and one level
above Maindeck.



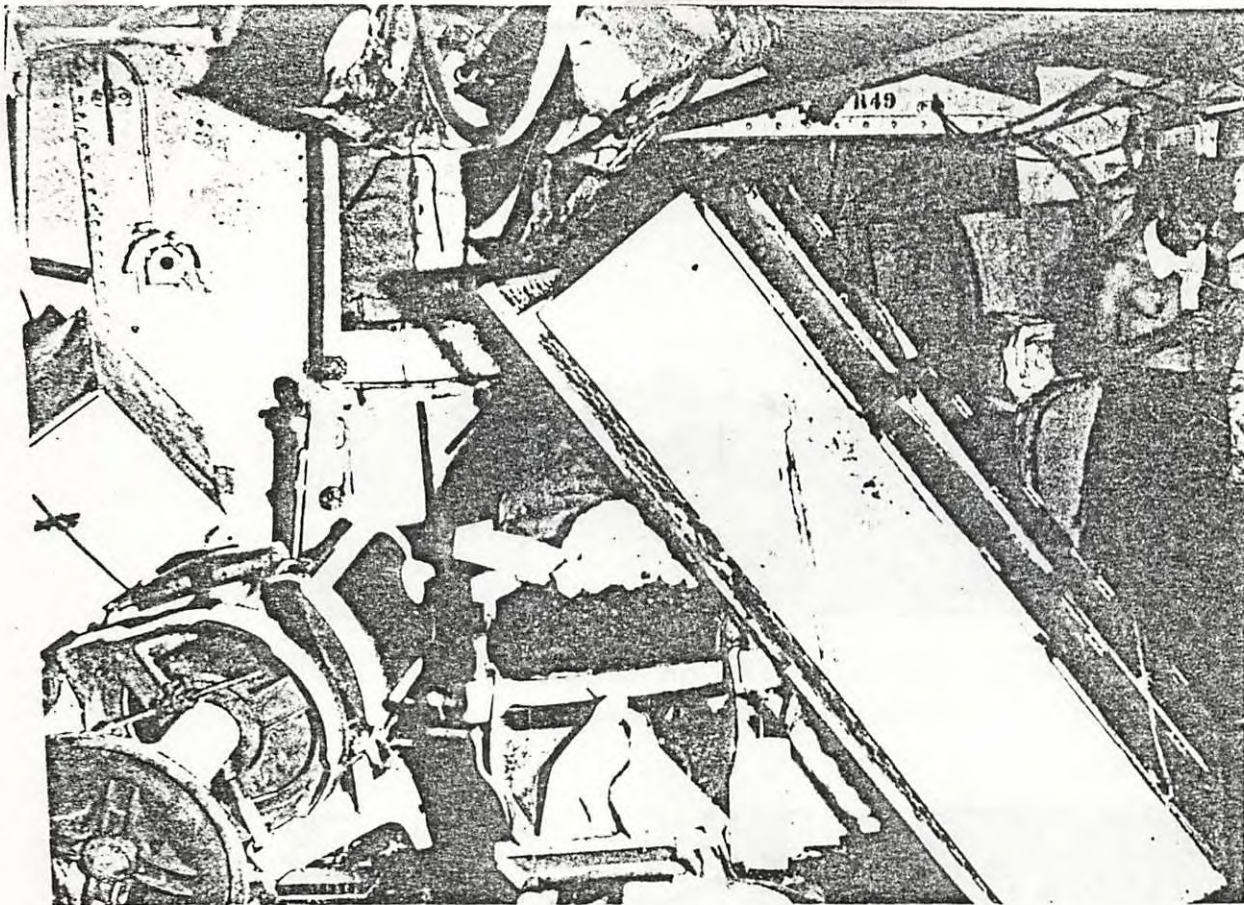
Nr. 1 Hatch, maindeck.



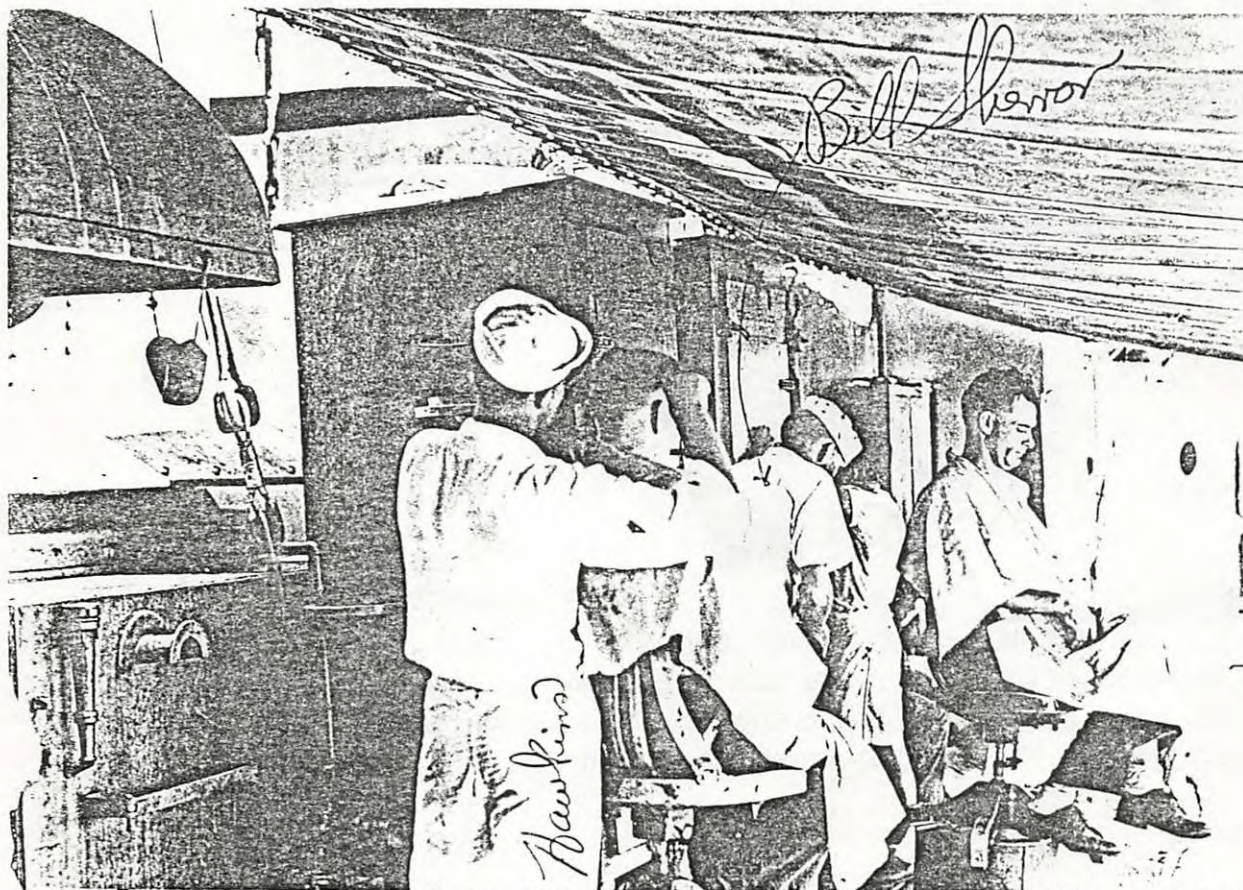
The officer's wardroom pantry and associated facilities were knocked out.



Offier's Wardroom after the bombing. Place where Lt Blessman Sr Aviator died.



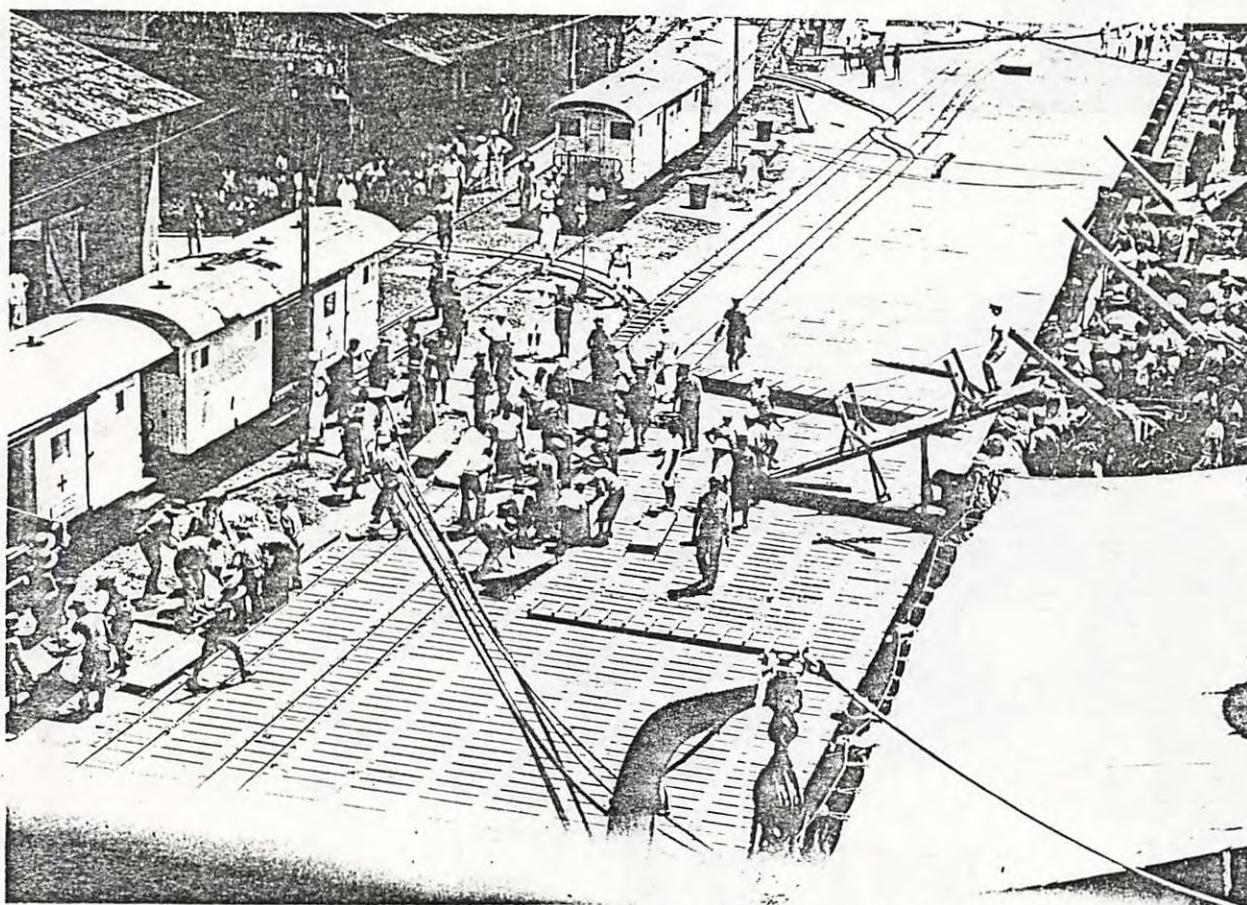
USS MARBLEHEAD BARBER's shop after the February 4, 1942 bombing



Business as usual in the barbers new shop after the bombing.



USS Marblehead CL12 was here on December 7/8, 1941
Tarakan, Borneo Island



Tjilatjap, Java N.E.I. USS MARBLEHEAD OFF LOADING THE DEAD AND WOUNDED
AS A RESULT OF JAPANESE ACTION IN JAVA SEA FEBRUARY 4, 1942

These are the Hospital train cars furnished by the Dutch under the supervision of Dr. Wassel MD who happened to be in Java at the time.

From the Ships' histories branch, office of Naval Records and History, U.S. Navy Department, Washington, D.C.

USS MARBLEHEAD (CL 12)

USS Marblehead (#1) was named for a seaport Marblehead, Massachusetts. She was launched and christened at Newburyport, Massachusetts October 16, 1861. This ship, built by G.W. Jackson, Jr., was a gunboat of 570 tons. During the Civil War years of 1862 and 1863 it was actively engaged in operations with the North and South Blockading Squadrons. In early 1864 she acted as a practice ship for Midshipmen of the U.S. Naval Academy. From June 7 1864 to November 5, 1864 she cruised in search of Confederate vessels. This Marblehead was disposed of by sale dated September 30, 1868.

The second vessel to be named USS Marblehead was a cruiser (Radio call sign NGK) of 2,072 tons displacement and was authorized by Act of Congress, September 7, 1888. This cruiser was also named in honor of the city of MARBLEHEAD, Massachusetts and was built at the City Point Works, Boston, Massachusetts. Her keel was laid in October 1890; she was launched August 11, 1892; and was placed in commission April 2,, 1894. The USS Marblehead (#2) was first attached to the North Atlantic Station and then to the European Station. During the Spanish-American War she was commanded by Commander B.H. McCalla, USN, and was under fire at Cienfuegos, Cuba, April 29, 1898. Other Commanding Officers included Commander T.F. Jewell, USN; Commander W.W. Mead, USN; and Commander H.G.O. Colby, USN. Marblehead #2 was sold August 5, 1921.

The third vessel, USS Marblehead (CL 12) was authorized by Act of Congress, August 29, 1916, the contract for her building being awarded to William Cramp and Sons, Philadelphia, Pennsylvania, January 24, 1919. Her keel was laid August 4, 1920. She was launched October 9, 1923 with Mrs. Joseph Evans (Hannah Martin) serving as sponsor. Mrs. Evans was nominated for this honor by the city of Marblehead, Massachusetts since she was the mother of the first man from Marblehead killed in World War I.

Captain Chauncey Shackford, USN, assumed command of the USS Marblehead (CL 12) when she was placed in commission at the Navy Yard Philadelphia, Pennsylvania, on September 8, 1924.

After commissioning, the USS Marblehead made her shakedown cruise to European waters, visiting Southampton, England; Villefranche and Marseilles, France; Algiers, Algeria; Gibraltar; and Funchal, Portugal. In 1925 she participated in a cruise to Australia, during which she "crossed the equator line", and also touched at Pago-Pago, Samoa; Tahiti in the Society Islands; and the Galapagos Islands off the West Coast of South America.

In 1927 she was off Bluefields and Bragman's Bluffs, Nicaragua, and from there she was sent to Pearl Harbor, T.H. She stood by at Pearl Harbor in company with the USS Richmond and USS Trenton (sister ships) for a quick run to Shanghai, China. Under hurry-up orders this division of light cruisers made a speed run from Honolulu, T.H. to Shanghai, China and anchored in the Woosung River, making an effective show of force during operations against that city by native troops.

Later the USS Marblehead visited Olangopo, Phillipines, Chinwangtao, China; Manila, Philippine Islands; and Nagasaki, Kobe and Kyoto, JAPAN - - the latter city being the ancient capital of Japan. She was then ordered to Hankow, China, six hundred miles up the Yangtze River, which afforded the crew an unusual opportunity to view China's up-river country despite the fact that gun crews were assembled and machine guns manned behind sand-bag barricades. The USS Marblehead stayed "up-river" about two months, leaving before the annual river fall which renders the channel too shallow for vessels of deep draft.

Sailing from Asiatic waters in March 1928, the cruiser stopped in Honolulu, T.H., enroute to the U.S. She successively visited San Francisco and San Diego, California, and then proceeded to Corinto, Nicaragua, where she remained during the elections there. She finally arrived at her home port of Boston, Massachusetts, in August 1928 and subsequently operated in the Atlantic, the Pacific and Asiatic Fleets.

World War II Commanding Officers were:

Rear Admiral (then Captain) Arthur G. Robinson, U.S. Navy to June 1942.

Captain Earl W. Morris, USN July 1942 to December 1943.

Captain George P. Kraker, USN January 1944 to January 1945.

Captain Paul R. Coloney, USN February 1945 to Decommissioning

STATISTICS

Overall Length	555 feet, 6 inches
Beam	55 feet, 4 inches
Displacement	7,050 tons
Speed	32 nots plus +
Complement	54 officer, 621 enlisted men

Congressional Medal of Honor
Distinguished Service Cross

Navy Cross

ARMY and NAVY
LEGION OF VALOR OF THE U. S. OF AMERICA, Inc.
Organized in Washington, D. C., April 23, 1890

General Orders (1955-1956)

Vol. 66, No. 1



LT. PETER PAUL MARTINEK, N.C.
NATIONAL COMMANDER
1955-1956

On board USS Marblehead (CL12) Feb 4, 1942

The name has been changed to "Legion of Valor"
and includes the U.S. Air Force's Medal of
Honor and U.S. Air Force's Air Force Cross



CAPTAIN JOHN DAVIS

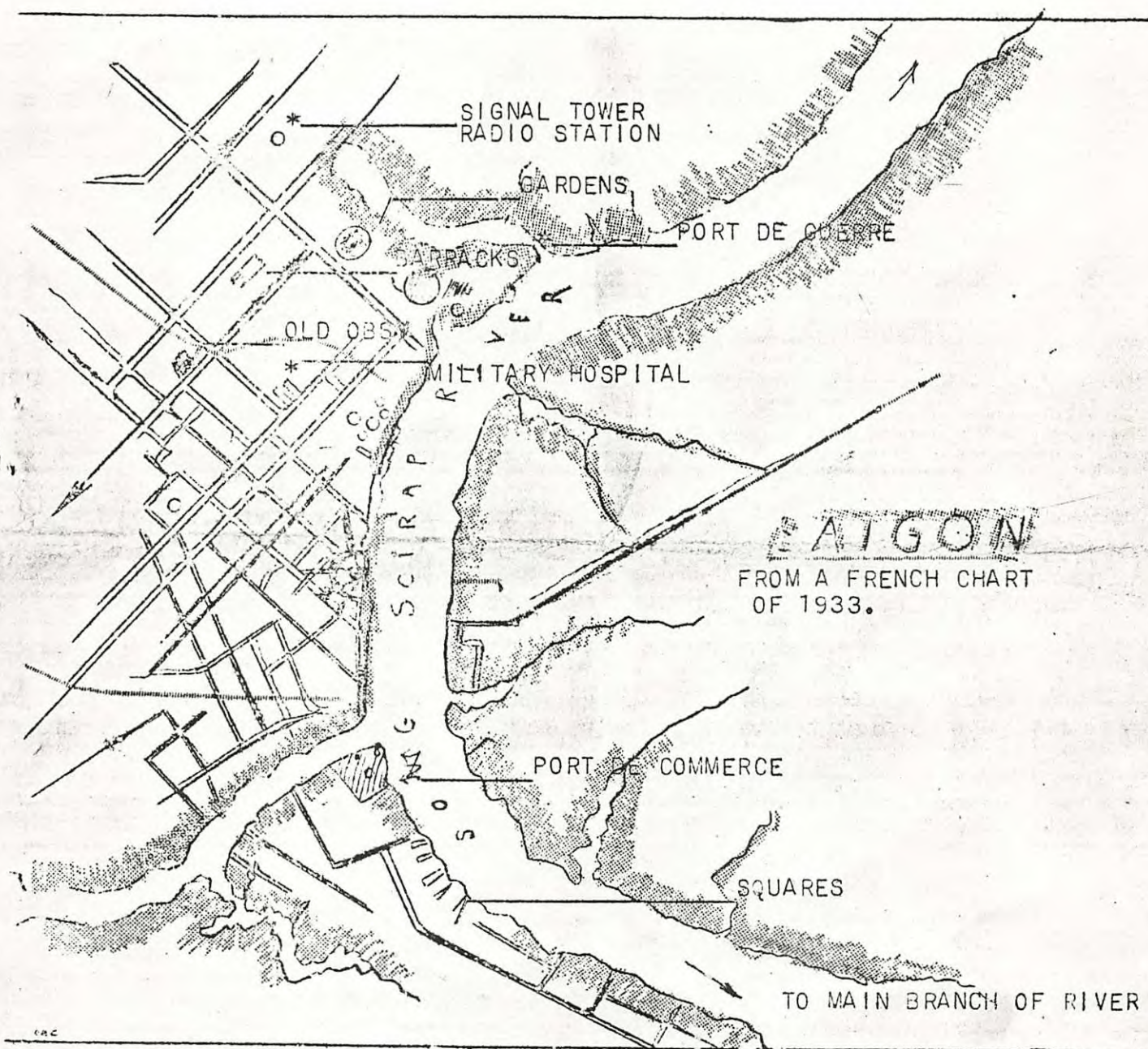
USS Marblehead #2

Captain John Davis was awarded the Congressional Medal of Honor while serving as Gunner's Mate, third class, on board the U. S. S. Marblehead, for extraordinary bravery and coolness while cutting the cables leading from Cienfuegos, Cuba, May 11, 1898, under a heavy point blank fire of the enemy. During this action, he was wounded.

Captain Davis very graciously paid for and is going to present the new colors to the Army and Navy Legion of Valor Tuesday, June 30.



LIGHT



USS MARBLEHEAD

APRIL - 1, 1939

Mr. IX

3 April 1939 Saigon, French Indo-China

Mod. 19

Leaving Bangkok we steamed first in a southeasterly direction to round Cambodia Point (the southernmost point of French Indo-China), then northeast to the mouth of the Saigon River. Up this river 48 miles lies the city of Saigon, which we will visit with the AUGUSTA for three days, arriving there this coming Monday.

FRENCH INDO-CHINA

SITUATION & AREA:— French Indo-China, situated in the southeastern part of Asia with China on the north; Siam on the west and the Gulf of Tonkin and the South China Sea on the east and south, comprises five states: Cochin-China (26,476 sq.mi.), a French colony since 1862; Annam (59,758 sq.mi.), a French protectorate since 1884; Cambodia (67,550 sq.mi.), also a French protectorate since 1863, which includes the territory around Battambang ceded by Siam in 1907; Tonkin (40,530 sq.mi.), under French jurisdiction since 1884; and the Laos territory (103,000 sq.mi.), brought under French authority in 1893. In addition, the leased Chinese territory of Kwang Chau Wan, within the province of Kwangtung. The coast, except in the deltaic areas, is generally rocky and in places such as at Cape Varella, and near the Col des Nouages, Tourance, the mountains run sheer down to the narrow and sandy shore. The scenery, both coastal and inland, is very beautiful. The total area of French Indo-China is about the same as that of Texas.

CLIMATE:— Warm, damp, and subjected to the influence of the two monsoons, the N.E. in winter and the S.W. in summer. The breaking of a monsoon is often accompanied by terrible typhoons. The annual temperature averages about 79° F. over the whole of the broad plains of the littoral, but falls to 60° F. in a few places in the mountains.

POPULATION: 21,599,582 of whom 43,839 are Europeans. The total comprised 4,467,352 in Cochin-China; 5,119,801 in Annam; 2,806,000 in Cambodia; 8,012,429 in Tonkin; 944,000 in Laos; and 250,000 in Kwang Chau Wan.

ADMINISTRATION: The whole country is under a Governor-General assisted by a Secretary-General and a Superior Council. Each State has at its head a Resident-Superior excepting Cochin-China, which, being a French colony, has a Governor. The capital is Hanoi, Tonkin. Jules Brevie has been Governor-General since August 8, 1936.

RELIGION: The majority of the natives believe in Buddhism, but of late years Roman Catholicism has made rapid progress, there being at present about 1,000,000 followers of this faith, mostly in Tonkin and Annam. There are also some Mohammedans and Brahmins.

EDUCATION:— Instruction along Western lines is making headway. There is a University at Hanoi, organized in 1917, containing 19 faculties, with 465 Indo-Chinese students in 1934, a School of Medicine and Pharmacy (established in 1923) had 248 students, and a school of Law (established in 1932) had 140 students.

LANGUAGE:— The ethnolinguistic division shows that at least fifteen linguistic groups are spoken in French Indo-China, and these include a large number of dialects and patois (local, illiterate dialect). English is understood as well as French in large commercial firms.

THE LIGHT 2

THE LIGHT USS MARBLEHEAD

T. Moran, Captain, U.S.N., Commanding Officer
F. K. O'Brien, Commander, U.S.N., Executive Officer

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A SERIES OF ARTICLES COMPILED FROM VARIOUS SOURCES

FRENCH INDO-CHINA (Concluded)

COMMUNICATION: During 1934 railway construction on the trans Indo-Chinese railroad was pushed. The railroad mileage in 1933 was 1,699 miles; two-thirds of which are government owned. At the end of 1935 Saigon became linked up with Hanoi, the capital, by a railway of 1,087 miles. Principal lines: Saigon to Mytho 43½ miles; Hanoi to Tourane 497 miles; Saigon to Khanh-Hao 274 miles; Haiphong to Yunnanfu 534 miles. There are now about 7,300 miles of metalled roads and 1,000 miles of good unmetalled roads. Some rivers serve as important means of transportation. There is a radio-telephone service to Europe from Saigon and from Phnom-Penh. Saigon is the air terminal of French Indo-China, the French planes proceeding direct from Bangkok to Saigon.

CURRENCY:-- The unit of currency is the Indo-China piastre (or French piastre) stabilized at 10 French francs or \$.264 U.S. currency. The Bank of Indo-China issues notes, which are required to be redeemed in gold at Saigon or Paris at the option of the Bank. The notes in circulation in November 1934 totalled 94,400,000 piastres.

SAIGON

Lying on a tributary of the Donnai or Saigon River, Saigon is the capital of Cochinchina and the largest port in French Indo-China. It contains a Court of Appeal, the Headquarters of a Military Subdivision and a Naval Command, as well as certain Administrative Services of the Colony. Its population in 1933 was 109,468, of whom 11,760 were French and 460 other Europeans. The commercial and industrial town of Cho'Lo'n had 88,000 inhabitants, of whom 893 were French.

The town was reclaimed with great difficulty from marshland and forests, this being an exceedingly meritorious and rapid achievement of the French authorities. Its general aspect is both varied and curious, with its magnificent buildings, fine wide and shady streets, pleasant squares and open places, as well as charming villas in gardens of flowers. Saigon is certainly one of the prettiest towns in the Far East.

The harbor of Saigon has been efficiently equipped with modern appliances and facilities for handling an immense amount of cargo. The water is deep enough for the accommodation of the largest vessels.

Saigon is the most important commercial city in Indo-China with its banks, import and export agencies, shipping offices, warehouses, and European and Asiatic emporiums, and it is separated from the maritime quarter of Khanh-hoi by the Chinese Arroyo.

SAIGON (Continued)

On the waterfront are the Chamber of Commerce, the Boulevard de la Somme, the Boulevard Charner with the Town Hall at its far end, and to the left is the Place Gambetta. Rue Catinat, the principal street leads from the waterfront to the Cathedral, a distance of 1,400 metres. It resembles a European thoroughfare with superb shops offering European articles, side by side with Tonkinese stores displaying native products, whereas farther on are found untidy shops run by Chinese tailors, shoe-makers and money changers. In Rue Catinat stands the Theatre Municipal, opposite the Boulevard Bonnard.

The most noted of the principal sights include the fine docks and quays, favorite promenades of the residents, the statues of Admiral de Genouilly, Doudard de Lagree and Lamaille, the Botanical Gardens, the Cathedral, the Governor-General's official residence, Race Course, City Gardens, and the Chinese quarter, so picturesque and interesting. A visit should also be made to the Central Markets, of recent construction. Amongst the many fine buildings are the Public Library, Archaeological and Ethnographical Museum, Scientific Museum, Chamber of Commerce of Agriculture, Municipal Theatre, Casino de Saigon, Tomb of Bishop d'Adran, the Tour de l'Inspection and Cho'Lo'n. Also the Arsenal and Military and Naval Barracks if possible.

Cho'Lo'n (pop. 83,000 in 1933) located 4 miles from Saigon, is the commercial and industrial suburb of Saigon, and the foremost market for the rice of southern Indo-China. Its immense rice mills, innumerable stores, potteries, pagodas with dragons, Chinese theaters and restaurants will be found of the greatest interest.

HOTELS:-

Continental Palace, Rue Catinat, American Plan, 15 piastres a day.
Majestic, Rue Catinat, American Plan, 15 piastres a day.
Grand, Rue Catinat, American Plan, 15 piastres a day.
Deux Annexes.
De la Rotonde.
Saigon Palace.

MONETARY STANDARD:-

The piastre is the unit of currency used at Saigon. Its present value is approximately 26½ American cents. Coins are called cents: one-half and one cent; five cents, nickel; 10, 20, and 50 cents in silver. The rate of exchange in Indo-China fluctuates almost as much as in Shanghai. Shop around, you'll soon learn where they pay the most.

THEATERS:-

Theater Municipal
Eden Cinema

EXCURSIONS:-

From Saigon to Phnom-Penh, capital of Cambodia, situated on the banks of the Mekong River, 160 miles from Saigon, and noted for its silver pagoda and palace with a silver floor, there is an excellent bus service which takes 6½ hours.

Motor trips into the country in any direction (cars about \$2.50 per hour).

Radioman

By

PAT KIMBLEY

GOTTIE GOMER



THE FIRST CONTRIBUTION
TO THE "RUSSIAN RELIEF
SOCIETY" WILL BE MADE
TO APRIL 13TH

3120 Turner Road, SE.
Salem, Or. 97302
June 9, 1982

To: Earl Owens old Marblehead brass pounder.

It was nice to receive your letter of 2 June 1982. Good to hear from you again. Man! that is whale of a manuscript and I'm into page 40 as of now. Very interesting. Wonder if you kept a diary during your days on the NIRR. You know somewhere along the line back in war days erroneous info came to me that your ship was washed out there in McCasser Straits. But it is good that you were not. Am interested in getting farther into your writeup. Have you offered it to SOWP?

Thank you a lot for the kind offer and invitation. Now I am going to advise you that I will be there at your meeting. It would be interesting. It will be good to chat with some old Timers from Marblehead No. 3. I read in your writings that there actually were three Marbleheads. I was not aware of this.

Now I will give you a little of my "pedegree" so that you will know more of my background. I went into wireless in Calif. in the year 1910 with the xtal detector, Ford spark coil, etc. Joined the Militia in 1915 as Radioman 3rd class. In those days it was called Electrician 3C (Radio). Had the ball and sparks on the chevron on the sleeve.

Was mustered into active service middle of May 1917 aboard the USS Oregon/NMZ. We were reversists and they enrolled us as members of the National Naval Volunteers. All the time during my cruise there was some friction between reserves and regular Navy men. Some smart Guy came up with the slogan "No Naval Value. Hi! We were to hear this all during our cruise in USN. And they wanted a break too for being a regular.

I must have said in my article that the Marblehead/1, call NGK, spent most of its time in the tropics cruising from Mex. all the way to Peru looking out for unusual things, raiders, etc. That issue of Marblehead was not designed for tropical use. No air conditioning, small refrigeration. Most of the fellows slept on the deck on their hammocks. The ship was overcrowded, would run out of fresh meats and other foods. The Paymaster would take the butcher ashore and buy a couple of cattle and butchered them right there.

Of course we had RR like I described in my article in SOWP. But over the months it grew tiresome and everyone would be on edge. We had very poor Radio equipment; made by Kilbourne and Clark of Seattle. Really intended to be a Commercial job. It was not USN standard equipment. It was a chore trying to get off traffic from down there. We had honeycomb coils to get up to NAA for time, press, etc. We seldom had good QSO with NBA whom we copied the Fox at 0900 daily. And then we had to wait for a QSO to QSL the fox traffic. Very crude compared with this day. That station at Colon had good coverage and we worked him well. Also Pt. Isabel, there in SW Tex. *also to NAX.*

Am going to say another thing. Don't suppose you knew that when the Panama Canal was opened in 1915 it was discovered that some types of USN ships could not steam from Canal to San Diego without coaling at some place between these places. So the Marblehead did a lot of surveying there in that Gulf adjacent San Salvador and Nicaragua. And I got stuck in one of the survey gangs. It surely was hot work, tramping around those jungles with shortage of water and too much heat. The whole thing was solved when most ships went to oil in lieu of coal.

Once in a while the Marblehead got into a Navy Yard and usually if there was a USN Radio School there they invariably would send a detachment of graduates to us for breaking in. Some were good, others passable.

At this time the CRM, a Chap Scott was court-martialled and striped of his rating. And put to work in the Engineroom store room it was sad. This was because of his poor judgement. On a certain day while we were working ashore and with about a dozen Radiomen aboard, The Chief let all the Radiomen take shore leave with only one on board on watch. At 5:00pm when the bean rag was up the Op locked up and went below for chow. Of course me and one other RM were shanghaied ashore in the work party. The Executive Office had traffic to go, shack locked, and Op below eating.

A couple of days afterward, the Rdo Officer came to me and asked if I was interested in being in charge of the station. That was when I got 1st class RM for the duration of war. At times I had broached the RO as to a Chiefs rating, but he alibied that there was no one around to examine me. A lame excuse. Anyway that was it and I did not leave the Marblehead/NGK until Sept. 1919.

I have had very much Commercial operating on Cargo ships and with the FAA afterward for 33 years when I retired. This brings to mind: have your firm ever build equipment for the FAA. They are now re-vamping their control system and will use much newer types equipment.

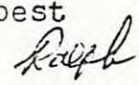
Here is my travel info:

Will be arriving Dallas Airport on American flt 238Y and arrive at 7:10 pm, your time. June 30th that is. (1982)

Would you kindly reserve a single room for me at the Dupont Plaza Hotel where the meeting will be held,

Now Earl, am not coming to present the Keynote speech and that jazz. Will just want to be one of the Marblehead Gang and have a good time meeting new people, etc etc. Will catch up when I meet you.

73 and best


Ralph Hazleton

Just I'd mention, am 84 years old, in good condition. Walk a lot, ride a bike and the past school year was a volunteer Tutor at a elementary school, teaching the slows to read, geograpy, history, etc. Very interesting, rewarding.

R. L. Ho

