



Title: Cover page of the National Cruise scrapbook compiled by Henry Galaske.

Page Description:

- The cover page of this National Cruise scrapbook reads, "SCRAPBOOK" and is decorated with intricate patterns and designs.

Dates: 1933

People:

Historic Figures:

Places:

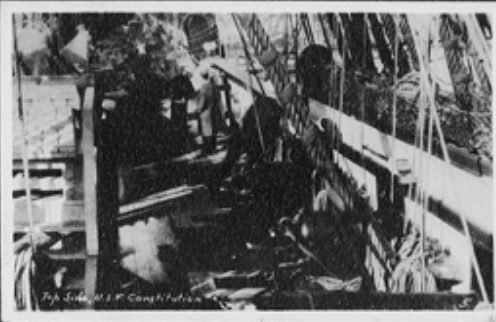
REVISED ITINERARY
U. S. S. CONSTITUTION

Arrive	Port	Depart
21 January	San Diego	16 February
17 February	San Pedro	10 March
10 March	Long Beach	23 March
22 March	San Francisco	12 April
12 April	Oakland	26 April
26 April	Vallejo	2 May
5 May	Astoria	10 May
10 May	Portland	22 May
22 May	Longview	28 May
27 May	Port Angeles	31 May
31 May	Seattle	15 June
15 June	Tacoma	22 June
22 June	Olympia	1 July
1 July	Bremerton	6 July
7 July	Everett	14 July
14 July	Bellingham	20 July
20 July	Anacortes	24 July
24 July	Port Townsend	21 July
2 August	Grays Harbor	9 August
13 August	San Francisco	21 August

OFFICIAL



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Gike Club
AMERICAN, WASH.
17 - 1900 4541 7187 - 11

Mr. H. GALASKE is entitled
to the privileges of the Club for the period of 16 to 25 May
from _____ 1933
at the request of Carl B. Hunt

TO: Auto Show

San Diego
Chamber of Commerce
INTRODUCING
U.S.S. Constitution
D.W. Campbell

School Children's Identification Check

"Old Ironsides" Transportation Committee
Howard O. Welty, Chairman

No 14370 RETURN

Complimentary
DANCING
SPANAWAY PAVILION

Saturday Night - 9 p.m. to 2 a.m.
Sunday Night - 7 p.m. to 1 a.m.
OLD IRONSIDES

Title: First page of the National Cruise scrapbook compiled by Henry Galaske.

Page Description:

- Top Left: The revised itinerary of the USS *Constitution* on her National Cruise.
- Top Right: Illustration of USS *Constitution* with the title "Official Car."
- Second Row Center: A photograph of USS *Constitution*'s spar deck.
- Third Row Left: A temporary Elks Club (Aberdeen, Washington) member's card issued to Henry Galaske for May 16 to 25 (presumed 1933).
- Third Row Right: An invitation to an "Auto Show," issued to "D.W. Campbell" by the San Diego Chamber of Commerce for USS *Constitution*.
- Bottom Left: A "School Children's Identification Check" card, issued to the Chairman of the "Old Ironsides' Transportation Committee," Howard O. Welty.
- Bottom Right: A complimentary invitation to a dance party held in honor of "Old Ironsides" at the Spanaway Pavilion (Tacoma, Washington).

Dates: Presumed 1933

People: D. W. Campbell
Henry Galaske
Howard O. Welty

Historic Figures:

Places: Aberdeen, Washington
Tacoma, Washington

Man knoweth not his time.—Ecclesiastes 9:12.

Rabbi Mayer Hirsch, of Congregation Anshe Sted, The text tomorrow will be selected by the Rev. Alvin C. Streufert, of the First Baptist Church of Astoria, Oregon.

OUT OF THE PAST



WHEN the frigate Constitution was winning its fame, in 1812, California was little more than a wilderness.

Today the State has outstripped the ship, but the change of time cannot erase the heroic name the craft has won.

'Old Ironsides' Delayed Day Battling Heavy Storm

Battling against a heavy storm, the United States frigate Constitution—"Old Ironsides"—scheduled to arrive here early today, will not reach the Golden Gate until some time tomorrow.

Naval authorities, communicating constantly with the vessel, were unable to estimate its time of arrival.

"Old Ironsides," which is being towed from Los Angeles, was making four knots at noon yesterday. At that time, she was 238 miles south of San Francisco, Commander Lewis J. Gulliver reported. Capable speed of the tug is six knots.

Thousands of citizens, eager to welcome the historic frigate on its arrival at Pier 34 today, had to change their plans. Celebrations, however, will be held when "Old

Ironsides" reaches here, Mayor Ross's reception committee, announced.

Visiting hours will be from 10 a. m. to 5 p. m., while school children will tour the ship in the mornings. There will be no charge. The vessel will be here twenty-two days.

A civic luncheon, honoring Commander Gulliver and officers of the ship will be held next Tuesday in the Civic Auditorium. Judge Curtis D. Wilbur, former Secretary of the Navy, will be the principal speaker. Commander Gulliver and his staff will be honored also at an informal luncheon Thursday, March 23, by the Chamber of Commerce, in the California room of the Commercial Club. Ranking officers of the Twelfth Naval District, Ninth Corps Area, Marine Corps and officers and members of the Junior Chamber of Commerce will attend.

Frigate Still Battling Gale

Old Ironsides' Arrival in S. F. Uncertain

Strong head winds and heavy seas further delayed the famous old frigate Constitution and her tow ship, the U. S. S. Orele, on their voyage from San Pedro to San Francisco and the time of their arrival here is still uncertain. They were to have entered the Golden Gate yesterday.

In the meantime plans for an elaborate civic reception to the 120-year-old sea fighter were held in abeyance.

Naval headquarters here announced yesterday afternoon that the Constitution and her tow were proceeding to San Luis Obispo bay for shelter.

They encountered their first heavy weather Tuesday off Point Conception. The grand old ship veteran of forty-three naval victories is on her first voyage in Pacific waters.

From: H.O.
OLD IRONSIDES
Portland, Oregon.



WELCOME 'OLD IRONSIDES'
U.S. FRIGATE CONSTITUTION
PORTLAND, OREGON
THE ROSE CITY
Auxiliary Oregon Stamp Society

U. S. Frigate Constitution



"Old Ironsides"

The Commander, Officers and Sailors of
The U. S. FRIGATE CONSTITUTION
and the U. S. S. REEF OREGON
Are Most Cordially Invited to Attend
The Services of the
FIRST BAPTIST CHURCH OF ASTORIA, OREGON
Commercial and Seventh Streets
The Only Down Town Church of Astoria
And to be our SPECIAL GUESTS TO DINNER
Sunday, May 7th, 1933

Services Sunday

9:45 A. M.—Sunday School, Classes for all
11:00 A. M.—Special Program for CONSTITUTION
Vocal and Instrumental Music
Speaker by a student of Linfield Baptist College

Picnic dinner following the morning service will be served in our basement—free to all. We will be delighted to have you present.

Edith M. Taylor
Editor

Title: Second page of the National Cruise scrapbook compiled by Henry Galaske.

Page Description:

- Top: "Out of the Past," a newspaper clipping from the March 22, 1933 issue of the *San Francisco Examiner* that includes an illustration of men on shore (including a priest) watching USS *Constitution* sail into the horizon.
- Center Left: "'Old Ironsides' Delayed Day Battling Heavy Storm," a newspaper article that announces the delayed arrival of USS *Constitution* to San Francisco because of a heavy storm.
- Center: "Frigate Still Battling Gale," a newspaper article that reports on the storm that pushed USS *Constitution* a day behind schedule on her voyage from San Pedro to San Francisco, California.
- Center Right: "From: H.G. OLD IRONSIDES Portland, Oregon," a newspaper clipping that features an illustration of USS *Constitution* and the subtitle "Welcome 'Old Ironsides'; U.S. Frigate *Constitution*; Portland, Oregon; The Rose City; Auspices Oregon Stamp Society."
- Bottom Left: An illustration of USS *Constitution*.
- Bottom Right: An invitation to the Commander, officers, and sailors of USS *Constitution* to the services of the First Baptist Church of Astoria, Oregon on Sunday May 7, 1933.

Dates: March 22, 1933
May 7, 1933

People:

Historic Figures:

Places: San Francisco, California
San Pedro, California
Astoria, Oregon
Portland, Oregon

OLD IRONSIDES TO PASS BIRTHDAY AS FLAGSHIP

Old Ironsides today will celebrate her 135th birthday by becoming temporarily flagship of the United States Fleet. This will occur at 9 a.m. when Admiral David F. Sellers, commander-in-chief, steps aboard for a few minutes inspection and the four-star flag flies from the U.S.F. Constitution's main mast. A miniature pendant cut from the large original will be presented to the Admiral as he departs the ship. Incidentally the blue hunting and white stars will fly from a height of 135 feet above the waterline, the highest track and ship's mast in the world.

It was October 21, 1797, that the historic frigate, now back at San Pedro for a fortnight's display to the public, was launched at Hart's Shipyard, Boston, Tuesday, except for reconstruction, she is the same ship which swept through the Barbary pirates on the Mediterranean and overwhelmed Britain's smartest frigates, more than a century ago.

When the Constitution started her cruise July 1, 1931, she has been boarded by more than 400,000 persons, more than 100 in the American States when she was built. San Pedro, already holding more records for attendance on her, expects countless thousands more to go aboard before she sails November 3 for San Diego. Visiting hours are from 10 a.m. to 4 p.m. daily.

ADMIRAL VISITS "OLD IRONSIDES"

Famed Frigate Becomes Flagship for Hour



Fleet Chief's Training Days Recalled
Admiral David F. Sellers, commander-in-chief of the United States Fleet, today will be presented the historic Frigate Constitution, on exhibit at San Pedro. In his youth as a cadet, he had served on the Constitution, star of "Old Ironsides."

His four-star flag was broken out at the main track as he went aboard, in line of the commissioning ceremony. "Old Ironsides" became that moment flagship of the fleet. It was for a few brief minutes, as he, Rear-Admiral C. P. Snyder and Lt. S. D. Arnold, flag lieutenant, stepped the ship's company, rever-

ently touched the old guns and retired to Commander Louis J. Gulliver's cabin, where the Treaty of Tripoli was signed.

"I am thrilled to stand the quarterdeck again of this splendid old fighting ship," Admiral Sellers told the ship's company. "And from the stately ports you have visited have come glowing reports of your duty to the public. Your ship is proper. It is more than a ship, it is a shrine."

The admiral was presented with a miniature of the four-starred pennant which had flown during his visit and flag command passed back to the U.S.S. Pennsylvania.

'OLD IRONSIDES' IS NEARING MONTEREY

Historic Frigate Expected to Reach Here Friday

"Old Ironsides" has left San Luis Obispo bay, her second temporary haven during two days of severe winds, and is proceeding to San Francisco.

A report received a 32th Naval District at 8 a.m. today showed the frigate was then passing Cape San Martin. Naval authorities here expected the ancient vessel to reach Monterey this afternoon and San Francisco Friday morning.

Meanwhile, welcoming celebrations were held in Alhambra. A flotilla of yachts stood ready to greet the 135-year-old man of war. A civic luncheon honoring Commander Louis J. Gulliver and other officers of the "Constitution" is scheduled for Tuesday in Exposition Auditorium with Curtis D. Wilbur, former secretary of the navy, as chief speaker.



Official Program
U.S. FRIGATE CONSTITUTION
Commissioned
1797
At SAN FRANCISCO
1933
March 22-April 12



Compiled by
ASSOCIATED OIL COMPANY
for the Mayor's Citizens Committee for the Reception of U. S. F. Constitution

FR: TUESDAY, MARCH 21

'OLD IRONSIDES' DUE TOMORROW

The United States Frigate Constitution, 135-year-old historic "Old Ironsides," will enter Golden Gate at 3:30 a. m., tomorrow for a twenty-two-day visit here.

The vessel, which was never defeated in forty-two naval battles, will dock at Pier 36. She will be open to the public, without charge, immediately after dropping anchor. A reception committee will be headed by Mayor Rossi and Supervisor Spaulding, who will formally welcome Com. Louis J. Gulliver and his officers and crew.

Commander Gulliver later will pay his respects to Rear Admiral George W. Latta, Twelfth Naval District commander.

Mayor Rossi yesterday issued a proclamation asking that flags be flown from all buildings during the ship's stay. Visiting hours will be from 10 a. m. to 5 p. m.

Thousands of school children from all parts of northern California are expected to inspect the historic craft. San Francisco school children, under the direction of A. J. Chas. will visit at the rate of 8,000 a day.

No. 74

Return this Coupon in case of
Program Content

Thursday, April 27th

GUEST

**VALLEJO
ATHLETIC CLUB
FARRAGUT THEATRE
GUEST**

To the Officers and Crew of the U. S. F. Constitution

Thursday, April 27, 1933

VALLEJO THEATRE 25

Title: Third page of the National Cruise scrapbook compiled by Henry Galaske.

Page Description:

- Top Left: "Old Ironsides to Pass Birthday as Flagship," a newspaper clipping that announces the 136th birthday of USS *Constitution* and the ceremony that will take place on board the frigate while she is in San Pedro (October, 1934).
- Top Right: An official program for USS *Constitution*'s April 1933 visit to San Francisco, California. The program was compiled by the Associated Oil Company. The interior of the program includes the poem "Old Ironsides" by Oliver Wendell Holmes, a timeline of "How *Constitution* Made History", photographs of the ship's decks and her officers, an itinerary of receptions, and an Associated Oil Company advertisement for Cylcol motor oil.
- Center Left: "Admiral Visits 'Old Ironsides'," a newspaper article that reports on the flagship ceremony that took place on USS *Constitution* in San Pedro, California in honor of her 136th birthday. Pictured are Admiral David F. Sellers, Commander Louis J. Gulliver, Rear Admiral C. P. Snyder.
- Center: "'Old Ironsides' is Nearing Monterey," a newspaper clipping that announces the arrival of USS *Constitution* to San Francisco, California.
- Center Right: "'Old Ironsides' Due Tomorrow," a newspaper article that announces the arrival of USS *Constitution* to San Francisco, California.
- Bottom: A ticket to an event at the Vallejo Athletic Club, issued to a guest of the Officers and Crew of USS *Constitution*. The back of the ticket contains an unidentified signature.

Dates: April 1933
October 1934

People: Commander Louis J. Gulliver
Admiral David F. Sellers
Rear Admiral C. P. Snyder

Historic Figures: Oliver Wendell Holmes

Places: San Francisco, California
San Pedro, California



SWANSON PLEASED WITH SURVEY

Navy and Civilians Win Commendation



Secretary Hilds Southland Farewell

"I am very well satisfied with my inspection and examination of all navy activities in Southern California," said Secretary of the Navy Swanson, last night as he boarded the train that will take him direct to his desk in Washington, D. C.

"Both the Navy and the civilians of Southern California do their work well," he continued, in replies to questions as to the result of his three-day visit.

Secretary Swanson spent most of Navy Day seeing portions of the naval establishment on land at San Diego and the harbor here. He was not engaged in any formal affairs during the entire day. He did find time to visit some of the interesting spots in Southern California and was highly impressed with what he saw at a 1000 farm.

As he went back to his dining room and seated himself at his desk awaiting the departure of the train he gave one farewell word for the entire Pacific Coast.

"Say to everyone," he said, "that I find the situation here very gratifying."

SWANSON CHEERED IN SAN DIEGO FAREWELL

SAN DIEGO, Oct. 27. (Exchange) A swelling cheer broke the formality of navy tradition today as Secretary of the Navy Swanson said farewell to the west coast seagoing forces.

The Secretary's point of departure from San Diego was the quarterdeck of the U.S.S. Indianapolis and officers and men brought into play all the colorful traditions of their calling in saying good-bye.

The Secretary stepped down the gangplank where he stopped midway to the dock. There was a moment of silence while the sad complaints of a boatwain's pipe shrilled its recognition that a dignitary was over the side.

A few bandshakers and he had entered his car. Suddenly Commander P. H. Sealado, executive officer of the Indianapolis shouted from the deck: "I propose three cheers for the Secretary of the Navy."

Officers, sailors and civilians joined in a swelling "Hip, hip, hooray." Swanson's serious face broke into a wide smile. He waved and as his car moved from the dock the ship's band broke into "Auld Lang Syne."

Acting Secretary Roosevelt Makes Navy Plea

WASHINGTON, Oct. 27. (AP)—Acting Secretary of the Navy Henry L. Roosevelt, in a Navy Day address today, asked for an orderly building program to maintain the Navy at full strength permitted by the Washington and London naval treaties.

His address was broadcast by the National Broadcasting Company.

Saying the United States has been "derelict in building ships at the risk of national security," he remarked that the fleet is now at only about 40 per cent of allowed strength. The deficiency will be considerably overcome, he said, by the thirty-seven vessels to be built out of the \$288,000,000 of public works funds.

"Even with these thirty-seven ships completed, we will be short of our treaty allowance by approximately 301 ships or 301,000 tons," the acting Secretary said. "This deficiency should be overcome by an orderly program of laying down a given number of ships each year until full treaty strength is reached and then maintaining the Navy at that strength."



Old Glory waved proudly today as the nation paid tribute to its fighting ships. Here is a remarkable view of some of the men-o-war cruising in formation off Los Angeles harbor. Exhibition drills were presented aboard the vessels today, and planes were catapulted from the decks.

Aviation Base Helps Activities of Fleet

CLOSELY co-ordinated with fleet activities here is the Naval Reserve Aviation Base at the Municipal Airport, which the planes of the aircraft carriers use daily for their land base and where as high as forty planes lined up at one time have been no uncommon sight.

This base has just been recommended for the VO and the VS squadrons, the observation and the scouting air units divided among the battleships, made up of some 125 planes, 150 pilots and 200 to 250 men. The base for these squadrons now is in San Diego.

The base here, with equipment amounting to an investment of \$100,000, was broadened a year ago to include Fighting Squadron 4, Marine Corps Reserve. Only in recent months another squadron, VN 16 RD 11, has been organized to take its place beside VN 13 RD 11, the original Naval Reserve Aviation Squadron active since the base was established six years ago.

Command of the base, now used to enable fifty flying officers and 120 enlisted men to keep in a state of preparedness, a few months ago was transferred to Lieutenant Commander A. F. Schneider on active naval duty, which was assumed to be a step in tying the base in closer with the Fleet in the harbor.

In command of VN 13 RD 11 Squadron is Lieutenant Estlin B. Koger, ranking as senior squadron commander and executive officer of the station. Lieutenant D. D. Gentry, commanding VN 16 RD 11, is station operations officer. Lieutenant Perry Reynolds is the active duty supervisor-instructor of the Marine Corps Squadron and station engineering officer.

Captain William J. Fox, chief en-

gineer of the Los Angeles County Regional Planning Commission, is the commanding officer of the Marine Corps Squadron.

Fourteen Planes

Fourteen planes make up the station complement of flying equipment, nine DC3C1 Helldiver type observation fighters, four NC41 training planes and one TBM torpedo plane.

When the carriers are in the harbor, from four to twenty planes a day land at the Municipal Airport base. This number will be increased when the fourth carrier goes into operation with the Lexington, the Saratoga and the Langley.

The number of planes carried on other larger warships has been increased to six, and it is for these planes, which are now on piers, that further facilities are sought at the Municipal Airport. It is required that they operate a part of the time with land gear.

Tentative plans call for a base for these squadrons at the northeast corner of the Municipal Airport, where a hangar and barracks would be provided by the city.

Nine planes from the reserve base in command of Lieutenant Koger this morning flew over the Navy Day ceremonies in front of the Los Angeles City Hall, where Rear Admiral Charles R. Train, commander of Cruiser Division No. 3, and his staff will be special guests.

Title: Fourth page of the National Cruise scrapbook compiled by Henry Galaske.

Page Description:

- Top Left: A cartoon from a newspaper that features a captain, sailor, and confused visitor.
- Top Right: "Acting Secretary Roosevelt Makes Navy Plea," a newspaper clipping that reports on Acting Secretary of the Navy Henry L. Roosevelt's request for "an orderly building program to maintain the Navy at full strength permitted by the Washington and London naval treaties."
- Bottom Left: "Swanson Pleased With Survey," a newspaper article that describes the visit on board and inspection of USS *Constitution* by Secretary of the Navy Claude Swanson while the frigate was docked in San Diego on October 27, 1933.
- Bottom Right: "Aviation Base Helps Activities of Fleet," a newspaper article that describes the Naval Reserve Aviation Base at the Municipal Airport in San Diego, California.

Dates: October 27, 1933

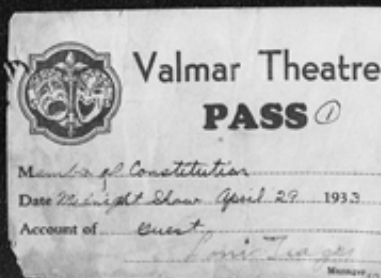
People: Secretary of the Navy Claude Swanson

Historic Figures:

Places: San Diego, California



FIRST LINE OF DEFENSE
—Courtesy, U. S. Navy Recruiting Bureau.



SUBMARINE RUNNING ON SURFACE
—Courtesy, U. S. Navy Recruiting Bureau.

Title: Fifth page of the National Cruise scrapbook compiled by Henry Galaske.

Page Description:

- Top Left: A print (perhaps from a stamp) from Anacortes, Washington that reads "Welcome 'Old Ironsides'."
- Top Center: A print (perhaps from a stamp) from Port Angeles, Washington that reads "May 27-31, 1933, 'Old Ironsides', Port Angeles, Washington Welcomes You."
- Top Right: A print (perhaps from a stamp) that reads "Greetings, U.S. Frigate *Constitution*, 'Old Ironsides'."
- Second Row Left: A photograph of a young boy and a sailor.
- Second Row Center: Cachet from Port Angeles, Washington (May 27-31, 1933), sponsored by The Chamber of Commerce.
- Second Row Right Top: An invitation to a dance, held in honor of the crew of USS *Constitution*. The dance was held on July 28, 1933 (presumably from Port Townsend, Washington).
- Second Row Right Bottom: An invitation to a "Welcome Dance" for the crew of USS *Constitution* on May 29, 1933 (presumably in Port Angeles, Washington).
- Third Row: A newspaper print of four contemporary Navy destroyers. The caption reads, "First Line of Defense."
- Bottom Left: A pass for a midnight show at the Valmar Theatre, issued to a member of USS *Constitution* on April 29, 1933 (presumably from Vallejo, California). The pass is signed by Louis Frager, theater manager.
- Bottom Right: A newspaper aerial photograph of a submarine running on the surface of the water.

Dates: April 29, 1933
May 27-31, 1933
May 29, 1933
July 28, 1933

People:

Historic Figures:

Places: Vallejo, California
Anacortes, Washington
Port Angeles, Washington
Port Townsend, Washington

TO SAVE THE CONSTITUTION

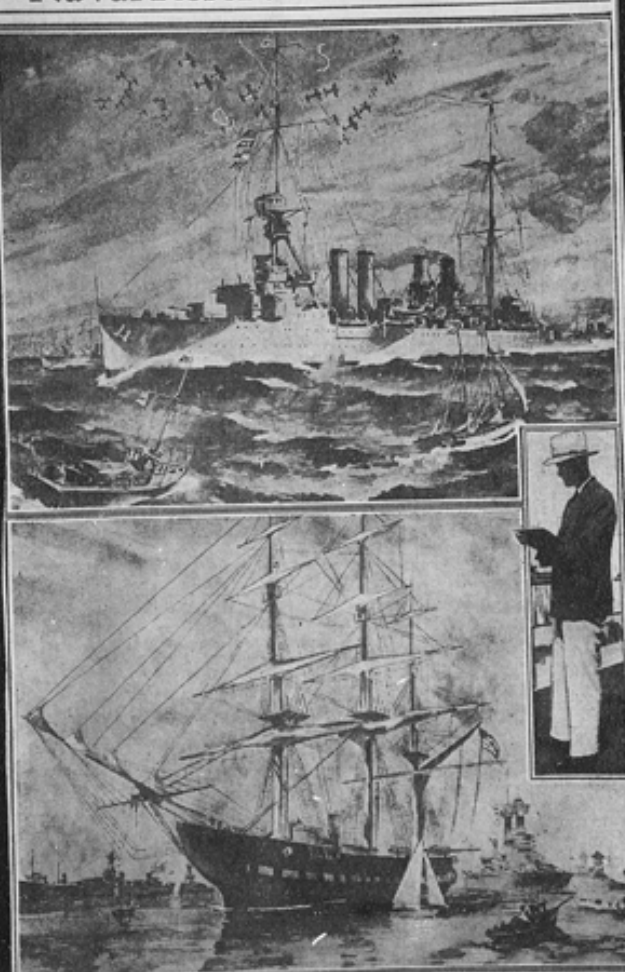
A campaign will shortly be initiated in the Navy for the rebuilding and preservation of the old ship Constitution. The First Naval District at Boston, will handle the raising of the required funds, which will amount to about half a million dollars. It is understood, however, that the project is not confined to Navy effort, but will be nation-wide. It will carry a patriotic appeal to the country at large, as the old frigate was one of the famous ships of the country's first naval force and her achievements gave lustre to the history of her period.

The Constitution is at Boston, where the work of rebuilding her will probably be done. It was of her that Oliver Wendell Holmes wrote the poem, "Old Ironsides," in 1830, when she was about to be demolished. The poem saved her then.

Secretary of the Navy Curtis D. Wilbur has written to the Commandant of the Fifth Naval District regarding the restoration of the Constitution as follows:

"I wish to urge your very hearty support of this patriotic effort to save a fine old ship, which embodies in her timbers the very spirit of the Republic. I wish that the purpose of this campaign be given the widest circulation throughout the naval service, and through that service, to the country at large. I feel sure that the post the Navy will play through its interest and its contribution to the 'Save the Constitution' fund will be a very generous and splendid one."

Naval Reserve Officer Artist



LEUTENANT ARTHUR BEAUMONT, U. S. N. R., very properly might be referred to as the official artist of the United States Navy. In water colors and oils he has perpetuated most of the historic war vessels, and because of his distinguished art service he was commissioned a lieutenant in the United States Naval Reserve. Two striking examples of his work are shown in this layout, the upper picture being the frigate Constitution, and lower, the frigate Raleigh, Admiral Leahy's flagship, and lower, the frigate Raleigh, Admiral Leahy's flagship, and lower, the frigate Raleigh, Admiral Leahy's flagship. The title of this painting is "Past and Present," because it depicts the frigate in contrast with modern warships. Both pictures are in water colors. Lieutenant Beaumont is shown in the inset, 3/4.

THOUSANDS JOIN IN TRIBUTE TO FLEET ON NAVY DAY

Warcraft Seen at Harbor, Landing Presented by City and Defenders of Nation Twice Honored

It was Navy Day in Los Angeles and vicinity yesterday, and from mansion and humble cottage trekked a multitude, some to the harbor, some to vantage points along the shore line and others simply to the street, for glimpses of what America's first line of defense had to offer in the way of a show. Those who scanned the skies for a sight of the Navy's mighty Mason or its swift Corsair planes were disappointed, because of fog, but the day had

its compensations.

There were the great dreadnaughts, with their sleek and formidable sides and their jutting guns, and there were the cruisers, and the sisters of the famous van armada of protection, there in the roadstead of San Pedro harbor, to make the visitors feel a little safer of safety and comfort, and there were gay and significant meetings over festive boards, too.

There were mighty ships to visit, their decks spotless and their white work scrubbed and painted to within an inch of its evidence, and the Navy came ashore as part of its "open-house" celebration, to shake hands with the civilians through the population's Mayor, Mr. Shaw.

FRIGATE ADDS GLAMOUR

When tired spectators headed their automobiles home from the water front last night, after a thrilling torchlight demonstration from the "eyes" of the naval ships, they talked of revolving gun turrets, catapulting planes and wig-wagging flags, but always their conversation switched, from time to time, to a historic, romantic sight—that of the brave old frigate Constitution.

She was there, too, this gallant old museum-ship, to show her proud spars and immaculate decks along with the towering monsters in the roadstead near by. And all who took her hallowed decks went away with a memory unforgettable.

Hobbed at the more spectacular features, the visiting throng found a wealth of entertainment elsewhere. There were twenty-six well dressed waitresses in the harbor, floating fortresses all, to be visited by the public.

GUNS AND CUTLASSES

There were guns, guns, guns. Huge guns that can hurl a ton of steel over Los Angeles. Little guns to spit continuous fire at attacking planes. Outside saw where the sailor boys ate, slept and wrote letters home or even attended films aboard ship.

For the spectators the show improved with the day. A fourfold lure enticed them at the new navy landing in San Pedro's outer harbor.

There they came on the Constitution and thousands trod her revered decks, marveled at her venerable rigging, chuckled at her funny guns and her gray tubs, but they took on their hats to their doughty stern when they glimpsed the wicked-looking boarding pikes and cutlasses.

CRUISER AND SUBMARINE

Adjacent other thousands, found docked for their benefit the frigate's modern counterpart, the smart cruiser Omaha. And just beyond their crammed their way into the V-type submarine Dolphin—that is, all but the people, who could not squeeze through. Beyond and at dock also lay the Crowninshield, a sleek destroyer and wicked in air, but yesterday was a holiday.

Across more than 100 Southland luncheon tables yesterday the Navy was bearded with a barrage of verbal bouquets, and in mid-afternoon it was given a highly useful present from the fleet's home city—a respectable navy landing. Kirk Amos, president of the Los Angeles Harbor Commission, wielded the gavel; Mayor Shaw made the presentation, and Rear-Admiral Thomas J. Ryan, commanding the Navy Force, accepted in behalf of the service.

Title: Sixth page of the National Cruise scrapbook compiled by Henry Galaske.

Page Description:

- Top Left: "To Save the *Constitution*," a newspaper article that describes the forthcoming campaign by the Navy for the rebuilding and preservation of USS *Constitution*. The article states that the First Naval District at Boston will raise the necessary funds (about \$500,000) and the project will be nation-wide (not just a Navy effort).
- Top right: "Thousands Join in Tribute to Fleet on Navy Day," a Los Angeles newspaper article that describes Navy Day, a display of various Navy vessels and weaponry.
- Bottom Left: "Naval Reserve Officer Artist," a newspaper article that features two prints of water colors by Lieutenant Arthur Beaumont. The upper picture is of USS *Raleigh* and the lower is of USS *Constitution*. An image of Beaumont is inset.

Dates: Presumed 1933

People: Lieutenant Arthur Beaumont

Historic Figures:

Places: Boston, Massachusetts
Los Angeles, California

THURSDAY, MARCH 23, 1933

Chronicle St

'Old Ironsides' Bows To Nor'wester's Will

Tow Against Wind Difficult; Ferry
Whistle Blares Out for Beer

By JACK DENSHAM

It is unfortunate that the one thing that has such a tremendous interest for San Francisco, the arrival of the Constitution, should be so much upset by weather.

At the time of going to press it is not known exactly when she will arrive. In fact, for the general public, it is hard to visualize just what is going on.

Undoubtedly many people think that, just because the grand old frigate is not under own sail, but being towed, she just comes along at usual speed, no matter what the wind.

On the other hand, a few like this is, and always has been, a difficult matter. The great height of her masts, 204 feet from the waterline, the width of her yards and the heaviness of her hemp rigging offer a tremendous resistance to the wind.

Hence the stiff nor'wester that has been blowing down the coast the last few days has made it tough for both the frigate and the wire sweeper Oetoe.

There is another thing about towing that people who have never been on one do not realize. This is the terrific strain on the tow line when the two slack the line by riding up on a sea and then snap it to near breaking point by sliding down into the trough.

Much of this strain, of course, is relieved by the towing winch, which is a steam winch with just enough steam turned on to resist all but the heaviest pull. When the line slack the winch reels in the slack. When the strain comes the steam power in the winch is overcome and it unrolls slowly, but sufficiently to keep the line from breaking.

So the lads that are bringing this famous old ship up here have to mind very carefully. The tow took a line under the hands of the Port San Luis. A fair protection from a northwest wind, and is coming up the coast just as fast as safety permits.

There should be definite information as to the arrival time of Old Ironsides early today, but it seems now that it must be either quite late today or early tomorrow morning.

THE FERRY WHISTLE WAS JUST FOR BEER

A rather unfortunate occurrence yesterday led several thousand people to think that the Constitution was sailing in through the Golden Gate. The ferry siren started to howl at 11:15 and kept it up for three minutes.

But it was only about beer. There is a rather funny story in connection with this. It wasn't funny for the girls at all the newspaper switchboards who were bombarded with requests to know if the Constitution was coming in.

But the city editor of one paper decided that the President's signing the beer bill must call for celebration. People must roll up Market street waving beer sashes and singing "Old Heidelberg" or "Beer, Glorious Beer." Ah, yes, surely the ferry siren ought to shriek. It must, positively must.

So he got in contact with his waterfront man and told him all about the terrific effervescence with which San Francisco must greet the return of beer. The siren must blow.

It was all right with the waterfront news bunch. They ganged on Mr. Meherin, president of the Harbor Board.

"Pal," they said, "the ferry siren must sing out the joy of returning beer."

"Well," replied Mr. Meherin, "I don't drink beer, but if you boys want the siren sounded, sounded it shall be."

And it was.

DEATH PENALTY CANNOT BRING BACK MALCOLM

The ultimate penalty will be paid tomorrow morning for the wanton killing of one of San Francisco's beloved characters when Peter Farrington is hanged for the murder of Paulman John Malcolm in April, 1930.

To all who knew and loved this manly character, who had felt a little better just for his cheerful greeting somewhere along the front, which he patrolled for thirty years, there was something so fiendishly unnecessary about the slaying that tomorrow's action cannot but seem a just retribution.

John Malcolm was more than the ordinary waterfront cop. He was part of the Embarcadero. Probably he never even drew his revolver. He did not have to. He went through some pretty tough times when strikes and other turnouts were happening but, no matter what the fuss, when John came trundling along and advised the boys to pipe down, they piped.

They talk about it occasionally along the front. Now a gang of thugs were about to hold up a payroll at the American-Hawaiian piers. Now the gang had lifted the loot and were making the getaway, when John came strolling along and pushed his way in to see what the crowd was about.

A smart, a gun muzzle pushed against his chest, two shots and the murderer leaped to the running board of a car that sped away.

They found him eventually and convicted him. But he may go to the gallows tomorrow morning to meet a very much easier death than if he had not escaped.

The waterfront of San Francisco is not populated by perfection, although we who know it believe it has more real humanity and manliness than any other part of the world, but the waterfront knows and sticks by its own and when it has put the touch of affection on a man, it is not well to monkey with him.

JOCK LATTI WILL BE IN THIS EVENING

Captain Jock Latti will bring the Empress of Britain in this evening on her cruise around the world and the harbor of San Francisco will be just a little bit wider and more smiling for the presence of this grand seafarer.

The huge liner is coming from Hilo direct and will probably be in the harbor around 6:30, just before sundown, when the clear sky to the westward and above will make a fitting background for the stately ship as she comes in.

There will be slack water about 4 o'clock tomorrow morning and Captain Latti has chosen that time for berthing alongside pier 33, where there is plenty of pier length and water to house the mammoth liner. Deckings aboard the ship, which carries a large number of celebrities, including George Bernard Shaw, will be noted, photographed and put into print in time for tomorrow morning's edition of The Chronicle.

The local office of the Canadian Pacific, owners of the Empress of Britain, report an unusually large number of bookings hence to Southampton.

NAVY BOARD TRANSFER SEEN

Inspection and Survey Bureau Expected to Be Moved
Here From San Francisco

Permanent transfer to the San Pedro area of the entire personnel of the Navy's Pacific Coast Board of Inspection and Survey is under consideration by the Navy Department, it was disclosed yesterday by Rear-Admiral A. W. Marshall, president.

Local Navy leaders declare that relocation of the Board of Inspection and Survey here would materially enhance the position of the San Pedro-San Diego area as chief operating base of the United States Fleet. They explain that since the board's primary duty is periodic inspection of every active ship of the fleet, its present location at San Francisco necessitates costly travel and incidental delay every time it makes survey of ships or material here.

Besides Admiral Marshall, the Pacific Coast board is composed of eight commissioned officers, all expert in special phases of the work, plus a staff of civilian experts and clerks. The eight officers now serving with Admiral Marshall include: Capt. Robert Morris, lately captain

of the battleship Maryland; Capt. H. K. Cuge, lately chief of staff of the Scouting Force cruiser squadron; Commander F. J. White, Lieutenant-Commander R. A. Dyer, Jr., Lieutenant-Commander S. I. Almon, Lieutenant-Commander E. R. Johnson, and Capt. C. W. Fisher, Jr., and Lieut. W. R. Dord, both of the Construction Corps.

Summarizing present status of the matter is Admiral Marshall's statement:

"The Navy Department for some time has had under consideration relocation of the Pacific Coast section of the Board of Inspection and Survey nearer to the operating areas of the fleet. No definite decision has been made as yet.

"The San Pedro-Long Beach area is one of the locations that have been under consideration."

PORT TO HAVE BANNER WEEK

Fleet's Movement, Macon Flight and Swanson's Visit
All on Schedule Beginning Today

The greatest week of activity in the fourteen-year history of San Pedro Bay as operating base of the United States Fleet will get under way this morning with departure of the Scouting Fleet for a Navy Day visit to San Francisco.

Remember This

A man may be down,
but he isn't out unless he
had rather talk about his
ill fortune than his prospects.

Remember This

A real friend is a
man who knows you and
likes you just the same.

Remember This

Poverty is often just
a state of mind, created
by a neighbor's new car.

MUSICAL PROGRAM

U. S. FRIGATE CONSTITUTION

Seattle, Wash., 11 June 1933.

March	Anchors Aweigh	Zimmerman
Selection	Nautical Fantasia	Tobani
Incidental Music	Ballet Music from William Tell	Rossini
Overture	Merry Wives of Windsor	Nicola
March	Entry of Bojaren	Halvorsen
Waltz	Invitation a la Valse	Weber
March	Semper Fidelis	Sousa

U. S. S. AUGUSTA BAND

W. L. Lawrence, Bandmaster, Conducting.

Title: Seventh page of the National Cruise scrapbook compiled by Henry Galaske.

Page Description:

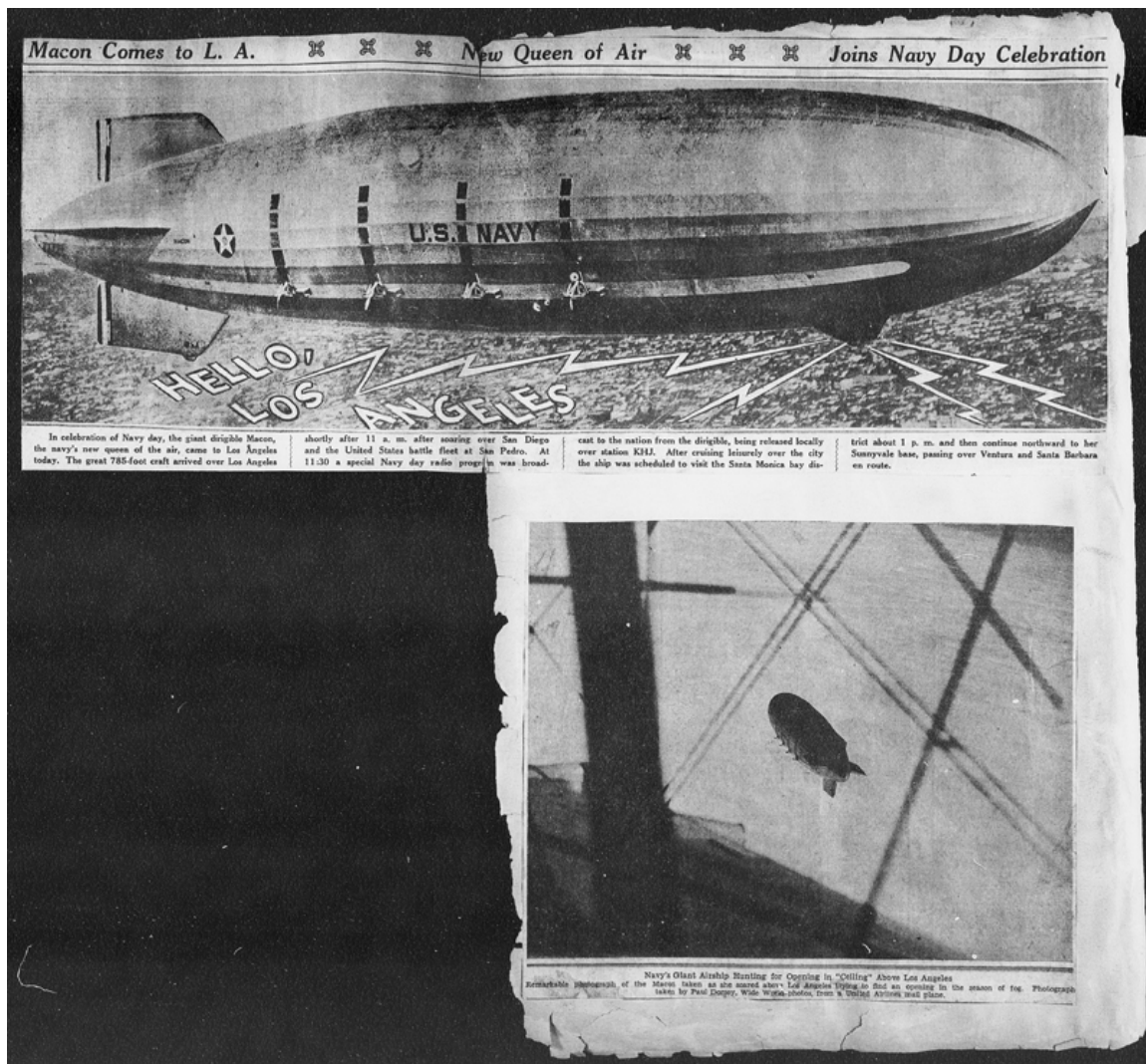
- Left: "'Old Ironsides' Bows to Nor'wester's Will," a California newspaper article from March 23, 1933 that reports on the delay of USS *Constitution's* arrival in San Francisco due to a heavy storm.
- Top Right: "Navy Board Transfer Seen," a newspaper article that discusses the expected permanent transfer of the Navy Pacific Coast Board of Inspection and Survey from San Francisco to San Pedro, California.
- Center Right: "Port to Have Banner Week," a newspaper article that announces the many activities planned for the week in San Pedro, California. Activities include the arrival of USS *Indianapolis* and USS *Portland*, and the departure of the Navy's new dirigible USS *Macon*.
- Center: Three "Remember This" quotes, probably clipped from a newspaper. From top to bottom they read "A man may be down, but he isn't out unless he had rather talk about his ill fortune than his prospects"; "A real friend is a man who knows you and likes you just the same"; and "Poverty is often just a state of mind, created by a neighbor's new car."
- Bottom Right: A musical program from June 11, 1933 in Seattle, Washington. The concert was held in honor of USS *Constitution* and was performed by the USS *Augusta* Band.

Dates: March 23, 1933
June 11, 1933

People:

Historic Figures:

Places: San Francisco, California
San Pedro, California
Seattle, Washington



Title: Eighth page of the National Cruise scrapbook compiled by Henry Galaske.

Page Description:

- "Macon Comes to L.A....New Queen of Air...Joins Navy Day Celebration," a newspaper article that announces the arrival of USS *Macon*, the navy's new dirigible, in Los Angeles for Navy Day on October 27, 1933. A special Navy Day radio program was broadcast from the dirigible. The article includes two photographs of *Macon*.

Dates: October 27, 1933

People:

Historic Figures:

Places: Los Angeles, California



OFFICIAL PROGRAM U. S. FRIGATE CONSTITUTION

Commissioned 1797

At Oakland 1933

APRIL 12 TO APRIL 26



Compiled for
The Oakland Junior Chamber of Commerce
U. S. Frigate Constitution Reception
Committee
by the
ASSOCIATED OIL COMPANY

5.1



OFFICIAL PROGRAM U. S. FRIGATE CONSTITUTION

Commissioned 1797

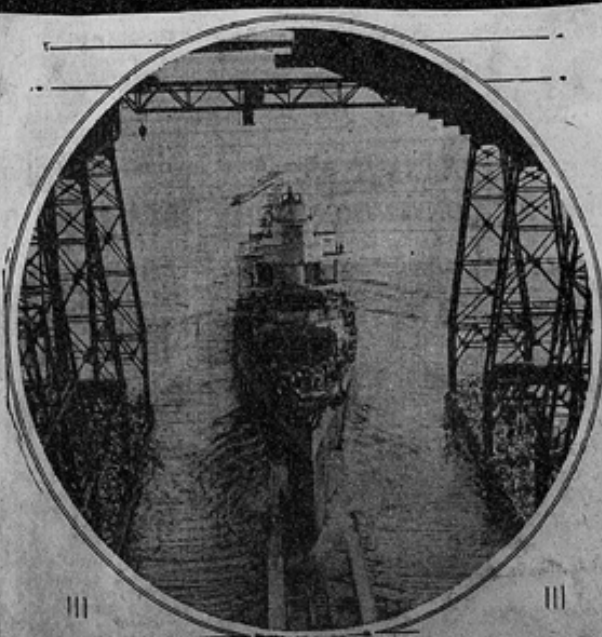
At Vallejo 1933

APRIL 26 TO MAY 2



Compiled for
The Vallejo Chamber of Commerce
U. S. Frigate Constitution Reception
Committee
by the
ASSOCIATED OIL COMPANY

5.2



THE U. S. S. Minneapolis, thirteenth cruiser of the 10,000-ton class, permitted under the London Naval Treaty, is photographed going down the ways at the Philadelphia Navy Yard following its christening.

5.3

Fleet Is to Remain at Long Beach

Admiral Leigh Writes Such
Assurance in Letter to
Vagabonds' Club.

Assurance that the Navy has no intention of moving the United States Fleet from Long Beach to San Francisco is given in a communication received today by James W. Harbrey, secretary of the Vagabonds' Club, from Admiral Richard H. Leigh, head of the general Navy board at Washington, whose letter says in part:

"There would be no doubt a good deal of excitement this year in regard to moving the fleet away from Long Beach and San Pedro to San Francisco, but I think it was all unnecessary excitement because I feel that the Navy Department has not the slightest intention of changing the present operating base of the fleet."

"I suppose you have all the ships back now and it certainly would be a fine sight to see the Pacific Fleet in active operation with officers and men and their friends working and going through the day."

"I suppose you have seen the announcement in the press that I am to go to Omaha as Naval adviser to the American delegation to the Disarmament Conference which meets October 26. Mrs. Leigh and I are leaving on the Washington, sailing from New York September 25. If any of our good Vagabond friends get to Greenland this winter, tell them to be sure to look us up."

Title: Ninth page of the National Cruise scrapbook compiled by Henry Galaske.

Page Description:

- Top Left: The official program for USS *Constitution*'s visit to Oakland, California (April 12-26, 1933). The program was compiled for the Oakland Junior Chamber of Commerce U.S. Frigate *Constitution* Reception Committee by the Associated Oil Company. The program includes a brief timeline of "How *Constitution* Made History"; a print of the poem "Old Ironsides" by Oliver Wendell Holmes; photographs of *Constitution* and her crew; a list of the members of the Reception Committee; and an Associated Oil Company advertisement for Cylol Motor Oil.
- Top Right: The official program for USS *Constitution*'s visit to Vallejo, California (April 26 to May 2, 1933). The program was compiled for the Vallejo Chamber of Commerce U.S. Frigate *Constitution* Reception Committee by the Associated Oil Company. The program includes a brief timeline of "How *Constitution* Made History"; a print of the poem "Old Ironsides" by Oliver Wendell Holmes; photographs of *Constitution* and her crew; a list of the members of the Reception Committee; and an Associated Oil Company advertisement for Cylol Motor Oil.
- Bottom Left: A newspaper photograph of USS *Minneapolis* "going down the ways at the Philadelphia Navy Yard following its christening."
- Bottom Right: "Fleet is to Remain at Long Beach," a newspaper article that reports on a letter written by Admiral Richard H. Leigh. In the letter, Leigh announces that the Navy has no intention of moving the United States Fleet from Long Beach to San Francisco, as was rumored.

Dates: April 12-26, 1933
April 26-May 2, 1933

People: Admiral Richard H. Leigh

Historic Figures:

Places: Oakland, California
Vallejo, California
Philadelphia, Pennsylvania

ENSHRINE THE 'CONSTITUTION'

EDITOR: As the grand old Constitution follows her consort through the Golden Gate, I want to tell you that many years ago I talked to one of her earliest crew. He was "Bill" Macabee, born in Gloucester, Mass., in 1801. He enlisted on the Constitution as a boy, and for some time acted as powder boy at a spar deck gun. I found him a quaint old fellow, tinged in whiskers and recollections, strong with black pipe and language. He was filled with a devotion for his old ship which is hardly expected nowadays for a modern man-of-war. He shook his head vigorously when he said, "I ain't got no use for a craft as is pushed with a winding contraption just like an eight-day clock—no, sir."

"Bill" told me of incidents of the days when grog was served daily, officially, and "dog" was given daily, unofficially, to those who indulged in rum at other times. This early attempt at prohibition failed as did a later one, and "BET" got outside enough liquor to float a good-sized vessel. It is said that he kept on drinking merrily until, at the age of 107 years, he died at the Naval Home in Philadelphia in October, 1910—physical condition good.

I hope that the Constitution will not be abandoned by her usual good luck in this daring and patriotic cruise. Let's trust she will make her home port and place of birth safely, and that she will remain there for all time. A bunch of antiquated wood, of metal and cordage, forming this patriotic shrine, should not be put to the mercy of the sea, dependent on a towboat and a piece of hawser. The ship has been rebuilt at great expense. The wear and tear of harbor use will cause a demand for other expensive overhauls in future years. She may yet be vanquished and destroyed in some era of economy. Or fire may do quickly what Great Britain and France with all might and power were unable to do a century ago.

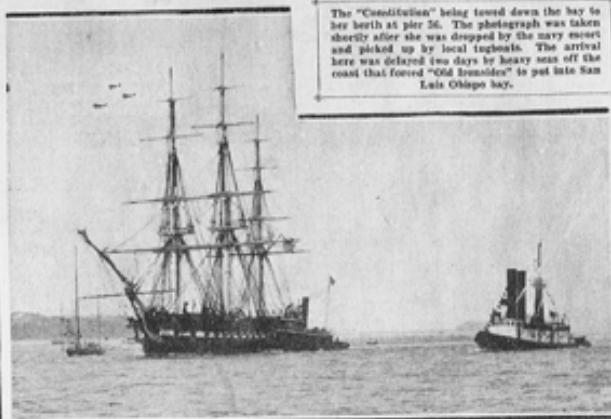
The Constitution should be removed from her natural element. Enclose her with a housing of steel, concrete and glass. There is nothing new in this idea, because a whaler is so preserved at New Bedford, and England has done it for her Victory. But the following idea is a new one: Rig the ship exactly as she was on her return from one of her greatest victories, with shattered planks and shrouds, canvas and rigging torn and slaps shot away. Treat all externally against deterioration. Have officers and men in wax in "action" positions on blood-stained and matted decks. Then let any wishy-washy patriot view the scene and dare to go home unprompted. We are apt to forget the part which the old navy took in early affairs.

The above ship could be observed from balconies at the height of the main top and cross-trees. The balcony walls would serve as a place for displaying blueprints showing construction of the ship, the rigging, and also as a war museum. It would be an authoritative presentation of the leads of old navy rigging for model makers to follow and other ship lovers to admire.

On the keel gun and spar-deck levels there could be openings into the sides of the ship, secured with plate glass, so that patriots for centuries to come may note every detail of the interior arrangements and equipment without deprivation of material even from dust. The cabin, ward room and crew's quarters and magazines could be viewed in this manner. This may sound elaborate, but I feel sure that the expense of such rehabilitation would be less than the cost of the next remodel. What a shrine and inspiration the Constitution would be for every American boy and girl!

The natural place for such an arrangement would be Constitution Dock, at Boston, where the ship first kissed the waves, or on the banks of the Potomac, where news of her victories was received, or divine approval of the new republic—Fred J. Buehler, Brig. Machy, Los Angeles.

'Like Great Branches Rising Out of the Ocean'



The "Constitution" being towed down the bay to her berth at pier 36. The photograph was taken shortly after she was dropped by the navy escort and picked up by local tugboats. The arrival here was delayed two days by heavy seas off the coast that forced "Old Ironsides" to put into San Luis Obispo bay.

Ghosts of Past Stalk as 'Old Ironsides' Enters Bay

Few there was nothing but the blank, burnished plate of the sea. Then, slowly, a noble plume of smoke streaked the sky. Momentarily it grew taller. Behind it, like branches rising out of the ocean, a trellis of masts, poles, masts and spars, climbed up the vast blue curtain.

After a time, a dark hull attached itself to the branches, and fantasy changed to reality. "Old Ironsides" and the navy minesweeper that towed her—not an apparition, not a legend or a tradition, but a palpable, visible fact at last!

An involuntary cheer burst from the throat of every watcher standing on high vantage points for this first far glimpse of the ancient ship. There she was, moving closer every

minute, the erstwhile terror of the sea, the ship that saved a drooping nation, moving through a career of daring that the sea and wonder she inspires speak with each generation.

For a moment she seemed to pause on the Golden Threshold of San Francisco's harbor. . . . A ship upon a hazy canvas in a giant green and gold frame.

Tiny and frail as a swallow with clipped wings, she seemed as she moved obediently with sails tightly furled, in tow of the Orebe. "Old Ironsides" . . . so small and yet so great.

Berms and whistles from a thousand bright-peppered yachts and commercial craft, shrieked a raucous greeting to their ancient sister.

(Turn to Page 4, Column 2.)

PARK FREE NEAR SHIP

Free parking space was opened today for visitors to the historic frigate "Constitution" at Pier 36. A block bounded by Second, Berry, King and Third sts., has been cleared by naval workers under direction of the Department of Works. The area is approximately three blocks south-east of the pier.

'Constitution' Rides Through Gate for Visit

(Continued from Page 1)
of the sea. A special police launch rushed out to meet her.

Flagnoles, windows, homesteads and office cathedrals few the colors at the mayor's behest, in her honor. At the Ferry Building a full-throated cheer waited to spread the tidings over the city the minute the historic bark slipped past.

The sun shone on a California coastline rimmed from Santa Cruz to Lands End with watchers straining for a glimpse of the frigate on her journey northward. Days of delay, while southern headwinds stripped the little vessel, had worried their eagerness.

"Old Ironsides" knew they were watching. Her tread was slow and stately to give these spectators along the way a comprehensive view of her antique spars and ebony hull.

The good gray city, too, had sent its quays early to the best vantage points. From parked cars along the skyline bled, to Telegraph Hill they kept vigil, waiting as she passed the heavy days when the fighting frigate licked the Algerian pirates and hoodwinked the British.

School children who had emptied their penny banks that the old ship they had never seen might live, and grownups to whom she was mainly an ancient tradition, looked upon her with equal wonder.

A crowd lined around Pier 36 to

watch "Old Ironsides" slip into the berth that will be her home for 22 days. They were impatient to be among the first to board the 19-year-old ship that fought 42 battles and never went down to defeat.

Visiting hours on the frigate are from 10 a. m. to 5 p. m. daily. No charge is made, and programs explaining her history and exploits are distributed.

A citizens' reception committee, headed by Mayor Ross and Supervisor E. Jack Spaulding, chairman, formally welcomed Commander Louis J. Quiliver, his officers and crew. Immediately after landing, Commander Quiliver was to pay his respects to Rear Admiral George W. Latta, commandant of Twelfth Naval District.

From there Commander Quiliver was to be escorted to the City Hall, where an official reception was to take place in the mayor's office. In his proclamation, the mayor had asked that the national colors be displayed on buildings and residences, wherever possible, during the entire visit of "Old Ironsides."

After the mayor's reception, the remainder of the day was to be "given" to Commander Quiliver to spend with his wife and three daughters, who arrived in San Francisco several days ago and who have not seen him for three months. The civic luncheon to be held at Exposition Auditorium next Tues-

day for officers and men of "Old Ironsides" will be the largest banquet spread in their honor during their tour of the country's seaports. The luncheon, which 1500 are expected to attend, with 8000 more in the galleries, will take the place of the usual series of banquets that has greeted Commander Quiliver and his men in other cities.

At Los Angeles, where the San Francisco citizens' committee presented its entertainment plans last week, Commander Quiliver expressed himself highly gratified with the idea, as well as with "San Francisco's orderly system and brand of hospitality."

Judge Curtis D. Wilbur, former secretary of the navy, will preside at the luncheon.

It is expected that more than 300,000 visitors will board "Old Ironsides" here, excursion parties coming from all parts of the state. School children will visit her at the rate of 5000 a day, the hours between 10 a. m. and 12 noon being reserved for them.

A staff of special officers assisted by Boy Scouts will assist in regulating the traffic. Special buses will connect with the ferry slips and streetcar terminals.

"Old Ironsides" will be moored at Oakland Apr. 12 to 25, Vallejo Apr. 26 to May 2, Astoria May 4 to 10 and Portland May 10 to 22. She will be in San Francisco again Aug. 11 to 21.

Title: Tenth page of the National Cruise scrapbook compiled by Henry Galaske.

Page Description:

- Top Left: "Enshrine the '*Constitution*'," a San Francisco newspaper article that describes the editor's conversations with Bill Maccabee, a man who enlisted on USS *Constitution* as a young boy in the early 1800's.
- Top Right: "Like Great Branches Rising Out of the Ocean; Ghosts of Past Stalk as 'Old Ironsides' Enters Bay," a newspaper article that describes the arrival of USS *Constitution* in San Francisco. The article includes a photograph of *Constitution* being towed down the bay to Pier 36.
- Center: "Park Free Near Ship," a newspaper clipping that advertises and gives directions to the free parking area for visitors who wish to go on board USS *Constitution* while she is in San Francisco.
- Bottom: "'*Constitution*' Rides Through Gate for Visit," a newspaper article that announces and describes USS *Constitution*'s arrival in San Francisco.

Dates:

People: Bill Maccabee

Historic Figures:

Places: San Francisco, California

AIRSHIP MACON NAVY DAY STAR

Huge Dirigible High Light
of Celebration Here

Secretary Swanson Evades
Official Participation

Searchlight Drill at Night
Feature of Exercises

Completion of elaborate plans for the celebration tomorrow of Navy Day in the Los Angeles area as well as the entire Southwest was announced yesterday with the high lights the first appearance of the giant dirigible Macon, the presence of Secretary of the Navy Swanson and the arrangements at the Harbor where visitors may see the newest in sea fighting equipment as well as the historic frigates Constitution.

Departure of the Macon from her hangar at Sunnyvale is scheduled for 10 a.m. today. She will fly south at a leisurely pace along the coast. Her path will be just offshore, weather permitting, and at dawn tomorrow she is to arrive over San Diego.

For two or three hours the sky ship will cruise over the San Diego area, and then proceed north along the coast to San Pedro. Under the present schedule the Macon is to reach San Pedro at 3 p.m., where she will pass over the fleet as it lies at anchor.

OVER LOS ANGELES
The giant of the air is to arrive over Los Angeles at 11 a.m. and cruise over the city until 12 o'clock noon. At that hour a nation-wide broadcast will be made from the ship. Following this, outstanding feature of the day, the Macon will proceed by the most practical route on the return journey north.

Banta Monica and the bay cities will be given a view of the dirigible about 1 p.m., weather permitting, according to the present schedule. Shortly before 2 p.m. the ship will be over Ventura. Half an hour later Santa Barbara residents will see the great silver bag as she glides up the coast. About 6 p.m. the dirigible will cruise over the Monterey and Santa Cruz area, reaching San Francisco at 8 p.m., where a second Navy Day nation-wide broadcast will be given.

UP COAST SATURDAY
The Macon will then fly up the northern coast of California under orders to return to the Sunnyvale base at 4 p.m. on Saturday.

During these maneuvers, which are described as a training flight preparatory to future operations with the fleet, the Macon will be in command of Capt. Alger H. Drexel, who has been given supreme jurisdiction of the cruise by Admiral David P. Sellers, commander-in-chief of the United States fleet. A special warning to all aviators was issued last night in connection with the cruise of the Macon by Admiral Sellers, who stated pilots must keep their planes at a distance of more than 500 feet. He declared any closer flying will endanger the proper handling of the ship.

DANGER BENEATH
In addition Admiral Sellers stressed the necessity for aviators to remain from under the Macon. He pointed out that the dirigible trails a 400-foot radio antenna beneath her, and that there was grave danger of entanglement with disastrous results.

Secretary Swanson will travel by auto from San Diego to Los Angeles Harbor early tomorrow morning. He expects to arrive at San Pedro about 8:30 a.m., where he will spend a quiet day. He is not to participate in any of the programs arranged for the celebration but is to receive a few visitors and friends for informal chats.

Visitors to the harbor, where all of the battleships, carriers, cruisers and all auxiliary ships will be in full attire and open for inspection by the public the entire afternoon, will be shown a display of old and new in naval fighting units never before presented.

OLD AND NEW

At Pier 1 will be docked the frigates Constitution, next in line will be the modern light cruiser Omaha, then the new V-type submarines Dolphin, the very latest in undersea boats, and next the strictly new and speedy destroyer Crowshead. The four vessels will provide a striking contrast in ancient and modern in sea fighting units.

CRUISER CRASH CAUSE SOUGHT

Naval Board of Inquiry to
Pass on Collision

Unidentified Ship Declared
Partly Responsible

Freighter Less Damaged in
Smash Than Warship

SAN FRANCISCO, Oct. 25. (U.S. Press)—First steps were taken today to determine the cause of yesterday morning's collision off Point Bar of the United States cruiser Chicago and the British freighter Silver Palm. A naval board of inquiry was named by Admiral Llewellyn, commander of the Twelfth Naval District, and at the same time efforts were made to learn the identity of a red-dish-colored merchant ship which, unwittingly, is held partly responsible for the tragedy. Efforts of the cruiser to prevent collision with the merchantman put her in position to be rammed by the Silver Palm, with a resultant loss of three lives, one serious injury and property damage of about \$200,000, more than half of which was suffered by the Chicago.

COLLISION TOLD
The merchantman, according to officers of the cruiser, appeared suddenly in the fog as the cruiser moved northward 110 miles south of San Francisco. Capt. Herbert E. Kays, commanding the cruiser, ordered slackened speed to allow the merchantman to clear, and sheered off to port. It was then the Silver Palm loomed out of the fog only 100 yards away. It was too late to avoid a collision with the freighter.

Those named to the naval board of inquiry are Capt. Victor Kimberley, chief of staff to Admiral Llewellyn; Capt. Harry K. Cope, attached to the Board of Inspection and Survey of the Twelfth Naval District; and Capt. Frank B. Prosser, of the Hydrographic Office here. Capt. Kimberley will be president of the board, which will convene at 9 a.m. tomorrow with the full powers of a civil court.

About a dozen witnesses are to be called, including Vice-Admiral Llewellyn, commanding the Cruiser Force; Capt. Marley A. Stevens, his chief of staff; Capt. Kays and other officers of the Chicago; Capt. T. B. Cox and other officers of the Silver Palm.

CHICAGO DOCKED

The Chicago was docked at Mare Island today. Capt. W. P. Dwyer, industrial manager at the yard, said full crews will work three shifts daily to repair the ship and it probably will take three months to complete the task. A survey showed that in addition to a forty-foot hole in the cruiser's bow the No. 1 gun turret was wrecked.

Laymen who saw the ship's gaping hole today marveled that any vessel so cut could remain afloat. Despite the damage to the bow, not a plate buckled elsewhere on the cruiser, it was said. Investigators declared the entire crew could have been sheered off and the vessel still could have made port under her own power.

FREIGHTER'S DAMAGE

The Silver Palm, moored at the Kerr Line pier, revealed a bow stove in for a distance of about twenty feet.

Capt. Cox of the Silver Palm made a formal report to British Consul Charlton, who forwarded it to the Board of Trade in London. Consul Charlton repeated that he would have nothing to say until after the board of inquiry has made its report.

Agents of the line quoted Capt. Cox as saying the Chicago was sighted fully a mile away, that the fog was intermittent and the Silver Palm's siren was sounding continuously. This disagrees with statements made by officers of the cruiser.

SHIP LITLED

Purely as a matter of routine, U. S. Atty. McKee, acting for the government, filed a libel action against the freighter.

Kerr Line officials said the Silver Palm will be unloaded before repairs are made.

The three officers killed in the crash were officially pronounced "deceased in line of duty" by the naval inquiry.

They were Lieut. H. A. Macdonald, Lieut. P. B. Chapelle of the Marine Corps and Chief Pay Clerk

Dirigible Macon Will Fly Here

The United States navy's dirigible Macon, biggest airship in the world, will come to the Pacific coast October 22, it was announced yesterday by Admiral Joseph M. Brevel, head of the battle force. The Macon is to participate in navy maneuvers here, and will probably fly over Los Angeles before heading north for her base at Sunnyvale.

Remember This

What is done today
in a spirit of adventure is
done next year as a mat-
ter of habit.

WARSHIPS IN BAY CITY FOR NAVY DAY FETE

SAN FRANCISCO, Oct. 25. (U.S. Press)—Twenty-one destroyers of the United States Naval Scouting Force, four heavy cruisers and auxiliary vessels

were anchored in San Francisco Bay today ready to take part in Navy Day festivities Friday. An elaborate entertainment program has been arranged.

Short Range Battle Tests Occupy Cruiser Division

Several ships of the United States fleet have been holding short range battle practice during the last several days. Among these craft are the U. S. S. Louisville, temporary flagship of Vice Admiral Frank H. Benson, commanding the Scouting Force; U. S. S. Chicago, flagship of Vice Admiral Harry Lanning, Commander of Cruiser Division; the cruisers Chester, Salt Lake City, Pensacola. These three craft have been at the drill grounds since

Monday. The U. S. S. Chester is scheduled to be up alongside the U. S. S. Visual, repair ship, for two weeks. The quarterly material inspection of the U. S. S. West Virginia is scheduled for this morning by Vice Admiral Walter R. Benson, flag officer of the battleship.

Over Labor Day the vessels of the fleet will be at anchorage. The public will be given the opportunity to inspect the warcraft Saturday, Sunday and Monday from 1 to 3 P. M.

Constitution Is Now 146 Years of Age

One hundred and forty-six years ago last Sunday the Constitution of the United States, which at first consisted of a preamble and seven articles, was adopted by a majority of the delegates at the constitutional convention. After working since May 12 on the document, the body, which consisted of fifty-five delegates from twelve States, of-

ficially approved the Constitution September 17, 1787.

Rhode Island sent no delegates to the convention, which was held in Philadelphia. The thirteen original States ratified the Constitution in this order: Delaware, Pennsylvania, New Jersey, Georgia, Connecticut, Massachusetts, Maryland, South Carolina, New Hampshire, Virginia, New York, North Carolina, Rhode Island. Rhode Island ratified the document in 1790 and Vermont, by convention, ratified in 1791 before that State's admission to the Union.

PRESIDENT'S NEW PORTRAIT

This portrait of Franklin D. Roosevelt, painted in the executive chamber of the White House by Paul Tynbrook, has just been completed. After being displayed in a New York gallery, it will be hung at Columbia University.

(A. P. photo)



Title:

Eleventh page of the National Cruise scrapbook compiled by Henry Galaske.

Page Description:

- Left: "Airship Macon Navy Day Star," a newspaper article that describes the Navy's newest dirigible, *Macon*, and her flight over Los Angeles on Navy Day on October 27, 1933.
- Center: "Cruiser Crash Cause Sought," a San Francisco newspaper article from October 25, 1933 that reports on the collision between USS *Chicago* and HMS *Silver Palm* off of Point Sur on October 24, 1933.
- Top Right Center: "Dirigible Macon Will Fly Here," a newspaper clipping that announces the impending arrival of *Macon* to the Pacific Coast on October 22, 1933.
- Top Right: A "Remember This" clipping that states "What is done today in a spirit of adventure is done next year as a matter of habit."
- Second Row Right: "Warships in Bay City for Navy Day Fete," a San Francisco newspaper clipping from October 25, 1933 that announces the arrival of twenty-one destroyers and four heavy cruisers and auxiliary vessels in San Francisco Bay for Navy Day.
- Third Row Right: "Short Range Battle Tests Occupy Cruiser Division," a newspaper clipping that describes the short range battle practices of USS *Louisville* and *Chicago*, and the cruisers *Chester*, *Salt Lake City*, and *Pensacola*.
- Fourth Row Right: "*Constitution* is Now 146 Years of Age," a newspaper clipping that gives a brief history of USS *Constitution* and announces her 146th birthday.
- Bottom Right: "President's New Portrait," a newspaper clipping of Franklin D. Roosevelt's new portrait that will be hung at Columbia University.

Dates: October 22, 1933
October 25, 1933
October 27, 1933

People:

Historic Figures: Franklin D. Roosevelt

Places: Los Angeles, California
San Francisco, California

Gulliver Back As Boss Over Old Ironsides

By Wallace S. Wharrie

With full honors, Commander Louis J. Gulliver was piped over the side of "Old Ironsides" at 2:15 a. m. today and resumed command of the historic old frigate at her Swan Island berth.

The side honors accorded the captain consisted of manning the mainmast, which means, as you know, that the chief boatswain's mate blew a call on his pipe. Lieutenant David W. Tison, officer of the deck, gave the formal salute as the captain stepped on the deck.

The commander was greeted at the gangplank by Lieutenant Commander Henry Hartley, who turned over the command and resumed his regular duties as executive officer.

"I enjoyed my leave, but it's good to get back aboard again," Gulliver said as he gave an approving glance around the ship.

"Hartley has kept her in good condition, so I have no worry. While a commanding officer has hesitancy in leaving his ship under any conditions I had none because I knew she would be in capable hands."

Gulliver left the ship in Puget Sound for a 30-day leave. He drove to his home in Portland, Me., and Thursday afternoon arrived in Port land after a 300-mile "road cruise."

The commander was much pleased with the appearance of the Constitution as she lay at her berth, pointing out that a clear view of her fine lines was not obstructed by docks, barges or other impediments.

HER FINEST BIRTH

"This is the finest berth the ship has had on her 14,000-mile cruise of American ports," he said. "She shows up better than in any other place, and her berth should be proud of having such a place to berth her."

The commander knows where he speaks for he has been in command of "Old Ironsides" since she was recommissioned July 1, 1931. He has been with her at all ports of visitation, except for the time he was on leave.

Accompanying Gulliver as he boarded the frigate this morning was his son, Louis J. Gulliver Jr., midshipman third class. The son was appointed from Portland, Maine, the same as his father, and entered the naval academy on the 10th anniversary of his father's graduation.

"This is the first time I have ever crossed the United States on land," Gulliver said. "Several times I have gone around by water, but the driving experience was new. It was a fine trip, and while a hard one we made Portland, Me., from Puget Sound in eight days—we certainly saw the country."

"On our way back we stopped at Niagara Falls and Chicago to see the Century of Progress exposition. The exposition is all that was promised."

One of the things we encountered was the large number of hitch hikers and the tricks they use to get lifts. In Detroit we saw a 15-year-old boy lying face down on the roadway as though he had been hit by a hit-and-run driver. Of course, we stopped to offer aid. The lad was lying with his face down on the pavement and most of his body in the ditch. We rushed to him and he answered promptly. He said he was making his way from Colorado to Pennsylvania and regretted we weren't going his way. He admitted his trick was effective.

"In the main we found the people of the entire country happy and cheerful about the opening of the NRA. We were favorably impressed by the frigate's base at Eastern Oregon and Idaho, where they are growing finer produce than in the Mid-Western states, the so-called main stem belt. The wheat, alfalfa and corn looked fine, much better than that in Iowa."

Mrs. Gulliver and three daughters accompanied the two naval officers. They are sleeping at the Bonanza Hotel.

Interest in the frigate is being sustained as evidenced by the 250 persons who boarded her Thursday.

Saturday afternoon "Old Ironsides" will be visited by a group of school children and officers from Klamath Falls, Ashland, Marshfield and other Southern Oregon points on a special excursion on the Southern Pacific line. After inspecting the frigate the visitors will be taken to the battleship Oregon for lunch.

One of the interested visitors Saturday will be Mrs. Alice Virginia Welch, 82, of Medford, a descendant of the same family of Commodore Isaac Hull. Mrs. Welch came to Oregon in 1877. For several years she was superintendent at Astoria and since 1918 has lived at Medford.

Directors of the Arlington club were hosts to Commander Gulliver and officers of the frigate at a dinner in the club Thursday night.

Piping the Skipper Over the Side



Above—Commander Louis J. Gulliver, left, stepping onto the deck of "Old Ironsides," with side-boys at salute, and welcomed by Lieutenant-Commander Henry Hartley, who had command of the frigate during Gulliver's absence on leave. Hartley relinquished command and resumed his duties as executive officer. Below—Commander Gulliver showing a 1933 model midshipman, his son, Louis J. Jr., what a midshipman of 1812 should know about ordnance.

Newspaper Ad Brought Ship Her First Crew

Here is the advertisement, appearing in the Columbia Sentinel on December 8, 1798, which brought the new, commissioned frigate Constitution her first crew:

NOTICE is hereby given that a few ABLE BODIED SEAMEN are wanted for the United States Frigate Constitution, SAMUEL NICHOLSON, Esq., Commander, for the term of twelve months, unless sooner discharged by the President of the United States, sevenfold dollars per month will be given, and two months advance.

Their home New England seamen who are shipboard to serve their country are requested to call at the Sign of the Eagle, kept by Mr. Thomas Sheridan, in Fore-street, where they will receive every encouragement from an officer of the CONSTITUTION, who will attend at the above house.

Old Ironsides Crew Received Daily Ration

Being a bluejacket in the early days of the American Navy had its advantages. At noon daily the crew of Old Ironsides mustered around the gun tub. Each man got a half pint of whisky diluted with water.



Mrs. H. Galaske
735 Filbert St
Oakland

Twelfth page of the National Cruise scrapbook compiled by Henry Galaske.

Page Description:

- Top: "Gulliver Back As Boss Over Old Ironsides," a newspaper article from *The Oregon Daily Journal* that announces Louis J. Gulliver's return to command of USS *Constitution* after a brief leave of absence. The article includes commentary from Commander Gulliver on his return and the ship's current berth in Swan Island (Oregon). Commander Gulliver and Lieutenant Commander Henry Hartley are pictured.
- Center Left: A photograph of Commander Louis J. Gulliver talking with his son Louis J. Jr., who is a "1933 model midshipman."
- Center Right: "Newspaper Ad Brought Ship Her First Crew," a reprint of the advertisement that appeared in the *Columbia Sentinel* on December 8, 1798. This advertisement called for able bodied seamen to serve on board USS *Constitution*.
- Bottom: Part of a letter to Mrs. H. Galaske from her husband Henry Galaske. The letter is postmarked October 1, 1933 and was sent from Monterey Harbor, California.

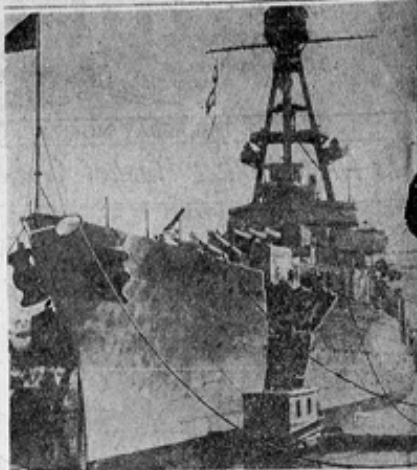
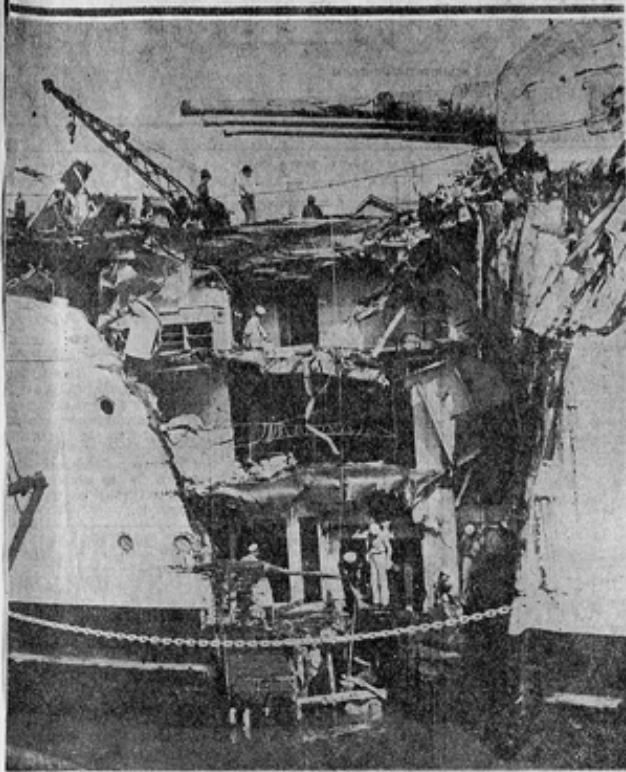
Dates: October 1, 1933

People: Henry Galaske
Mrs. H. Galaske
Commander Louis J. Gulliver
Lieutenant Commander Henry Hartley

Historic Figures:

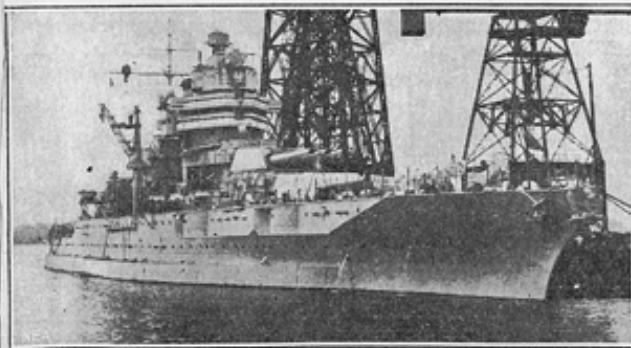
Places: Swan Island, Oregon
Monterey Harbor, California

Great Gash Cut in Cruiser's Hull by Collision at Sea



U.S.S. Chicago Survives Wound
Striking view of the forty-foot hole torn in the warship's side when it collided with the freighter Silver Palm early Tuesday. At right a photograph of the Chicago showing location of the damage. (A. P. photos)

New Mexico Dolled Up and Going Places



REPRESENTING the latest type of Uncle Sam's war vessels, the reconditioned U. S. S. New Mexico is pictured above as she prepared to leave the Philadelphia Navy Yard to join the fleet in Cuban waters. Note the absence of a wire or tripod mast, a new innovation in battleship construction.



Naval Paintings on Display at Hotel

Naval paintings by Lieutenant Arthur Beaumont, U. S. N. R., will be exhibited from 8:30 to 10:30 P. M. at the Los Angeles Biltmore Hotel. Invitations for the private viewing of the exhibition have been issued by the Biltmore Salon. Honorees will be Admiral and Mrs. Thomas J. Horn, Admiral and Mrs. Frederick J. Horn, Commander and Mrs. Louis J. Gulliver, and officers of the U. S. Frigate Constitution.

Macon to Take Part in Navy Maneuvers Off Western Coast

LOS ANGELES, Sept. 18.—(U.P.)—The Navy dirigible Macon, sister ship of the late Akron, will make her premier Pacific Coast visit October 22, according to Admiral J. M. Reeves, Commander of the Battle Fleet. Reeves said that the Macon will participate in fleet maneuvers off the Southern California Coast before proceeding to San Diego, where she will be docked.

.... Again, we say,
the U. S. NAVY
deserves the best

Title: Thirteenth page of the National Cruise scrapbook compiled by Henry Galaske.

Page Description:

- Top: "Great Gash Cut in Cruiser's Hull by Collision at Sea," a newspaper clipping of photographs that show the forty-foot hole torn in USS *Chicago*'s side after her collision with HMS *Silver Palm* on October 25, 1933.
- Center Right: A photograph of USS *Constitution* at sea.
- Left Center: "New Mexico Dolled Up and Going Places," a photograph of the newest contemporary war vessel, USS *New Mexico*.
- Bottom Left: "Naval Paintings on Display at Hotel," a newspaper clipping that announces the display of paintings by Lieutenant Arthur Beaumont at the Los Angeles Biltmore Hotel.
- Bottom Center: "Macon to Take Part in Navy Maneuvers Off Western Coast," a newspaper clipping from September 18, 1933 that announces the premier Pacific Coast visit of Navy dirigible USS *Macon* on October 22, 1933.
- Bottom Right: A print of a Navy destroyer that says "....Again, we say, the U. S. NAVY deserves the best."

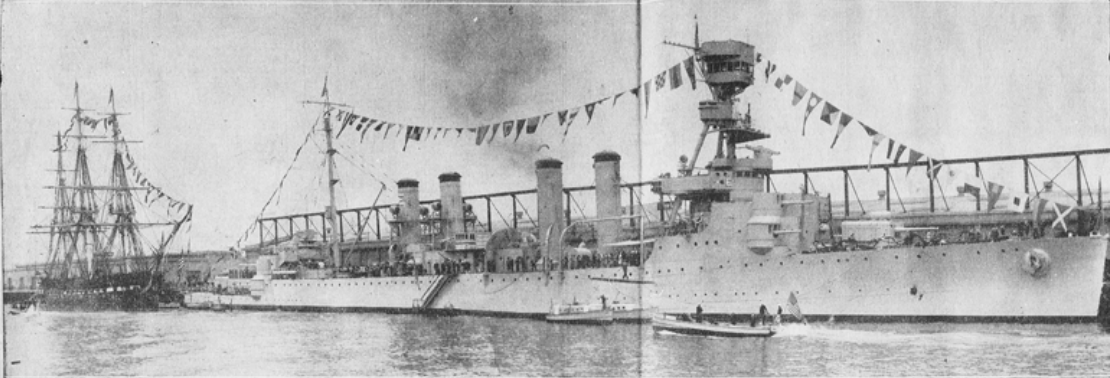
Dates: September 18, 1933
October 22, 1933
October 25, 1933

People: Lieutenant Arthur Beaumont

Historic Figures:

Places: Los Angeles, California

Old and the New Join in Great Navy Day Celebration



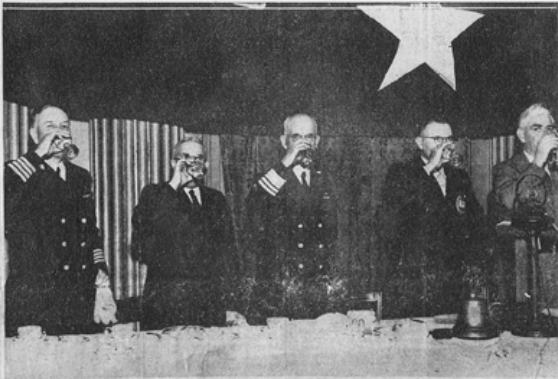
DECKED OUT in holiday attire the historic frigate, Constitution, and the latest in cruisers, the Omaha, did their part in Navy Day.

YESTERDAY VISITORS, at the rate of 1000 an hour, streamed up the gangplanks of the two ships on their inspection tours.

MOTOR SAILERS, like those shown in the picture, carried thousands more to the other fighting ships anchored in the harbor.

HERE THEY were met by affable sailor guides eager to show the public the mysteries of their beloved ships.—Examiner photos.

'TO THE UNITED STATES NAVY'



DRINKING A ROUSING TOAST to American sea power at Navy Day luncheon in Billmore Hotel yesterday. The toast was offered by the presiding officer, George Montgomery.

LEFT TO RIGHT, at the speakers' table: Capt. H. E. Kennel, H. H. Cotton, Vice Admiral W. R. Seaton, George Montgomery and W. A. Simpson. —Examiner photo.

Title: Fourteenth page of the National Cruise scrapbook compiled by Henry Galaske.

Page Description:

- Top: "Old and the New Join in Great Navy Day Celebration," a newspaper clipping with a photograph of USS *Constitution* and USS *Omaha*, both dressed in holiday attire, during Navy Day in Los Angeles on October 27, 1933.
- Bottom: "'To the United States Navy'," a newspaper photograph of George Montgomery toasting the American sea power at a Navy Day luncheon. Captain H. E. Kemmel, H. H. Cotton, Vice Admiral W.R. Sexton, and W. A. Simpson are also pictured.

Dates: October 22, 1933

People: H. H. Cotton
Captain H. E. Kemmel
George Montgomery
Vice Admiral W. R. Sexton
W. A. Simpson

Historic Figures:

Places: Los Angeles, California



The U. S. cruiser Indianapolis, which carried Secretary of Navy Swanson to revolution-torn Cuba, is shown here as it arrived in Havana Harbor. The cruiser passed but briefly in Havana and continued by way of Panama to the Pacific Coast.

Battleships Resume Short Range Firing

AFTER a week-end in port, battleships put to sea today for another week of short range battle practice runs prior to the firing of the practice beginning September 15. The U. S. S. Tennessee will complete her short range battle practice in time to depart for overhaul at Bremerton Navy Yard next Monday.

Light cruiser units of the Battle Force and Scouting Force cruisers will continue at anchor offshore while their sister ships depart for the drill grounds. Officers and men of the U. S. S. Louisville are completing plans for a ship's dance to be given at the Municipal Auditorium Wednesday night.

On September 25, Vice Admiral Frank H. Brumby, Commander of the Scouting Force, who has been making his temporary headquarters aboard the Louisville, will transfer his two-starred flag to the U. S. S. Northampton. The Louisville will put to sea the morning of September 27 to rehearse torpedo practice and after firing the practice and recovering torpedoes, will sail the following day for Bremerton for overhaul. She is due to arrive at the Northern yard October 2.

Vice Admiral Brumby and his staff will make still another shift when the U. S. S. Indianapolis with Secretary of the Navy Claude A. Swanson on board arrives here October 24. The Indianapolis, new treaty cruiser under command of Captain John M. Sessellie, is to become the permanent Scouting Force flagship.

U. S. S. Pensacola Vigilance Lauded

Captain Herbert H. Michael, commanding officer of the U. S. S. Pensacola, has received the following letter from L. J. Styskal, Los Angeles lawyer:

"My dear Captain:—
"On the twentieth day of August, 1932, my boat, the Estrellita, carrying twenty people, became disabled in the Long Beach Harbor. A signal of distress was recognized by your ship and a crew of men was detailed to help and did so to the end that the Estrellita was safely docked. I wish by this letter to express my appreciation of that courtesy and to express my thanks, both to yourself and to the men who performed the valuable service.

"In this connection I should like to add a word of commendation, relating to the men who were detailed to take care of the emergency. It has been reported to me that their courtesy and solicitude over the welfare of the passengers was extraordinary and a credit to your ship and to the service."

"The crew of the Pensacola's No. 3 motorboat which assisted in the rescue included Edward J. Laprell, coxswain; Boyd A. Beavert, seaman (first class); Clyde J. Harper, seaman (first class); and Harvey J. Combs, fireman (third class).

Service to Be Provided Navy's Sick

Dispensary to Cost \$50,000 Will Be Located in New Federal Building.

By next Spring Long Beach expects to have one of the finest Naval Dispensaries on the Pacific Coast. It is to be established in the new Federal Building at Third Street and American Avenue at a cost to the Government of nearly \$50,000.

When the Federal Building here, now completed but awaiting earthquake damage repairs, was planned, arrangements were made through Captain Robert Henderson, retired Naval officer, and now President of the Long Beach Chamber of Commerce, for the inclusion of a Naval Dispensary under Captain E. U. Reed, physician in charge of the branch then located at San Pedro. There are 40,000 officers and men attached to the Navy in this section, a majority of whom live in Long Beach and could best be served here. The Naval Dispensary was endorsed by the Long Beach Medical Association and Captain Reed established temporarily a Navy Clinic at Seaside Hospital until the dispensary should be ready.

The Navy Department has approved plans for the dispensary to be established on the third and fourth floors of the lower in the Federal Building. It will house about four doctors and eight or ten attendants and will be fully equipped with the latest facilities for treating the officers and men of the Navy and their families. The cost of fitting up the two floors is \$21,000 while the equipment will be additional.

Establishment of the dispensary here will avoid the necessity of the Navy having to send many patients to San Diego or San Francisco for treatment at the Navy hospitals. It serves the entire area around Long Beach. Captain Henderson said. Plans for the dispensary have been approved by the Navy and Treasury Departments.

Navy Target Ship Leaves for North; Goes to Drydock

With Captain Randall Jacobs in command, the U. S. S. Utah, mobile target ship, is slated to sail at 8 A. M. tomorrow for Hunter's Point for docking. She will return to Long Beach September 30. While the Utah is north, Rear Admiral Frederick J. Horne, Commander of Train Squadron One, and officers of his staff, will make their temporary headquarters on board the U. S. S. Medusa.

Lieutenant John B. Lyon, naval aviator attached to the U. S. S. Texas, has received a letter of commendation from Admiral William H. Standley, Chief of Naval Operations, as a reward for communication efficiency during 1932-33 attained by VP Squadron 4F.

Forwarded to the officer, with congratulations of his skipper, Captain Lamar R. Leahy, the commendation reads: "VP Squadron 4F under your command from July 1, 1932 to February 29, 1933, attained a final score of 96.09 in the communication competition. This is the highest score obtained by any patrol or utility squadron in the competition. The Chief of Naval Operations congratulates you."

Another commendation went to personnel of the Electrical Division of the U. S. S. Colorado when Captain Ralph P. Craft last Saturday during Military Inspection on board, congratulated the division for creditable work in installing the new ship's service telephone.

Installation of the system, which includes over 200 telephones on the vessel, took two months of labor on the part of Electrician Greer and his men. Men particularly commended by Captain Craft were Electrician's Mate (second class) E. S. Katsenstien, W. B. Page, J. R. Eads; Chief Electrician's Mate C. L. James, Electrician's Mate (first class) W. T. Smith, Electrician's Mate (first class) E. H. Nason, Electrician's Mate (second class) C. Barnes, and R. E. Dempsey, Seaman (first class).

The Colorado will sail for San Francisco to be detailed at that port over Armistice Day, November 11.

After thirty-four years service in the Navy, Chief Gunner C. W. Manegold was detached yesterday from the U. S. S. Maryland to pass a typical "sailor's holiday" touring the world. He is to be relieved by Chief Gunner B. E. Blount, reporting from the U. S. S. Rigel, San Diego.

Last Tuesday, while the U. S. S. Lexington remained at Bremerton Navy Yard for overhaul, Captain Charles A. Blakely, commanding officer of the carrier, departed by plane for the East coast on a thirty-day leave. Captain Blakely expects to view the Chicago Fair, then proceed by motor to his home in Washington, D. C. before returning to Bremerton.

The U. S. S. Louisville, temporary flagship of Vice Admiral Frank H. Brumby, and the U. S. S. San Lake City are at anchor inside the Long Beach breakwater to remain while cruisers of the Scouting Force are in port for the next two weeks before starting Torpedo exercises off the coast September 25.

Uncle Sam's Battleships Observe Open House Today

It is open house today for those who wish to see Uncle Sam's fighting craft.

Fifteen thousand of the 30,000 officers and men on the 77 naval craft, forming a double line five miles long from the San Pedro hills to the Long Beach mole, will be hosts to visitors from 1 to 5 p. m. today.

Naval motor boats and water taxis will take the visitors out to the ships from both the San Pedro Fifth street landing and the Long Beach First street landing.

Some fortunate visitors yesterday witnessed the brief ceremony that marked the change of flag by

Vice Admiral Walton R. Sexton from his temporary flagship Maryland to the West Virginia. Admiral Sexton commands battleship squadrons.

Remember This

The older a man gets, the smaller the world seems.

U. S. S. Antares to Go to Graveyard of Navy Vessels

Final will be written to the career of the U. S. S. Antares, 10,000-ton vessel now serving as flagship of the Base Force, when it sails from Long Beach October 9 for decommissioning at Philadelphia Navy Yard.

Loaded with freight and carrying a large passenger list, including 100 marines being transferred to the coast for duty, the Antares will make her first stop at San Diego, proceeding from there to the Canal Zone, where she will deliver freight and provisions. She is to stop off at Guantanamo, then continue to Norfolk, Va., to unload before going to her final resting place in the Philadelphia yard, where she is due to arrive November 8. Captain Henry R. Keller, the warship's skipper, and other officers aboard, will be transferred to other duty after the Antares reaches her destination.

The Antares was built at Long Island as a cargo ship during the World War. She arrived in Long Beach Harbor in March, 1932, for a continuous stay, with the exception of a trip to Boston Navy Yard for annual overhaul and docking. A single screw vessel, the Antares has an overall length of 405 feet and is propelled by 2500-horsepower engines at a maximum speed of thirteen knots. Fifteen officers, in addition to those of the Admiral's staff, and approximately 345 blue-jackets have made their home on board during her stay in this port. The craft is fitted with a large and well appointed photographic laboratory, where photographs of all target practices are developed and analyzed.

Plans are being made for Rear Admiral Thomas J. Senn, Base Force Commander, and members of his staff, to shift from the Antares to the U. S. S. Argonne the morning of October 7. The Argonne, normal flagship of the force, is slated to return October 4, after six months in Alaskan waters. As soon as fleet tactical exercise, in which all units will participate October 3 to 5, are completed the Antares will go alongside the Argonne in the San Pedro breakwater for the shifting of the Admiral's flag, as well as cameras and other equipment.

Title: Fifteenth page of the National Cruise scrapbook compiled by Henry Galaske.

Page Description:

- Top Left: A photograph of US cruiser *Indianapolis* in Havana Harbor.
- Top Right: "Navy Target ship Leaves for North; Goes to Drydock," a newspaper article that reports on the condition of USS *Utah* and announces that she will go into drydock and return to Long Beach, California on September 30, 1933.
- Center Left: "Battleships Resume Short Range Firing," a newspaper article that describes the battle practice run on board USS *Tennessee*.
- Center Right: "Service to Be Provided Navy's Sick," a newspaper article that discusses the new Naval Dispensary in Long Beach, California. The article states that the establishment of the dispensary at Long Beach will avoid the Navy having to send patients to San Diego or San Francisco for treatment.
- Bottom Left: "U.S.S. Antares to Go to Graveyard of Navy Vessels," a newspaper article that announces the decommissioning of USS *Anatares* at Long Beach, California on October 9, 1933.
- Bottom Right: "Uncle Sam's Battleships Observe Open House Today," a newspaper clipping that announces twenty-seven naval crafts are open for viewing by the general public in Long Beach and San Pedro, California.
- Bottom Right Corner: A "Remember This" clipping that states "The older a man gets, the smaller the world seems."

Dates: September 30, 1933
October 9, 1933

People:

Historic Figures:

Places: Long Beach, California
San Pedro, California
Havana, Cuba

SOUTHLAND ACCLAIMS 'OUR NAVY'

THOUSANDS VISIT SHIPS AT HARBOR

Macon, Hidden by Fog, Joins
Celebration; Landing Stage,
Gift From City, Dedicated

By Marjorie Driscoll

Thousands of Southern Californians went home last night, their minds a kaleidoscopic whirl of gray ships, fluttering flags, big guns, uniforms, airplanes, turrets, gold braid, white caps, little guns...

And in their hearts a surging pride in their Navy, a Navy that, if they have anything to say about it, will be the greatest Navy in the world.

Thousands of boys dreamed last night of a Navy career. Thousands of girls rebelled against the fact that they were girls and couldn't enlist.

Thousands of men and women realized, as never before, what the Navy means to the nation.

ONE DISAPPOINTMENT

In all the day-long celebration of Navy Day there was only one disappointment, but that was a keen one.

The giant Macon, greatest of all military dirigibles, was up there somewhere, and nobody could see her.

With 365 mornings in the year to choose from, it HAD to be yesterday that the fog selected for one of its best—or worst—performances.

Shortly before noon the voice of a radio announcer aboard the Macon said: "We are now over Los Angeles."

Crowds on the ground had to take his word for it. They couldn't see a thing but fog; they tried to hear the motors, and some of them thought they did.

At the risk of jeers, it really was "unusual," for it is very seldom that a Southern California morning fog hangs on until noon.

NAVY DAY SUCCESS

Aside from the invisibility of the Macon, Navy Day was all the success that everybody hoped.

In Los Angeles and other cities, there were Navy Day programs, with admirals and civic leaders joining in confident predictions of "a Navy second to none."

Indianapolis, Latest 10,000-Ton Cruiser, Will Return Monday



NAVAL students throughout the world are studying the Indianapolis, latest 10,000-ton cruiser which brought Secretary Claude A. Swanson from the Atlantic to the Pacific. The Indianapolis returns here Monday as flagship of the Scouting Force, Vice Admiral Frank H. Brumby, commanding.

Sixteenth page of the National Cruise scrapbook compiled by Henry Galaske.

Page Description:

- Top: "Southland Acclaims 'Our Navy'; Thousands Visit Ships at Harbor," a newspaper article that reports on a successful Navy Day in Los Angeles, California.
- Center: "Indianapolis, Latest 10,000-Ton Cruiser, Will Return Monday," a newspaper photograph of USS *Indianapolis* and an inset photograph of Captain John Morris Smeallie.

Dates: Presumed 1933

People: Admiral Frank H. Brumby

Historic Figures:

Places: Los Angeles, California

LONG BEACH

CALIFORNIA

OUTDOOR

27

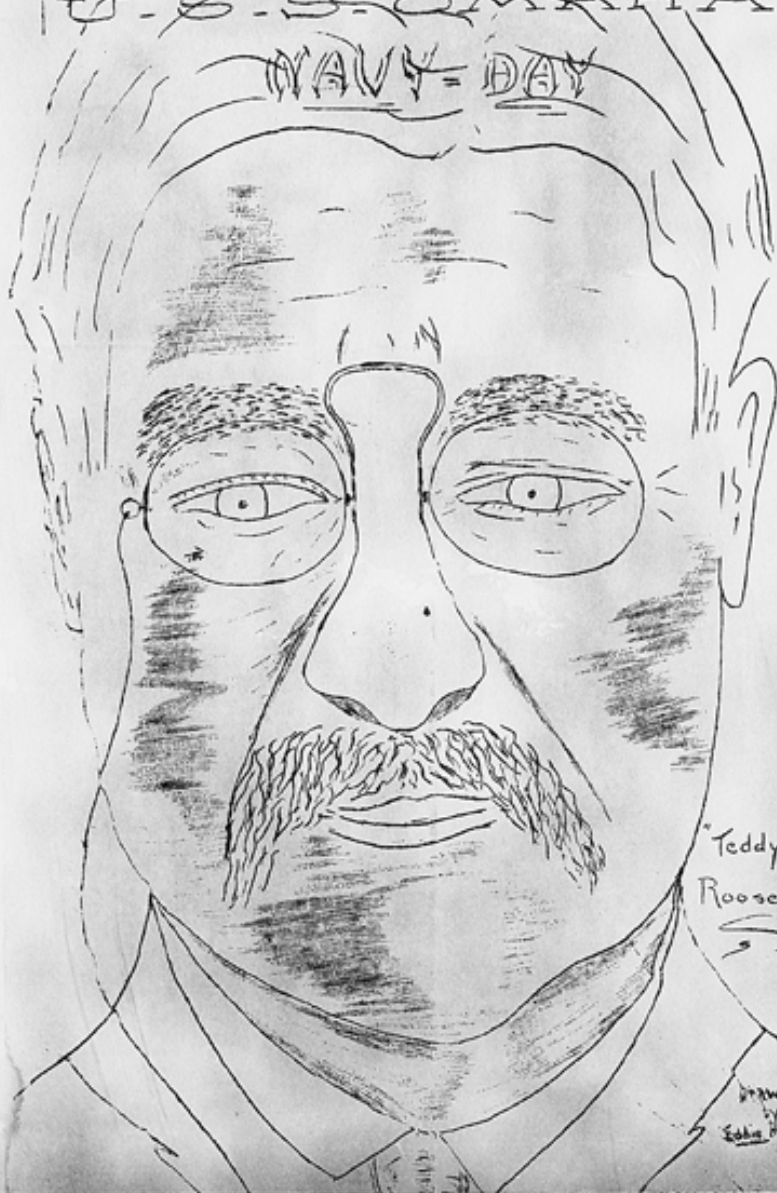


1
9
3
3

WIGWAM

U.S.S. OMAHA

NAVY DAY



"Teddy"
Roosevelt

drawn
by
John Higgins

Title: Seventeenth page of the National Cruise scrapbook compiled by Henry Galaske.

Page Description:

- The October 27, 1933 issue of *The Wigwam*, a weekly publication on board USS *Omaha*. This particular issue celebrates Navy Day in Long Beach, California and has an illustration of "Teddy" Roosevelt on the cover. The program includes an description of Navy Day; an article titled "The Good Ship Omaha"; facts of interest about the Omaha; announcements about past and future events on board the ship; the ship's weekly health report; and "Bits of Humour Gleaned From Here and There."

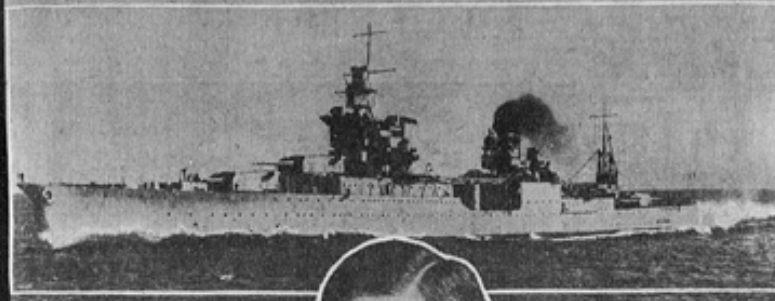
Dates: October 27, 1933

People:

Historic Figures: Theodore Roosevelt

Places: Long Beach, California

New Flagship of Scouting Force Due Soon



PICTURED is the fast new 10,000-ton treaty cruiser Indianapolis commissioned November 15, 1932, at Philadelphia Navy Yard, which arrives in Long Beach harbor Monday to receive the flag November 2 of Vice Admiral Frank H. Brumby as new Flagship of the United States Scouting Force, replacing the U. S. S. Augusta, now en route to the Asiatic Station. Below is Captain John Morris Smealie, a native of Amsterdam, N. Y., who was ordered as the new cruiser's first skipper from shore duty at the Bureau of Navigation, Washington, D. C. Captain Smealie received his present rank in 1929. One of the youngest Captains afloat, he has held many important posts since his graduation from the United States Naval Academy in 1906.

SOME SAW IT —FROM PLANES

Impossible as it seems, there were eight or ten persons in Southern California who actually saw the Macon yesterday.

They got a splendid view of the huge Navy dirigible—but they had to go up anywhere from 2000 to 5,000 feet to do it.

Chief Aviator J. B. Chamberlain and Staff Sergeant Orvis from North Island took off at 8 o'clock for the regular weather observation flight. Flying above Point Loma at 14,000 feet, they saw the Macon heading northward between Del Mar and Oceanside at an altitude of about 2000 feet.

The other lucky folk were a handful of photographers, pilots and Department of Commerce men, who went Macon-hunting above the fog; the photographers to take pictures, the pilots to fly them and the Department of Commerce men to make sure that nobody flew too close to the dirigible.

Ships in Keen Battle for 'Iron Man' Trophy

WINNING two events in the recent Fall regatta, sailing crews of the dreadnaught Maryland maintained their ship's third place standing in the annual race for the "Iron Man" trophy, annually awarded the ship scoring the highest percentage of victories in fleet athletic competitions. The Maryland is the present holder of the trophy, but at the opening of the 1933-1934 year the dreadnaught Tennessee amassed 200 points in raceboat events to take a lead over the field.

Now the Tennessee is in a Northern Navy yard undergoing overhaul and may be eliminated from the race. However, it is believed they will send their All-Navy basketball team south for the hoop season and thereby keep in the eliminations. The flagship West Virginia, holder of the award in 1932, is giving the leaders a close race, and has strong possibilities of overtaking the present favorites.

With the elimination of the Arizona football team last week, the grid sport has practically been conceded to the Maryland. This win will give the Maryland 220 points toward the trophy. As the season progresses all of the standings will be altered from time to time, but their present ratings are as follows:

Ship	Points	Percentage
Arizona	100	100.00
California	100	100.00
Colorado	100	100.00
Delaware	100	100.00
Florida	100	100.00
Georgia	100	100.00
Idaho	100	100.00
Illinois	100	100.00
Indiana	100	100.00
Iowa	100	100.00
Kansas	100	100.00
Kentucky	100	100.00
Louisiana	100	100.00
Maine	100	100.00
Maryland	220	220.00
Massachusetts	100	100.00
Michigan	100	100.00
Minnesota	100	100.00
Mississippi	100	100.00
Missouri	100	100.00
Montana	100	100.00
Nebraska	100	100.00
Nevada	100	100.00
New Hampshire	100	100.00
New Jersey	100	100.00
New Mexico	100	100.00
New York	100	100.00
North Carolina	100	100.00
North Dakota	100	100.00
Ohio	100	100.00
Oklahoma	100	100.00
Oregon	100	100.00
Pennsylvania	100	100.00
Rhode Island	100	100.00
South Carolina	100	100.00
South Dakota	100	100.00
Tennessee	200	200.00
Texas	100	100.00
Utah	100	100.00
Vermont	100	100.00
Virginia	100	100.00
Washington	100	100.00
West Virginia	100	100.00
Wisconsin	100	100.00
Wyoming	100	100.00

TRAIN SPEAKER AT CITY HALL

"Your Navy has been costing you just 9 cents out of every dollar of Federal taxes. And since it is obvious that a Navy strong enough to effect its purpose, which is to prevent war, is a solid foundation on which to build national security, 9 cents on the dollar is a cheap price to pay in comparison with that which we now pay for past wars."

ADMIRAL TALES
In practical terms, Rear Admiral Charles Russell Train yesterday told several thousand persons, who gathered for the Navy Day ceremony at the City Hall, just what a strong Navy means to the United States, not alone in security, but in material progress.

"Of funds expended on the construction of naval vessels, more than 80 per cent goes directly into the pockets of the laboring man in the form of wages," he said. "As for the remaining 20 per cent, representing the cost of materials, these materials are drawn from forty-four of the forty-eight states of the country. There is new life in the Navy, and it is only one phase of a program which will put new life into the country."

Pointing to the fact that "ten years of experiment on the theory that nations will settle their differences by peace machinery" have resulted only in a situation in which "efforts for disarmament are again at a standstill," Admiral Train declared:

"If the world is to progress in the goal of permanent peace, it is certain that the change will be so gradual as not materially to affect our present circumstances. Unquestionably, armaments will still play a compelling part, in peace as in war, in deciding the destinies of nations. And it is superfluous to point out that any Navy which can come out only second best in conflict is a terribly expensive luxury to be supported by any country."

"The Navy is once more facing a future of promise. We are building something worthy of our country—a Navy equal to the best. We are building this Navy, not so much because we of the Navy have advocated it, but because the people of the country have at last come to realize that it is something they cannot afford to do without."

Remember This

Love makes a man think almost as much of a girl as he does of himself.

Eighteenth page of the National Cruise scrapbook compiled by Henry Galaske.

Page Description:

- Center: "New Flagship of Scouting Force Due Soon," a newspaper photograph of USS *Indianapolis* accompanied by an announcement of her arrival in Long Beach on November 2, 1933. Captain John Morris Smeallie is also pictured.
- Left Center: "Some Saw it - From Planes," a newspaper clipping that describes an observation flight taken by eight to ten people in order to see the dirigible USS *Macon* as she flew over Point Loma, California.
- Left Bottom: "Ships in Keen Battle for 'Iron Man' Trophy," a newspaper article that describes ships' standings in the annual race for the "Iron Man" trophy, awarded to the ship scoring the highest percentage of victories in fleet athletic competitions.
- Center Bottom: A "Remember This" clipping that states "Love makes a man think almost as much of a girl as he does of himself."
- Right: "Train Speaker at City Hall," a newspaper article that quotes substantially from Rear Admiral Charles Russell Train's speech at a Navy Day ceremony on October 27, 1933. Train discussed what a strong Navy means to the United States in "security and material progress."

Dates: October 22, 1933
November 2, 1933

People: Captain John Morris Smeallie
Rear Admiral Charles Russell Train

Historic Figures:

Places: Long Beach, California
Point Loma, California

This, of course, was due to what flying and sailing men term a "veil fog." The fog acted as a curtain behind which the good Queen Macon gave her party. It swept in from the sea, lay in a milky blanket 3000 feet above the earth—and spared right there until the party

Forty spotting planes from the battleships flew over the harbor at 2 P. M. A half-hour searchlight display from the entire fleet is scheduled for 8 to 8:30 P. M.

1. Mr. [redacted], Ball's Force, United States
Army.

Rear Admiral Ernest J. King, chief of the Bureau of Aeronautics, who flew to the West Coast from the East, was in Long Beach today and will remain here tomorrow, filling engagements with high fleet officials. He will remain in Southern California until November 3, when he will return by way of commercial air lines to Washington.

Title: Nineteenth page of the National Cruise scrapbook compiled by Henry Galaske.

Page Description:

- Top: "The Navy's Century of Progress," a cartoon that features the dirigible USS *Macon*, USS *Constitution*, airplanes, and a contemporary destroyer.
- Bottom Left: "Chosen Few View Macon," a newspaper article about an observation flight taken by ten people in order to see the dirigible USS *Macon* as she flew over Point Loma, California on Navy Day (October 27, 1933).
- Bottom Center Left: "Navy Terminal Dedication Seen by Record Crowd," a newspaper article that discusses the crowds seen at USS *Constitution* on Navy Day in San Pedro (October 27, 1933).
- Right Center Top: A newspaper clipping that states "Sincere Greetings to the U.S. NAVY."
- Right Center Bottom: A listing of commissioned US Navy crafts.
- Right: "Visitors are Welcomed on Ships," a newspaper article about the vessels on display for Navy Day on October 27, 1933. Those vessels include USS *Constitution*, *Concord*, *Crowinshield*, and *Dolphin*.

Dates: October 27, 1933

People:

Historic Figures:

Places: Point Loma, California
San Pedro, California



INSPECTING the Navy, and there wasn't much missed by the crowds that flocked to the harbor yesterday as guests of the Navy.

PICTURE SHOWS few of the visitors passing the cruiser Omaha. Notice the masts of the Constitution in the background.



AT THE CITY HALL Los Angeles held its Navy Day program in the morning. Left to right, Commander H. A. Jones and L. J. Gulliver, Admiral

Train, Mayor Shaw, R. F. Diffenbaugh, Dr. J. Park Dougall, U. S. N. R.; Lieut. Commander Henry Hartley, Brandner Lee Jr.

Title: Twentieth page of the National Cruise scrapbook compiled by Henry Galaske.

Page Description:

- Top: A photograph of visitors passing through the cruiser *Omaha*. The masts of USS *Constitution* can be seen in the background.
- Bottom: A photograph of Commander H. A. Jones, Commander Louis J. Gulliver, Admiral Train, Mayor Shaw, R.F. Dittenbaugh, Dr. J. Park Dougall, Lieutenant Commander Henry Hartley, Brandner Lee Jr.

Dates: Presumed 1933

People: R. F. Dittenbaugh
Dr. J. Park Dougall
Commander Louis J. Gulliver
Commander Henry Hartley
Commander H. A. Jones
Brandner Lee Jr.
Mayor Shaw
Admiral Charles Russell Train

Historic Figures:

Places:

Throb of Motors Believed Heard, but Sky Cruiser Goes on Way Unseen From Ground.

The big ship left San Diego at 7:30 A. M. and sailed in the sunlit expanses above the fog to Long Beach-Los Angeles Harbor, tarried over the Navy vessels in the fleet, and then cut through the air above the westerly part of Long Beach.

She had reached San Diego shortly before midnight and had cruised in that vicinity almost nine hours, but the only persons who saw her there were officials of the North Island Naval Air Station who went aloft 14,000 feet in a plane to make their regular weather observations. From the plane they spotted the big gray bulk of the dirigible between Del Mar and Oceanside, heading northward at an altitude of 10,000 feet.

The Macon left Sunnyvale, her home base, yesterday, on her first coastal training flight, expected to be a forty-eight-hour run. Among the 5000 spectators who saw her take-off were Senator Ouyhelmo Marconi and his wife.

Fog that delayed the ship's departure from Burnsville tomorrow to a light haze over Santa Clara Valley. Coursing over the valley the big ship reached the coast of Monterey at mid-afternoon. In the night she cruised southward, arriving over San Diego at perhaps 11 o'clock.

The Mason bears fourteen officers and fifty-six men. Ten civilians were aboard today. The craft carries 35,000 pounds of water ballast; 70,000 pounds of fuel, and thousands of pounds of food, drinking water and other supplies.

FLAGSHIPS stationed in Long Beach Harbor:

- U. S. S. Pennsylvania (Battle-ship), Flagship, U. S. Fleet.
- U. S. S. California (Battleship), Flagship, Battle Force.
- U. S. S. West Virginia (Battle-ship), Flagship, Battle-ship Divisions.
- U. S. S. Arizona (Battleship), Flagship, Battle-ship Division 2.
- U. S. S. Texas (Battleship), Flagship, Battle-ship Division 1.
- U. S. S. Saratoga (Aircraft Carrier), Flagship, Aircraft.
- U. S. S. Northampton (Cruiser), Flagship, Scouting Force (Temporary).
- U. S. S. Chicago (Cruiser), Heavy Flagship, Cruiser Divisions.
- U. S. S. Argonne (Converted Transport), Flagship, U. S. Base Force.
- U. S. S. (Mobile Target Ship), Flagship, Training Squadron 1.
- U. S. S. Concord (Light Cruiser), Flagship, Cruiser Division.

*President in Letter to Acting Secretary Draws
Attention to Meaning of Naval Day*

WASHINGTON, Oct. 26. (AP)—President Roosevelt has addressed the following letter to acting Secretary of the Navy Roosevelt in connection with the twelfth annual observance of Navy Day:

My Dear Mr. Roosevelt:

The United States Navy has never failed to render the fullest measure of service to the nation. Those who spend the greater part of their lives at sea and out of contact with the people they serve should have a day set apart on which to make personal report of their trust to the people and convey to them a better understanding of the Navy and its work. Such in-

"Since its origin in 1922, October 27, the anniversary of the birth of the late President Theodore Roosevelt, has been set apart for the observance of Navy Day throughout the Nation and is devoted to the hearty fitting to commemorators jointly the glory of that great American President and that American institution so united in their devotion to the preparedness for our national defense.

Arthur Beaumont, Painter of
Ships, Is Appointed as
Lieutenant.

By ALICE MAYNARD GREGG.
Receiving a commission in the United States Navy through abiding as an artist is rather unusual, but that is what has come to Lieutenant Arthur Beaumont, painter of ships and portraits, for his appointment as lieutenant in the Naval Reserve was received because of his work as a painter of ships of the Navy, in which he has been interested for several years. He is doing for the fleet of 1933 what J. M. Ruedas did for the Navy of a decade ago. He is making for the ever-changing ships of the fleet, what Ruedas did for the record of which the Navy is warmly appreciative.

Long Beach is especially interested in the career of Lieutenant Beaumont, for he became a member of the Long Beach Art Association in 1930, and has exhibited with its members at every show since then. "Cowboy" was his contribution to the exhibition of 1930; "Recreated" in the Spring exhibit, 1931, and "The Little Mother" in the Fall exhibit the same year. In the Spring exhibit, 1932, two water colors were shown, honorably mentioning going to "S. S. California Bunkering."

"SWALLOWS do not a Summer make, nor ships a battle fleet. A ship is merely a floating hulk until quickened into life by the presence of a crew." In the forceful language quoted above Admiral William H. Standley, Chief of Naval Operations, still quite recently a resident of Long Beach, emphasizes the necessity for providing the Navy with adequate men as well as the treaty strength of ships. Speaking on the subject, "The United States Navy," Admiral Standley said, in part, recently:

"In order efficiently to operate a warship, she must have a full crew of officers and men. A full crew is essential to make the most efficient use of the ship's armament, not only to man and operate efficiently every machine and instrument of war, but to make the ship itself capable to man and operate them all at the same time. It is not enough to man the guns and not be able to operate them, or to man the 20-inch guns and leave the secondary or anti-aircraft batteries unmanned. If the ship is to be ready for action, the crew must be trained together and welded into an efficient fighting unit. It is only a collection of ships. To keep a ship in the line of battle requires continuous training and involves many thousands miles of steaming, all of which indicates that to build and maintain a Navy in a state of readiness adequate to cope with any

Short of Complement

"The ship must be able to move or her guns are useless. When she is engaging an enemy battleship with her 16-inch guns she must be ready to repel a torpedo or bombing attack. The lack of ability to use instantly any one of her instruments of offense or defense may mean destruction. At present our ships of war have less than 85 per cent complement and they therefore cannot operate at their maximum efficiency.

10 a.m.—Navy Brightside Masses, arriving from San Diego, flies over San Pedro.

11 a.m.—Army and Navy Club presents the new flag to the ship.

11:15 a.m. until noon—Marines flies over Los Angeles.

12 noon—Nation-wide broadcast of the Masses.

12 noon—Luncheon at Hillmore; Vice-Admiral Waller H. Benson, principal speaker.

1:30 p.m.—The ship flies over Santa Monica and bay cities; over Ventura at 2:30 p.m. and Santa Barbara at 3 p.m.

2:30 p.m.—Public inspection of United States Fleet vessels.

3:30 p.m.—Air review of thirty-two planes over United States Fleet.

3 p.m.—Mayor Shaw presents new naval terminal at Fox One, which is to be used by the U. S. Navy, with acceptance by Rear-Admiral Thomas J. Senn.

4:30 p.m. to 5:20 p.m.—Searchlight display from the ship.

Program at Adventurers' Club in evening.

8 p.m.—The ship flies at all altitudes during the night.

Title: Twenty-First page of the National Cruise scrapbook compiled by Henry Galaske.

Page Description:

- Top Left: "Dirigible Moves in Veil of Mist to Los Angeles," a newspaper article that discusses the flight of dirigible USS *Macon* over San Diego, Long Beach, and Los Angeles in honor of Navy Day on October 27, 1933. Unfortunately, a dense fog prevented on-lookers from catching a glimpse of the sky-cruiser.
- Top Right: "Roosevelt Praises Navy," a newspaper article from October 26, 1933 that reprints a letter from President Roosevelt to acting Secretary of the Navy Roosevelt in regards to Navy Day on October 27, 1933.
- Bottom Left: A list of the flagships at Navy Day at Long Beach (a total of eleven vessels were present).
- Center Left: "Artist's Ability Wins Commission as Navy Officer," a newspaper article that discusses the artwork of Arthur Beaumont and his appointment as Lieutenant.
- Center Right: "Need to Maintain Adequate Navy is Told by Admiral," a newspaper article that reports on Admiral William H. Standley's (Chief of Naval Operations) emphasis of the necessity for providing the Navy with adequate men as well as strong ships.
- Center Bottom: "Navy Day Program," an itinerary from Navy Day on October 27, 1933.

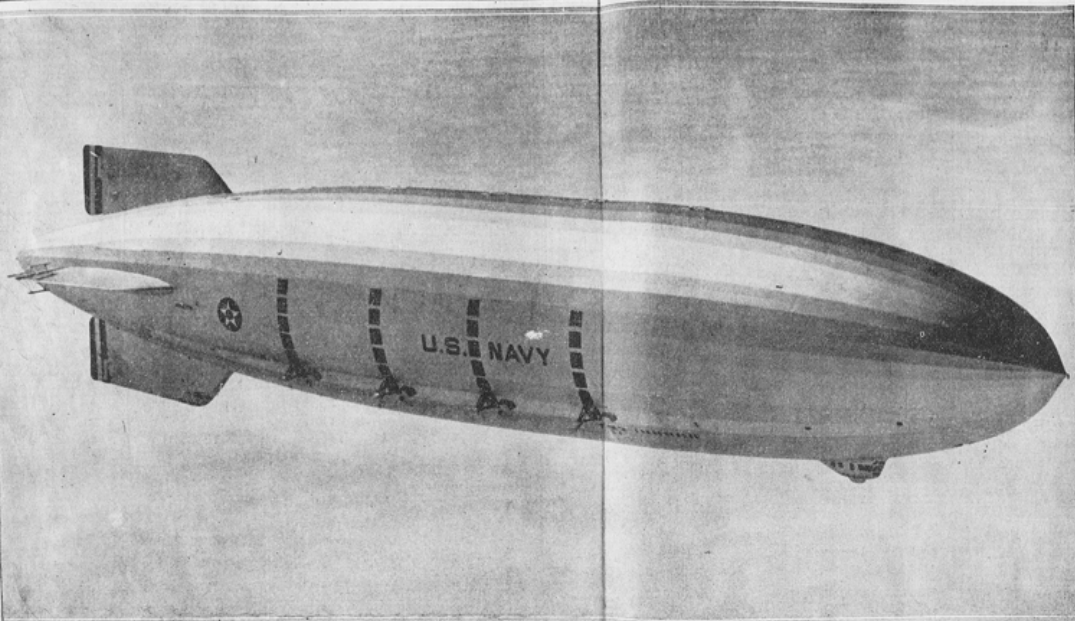
Dates: October 26, 1933
October 27, 1933

People: President Franklin D. Roosevelt
Secretary Roosevelt
Admiral William H. Standley

Historic Figures:

Places: Los Angeles, California

Macon Soaring 2500 Feet Over City Above Fog Blanket



HIGH ABOVE Los Angeles and hidden by fog from disappointed thousands, soars the U. S. S. Macon, the Navy's 'Queen of the Sky.'

THIS EXAMINER photo, by Samuel Sansone, staff photographer, was taken 2500 feet above city in American airline plane piloted by Eddie Martin.

THE GIANT dirigible, here for Navy Day celebration, broadcast a special radio program during her hidden trip over the Southland district.

FINISHING her broadcast she pointed her nose toward the North and sailed majestically up the Coast to her home hangar at Sunnyvale.

Thrilling Mass Flight Held Over San Diego

RAY HEDGECOCK, Oct. 27.—Fog thickened over the San Diego coast today, and the thousands of spectators gathered in time to witness the annual Navy Day celebration were disappointed. The fog, which had been threatening since the morning, was so thick that the airship, the Navy's 'Queen of the Sky,' was unable to take part in the annual event. The airship, which was expected to fly over the city, was instead forced to remain in the water. The fog was so thick that the airship was unable to take part in the annual event. The airship, which was expected to fly over the city, was instead forced to remain in the water. The fog was so thick that the airship was unable to take part in the annual event.

2000-Foot Blanket of Fog Hides Ship From City

Over Southern California yesterday the sun shone brightly, but its rays could not pierce the 2000-foot blanket of fog between it and the ground, and hundreds of thousands who were looking eagerly forward to a sight of the giant dirigible Macon were disappointed. "Unusual," quoth the weather observer, "this a great deal of the weather we've been having lately." He gave the humidity as 44 per cent, with 54 degrees above zero as the lowest temperature of the day and 63 degrees as the highest. The prediction for today was that it will remain cool with little change in temperature, moderately high humidity with gentle, changeable winds, mostly from the southwest. There will be fog both morning and night.

The following day, the airship was able to take part in the annual event. The airship, which was expected to fly over the city, was instead forced to remain in the water. The fog was so thick that the airship was unable to take part in the annual event. The airship, which was expected to fly over the city, was instead forced to remain in the water. The fog was so thick that the airship was unable to take part in the annual event.

Title: Twenty-Second page of the National Cruise scrapbook compiled by Henry Galaske.

Page Description:

- Top: A newspaper aerial photograph of the dirigible USS *Macon*.
- Center: "2000-Foot Blanket of Fog Hides Ship From City," a newspaper clipping that describes the weather conditions that made it impossible for onlookers to view the dirigible USS *Macon* as it flew over Southern California.
- Bottom: "Thrilling Mass Flight Held Over San Diego," an October 27, 1933 newspaper article that describes the flight of the dirigible USS *Macon* over Southern California.

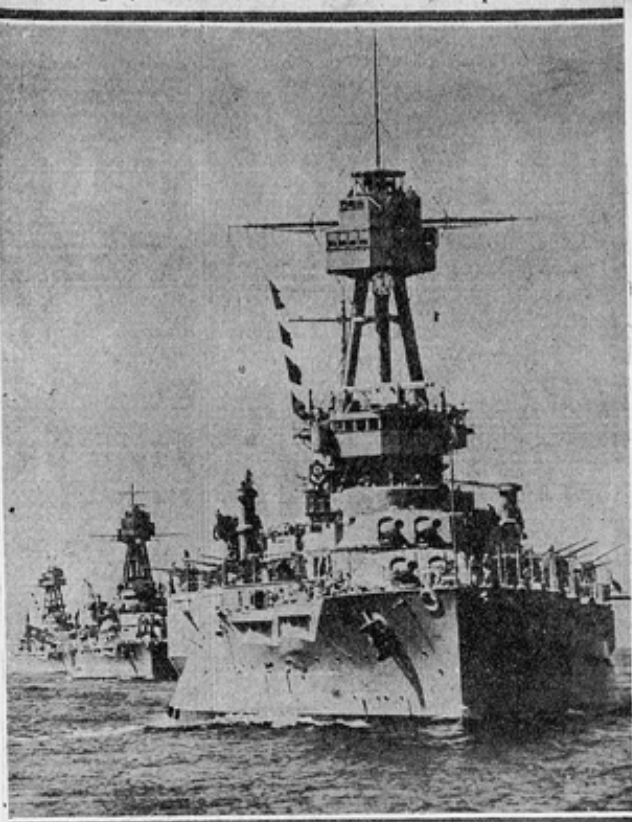
Dates: October 27, 1933

People:

Historic Figures:

Places: Southern California

Mighty Armada Awaits Civilians' Inspection



Grim War Dogs Roosts Today

Staff of Admiral on Flagship



PICTURED here aboard the U. S. S. Pennsylvania is Admiral David Foote Sellers, Commander in Chief of the United States Fleet who controls the destiny of the American Navy afloat. He is surrounded by officers of his staff who make their headquarters aboard the Fleet Flagship Pennsylvania and who are directly responsible for assisting him in the detail work which is required by his high ranking position. From left to right seated are: Commander Holloway H. Frost, Fleet Operations Officer; Admiral Sellers, Rear Admiral Charles P. Snyder, Chief of Staff; Captain Bryson Bruce, Fleet Maintenance Officer and Commander Robert A. Lavender, Flag Secretary. Left to right standing: Lieutenant (j.g.) Harold M. Zemmer, Assistant Fleet Communication Officer; Lieutenant Arthur Ayrault Jr., Flag Lieutenant; Lieutenant Commander Jerome L. Allen, Fleet Communication Officer; Lieutenant Commander Andrew C. McFall, Fleet Aviation Officer; Lieutenant (j.g.) John W. Schmidt, Assistant Communication Officer, and Lieutenant Rollo N. Norgaard, Assistant Operations Officer.

Fleet Units Each Have Separate Job in Peace, Wartime

Navy Afloat Divided Into Parts; Base Force Is Supply Section.

Each ship of the United States has its own particular mission.

Battleships, cruisers, aircraft carriers, destroyers, submarines, minesweepers, tugs and patrol craft must be carried singly by groups made up of ships of the same type and as units combined in one fleet if a high degree of proficiency and readiness is to be maintained for any emergency.

Admiral David Foote Sellers directs the United States Fleet as a whole. This Fleet is divided into forces while groups of combatant ships are further subdivided into type units and divisions. The "Train" is composed of fuel ships, supply ships, repair ships and hospital ships together with minesweepers, smaller craft and general utility aircraft, subdivided into squadrons of the Base Force under command of Rear Admiral Thomas J. Bess.

Ceaseless Drill Necessary.

Officers and crew of combatant ships must drill ceaselessly and study to the end that the Fleet may function most effectively. It is their duty to operate and to fight the ships and to order to devote their attention entirely to these duties.

Needs of the Fleet are many. Fuel, oil, gasoline, lubricating oil, ammunition, tools, electrical appliances and cleaning gear of all sorts are among principal items of ship maintenance; provisions and clothing must be secured for enlisted personnel; motion pictures must be provided for periods of relaxation. Navy yards and supply depots are Fleet sources of supply for general stores, clothing, canned goods, flour, sugar, coffee and other important food staples. Base Force supply ships transport these articles as required to vessels in the Long Beach-San Pedro area.

Great quantities of fresh provisions are purchased for subsistence of crews of ships based in local waters from dealers in Long Beach, San Pedro and Los Angeles via monthly contracts which are entered into after consideration of tenders obtained under competitive bidding. In addition to provisions for the crews, many local concerns sell large quantities of foodstuffs and other products to officers and chief petty officers' messes. Candles, cigars, cigarettes, ice cream, toilet articles and numerous other items also are sold in large quantities to ships and service stores. The small profit derived from resale of these latter items to Navy personnel is expended for their comfort and entertainment.

Under supervision of the Base Force facilities are maintained at Pico Street Navy Landing, Long Beach, and at Twenty-second Street Landing, San Pedro, for receipt and inspection and for forwarding all locally purchased supplies to various ships.

The Base Force is responsible for the constant availability of gasoline for motor boats and aircraft and for an adequate supply of fuel oil for warships. It arranges for gassing of motor boats at contractors' marine filling stations and by means of Navy oil barges it effects delivery of fuel oil into the ships' tanks.

In short, the mission of the Base Force is "every possible service to the Fleet." In time of peace or in time of war, home waters or abroad, be it fuel or food, clothing or shaving cream, emergency repairs or care of the sick, building and towing of targets or disposal of garbage, berthing of ships at docks or recovery of lost gear, shipments of freight or exhibition of motion pictures, the Base Force can "do it."

Title: Twenty-Third page of the National Cruise scrapbook compiled by Henry Galaske.

Page Description:

- Top Left: "Mighty Armada Awaits Civilians' Inspection," a newspaper photograph of three destroyers at sea.
- Top Right: "Fleet Units Each Have Separate Job in Peace, Wartime," a newspaper article that describes the duties of each unit of the Navy during peace and war (battleships, cruisers, aircraft carriers, destroyers, submarines, minesweepers, dugs, and patrol crafts).
- Bottom Left: A newspaper photograph of Admiral David Foote Sellers and other officers on board USS *Pennsylvania*.

Dates: Presumed 1933

People: Admiral David Foote Sellers

Historic Figures:

Places:

GIANT AIRSHIP ON WAY BACK TO SUNNYVALE

Broadcast Carried Out With No Difficulty; Navigators Get Acquainted With Mountains

By A. M. Roehlein

ABOARD U. S. S. MACON, Oct. 27.—We came, we circled—and we were conquered by the fog. That is the brief and regrettable story of the Macon's visit to Southern California.

Out of the sea, on a thousand-mile front, fog came to bring to this aerial giant a new and unprovided "great white way," and to several millions of spectators on the ground, keen disappointment. Yet, in the larger sense, the trip was successful, even though we could neither see nor be seen. To those men of ships that climb the skies, every day is May Day, and they functioned steadily, getting acquainted with the mountain peaks that were all we could see through the thick white blanket. We approached Los Angeles—or what the navigator said was Los Angeles—from the sea, getting a line on the Mount Wilson observatory and from that, locating the Los Angeles Municipal Airport on the map, so that we might circle in the hope that at least our motors could be heard.

800-FOOT CEILING

The weather man, Lind, A. L. Davis, said that ground stations reported an 800-foot ceiling and visibility of one mile. For a ship that is 100 feet high and flies at 50 miles an hour, that's bad business.

So, although Commander Alger Druce was reluctant to disappoint the crowds that he knew were waiting, we had to stay up above the clouds where there was an abundance of brilliant sunshine.

If Los Angeles, San Diego and Los Angeles Harbor could not see us, neither could we see them. Below us was a great fiery sea of white—beautiful to look at but definitely annoying.

Flying at an altitude of 2500 to 3000 feet, we had all the sunshine that the earth below us lacked. Our shadow that had followed us all the way down the coast—out to the sea in the day and by the moon at night—was carefully avoided. Sometimes it was as sharp and clear that it looked as if a second smaller dirigible were flying along underneath us.

BROADCAST SUCCESS

Knowing that the ground could at least hear, thanks to the magic of radio, the operators and announcers aboard the Macon carried out their scheduled broadcast.

While we were prowling around over San Diego, a Navy plane came climbing up through the fog. Another plane that hovered about was from the Department of Commerce, there to see that no ships came too close to us. Two other planes paid us brief visits—probably carrying photographers.

After we had circled the fog-bound area that, in the best of our belief, held Los Angeles, the Macon headed back toward the coast, still out off from the north by the fog, and started back toward her base at Sunnyvale. She is due there Saturday afternoon, and will pay a visit to San Francisco tonight, spending the early hours of Saturday somewhere over Northern California. In the kind of weather that we have been having, there's no telling where we may go.

Commander Druce and every officer and man aboard the Macon shared the disappointment that they knew the thousands on the ground were feeling. So many plans had been made for this first visit of the Macon to the Los Angeles area, that it was indeed regrettable to have everything spoiled by fog.

In case anyone thinks that life as a dirigible must be a constant succession of thrills—we spent last night, from 1 a. m. on, sailing monotonously back and forth on a "yarn" path marked out for us by the radio beams. From San Diego we sailed back again, and forth we sailed, shy and steadily, with narrow clear in the Macon's great wake, until daylight.

At 4:30 a. m. the sun was bright—above the fog. At 7:30 we were cruising above San Diego, vainly hunting for a hole, and there wasn't one.

INFANT SOUNDINGS

Land, from Peck, swarming of fish, tons, infant soundings with the sonic altimeter, a device by which a sound is dropped earthward and altitude is computed by the time it takes the echo to return. Our trip has been punctuated with shrill whistles from the altimeter, recording its findings.

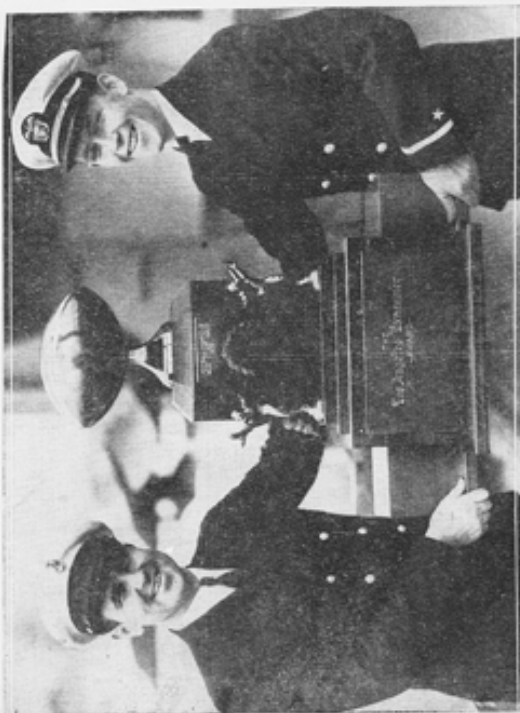
Finding no opening above San Diego, Commander Druce ordered the course changed for San Pedro. In sailing above the fog we passed Mount Baldy far to the right and guessed that somewhere now was Catalina, her hills shrouded in clouds.

Every radiophone has been used from cities and towns all Southern California asking the Macon to land.

'Keep Your Eye on Him, Girls!'



A GOOD TELESCOPE will bring any sailor ashore, even though he's miles away.—Examiner photo.



J. L. REEVES, C. S. P. (left) and Ensign J. P. O'Connell are smilingly anticipating how fine the trophy will look on their ship.

FOR THE BEST football team. Examiner trophy to be presented this fall to champion gridiron team in the Pacific fleet.

Title: Twenty-Fourth page of the National Cruise scrapbook compiled by Henry Galaske.

Page Description:

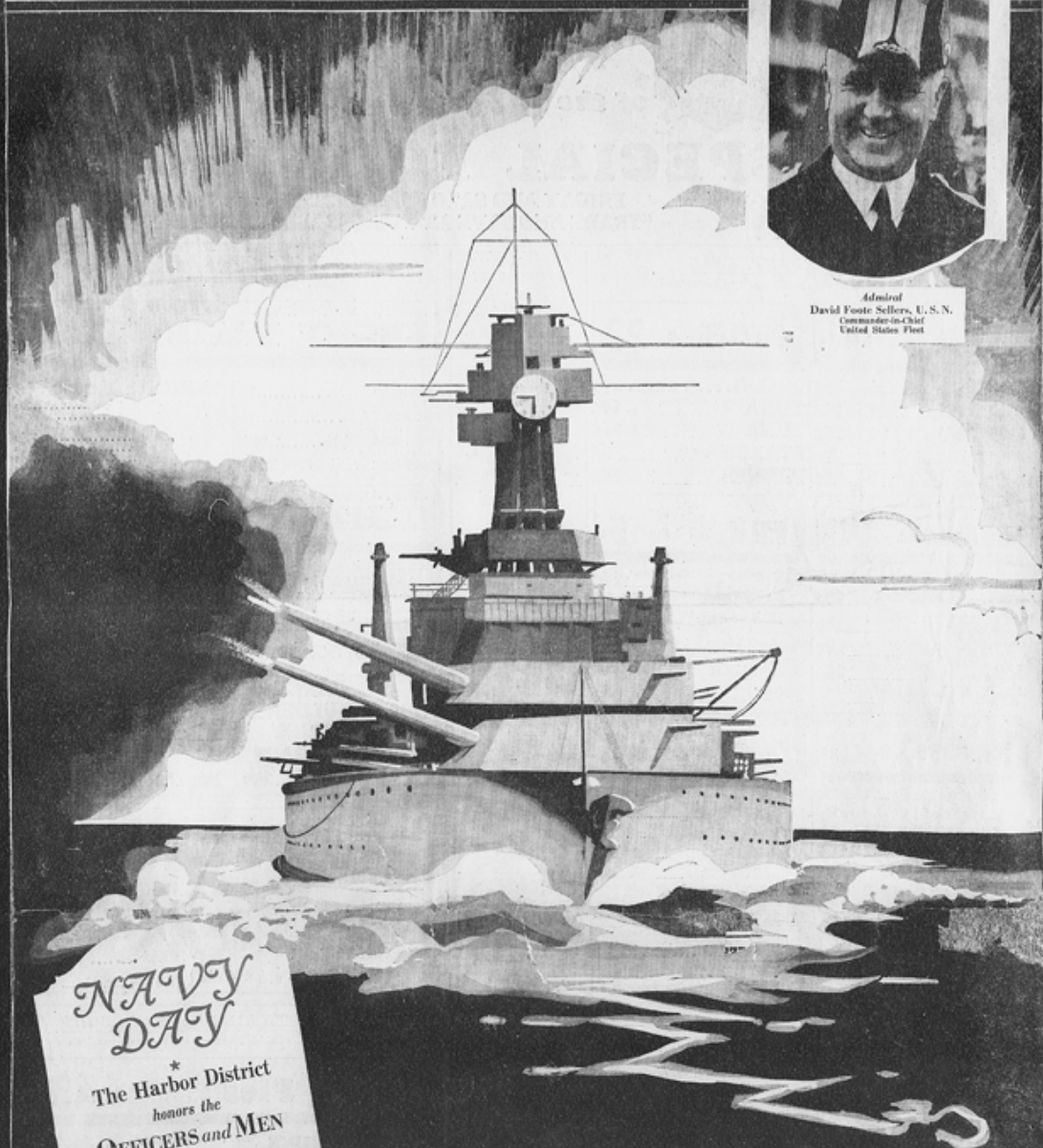
- Top: "Giant Airship on Way Back to Sunnyvale," a newspaper article that describes the October 27, 1933 flight of USS *Macon* over Southern California. The article also discusses the successful live broadcast that took place on board the dirigible.
- Left: A photograph of J. L. Reeves and Ensign J. P. O'Connell holding the Examiner trophy, which is presented to the champion gridiron team in the Pacific Fleet.
- Right: "Keep Your Eyes on Him, Girls!," a photograph of Miss Ann Beaudette looking through a telescope with the help of Sailor Victor Galaski.

Dates: October 27, 1933

People: Ann Beaudette
Victor Galaski
J. P. O'Connell
J. L. Reeves

Historic Figures:

Places: Southern California



Admiral
David Foote Sellers, U.S.N.
Commander-in-Chief
United States Fleet

**NAVY
DAY**
*
The Harbor District
honors the
OFFICERS and MEN
of the
U.S. NAVY

Press-Telegram ★ October 27th, 1933

Title: Twenty-Fifth page of the National Cruise scrapbook compiled by Henry Galaske.

Page Description:

- Cover of the October 27, 1933 issue of the *Press-Telegram*, presumably a California newspaper. The cover commemorates Navy Day and features an illustration of a contemporary battleship and a photograph of Admiral David Foote Sellers (Commander-in-Chief, United States Fleet).

Dates: October 27, 1933

People: Admiral David Foote Sellers

Historic Figures:

Places: Southern California

ECONOMY MARKETS

5 CONVENIENT
STORE LOCATIONS
1451 ATLANTIC
AVENUE
1934 EAST
ANAHEIM ST.
1326 EAST
SEVENTH ST.
3335 EAST BROADWAY
3335 EAST SECOND ST.
5286 BELMONT SHORE



GREETINGS to the Officers and Men

of the U.S. NAVY SPECIAL FOOD PRICES

FRIDAY AND SATURDAY, OCT. 27th and 28th
"TRADE AND SAVE AT YOUR NEAREST ECONOMY"



GROCERY DEPARTMENTS

Everything We Sell Is Unconditionally Guaranteed

FINE GRANULATED
SUGAR 10 lbs. 43c

MEADOW VIEW
BUTTER lb. 23c

CORN No. 2 Can 3 for 25c
PEAS Lady Jane, No. 2 Can 2 for 19c
HOMINY No. 2 Can 2 for 15c
TOMATOES Stewed-No. 1 Tall Can 7c
BEANS String Beans, No. 2 Can 3 for 25c

JELL-O... 3 pkgs. 19c
TUNA No. 2 Can 2 for 19c
TUNA No. 2 Can 2 for 25c
STARCH Argo Glass, 50-50 5c
PRUNES 3 lb. 25c

LARGE EXTRAS
PERFECTED BY CARTERS
EGGS Doz. 24c

MILK Tail Can 5c

LIMA BEANS No. 2 Can 2 for 15c
MACARONI No. 2 Can 3 pkgs. 19c
SPINACH No. 2 Can 10c
PEARS No. 2 Can 19c
JAM No. 2 Can 25c
PEANUT BUTTER No. 2 Can 13c

PEAS No. 2 Can 15c
TOMATO JUICE No. 2 Can 2 for 15c
PEARLS OF WHEAT No. 2 Can 18c
Flapjack Flour No. 2 Can 10c
CORNSTARCH No. 2 Can 2 for 15c
TISSUE No. 1000 4 for 19c

LIBBY'S SLICED—NO. 2, 1/2 CAN
Peaches 2 for 25c

Pineapple 2 for 29c

Fruit Cocktail No. 2 Can 2 for 29c
Fruits for Salad No. 2 Can 2 for 29c
PEAS No. 2 Can 2 for 25c
CORN No. 2 Can 2 for 25c
SOAP No. 2 Can 10 bars 25c
TOMATO SAUCE No. 2 Can 10c

SALMON No. 2 Can 2 for 25c
SALMON No. 2 Can 16c
BITTER'S CATSUP No. 2 Can 10c
POPCORN No. 2 Can 2 lbs. 15c
CHEESE No. 2 Can 1 lb. 14c
BOZO DOG FOOD No. 2 Can 4 cans 11c
JELL-A-TEEN No. 2 Can 3 pkgs. 11c

MATCHES 25c

FANCY NUT MARGARINE... 2 lbs. 13c
NUCOA, lb. 10c

PORK & BEANS No. 2 Can 5c
PURE HONEY No. 2 Can 15c
TOMATO SOUP No. 2 Can 5c

COFFEE Hills Red, lb. can 32c
Ben-Hur, lb. can 32c
Economy's Best Bulk, lb. 19c
Maxwell House, lb. can 27c
Chase & Sanborn's, lb. can 30c

M. J. B. TREE TEA No. 2 Can 15c

KARO SYRUP No. 2 Can 15c

POST TOASTIES 2 pkgs. 15c

WHITE KING GRANULATED SOAP No. 2 Can 25c

PURE HONEY, 5-lb. pail... 39c
MINCED CLAMS, No. 1/2 tin... 10c
PINEAPPLE No. 2 Can 17c

ACE-HI FLOUR No. 5 Sack 25c
No. 10 Sack 45c
24 1/2-lb. Sack 80c

FRESH FRUITS AND VEGETABLES FANCY QUALITY AT LOW PRICES

POTATOES

16 lbs. 25c

APPLES

10 lbs. 25c

CELERY

CRANBERRIES

APPLES

8 lbs. 25c

ASPARAGUS

POTATOES

12 lbs. 25c

BANANAS

CAULIFLOWER

LETTUCE

GRAPES

3 lbs. 10c

SQUASH

APPLES

0 lbs. 25c

MEAT DEPARTMENTS

Everyone Likes Our Fine Meats

SWIFT'S FANCY GENUINE
LEG O' LAMB Per Pound 19 1/2c

LAMB ROAST, lb. 13c
POT ROAST, lb. 10c
VEAL ROASTS, lb. 14 1/2c
Veal Steak or Rib Chops, lb. 17c

SWIFT'S CORAL BRAND
SLICED BACON 1/2-lb. Pkg. 9c

HENS 57c
FRYERS 25c

OYSTERS 29c
BACON 16c

HAM 13c
MAYONNAISE, quart 21c

FANCY EASTERN CORN-FED PORK
PORK SHOULDER ROASTS 11c
PORK ROAST 15c
PORK LOIN ROAST 15c
PORK SAUSAGE, lb. 15c
Pork Steak .2 lbs. 25c

ARMOUR'S BULK
LARD and COMPOUND 2 lbs. 15c

SWIFT'S FANCY EASTERN GRAIN-FED STEER BEEF
Swiss Steak, lb. 19 1/2c
Chuck Roasts lb 13 1/2c
SHORT RIBS 9c

Hamburger .2 lbs. 19c
BEEF STEW 2 lbs. 25c
BEEF 1 lb. 6c

ECONOMY DELICIOUS BAKERY GOODS
We Operate Our Own Baking Plant and Use the Best Ingredients

LARGE 8-INCH
Cherry Pies Each 13c

PINEAPPLE BUNS THEY ARE DELICIOUS... 15c

POPPY AND SESAME SEED ROLLS, dozen 13c

CAKES DATE APPLE SAUCE CAKES—Rich and Lots of Dates. Each 22c

CHEESE BREAD TRY A LOAF—IT'S DIFFERENT! THE LOAF 10c
FRESH HOT BREAD
IS DELIVERED TO OUR BAKERY DEPARTMENTS AT 4 P. M. DAILY
It's a Buttered Split Top Loaf—Delicious!

Title: Twenty-Sixth page of the National Cruise scrapbook compiled by Henry Galaske.

Page Description:

- A newspaper page that lists the special food prices offered to the officers and crew of the US Navy at Economy Markets. The prices are good for October 27 and 28, 1933.

Dates: October 27 and 28, 1933

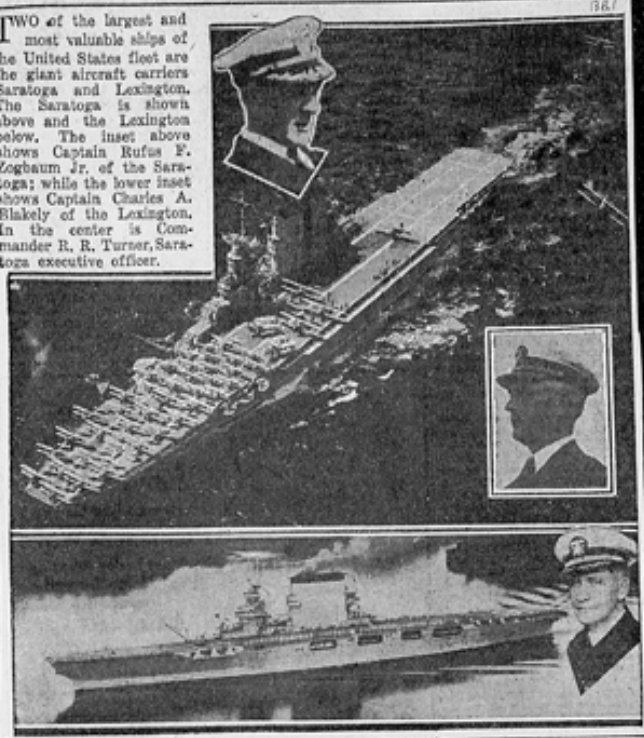
People:

Historic Figures:

Places: Presumed California

Aircraft Carriers Are Valuable

TWO of the largest and most valuable ships of the United States fleet are the giant aircraft carriers Saratoga and Lexington. The Saratoga is shown above and the Lexington below. The inset above shows Captain Rufus F. Zogbaum Jr. of the Saratoga; while the lower inset shows Captain Charles A. Blakely of the Lexington. In the center is Commander R. R. Turner, Saratoga executive officer.



SO THAT'S HOW they shoot down planes? Visitors looking at the three-inch anti-aircraft gun aboard the trim cruiser Omaha.

THE WOMAN in the foreground is looking through the gun finder. Note the elevation of the slim weapon.—Examiner photos.

Title: Twenty-Seventh page of the National Cruise scrapbook compiled by Henry Galaske.

Page Description:

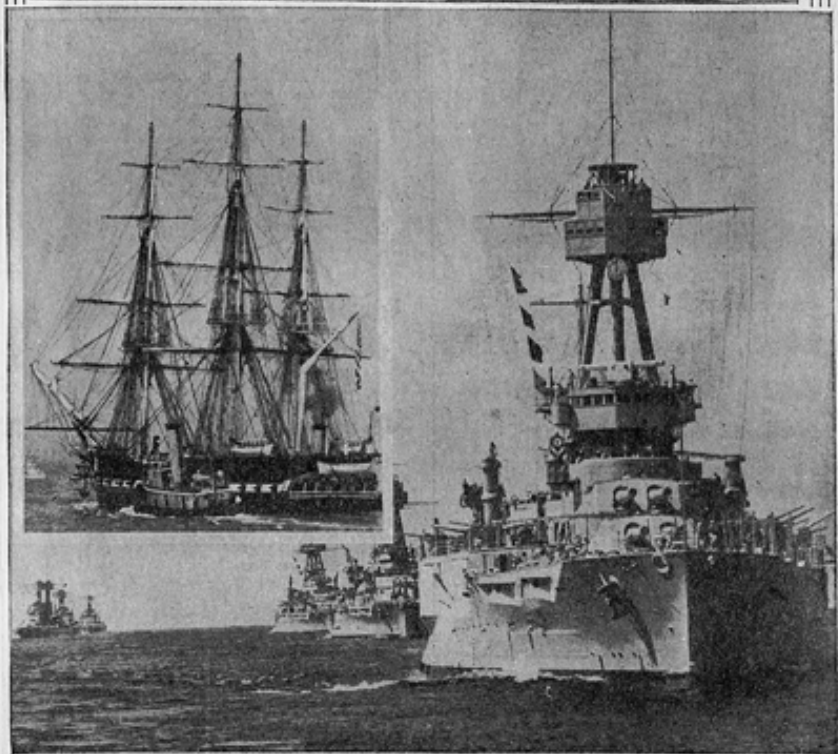
- Top: "Aircraft Carriers Are Valuable," a newspaper clipping that stresses the importance of the giant aircraft carriers *Saratoga* and *Lexington*. The clipping features photographs of *Saratoga* and *Lexington*, Captain Rufus F. Zogbaum and Commander R. R. Turner (both of *Saratoga*), and Captain Charles A. Blakely (of *Lexington*).
- Bottom: A newspaper photograph of visitors looking at the three-inch anti-aircraft gun aboard USS *Omaha*.

Dates: Presumed 1933

People: Captain Charles A. Blakely
Commander R. R. Turner
Captain Rufus F. Zogbaum

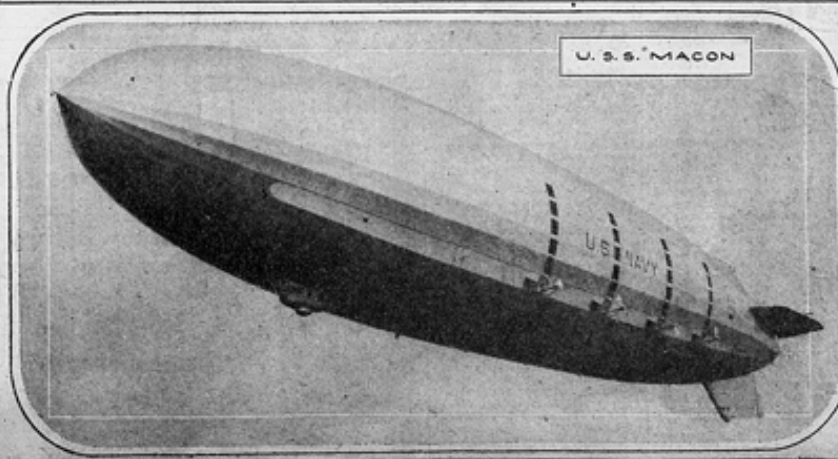
Historic Figures:

Places:



American Warships of Every Period in Our History

Queen of Air Shrouded by Cloud Curtain



Title: Twenty-Eighth page of the National Cruise scrapbook compiled by Henry Galaske.

Page Description:

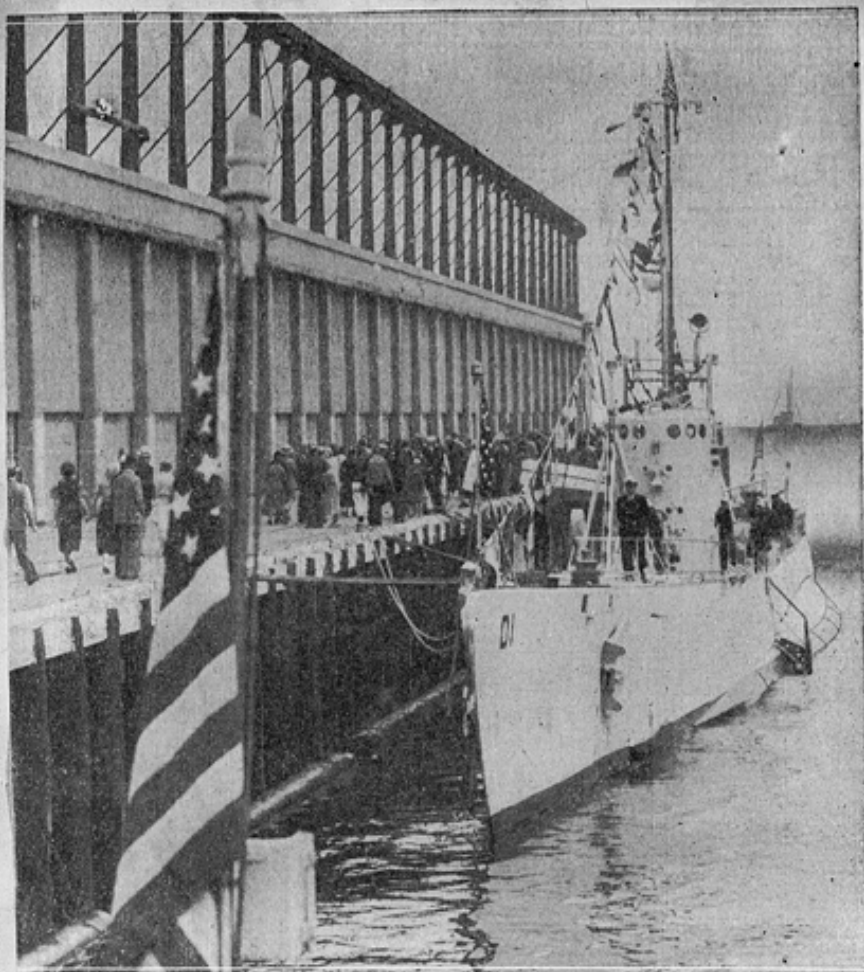
- Top: Photographs of “American Warships of Every Period in Our History.” These photographs include contemporary battleships and USS *Constitution*.
- Bottom: “Queen of Air Shrouded by Cloud Curtain,” a photograph of USS *Macon* in the air.

Dates: Presumed 1933

People:

Historic Figures:

Places:



THE LATEST in fast under-sea craft and the pride of the Navy is the twin submarine, Dolphin, shown tied up at dock.

THE DOLPHIN, along with other fighting craft, was inspected by thousands who attended the Navy's 'open house' yesterday.—Examiner photos.

BATTLE FORCE SET FOR BAY CITY VISIT

RESIDENTS of the San Francisco Bay area will have an opportunity to view the Battle Force of the United States Fleet next week when the dreadnaughts go North for a short stay.

Leading the powerful armada as it proceeds North one week from tomorrow will be the Pennsylvania, fleet flagship, with Admiral David Poole Bell, Commander in Chief of the fleet, aboard. Captain F. H. Sailer is Commander of the Pennsylvania.

Admiral J. M. Reeves, Commander of the Battle Force, will direct operations of the squadron from his flagship, the California.

Fighting ships composing the Battle Force on the trip North are the Pennsylvania, California, West Virginia, Colorado, Nevada, Texas, Arkansas, New York and Oklahoma, all battleships; the aircraft carrier Saratoga and the light cruisers Omaha, Cincinnati and Concord.

While in the North Admiral Bell plans to make a test flight on the ship Macon. The date of the flight has tentatively been set as November 2. The Battle Force will remain in San Francisco Bay over Armistice Day, returning to its base here November 13.

Fifty-Hour Cruise Over Golden State Ended by Macon

SUNNYVALE, Oct. 28.—(AP)—The Navy dirigible Macon returned to her base at Moffett Field and was moored at 2:30 P. M. after fifty hours over California in observance of Navy Day. The craft traveled to San Diego, and returned to San Francisco late Friday. Fog and low hanging clouds obscured the Macon from spectators on most of the flight.

Macon Commander to Keep Map Drawn by News Vendor

A map drawn by Fred Maher, newsboy-draftsman at Broadway and American Avenue, tracing the itinerary of the Navy dirigible Macon on its flight from the East to Sunnyvale, will hang framed in the office of Commander A. H. Dressel, officer in charge of the craft. He so notified the amateur draftsman and charter of many previous itineraries, in a letter received from Sunnyvale Friday at the very moment the Macon's engines were heard above the fog over Long Beach. Maher has mapped the course of the maiden flight of the U.-sized U. S. Akron, the world flight of Wiley Post, a transcontinental flight of Roscoe Turner and a tour over the United States of President Roosevelt.

Commander Dressel's letter read: "Thanks for the map indicating the track of the Macon across the continent. It was excellently executed and I intend to have it framed and kept as a souvenir of this flight." Maher learned draftsmanship by correspondence.

Title: Twenty-Ninth page of the National Cruise scrapbook compiled by Henry Galaske.

Page Description:

- Top: A newspaper photograph of the Navy's twin submarine *Dolphin* at her dock.
- Bottom Left: "Battle Force Set for Bay City Visit," a newspaper article that announces the impending visit of several battleships to the San Francisco Bay area, presumably for Navy Day on October 27, 1933.
- Bottom Center: "Fifty-Hour Cruise Over Golden State Ended By Macon," an October 28, 1933 newspaper clipping that reports on the flight of USS *Macon* over Southern California.
- Bottom Right: "Macon Commander to Keep Map Drawn by News Vendor," a newspaper clipping that states a map drawn by Fred Maher (a newsboy draftsman) that traces the itinerary of USS *Macon*'s first flight will hang in the office of Commander A. H. Dresel (commander of *Macon*).

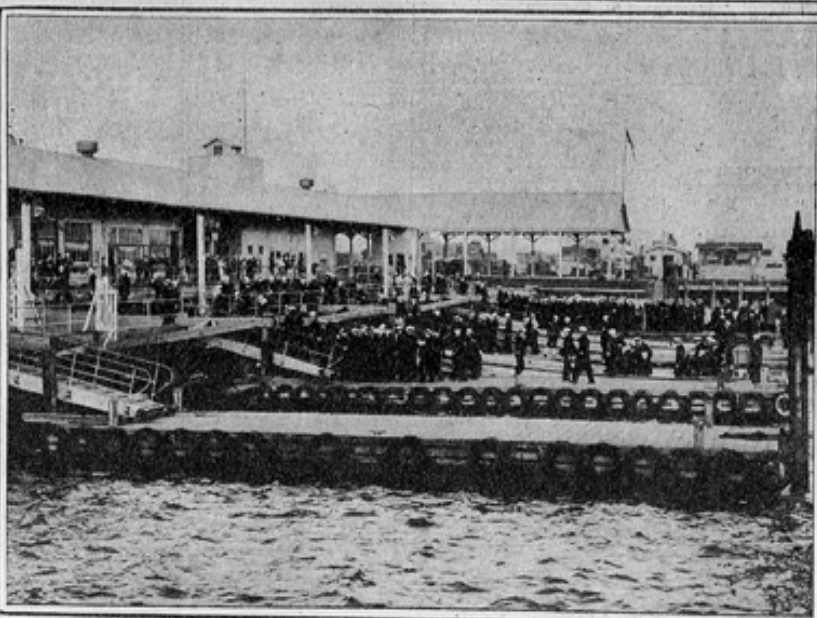
Dates: October 28, 1933

People: Commander A. H. Dressel
Fred Maher

Historic Figures:

Places: San Francisco, California

Navy Landing Used by Thousands Daily



THOUSANDS of men of the United States Fleet use the landing pictured herewith in going to and coming from their ships. It has been pronounced by naval authorities one of the two finest navy landings in the United States.

—Press Telegram Photo



Some of the many on their way to view "first line of defense."

Navy Landing and Field Prove Real Benefit to City

Investment of \$83,500 Is Bringing Rich Returns to Long Beach.

Long Beach has an investment of \$83,500 in the Navy Landing and Athletic Field at the foot of Pico Avenue that is bringing in rich returns, according to the Harbor Department. Constructed nearly two years ago, the landing was instantly accepted by the officers and men of the United States Fleet for quick access to and from the city, and today it accommodates about 70 per cent of the personnel when the Fleet is in the harbor. Admirals and other officers have proclaimed it one of the most complete and convenient Navy Landings on the United States coast.

A check by the Harbor Department has shown as many as eighty boats leaving the landing within a period of twenty minutes, indicating its ease of operation.

Hundreds of thousands of pounds of foodstuffs and miscellaneous supplies for the Fleet are handled through this Navy Landing which has four large floats and a daily average of more than 15,000 officers and men have been checked in and from the Fleet.

The parking space around the landing showed an average of 2300 cars daily over a thirty-day period. Taxi service to any part of the city is available, as well as buses and private water taxi service to and from the Fleet is maintained. There is also a special mail service established there by the Navy for its own benefit.

The main shed is more than 300 feet long, containing the different facilities for the use of the Navy and also other concessions that bring the city in a monthly revenue ranging from \$400 to \$500. The Harbor Department is now enclosing this shed, which has public compartments for the benefit of relatives of the officers and men and visitors to the Fleet.

Title: Thirtieth page of the National Cruise scrapbook compiled by Henry Galaske.

Page Description:

- Top: "Navy Landing Used by Thousands Daily," a newspaper clipping that pictures a landing that "has been pronounced by naval authorities one of the two finest naval landings in the United States." It is unclear what naval landing is pictured.
- Bottom Left: A photograph of men and women "on their way to view 'first line of defense'."
- Bottom Right: "Navy Landing and Field Prove Real Benefit to City," a newspaper article that discusses the hefty profit that the new Navy Landing at Long Beach is earning the city.

Dates: Presumed 1933

People: President Franklin D. Roosevelt

Historic Figures:

Places: Long Beach, California

Fleet Personnel Is Enthused Over Interest in Navy

Commander in Chief Gives
Comment on Policies of
Federal Leaders.

There is new life and spirit in the personnel of the United States Fleet as the result of recent happenings, several of which have taken place in the vicinity of Long Beach.

This much was made known Friday in a statement issued by Commander in Chief David Foster Belier, who said:

"The United States Fleet, now concentrated on the Pacific Coast, has just been inspected by Honorable Secretary of the Navy Claude A. Swanson, who has declared it to be the policy of the Navy to build and maintain a Navy up to the strength permitted by the treaty, a Navy second to none. This declaration of policy, coming on Navy Day, has put new life and spirit into the Fleet, officers and men of which have worked indefatigably and loyally to keep these ships up to the highest pitch of efficiency."

Perhaps the most inspiring news to the officers and men of the Navy was the pronouncement from Washington that President Roosevelt had approved the expenditure of \$23,000,000 for Navy ship construction as a part of the public works program and as a part of the national recovery plan. This happened early this year.

Favors Full Navy.

Early this month, when the Congressional Naval Inspection Committee visited Long Beach and other Pacific Coast ports, Senator James P. Byrnes, senior member of the party, declared himself as favoring a treaty Navy, fully manned.

"A second best Navy is just as valuable in time of war as a second best horse in a horse race," declared the South Carolinian.

"I am vigorously opposed to the United States scrapping ships while other nations scrap paper," he added by way of emphasis.

Early last week Secretary of the Navy Swanson arrived in Long Beach Harbor aboard the splendid new cruiser Indianapolis. The smiling, cordial Virginian made his position on United States naval strength clear during his first interview.

"A treaty Navy second to none," he said, when asked as to his views on the United States sea defense. Then he added significantly:

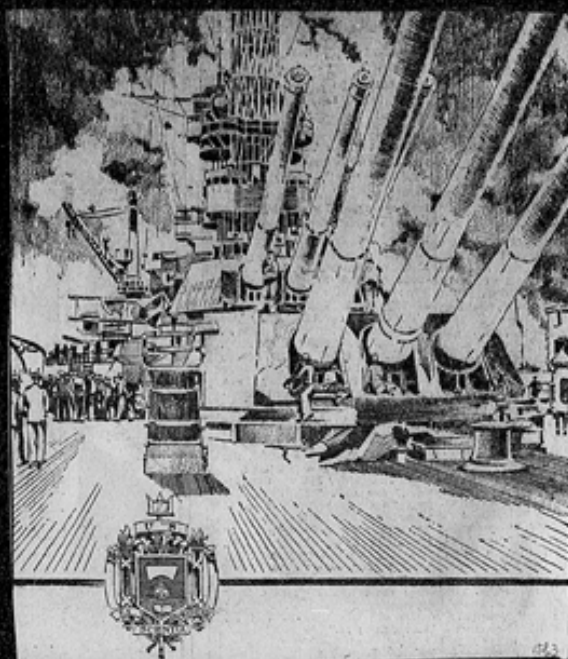
Must Meet Limits.

"Since other signatories to the treaty decline to reduce naval armaments, we have but one course to pursue—to build our Navy up to treaty limits. This we intend to do."

When Secretary Swanson left for the East Friday night, he complimented the officers and men of the United States Fleet in the following statement:

"My examination of all the Navy activities in Southern California has proved very satisfactory. They do their work well here, both the Navy and the civilians. Please say to every one that I find the situation here most gratifying."

And last—but by no means least, in the estimation of Fleet officers and men—was the splendid response of the Southland citizenry to the invitation to inspect the war-craft based here on Navy Day. The response indicated a new and stronger interest in the Navy by the men and women who provide for its maintenance and existence.



H. Galaske, EMIC, U.S.N.
Welcome U. S. S. Constitution
To Officers and Crew:
The City of Long Beach
Fox West Coast Theatre and Long Transportation Company
Offer the Privilege of Free Admittance to
Fox West Coast Theatre
United Artists Theatre
and
Free Transportation on
Long Motor Busses
Please Show This Card
and Liberty Card
Good Until Oct. 1943
Only

Remember This

If you can laugh at
yourself, you are civil-
ized.

Samoset Tribe No. 22, Imp. O. R. M.

Cordially Invites the
OFFICERS and CREW

Of The
U. S. F. CONSTITUTION

To The
"Day's of '49 Trading Post"

Roaming Gulch Hall
(Goodpasture Auditorium)

Vallejo, Calif.
April 24-29, 1943

PLEASE PRESENT THIS INVITATION AT THE DOOR

Title: Thirty-First page of the National Cruise scrapbook compiled by Henry Galaske.

Page Description:

- Top Left: "Fleet Personnel is Enthused Over Interest in Navy," a newspaper article that reports on a speech given by Commander in Chief David Foote Sellers. In his speech, Sellers announced that President Roosevelt had approved the expenditure of \$238,000,000 for Navy ship construction.
- Top Right: An illustration of a contemporary battleship.
- Center: A city of Long Beach pass that allows for free admittance to Fox West Coast Theatre and United Artists Theatre, and free transportation on Lang Motor Busses. The pass is written for "H. Galaske, EM1c, U.S.N.," and is good until October 19, 1933.
- Bottom Left: A "Remember This" quote that states, "If you can laugh at yourself, you are civilized."
- Bottom Right: An invitation from Samoset Tribe No. 22, Imp. O. R. M. to the officers and crew of USS *Constitution* to the "Day's of '49 Trading Post" in Vallejo, California, April 26-29, 1933.

Dates: April 26-29, 1933
October 19, 1933

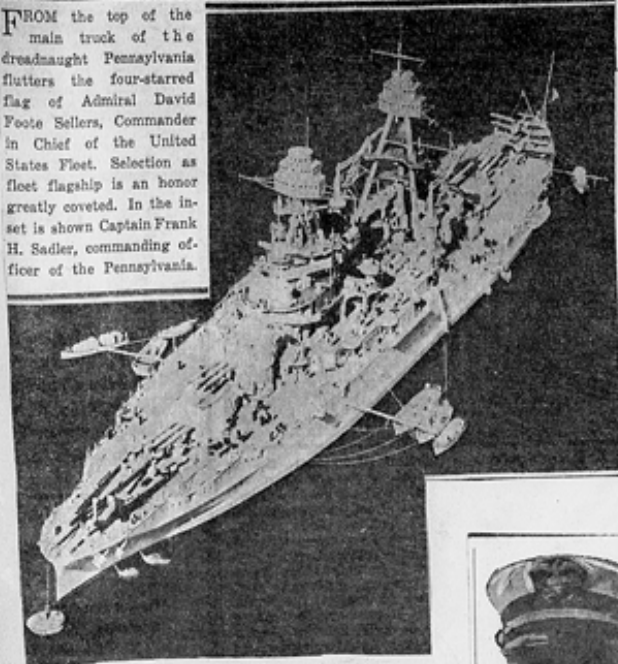
People: Henry Galaske

Historic Figures:

Places: Long Beach, California
Vallejo, California

Fleet Flagship Chosen by Admiral

FROM the top of the main truck of the dreadnaught Pennsylvania flutters the four-starred flag of Admiral David Foote Sellers, Commander in Chief of the United States Fleet. Selection as fleet flagship is an honor greatly coveted. In the inset is shown Captain Frank H. Sadler, commanding officer of the Pennsylvania.



Navy Officer Popular Here



ADMIRAL W. H. STANDLEY, Chief of Naval Operations, who has a host of friends in Long Beach where he resided for several years.

Any Old War Craft That Floated A Battleship to Great Commoner

Special from The Christian Science Monitor Bureau
WASHINGTON, Sept. 12 — Newspaper headlines which spoke of a vast American armada closing in on Cuba left President Roosevelt chuckling. He knew, as an old Navy Department official, the vast distinction between the lone American battleship and single cruiser in Cuban waters and the score or more of destroyers and other relatively miniature warships which were ordered to patrol duty there.

And the President told his friends of that classic day, 20 years ago, when Mr. William Jennings Bryan, then Secretary of State, called Mr. Roosevelt, Assistant Secretary of the Navy, into his office to demand eloquently:

"You must send a battleship right away to Port-au-Prince to protect Americans there."

Mr. Roosevelt protested regretfully that the recent American battleships were in Narragansett Bay, a good four days' steaming time away. It made no difference to Mr. Bryan, who always brushed professional difficulties aside.

"I tell you, Mr. Roosevelt, you must have a BATTLESHIP at Port-au-Prince THIS VERY AFTER-NOON."

"Well," replied the young Assistant Secretary of the Navy, "we've got a gunboat at Guantanamo. I could get that to Port-au-Prince in maybe four hours."

"Why, that's all right," answered Mr. Bryan, greatly relieved. "I want you to understand, Mr. Roosevelt, that when I say 'BATTLESHIP' I don't mean anything technical. I mean something that floats."



Navy Payroll Totals Million in Each Month

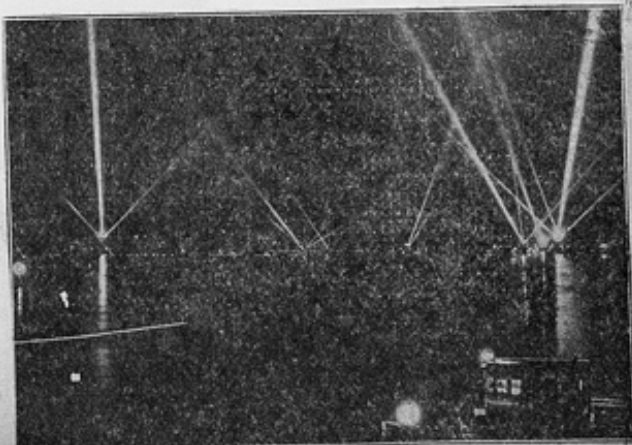
WITH a monthly payroll of one million dollars received by a personnel of 230 officers and 25,000 bluejackets on duty aboard vessels of the United States Fleet stationed in the local harbor, the ever-growing Navy becomes one of the leading assets to the city of Long Beach and surrounding communities.

Officers and sailors are paid twice during the thirty-day period, on the fifth and twentieth of each month. Usually they come ashore with Uncle Sam's salary in cash in their pockets ready to be spent, but they may be paid by check if they desire.

Ranking systems, similar to those ashore, have been organized on major Fleet units with a yearly rate of interest that encourages Jack Tar to save at least a small part of all his earnings.

Remote School To Visit Ship

Arrangements were made yesterday to bring the entire student body of the public school at White Horse, a little community in Bonhomie County, seventy-four miles away, to Seattle to inspect the rigid Constitution. The children, ninety in number, will be accompanied by their principal, Mrs. L. G. O'Toole, and two teachers, Mrs. John Campbell Jr. and Mrs. Hazel Michaelson.



Searchlights of dreadnaughts present colorful night scene at harbor

Title: Thirty-Second page of the National Cruise scrapbook compiled by Henry Galaske.

Page Description:

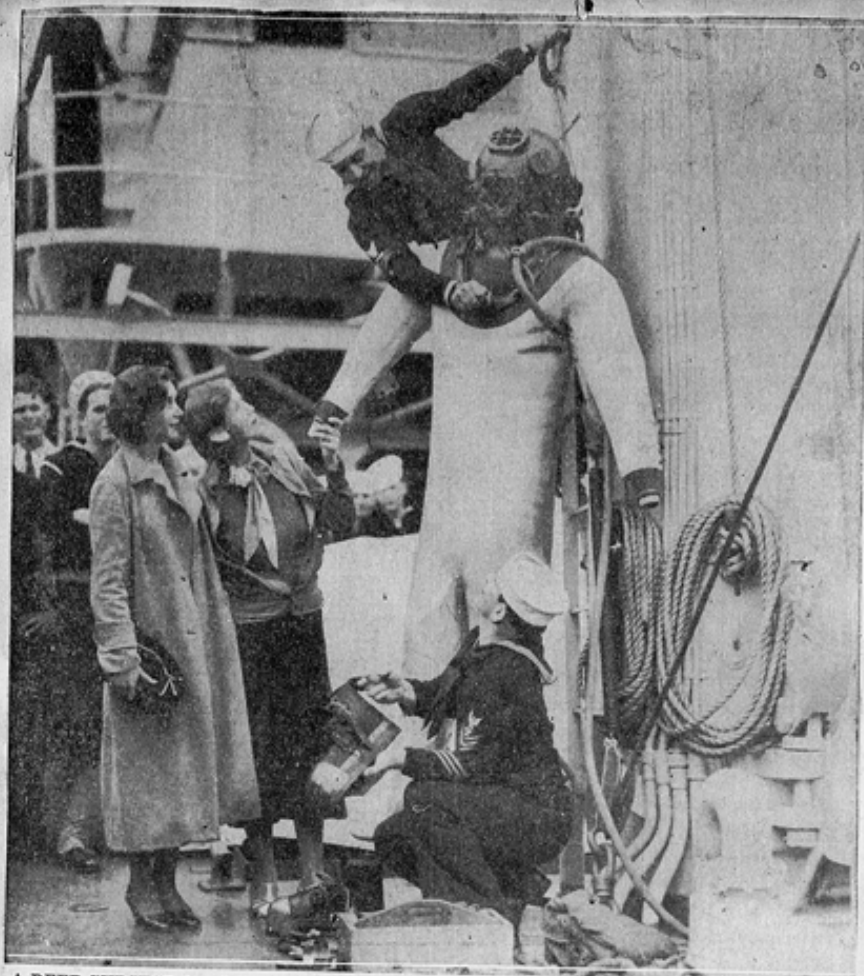
- Top Left: "Fleet Flagship Chosen by Admiral," a newspaper clipping that features a photograph of the dreadnaught USS *Pennsylvania*. In the photograph, *Pennsylvania* is flying the four-starred flag of Admiral David Foote Sellers (Commander in Chief of the US Fleet).
- Top Right: "Navy Officer Popular Here," a photograph of Admiral W. H. Standley (Chief of Naval Operations).
- Center Left: "Old War Craft That Floated a Battleship to Great Commoner," a newspaper clipping from September 12, (presumably) 1933. The newspaper clipping describes the day, 20 years previous to publication, that William Jennings Bryan (then Secretary of State) called Mr. Roosevelt (then Secretary of the Navy) to request that Roosevelt send a battleship to Port-au-Prince to protect Americans there.
- Center: Photograph of an unknown sailor.
- Center Right: "Navy Payroll Totals Millions in Each Month," a newspaper article that discusses the payroll of the US Navy and the increasing importance of the Navy to the city of Long Beach, California.
- Bottom Left: "Remote School to Visit Ship," a newspaper clipping that announces the plans for ninety school children from White Horse (Snohomish County) to visit USS *Constitution* while she is docked in Seattle, Washington.
- A newspaper photograph with the caption "searchlights of dreadnaughts present colorful night scene at harbor."

Dates: September 12, 1933

People: William Jennings Bryan
President Franklin D. Roosevelt
Admiral David Foote Sellers
Admiral W. H. Standley

Historic Figures:

Places: Long Beach, California
Seattle, Washington



A DEEP SUBJECT, but Sally Juerson (left) and Ethel Weaver find this diving suit something interesting and new to them.

HERBERT HARABIDIAN and Paul Hershe are two willing, if not eager, instructors. Note the delicate little shoe held by Hershe.

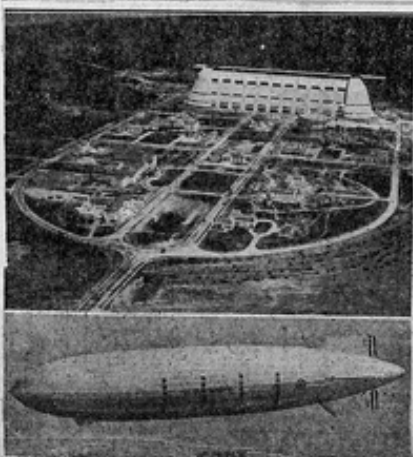
BIG DIRIGIBLE HERE FRIDAY AT 7 A.M.

San Diegans will get their first glimpse of the navy dirigible Macon on its Navy day flight at 7 a.m. Friday, according to report today at 17th naval district headquarters. The schedule outlined for the Macon calls for its leaving Sunnyvale at sunset Thursday, proceeding south to be over San Diego at 7 a.m. Friday.

A radio broadcast from the giant airship is planned from 11:15 Friday until noon, when the Macon is to be over Los Angeles. It will continue northward during the afternoon and another broadcast from the craft is expected Friday evening when it is over San Francisco. The Macon does not contemplate mooring at Camp Kearney during this flight, local naval authorities report.

On Way to New Pacific Coast Home

Due to pass over or near San Diego last night, the great new navy dirigible Macon (lower) is en route from Lakehurst, N. J., to her new \$3,000,000 base at Moffett field (upper), near Sunnyvale. The Macon is expected to be a frequent visitor here.



MACON LATE ON FLIGHT TO SAN DIEGO

ABOARD U. S. S. MACON, Oct. 26 (I.N.S.)—The U. S. S. Macon, world's largest airship, left Moffett field today on its initial flight as a unit of the Pacific fleet. Heavy fog delayed the dirigible's scheduled departure two hours, but at 12:12 p.m. the ship cast loose from its mooring mast and nosed southward on a 50-hour air voyage that will take it to the Mexican border and possibly to the Oregon line. The takeoff under the skillful direction of Com. A. H. Dornel, was handled perfectly. Its eight motors roared musically as the Macon launched on its maiden flight in its new air domain.

Senator Guglielmo Marconi, inventor, and his wife were among the 5000 spectators. Approximately 85 persons were aboard.

The Macon is due over San Diego tomorrow morning and then, turning north, is to circle over Los Angeles at noon. After a navy radio broadcast, it plans to head north to San Francisco for another night broadcast and then cruise north along the California coast before returning to Sunnyvale late Saturday.

Title: Thirty-Third page of the National Cruise scrapbook compiled by Henry Galaske.

Page Description:

- Top: A newspaper photograph of two sailors (Herbert Harabidian and Paul Hershe) explaining and demonstrating the uses of a diving suit to two observers (Sally Juerson and Ethel Weaver).
- Bottom Left: "Big Dirigible Here Friday at 7 A.M.," a newspaper clipping that announces the flight of the navy dirigible USS *Macon* over San Diego on Navy Day (October 27, 1933).
- Bottom Center: "On Way to New Pacific Coast Home," a newspaper clipping that announces the flight of the navy dirigible USS *Macon* from Lakehurst, New Jersey to her permanent base at Moffett field near Sunnyvale, California. The clipping includes photographs of Moffett field and *Macon*.
- Bottom Right: "Macon Late on Flight to San Diego," a October 26, 1933 newspaper clipping that reports on the fog that caused the delay of USS *Macon*'s first flight.

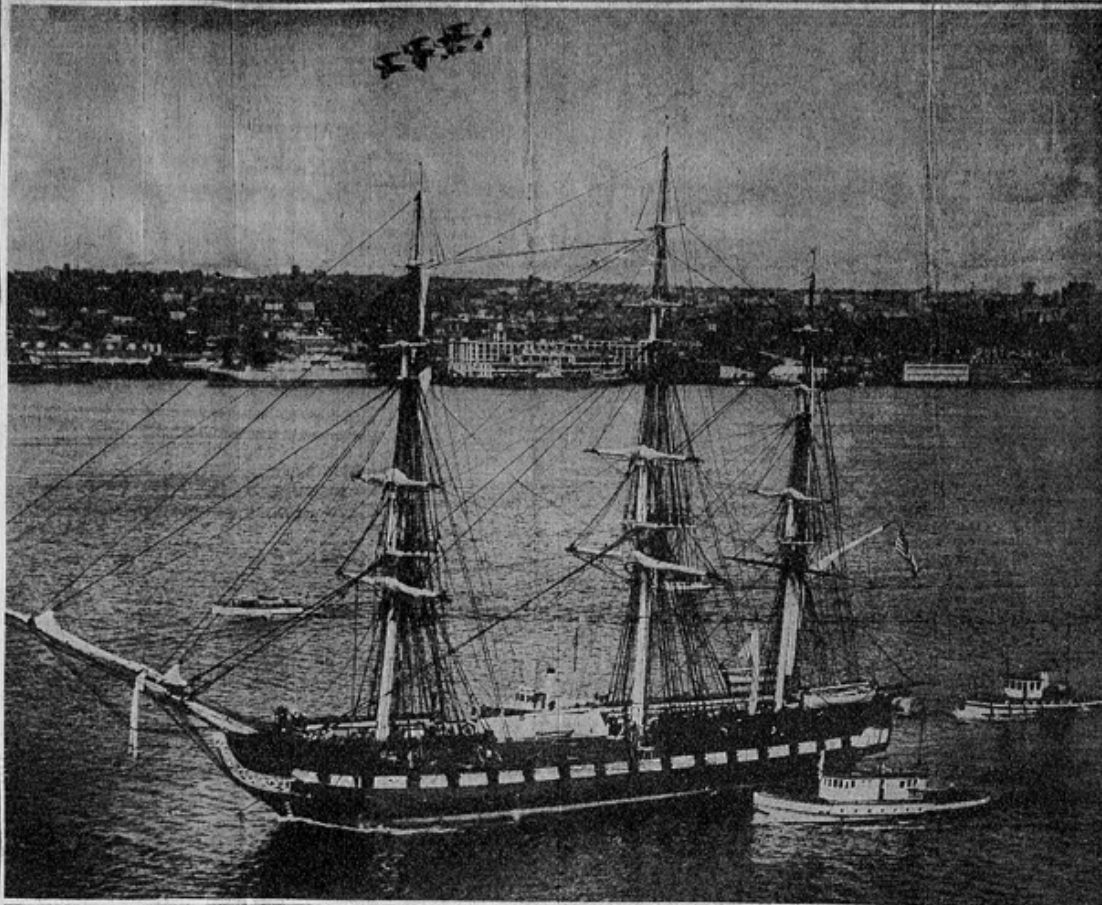
Dates: October 26, 1933
October 27, 1933

People: Herbert Harabidian
Paul Hershe
Sally Juerson
Ethel Weaver

Historic Figures:

Places: San Diego, California
Sunnyvale, California
Lakehurst, New Jersey

Old Ironsides In Elliott Bay * * * Historic Frigate Greeted * * * Planes Aid Welcome



SEATTLE HILLS BACKGROUND FOR HISTORIC SPARE!
While a squadron of naval planes thunders over her, the United States frigate Constitution is seen as she arrived in Elliott Bay yesterday. Note the clear details in this re-

markable air photo—the intricate rigging, the busy scene on deck, the carving at the bow and the gun muzzles thrusting from the ports along the white strip which marked the gun deck of the famous old man-of-war. The flag is flying from her spanker-gaff, above the quarter-deck where heroes trod.

Seattle shipping and Queen Anne Hill in the background, with a section of downtown Seattle at extreme right. This photo was made from an observation plane of the Fifteenth Naval Reserve Squadron by Arthur French, Post-Intelligencer photographer.

Visitors Find Old Arms, Equipment Make Frigate Patriotic Museum

Visitors to the Frigate Constitution, today and succeeding days, will find the historic vessel a patriotic museum.

Fifty-two cannons and their appurtenances will attract the attention of boys and many of their sisters. On the upper or "main deck" are eighteen carronades. The ship also carries thirty-two heavier cannons on its lower or "gun deck" and two bow chasers.

Leather buckets, used to dip up sea water to wash out the guns after each broadside, are also objects of interest. So are the extractors, tanneries and crabs used for the old muzzle loading cannon. Boarding pikes, cutlasses and other fighting equipment of the heroic days of hand-to-hand conflict are other curiosities.

In Commander I. J. Guilliver's quarters are two quaint metal canteens, hanging on chains and filled with sand. The commander explains that they are for "hot

shots"—pots in which twenty-four pound cannon balls, heated in the ship's galley, are placed to provide warmth. This is the ship's only heating system.

The ship's fire protection apparatus is also of antique model, hand worked pumps. Immediately after the ship had docked here, however, fire hose connected with the city water system was put aboard.

The commander's quarters, in the glass enclosed cabin at the stern, is full of relics. Incidentally, Commander Guilliver explained, the glass covered ports are meant for business rather than for looking over the scenery. While the Constitution mounted no stern guns, the ports were planned for use in the event that the ship should be compelled to flee. In this case, guns would be wheeled from other stations on the ship to the captain's quarters to fire on the pursuing enemy.

21,000 Grade And Junior High School Pupils Will Visit Famous Old Fighter

Accompanied by their own principals and teachers, 21,000 grade and junior high school pupils today will begin making pilgrimages to "Old Ironsides," rebuilt by the people of American school children.

The parties will be made up of pupils in the fifth, sixth, seventh and eighth grades of grammar schools and of the three grades of junior high schools. Superintendent of Schools Worth McClure announced yesterday.

In order that all the youngsters may be able to see the famous ship, Mayor John F. Dore yesterday arranged for free transportation for those school pupils whose parents cannot afford the car fare.

The schools and their visiting dates are:
Today, June 1—Crown Hill, Loyal Heights, Whitier, Greenwood, Lawton, Interbay, North Queen Anne, R. F. Day, Bayley, J. D. Allen.

Monroe Junior High, Adams, Irving, Ross, West Woodland.
June 2—F. H. Cox, John Hay, West Queen Anne, Mercer, Warren Avenue, Cascade, Lowell, Seward, Lakota.

June 3—James Madison, University Heights, McDonald, Greenlake, Fairview, Hawthorne, Columbia, Whitworth.

June 4—Marshall, Ravenna, Montlake, Stevens, Brighton, Martha Washington, Dunlap, Emerson, June 5—Madrona, Leach, Horace Mann, Minor, Edison, Sunnyside, Pacific, Cleveland, Junior High, Georgetown, Laurelhurst.

June 6—Washington, Katsler, Oakeset, Central, Colman, John Muir, Van Asselt, Beacon Hill, Interbay.

June 12—Maple, Concord, Highland Park, Fairview, Oakwood, Jefferson, Bryant, Longfellow, McGilver, E. C. Hughes.
June 13—Hamilton, Lakeway.

Title: Thirty-Fourth page of the National Cruise scrapbook compiled by Henry Galaske.

Page Description:

- Top: "Old Ironsides in Elliot Bay...Historic Frigate Greeted...Planes Aid Welcome," a newspaper clipping that photographs and describes USS *Constitution*'s arrival in Elliot Bay (Seattle, Washington) on May 31, 1933.
- Bottom Left: "Visitors Find Old Arms, Equipment Make Frigate Patriotic Museum," a newspaper article that describes USS *Constitution* as a "patriotic museum." Additionally, the article lists the artifacts and objects found on board *Constitution*.
- Bottom Right: "21,000 Grade And Junior High School Pupils Will Visit Famous Old Fighter," a newspaper article that announces that 21,000 students will visit USS *Constitution* during her stay in Seattle, Washington. The article lists the date of each school group's visit.

Dates: May 31, 1933

People:

Historic Figures:

Places: Seattle, Washington

'Old Ironsides' Returns to S. D. After Northern Trip; To Be Open To Visitors Starting Tomorrow

"San Diego is a most satisfactory and excellent place for 'Old Ironsides' to stay, if it is to lay up for a few months."

This was the answer given today by Com. Louis J. Gulliver, Jr., commanding officer of the frigate Constitution, to the question of whether or not 'Old Ironsides' would spend the winter at San Diego.

The historic ship, which was visited by nearly 100,000 San Diegans during its three-week stay here last January and February, returned to this port today after a nine-month cruise to all Pacific coast ports from San Diego to Seattle. Off Point Loma at dawn, it was assisted to its berth at the north side of the navy pier, foot of E

street, by the tugs Koka and Grebe. Commencing tomorrow, "Old Ironsides" will be open to visitors daily from 10 a.m. to 6 p.m. Outside of the members of the welcoming committee today, no one was allowed aboard for four hours after the frigate berthed.

Scheduled to remain at San Diego only until Nov. 15, "Old Ironsides" has proved a tremendous magnet at every port it has visited, and efforts to have it remain here throughout the winter have been made by the chamber of commerce. Better winter climate conditions and the fact that San Diego is easily accessible to all centers of population within a 500-mile radius are two of the

(Continued on Page 4, Col. 3)

Constitution Captured Vessel Which 'Took' San Diego in '46, Check of Ship Records Reveals

Feb. 20, 1815—"Old Ironsides" captured the British war vessel Cyane. July 29-30, 1846—The United States sloop of war Cyane captured San Diego.

Jan. 21, 1833, and Nov. 3, 1833—"Old Ironsides" enters the port of San Diego.

This hitherto unrecorded historical connection between the frigate Constitution and the port of San Diego was revealed today, when Old Ironsides re-entered the port of San Diego after a cruise of Pacific coast waters.

It was officially confirmed on board the Constitution this morning that the U.S.S. Cyane, which figured in the naval history in the capture of San Diego in 1846, was the same vessel which Old Ironsides

captured in the naval engagement of February, 1815, when both the Cyane and Levant were captured.

The Cyane's participation in the capture of San Diego was brought to light only last month as a result of research work carried on by Walfred Davidson of this city, author of "Where California Began."

Mrs. Davidson's studies revealed that it was Lieut. Stephen Clegg Rowan, executive officer of the Cyane, who first raised the American flag here, instead of Maj. John C. Fremont, who heretofore has been given credit for "capturing San Diego."

The question of whether or not the Cyane of the War of 1812 and the Cyane of 1846 were identical vessels was asked of Lieut. Com. Henry Hartley, the Constitution's executive officer, shortly after the vessel berthed this morning. He replied in the affirmative. A check of the records on the Constitution shows that the Cyane was retained as a vessel of the United States fleet after its capture by Old Ironsides, and no mention is made of any other vessel by that name during the first half of the 19th century.

(Continued on Page 4, Col. 4)

'OLD IRONSIDES' RETURNS TO S. D.

From Page One

reasons being advanced by chamber officials for keeping the craft here.

San Diego's weather today apparently was a welcome relief from the fog and mists that hampered the movements of "Old Ironsides" on several occasions during the Pacific coast cruise. Fog was the ship's "worst enemy" since it left San Diego last Feb. 12, according to report by Lieut. Com. Henry Hartley, executive officer.

Alongside the navy pier at 9 a.m., "Old Ironsides" was boarded by a reception committee which included Rufus Choube, president of the board of harbor commissioners; Port Director Joe Brennan, Com. R. H. Smith, 11th naval district port director and a classmate of Com. Gulliver; G. Aubrey Davidson, and C. M. Vandenberg, publicity director, San Diego California club, and representative of the chamber of commerce. Boarding the vessel shortly after its arrival were Mayor Fox, ward, President John L. Fox of the chamber of commerce, Maj. T. C. Macaulay, chamber of commerce executive manager, and Howard Worth, head of the chamber's army and navy committee.

Expressing his delight to visit San Diego again, Gen. Com. Gulliver, who has been "here" to thousands of civil representatives on the cruise, called each visit "a new acquaintance" being made during "Old Ironsides" stay here earlier this year.

Vessel Popular

As an example of the popularity of "Old Ironsides" with residents of the Pacific coast, Com. Gulliver related an incident which happened yesterday, when the Constitution paid a visit to Catalina island.

"Everyone at Catalina island came aboard during the few hours we were there," he said, "and one woman—she was 93 years old—expressed the spirit we have found throughout the voyage. Unable to walk, she was so eager to actually be on America's most famous warship that she had herself carried aboard."

The total number of visitors on "Old Ironsides" to date on its Pacific coast cruise amounts to 2,312, 133. Since the vessel was commissioned on July 1, 1811, it has been visited by 4,467,388 persons. The greatest number of visitors coming aboard during any one day while the craft was at San Diego last winter was 23,000, on Feb. 3. The largest single day's turnout, at San Pedro, where the greatest number of visitors went aboard at any port, was 34,400, on March 5.

"Old Ironsides," the link between America's modern navy and the navy of 1807, is rated as a 44-gun frigate, although in the War of 1812 it carried 55 guns and 436 men, records show.

Keel Laid in 1794

The keel of the Constitution was laid in Boston navy yard in 1794. One of the first three vessels built by the United States, the craft was designed by Joshua Humphreys of Philadelphia. It was launched 136 years ago last month—in October, 1797.

Continued

The names of Paul Revere and Betsy Ross are linked with that of "Old Ironsides." The vessel's copper bolts and sheathing were made by Paul Revere, while its first flag was made by Betsy Ross.

French vessels were the first against which the Constitution was placed in service. The year following its launching, the frigate was sent out against the French privateers which were infesting the American waters.

A veritable museum among the great modern vessels of the fleet, "Old Ironsides" has aboard as one of its interesting exhibits the table on which the treaty of peace was signed that ended the war between the United States and the Barbary pirates in 1805.

The undefeated veteran of 42 sea battles, "Old Ironsides" won its enduring place in American history during the War of 1812. It won its name, "Old Ironsides," on Aug. 19, 1812, when, during the battle with the British frigate Guerriere, the British shot bounded off the solid oak sides of the American ship.

The naval duel with the Guerriere, with its victorious outcome for the Constitution at a time when American morale was at its lowest ebb, was followed by numerous other victories hardly less notable, the better known being the destruction of the Java (Dec. 19, 1812), and the capture of the two armed vessels Cyane and Levant on Feb. 20, 1815.

A wooden vessel, the Constitution has neither heat nor light. It carries no oil, and has no electrical equipment except what can be put in for use on the ship while tied at the pier.

"Grog Tab"

San Diegans visiting the vessel will find many relics of ancient days aboard. Among these are the great oak cask, marked "Grog Tab," the iron-barred brig with its array of chains and leg and arm irons and its heavily-thorned "cat-o-nine-tails," cutlasses, pikes, flintlock muskets and side arms.

The Constitution's present gun arrangement follows that of the early days. Guns on the spar deck are 24-pounder cannonade—short, light guns which threw heavy shot for a distance of from 300 to 400 yards. On the gun deck are long 24-pounders, with longer range but less smashing power than possessed by the 24-pounders. The long runs could obtain a range of 700 yards.

"Old Ironsides" length overall is 204 feet. It has a beam of 43 feet, 6 inches, and a draft of 32 feet, 6 inches. It was originally built of live oak and red cedar, all well-seasoned.

The restoration of the ship, which was started in 1923 and carried out with funds made possible by the pennies, nickels and dimes contributed by American school children and patriotic societies, follows the original lines of the craft faithfully.

Eighty-Nine on Board

The total number of men on board is 89. The officers, in addition to Com. Gulliver and Com. Hartley, include Lieut. J. Y. Danenberg, Lieut. D. W. Tolson, Lieut. Gene Sanfield, who joined the vessel after it sailed northward from San Diego, and Lieut. D. W. Lyon, medical corps, and W. J. Dean, supply corps.

Our Navy Revival

HOW different and how much better was yesterday's celebration of Navy Day than this annual occasion has been during the last dozen years!

The nation emerged from the World War with a Navy that had demonstrated itself equal to any in both efficiency and personnel.

It was not yet the equal of Britain's navy in sheer strength—in the number and classes of fighting ships—but the construction program under way in 1920 was destined to make us inferior to none in actual sea power, as well as in naval competency.

But the next year—1921—proved to be the year of the greatest naval disaster in our history. It was the year of the Washington conference, when a Republican Administration wantonly scrapped the needed new battleships we were building, and deliberately adopted a "little Navy" policy in the foolish hope and vain delusion that other countries would do likewise.

From that time, and down beyond the period of the second naval conference at London, our Navy became progressively weaker, and the navies of other important powers were made constantly stronger.

To the shame of our Government, and to our people's own concern, we declined from a "paper parity" with Britain to THIRD RANK, below Japan.

And such was our condition last year when Navy Day was remembered.

THAT condition has not yet been remedied. Not only money and labor, but also time is required to launch and man a great fleet. But, as the President would say, "We are definitely on the way." Peace and preparedness have again been made our national policy, instead of pacifism and eventual catastrophe—and again we have the fine vision of sturdy, adequate warships being laid down in our Navy yards and ship yards.

Of its many splendid achievements in less than eight months of government, the Roosevelt Administration has done nothing better for the country than to give us back our historic and patriotic sea policies.

And it was altogether right for the Administration and for the Navy's spokesmen to make yesterday the occasion for special affirmation of those praiseworthy policies, in strong, clear terms.

In the language of Secretary Swanson's Navy Day message to the service:

"The work of upbuilding the Navy must be steadily continued. No one point of our policy, foreign or domestic, is more important than this to the honor and material welfare, and, above all, to the peace of our nation in the future."

Similarly, Admiral William H. Standley, chief of Naval operations, pointed out the things that must and will be done to overcome the consequences of neglect and to put the Flag where it should be on the ocean.

"Sea power," he said, "comprises not only powerful ships of war, but merchant vessels quickly convertible when war threatens into fast auxiliary cruisers, airplane carriers and escorts, manned by trained navigators and seamen available for quickly expanding Navy personnel."

IN OTHER words, our merchant marine must be maintained and carried on, in order that the ships of the line may have their indispensable adjuncts when crisis or emergency again befalls us.

Were he still living, Theodore Roosevelt—whose birthday is so fittingly commemorated by Navy Day—would find his heart gladdened immeasurably by our inspiring "New Deal" in sound Americanism.

Title: Thirty-Fifth page of the National Cruise scrapbook compiled by Henry Galaske.

Page Description:

- Top and Bottom Left: ““Old Ironsides’ Returns to S. D. After Northern Trip; To Be Open To Visitors Starting Tomorrow,” a newspaper article that discusses the efforts made by the San Diego chamber of commerce to have USS *Constitution* remain in the city throughout the winter of 1933. The article also discusses the visitation that *Constitution* saw while in San Diego.
- Top Right: “*Constitution* Captured Vessel Which ‘Took’ San Diego in ’46, Check of Ship Records Reveals,” a newspaper article that reports on the fact that USS *Cyane*, the ship that captured San Diego in 1846, is the same vessel which USS *Constitution* captured in February 1815 from the British.
- Right Bottom: “Our Navy Revival,” a newspaper article from October 28, 1933 that discusses the Navy’s history and the success of Navy Day on October 27, 1933.

Dates: October 28, 1933

People:

Historic Figures:

Places: San Diego, California

4,000,000 VISITOR DUE ON SHIP HERE

More Than 3,600,000 Already Have Paid Homage On Gallant Historic Old Vessel

Capt. Bob Hall, Veteran Puget Sound Pilot, First Seattle Name For Craft's Register

"Old Ironsides" probably will receive its four millionth visitor during its four weeks' stay in Puget Sound.

This was the estimate of officers yesterday as the famous frigate circled Elliott Bay, escorted by airplanes and watercraft, before making its way to its moorings at Smith Cove.

More than 3,600,000 persons have paid homage at the floating shrine of American patriotism since the rebuilt Constitution started its present cruise.

L. A. HAS RECORD NOW

In a single Sunday at Los Angeles harbor, 36,400 visitors were listed. The previous record for a day was hung up at Houston, Tex., 31,000.

Capt. Bob Hall, dean of Puget Sound pilots, who had the honor of bringing the old time fighter into Elliott Bay, was also the first Seattle resident to inscribe his name in the ship's register.

The present cruise, which started July 2, 1931, has been a veritable "Gulliver's travel" for Com. L. J. Gulliver, U. S. N., commanding officer. Sixty-two ports have been visited thus far. Ships are to be made at other Puget Sound cities, following the two weeks' stay here.

MANY SHIPS GREET HER

Seattle's greeting to the Constitution started yesterday soon after the ship had rounded Point No Point. Planes roared overhead and dipped in greeting as they circled the ship and the mine sweeper Grebe. Watercraft from the Seattle and Queen City yacht clubs, brave in full dress, the Coast Guard cutter Guard, the Tacoma, with an escort party, and other vessels formed a varied escort by the time West Point was reached.

Although it was the Constitution's first visit to Puget Sound waters, ghosts of her historic past rose to greet her. Bainbridge Island, named after Capt. William Bainbridge, the Constitution's commander in her noted battle with the Java, came into view as the ship neared Elliott Bay.

As the noted ship swung toward Seattle's waterfront, a scolding ship's horn boomed, whistles call the crew of sailors and marines to duty, and they formed in a long line, hailing at an immense scale.

STILL USES MAN POWER

They were "cutting the anchor," Commander Gulliver explained, after the Constitution had docked. For Old Ironsides, although 85 per cent rebuilt, is still the ancient ship of more than a century ago, depending upon man power rather than machinery.

The Grebe, serving as tow and convoy for Old Ironsides, is another vessel of World War days. It swept mines from North Sea, and was recalled from St. Thomas, in the Virgin Islands, to provide motive power for the Constitution on the present tour.

GREBE SALUTES SEATTLE

Three long blasts of welcome from the Grebe's whistle answered shore greetings as the two vessels passed Seattle docks.

When the Grebe, with the aid of a Seattle tug, had brought the Constitution to her moorings at Pier 41, the minesweeper cut loose, steamed out into Elliott Bay again, and then turned, to make its own moorings behind Old Ironsides, and give the sea fighter of another age the place of honor.

60 PLANES TO SOAR ABOVE CITY TODAY

Army's Crack Fighting Craft Will Practice Air Maneuvers In Mock Defense Of N. W.

Social Affair For Flying Visitors Planned This Evening; Mayor And Other Speakers Listed

Seattle will be accorded the greatest aerial exhibition ever staged in the Northwest this morning, when sixty planes of the general headquarters staff of the Army Air Corps will soar in formation over the city. Virtually every type of fighting plane in use by the army will join the aerial procession—tiny, but wicked pursuit ships, the larger and slower observation, reconnaissance and attack planes—and there will be many planes as well, carrying observers whose task it is to coordinate the navy's program with the army's for the aerial defense of the Northwest.

It will be just such a demonstration as the city might see if it were attacked by a mighty air force in time of war—but with all the unpleasant features removed.

NOTED SPEAKERS LISTED

The day's flying will be followed by the principal social function that has been arranged for the visiting pilots—a formal dinner at the Olympic Hotel. There will be an informal reception at 4 p. m., with the banquet starting an hour later. Speakers will include Mayor John F. Ivers, Mayor M. O. Townsend of Tacoma; Brig. Gen. Oscar Westover, assistant chief of the Air Corps, who is in command of the fleet; Cassius E. Gates, president of the Seattle Chamber of Commerce; Commander Louis J. Gulliver, commanding the frigate Constitution; Capt. Donald Graham, general chairman of the reception committee and state governor of the National Aeronautic Association; Mrs. Frances E. Winna of Longview, past state president of the American Legion Auxiliary; Maj. John J. Sullivan, and Maj. Julius J. Babat.

DINNER FOR ENLISTED MEN

Tomorrow evening the Seattle Junior Chamber of Commerce will give a dinner at the Frye Hotel for the enlisted men with the planes, and this will be followed by a dance at the Triamson ballroom.

Tentative plans have been adopted to have all the planes on public display at Boeing Field Sunday.

OLD CANNONS GUARD GRAVES

Two cannons that once thundered defiance at America's foes from the spar deck of "Old Ironsides" stand guard over soldiers' graves in Veterans' Memorial Cemetery at Warrenton.

The relics were purchased by ten veterans' posts here in 1928 and presented to Seattle and the Northwest.

The guns were not part of the ship's original armament. When the Constitution was repaired in 1816 because of damage sustained in battle, a spar deck was added and on it was mounted a battery of twenty-one guns, each weighing three tons.

In 1926, when it was decided to restore the historic craft to her original form, the spar-deck was removed and the twenty-one guns were sold to veterans' posts, Seattle obtaining two of them.

1775

1933

GREETINGS U.S. NAVY



TODAY We Pay Tribute to the Officers and Enlisted Men of the United States Navy

Bluejackets, Marines Are Appreciated Here

By H. F. BURMESTER.

JUST a word of appreciation for the bluejackets and men of the Marine Corps. Not those men who are heavily weighted with gold braid, but those splendid, healthy, fighting, smiling youngsters who compose the backbone of the fleet. Long Beach has learned to appreciate the bluejackets and Marines, particularly since the men and women of this city had an opportunity of observing these young men at close range during earthquake days.

There was a time not so many years back in this city when a bluejacket or marine was looked upon in awe, curiosity and with some fear. They were supposed to be wild young fellows with swivelchairs in every port who left a trail of broken hearts in homes they visited and broken heads in many other establishments.

Today Long Beach knows better. Through close association, residents of this city have learned that the personnel of the Navy and Marine Corps constitutes one of the most thrifty and staid groups in the national family. Records at the post office show that each month generous allotments of money are sent by the bluejackets and Marines to dependent mothers or other relatives. Navy records disclose that a large percentage of the enlisted men take advantage of the opportunity afforded by Uncle Sam to learn trades while in the service.

They hail from Maine, Michigan, Kansas, Georgia—from every State of the Union. They crave adventure and are patriotic to the 48th degree. Their pride in ship achievements is responsible for some of the splendid records set by the American Navy. Generous, fearless and smiling at life as he finds it, the American bluejacket or Marine is something to make old men wish they were young again and to cause feminine hearts to flutter.

There is a tradition in the Navy that bluejackets and Marines do not get along together very well. It is true that there is intense rivalry between the two organizations, but it is a matter of record that a bluejacket will take up the cause of a Marine, or vice versa, almost as quickly as he will espouse the cause of a buddy.

Long Beach knows sailormen and

Marines for their true worth. In the most critical period of the city's history they rendered a service which will never be forgotten. On Navy Day it is a pleasure to express appreciation of this contribution.

They compose quite a city in themselves, these virile young men of the enlisted personnel, to say nothing of the officers. The total manpower of the fleet here is about 20,000. Approximately 1200 officers and 2000 enlisted men make their homes here. Thousands of others visit the city periodically.

RADIO TELLS OF SHIP'S ARRIVAL

As the historic frigate, "Old Ironsides," moved majestically into Elliott Bay yesterday, local radio listeners were given a graphic description of the picturesque sight in one of the most unusual broadcasts ever attempted in Seattle.

Presented by the Post-Intelligencer and KOL, the broadcast originated aboard the coast guard boat Guard, which met the frigate as it rounded West Point light at 2:45 and followed in its wake as it made a circuit of the bay. Directed by Allen "Red" Gmator, KOL engineer, the broadcast was released over the portable short wave station, K100, to a pickup point on shore, from where it was sent by special wire to the KOL studios for the rebroadcast.

Ken Stuart, KOL's veteran announcer, was at the microphone. He was assisted in the broadcast by Frank Anderson of KOL, and Mitchell Buchanan of the Post-Intelligencer staff.

Title: Thirty-Sixth page of the National Cruise scrapbook compiled by Henry Galaske.

Page Description:

- Left: "4,000,000th Visitor Due on Ship Here," a newspaper article that reports on officers' estimate that USS *Constitution* will receive her four millionth visitor while in Puget Sound (Washington State). The article also discusses the cities in which previous visitation records were set.
- Top Center: "60 Planes to Soar Above City Today," a newspaper article that announces an aerial exhibition to be held over Seattle, Washington in which sixty planes of the Army Air Corps will fly over the city. The article states, "Virtually every type of fighting plane in use by the army will join the aerial procession."
- Top Right: "Greetings U.S. Navy," an advertisement for Navy Day on October 27, 1933.
- Bottom Center: "Old Cannons Guard Graves," a newspaper clipping that states that two cannons, once on board USS *Constitution*, now stand guard over soldiers' graves in Veterans' Memorial Cemetery at Washelli (Washington State).
- Right Center: "Bluejackets, Marines Are Appreciated Here," a newspaper article that explains the thought behind Navy Day: to pay tribute to "those splendid, healthy, fighting, smiling youngsters who compose the backbone of the fleet."
- Bottom Right: "Radio Tells of Ship's Arrival," a newspaper clipping that reports on the radio program that was broadcast by the Post-Intelligencer and KOL on the airwaves over Seattle, Washington during USS *Constitution's* arrival into Elliot Bay.

Dates: October 27, 1933

People:

Historic Figures:

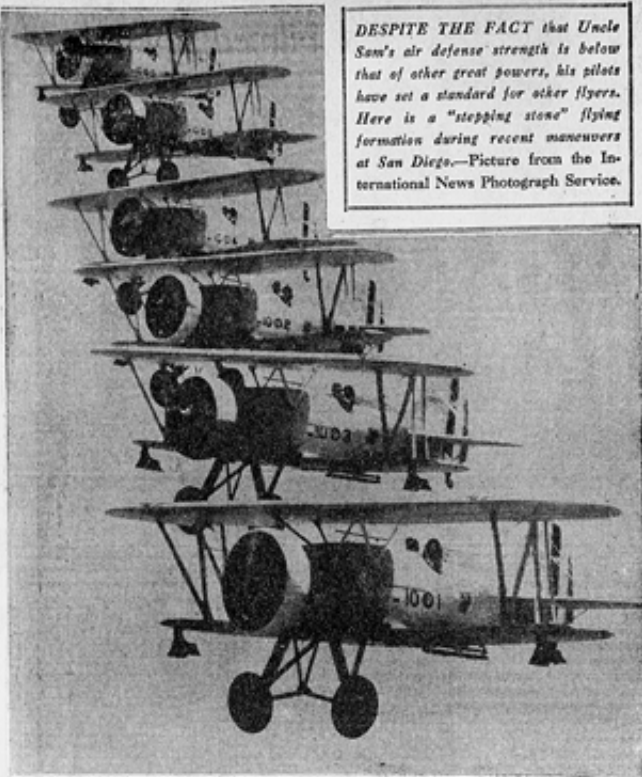
Places: Seattle, Washington

U. S. Becomes Sixth in Air Defense; Fechet Declares Program Unfulfilled

87 ON SHIP IN FLIGHT SOUTH

By ELLIS H. MARTIN
ABOARD U. S. MAOON, Oct. 28 (I.N.S.)—Sailing steadily as an ocean liner on a calm sea, the world's mightiest dirigible, the Macon, this afternoon headed south over the fertile Santa Clara valley after an uneventful takeoff at noon from the naval air base at Sunnyvale, Cal. The dirigible, according to present plans of naval officers, is due over San Diego at sunrise tomorrow.

DRESS IN COMMAND
SUNNYVALE, Oct. 28 (A.P.)—Starting its first flight since arriving at its new home here nearly two weeks ago from Lakehurst, N.J., the navy dirigible Macon left at 12:10 p.m. on a two-day cruise of California in connection with Navy day exercises. The big ship carried 80 officers and men, four press representatives and three technicians. The personnel included the skipper, Com. A. H. Dressel, and Capt. Harry Shoemaker, commandant of the Sunnyvale naval air base. It is due over San Diego tomorrow morning and over Los Angeles at 11:15 a.m., where it will broadcast a Navy day program until noon, and then head northward to San Francisco, where another broadcast will be made late in the day. Leaving San Francisco, it is scheduled to cruise over northern California, returning to its base at 4 p.m.



DESPITE THE FACT that Uncle Sam's air defense strength is below that of other great powers, his pilots have set a standard for other flyers. Here is a "stepping stone" flying formation during recent maneuvers at San Diego.—Picture from the International News Photograph Service.

NAVY NEWS

ECONOMY KEEPS FLEET ON COST, SAYS SWANSON

Secretary Declares U. S. Shipbuilding Not Aimed At Any Nation

An American Navy second to none is the best assurance of continued world peace. This was the keynote of a statement given out last week by Secy. of Navy Claude Swanson before departing from Honolulu on the U. S. S. Indianapolis for a visit to the Pacific coast.

"The Navy department's shipbuilding program to bring the sea forces to treaty strength is not aimed at any other power," said Secretary Swanson. "It is merely a treaty measure. Japan is entirely within her rights in her plans for a larger navy, but it is our aim to have an American Navy second to none to continue world peace."

"No other nation can object to our plans. We haven't objected to other building, provided they do not exceed their ratio as signatories to the London treaty. They can't object to our program."

"As has been said many times before, the keeping of our fleet on the Pacific is merely an economy measure since it is cheaper to keep vessels concentrated."

Robot Battleship To Be Used In Navy Maneuvers

By HOWARD J. PERRY

For the first time on the Pacific coast the United States Navy will employ all the latest units of warfare in battle maneuvers this winter, it was announced today.

Two units, which will be used here for the first time this year, will be the new dirigible, Macon, which arrived at its permanent base at Sunnyvale Sunday, and the U. S. S. Utah, Navy robot ship.

According to plans of the Navy department, the Macon will participate closely in all maneuvers off the Southern California coast and will, no doubt, use the mooring mast at Camp Kearney as a shore base.

The U. S. S. Utah sailed for San Francisco last week after its annual overhaul at Hunters Point drydock. The wireless controlled "target" battleship will join the fleet at San Pedro. It can be controlled entirely by wireless without a single member of its crew on board.

Col. David D. Foster has reported to the Marine Corps Base in San Diego where he has been assigned to duty as executive officer of the adjutant and inspector's department.

The following have been selected from the recruit companies for excellent ability, aptitude, cleanliness and influence at the Naval Training Station during the past week: Marvin F.

Adams, Donald Devinney, Carroll T. Marshall, James W. Blackman and Paul V. Fitch.

Mal. Sidney N. Kerner has been appointed a member of the general court martial at the 11th Naval District relieving Capt. James P. Schwerin, who returns to duty at the Marine Corps Base.

High averages in class work in their respective training schools were attained by the following men last week at the Naval Training Station: John F. Cramer, gyro school; Raymond A. Street, stenography school; Harry E. Frame, electrical school, and Anthony Miller, radio operators' school.

Lieut. Col. Benjamin S. Berry, who has just returned from command of the Marine barracks at Guam, has been assigned to the command of the recruit depot at the Marine Corps Base in San Diego.

Thirty-three recruits from the Marine Corps Base qualified as bayonet experts at the recruit depot on the base last week.

The following men graduated last Saturday from the radio school at the Naval Training Station: Anthony Miller, Robert E. Brunson, John W. K. Osborne, John Denko, Adam V. Rycek, Howard H. Rhodes and Andrew E. Cole.

Thirty-Seventh page of the National Cruise scrapbook compiled by Henry Galaske.

Page Description:

- Top: "U. S. Becomes Sixth in Air Defense; Fechet Declares Program Unfulfilled," a newspaper clipping that features a photograph of a six airplanes in a "stepping stone" flying formation during maneuvers in San Diego skies.
- Left: "87 on Ship in Flight South," a newspaper article from October 26, 1933 that reports on the flight of the dirigible *Macon* over the Santa Clara valley after a takeoff from Sunnyvale, California.
- Bottom: "Navy News," a page from an issue of *Navy News*. This page includes the headlines "Economy Keeps Fleet on Cost, Says Swanson" (an article that discusses a speech given by Secretary of the Navy Claude Swanson) and "Robot Battleship to be Used in Navy Maneuvers" (an article that reports the Navy's employment of all the latest units of warfare in battle).

Dates: October 26, 1933

People: Claude Swanson

Historic Figures:

Places: San Diego, California
Santa Clara, California
Sunnyvale, California

X Schilling, A.J. /
 X Glass, J.H. /
 X Colsan, V.M. 2
 X Shiflett, R. 2
 X Stow, E.M.
 X Ealaeney, H.E. /
 Caldwell, C.E.

X Goodson, J.W. /
 X Johansen, E.M. /
 X Galaske, H. /
 X Johnson, T.I.
 X Webb, R.
 X Littlejohn, J.
 X Mojica, G. /
 X Mobre, H.
 X Kraul, J.B.
 X Pyle, M.R.

X Palermo, J. /
 X Hosford, R.M. /
 X Young, P.
 X Metress, G.P. /
 X Wallace, C.
 X Majerowski, F.A.

X Berkman, E. /
 X Conroy, T.J. / *Boston*
 X Kisela, J. / *Mass.*
 X Dupont, N.
 X Purser, N.H. / *Florida*
 X Crow, R. /
 X Dyer, J.T. / *1931*
 X Gauvain, J.A.R. / *1931*
 X Dauphinais, J. /
 X Prusz, F. /
 X Griffith, J.H. / *b*

X Therrien, R.J.
 X Bystrzycki, S. / *Boston*
 X Tytler, J.W. / *Boston*
 X Morin, J.E.A. /
 X Achers, C.
 X Breau, J.A. /
 X Febig, O.G.
 X Flynn, J.M. /
 X Cantwell, C.P.
 X De La Cruz, A.
 X King, C.C.
 X Marzan, T.
 X Parish, C.W. /
 X Flores, J.
 X Bellavance, J.A. /
 X Purganan, C.

X Beland, J.S.E. /
 X Babishkewich, A.J.
 X Movido, L.
 X Savell, C.K.
 X Lyons, E.J.
 X Jordan, R.C. /
 X Danizio, M. /
 X Indigaro, E.D. /
 X Dunham, A.C. /
 X Wentworth, E.E. /
 X Whitmire, C.R.
 X Towery, H.M.
 X Blanchard, B.E.
 X Ramirez, T.
 X Berger, G.C. *Schmidt*
 X Schmidt, J.F. /
 X Church, J.A.
 X Evens, P.R.
 X Howe, G.B.
 X Ktivinsky, J.
 X Lyons, W.J.

X Ona, M. /
 X Howe, C.C. /
 X Perez, G. /
 X Matthews, R.W. /
 X Elliott, F.P. /
 X Quandt, R.W.
 X Jones, H.E.
 X Sheets, J.K.
 X Detsch, P.P. *Thompson*
 Dougherty, T.P.

X *Almala* /
 X *Thomas* /
1861-1900 pronounced

3 marines — 5
navigation on

Title: Thirty-Eighth page of the National Cruise scrapbook compiled by Henry Galaske.

Page Description:

- A list of names, presumably a roster of the men on board USS *Constitution*. On the bottom of the right column, "Commissioned July 1, 1931" is written upside-down.

Dates: July 1, 1931

People: Many

Historic Figures:

Places:

Title: Thirty-Ninth page of the National Cruise scrapbook compiled by Henry Galaske.

Page Description:

- Top Left: "U.S.S. *Constitution*," an illustration of USS *Constitution* in full sail.
- Bottom Left: "U.S.S. *Constitution* (Old Ironsides) Ball," a program from the USS *Constitution* Ball, held on Friday, April 28, 1933 at the Veterans' Memorial Building in Vallejo, California.
- Top Right: "Macon's Flight Here Expected," an article that reports on the expected authorization by Admiral David F. Sellers for a Navy Day flight over Southern California by the dirigible USS *Macon*.
- Center: "*Constitution* Ball," an invitation to a ball held at the Veterans' Memorial Auditorium in Vallejo, California on April 28, 1933 in honor of the officers and men of USS *Constitution*.
- Bottom Center: "Hospitality Ball," an invitation to a hospitality ball held at the Golden State Hall in Vallejo, California on April 29, 1933. The ball honors the officers and men of USS *Constitution* and USS *Grebe*.

Dates: April 28, 1933
April 29, 1933

People: Admiral David Foote Sellers

Historic Figures:

Places: Vallejo, California



Title: Fortieth page of the National Cruise scrapbook compiled by Henry Galaske.

Page Description:

- Top: "To-Day is Navy Day," a newspaper cover-page headline and photograph from the October 27, 1933 edition of the *Los Angeles Examiner*. The photograph features six Navy destroyers that emit towers of black smoke.
- Bottom: A picture of a Navy amphibian plane that was photographed from USS *Pensacola*.

Dates: October 27, 1933

People:

Historic Figures:

Places: Los Angeles, California

Aircraft Important in Fleet Activities

AIRCRAFT plays an important part in fleet activities. What more fitting than that the majority of the Navy's fast planes be attached to squadrons of the giant twin carrier ships, Saratoga and Lexington? There are two fighting squadrons, a torpedo squadron and two scouting squadrons attached to the U. S. S. Saratoga. Planes are based at North Island, San Diego and go aboard the carriers only for maneuvers and cruises.

The air department of the U. S. S. Lexington is the one which deals with that ship's aircraft and their operations. V-1 Division is responsible for the safe landing of planes. It cares for the gear and appliances pertaining to the landings. V-2 Division handles the launching and parking of all planes on the flight deck. Manned by thoroughly trained officers and bluejackets, V-3 is the repair division, completely equipped to handle the assembly and repair of any naval aircraft. This division inspects every plane after each landing. V-4 is the intelligence division. It has charge of air intelligence, navigation, information accuracy and photography. This is a vital factor in successful aircraft operation from a carrier. Aircraft squadrons attached to the Lexington are two scouting squadrons of eighteen planes each, two fighting squadrons of nineteen planes each, and one torpedo squadron of eighteen planes.

Heavy Duty Craft

Torpedo and bombing planes are heavy duty craft. They are equipped to combat armored ships from the air. The aircraft carrier Saratoga, flagship of Rear Admiral John H. Halligan, Commander Aircraft, United States Fleet, with her sister ship is one of the most interesting and vital warships in the Navy.

Electric machinery, built to develop 130,000-horsepower, propels her at a speed of nearly forty knots an hour. She is the fastest ship of her size and kind afloat.

Planes take off and land on the flight deck. Maximum beam at the flight deck is 106 feet. The carrier is 608 feet long and her displacement is approximately 33,000 tons. At flight quarters the deck is free of all obstructions with the exception of the "island" on the starboard side which includes turrets, mast, bridge and smokestack funnels. To make up for the preponderance of weight on the starboard side, fuel oil, gas and water are carried on the port side. The flight deck will accommodate at one time a large part of the ship's complement of airplanes and still leave sufficient room for planes to take off.

First to Bear Name

The first ship to bear the name of Saratoga was one of six naval craft left the Colonies in 1779 after the British had captured Charleston, Mass. She was a sloop of war mounting twelve guns. The second Saratoga was Thomas MacDonough's flagship in the battle of Lake Champlain, a vessel that was a corvette of 734 tons mounting eight long twenty-four pounder guns, six short forty-two's and twelve short thirty-two's.

Laid down at Portsmouth Navy Yard in 1862, the third Saratoga took part in some of the most interesting events of the Nineteenth Century. She was a sloop of war of 1925 tons, carrying twenty-two guns. It was aboard her that Commodore Matthew C. Perry was sent to the West coast of Africa in 1843, one of four vessels that made up Perry's flotilla when he sailed on his historic voyage to Yeddo Bay in Japan. Starting out as the U. S. S. New York, the fourth Saratoga was an 8150-ton cruiser, commissioned in 1893, pride of the American Navy. She was the flagship of Rear Admiral W. T. Sampson during the Spanish American War.

Capt. Zogbaum is Command. The present Saratoga, commanded by Captain Rufus F. Zogbaum Jr., was launched April 2, 1935, and

was christened by Mrs. Curtis D. Wilbur, wife of former Secretary of the Navy Wilbur. Commissioned in Camden, N. J., November 16, 1937, the Saratoga since her arrival in the Fleet has set high records for speed and power.

There are 150 officers on board with eighty additional attached to squadrons, and a complement of 1443 enlisted men with 334 on duty in aviation squadrons. Interior of the Saratoga is different from the space below decks in other naval vessels. Here are stowage spaces for airplanes; fully equipped aircraft machine and carpenter shops; a laboratory for testing engines; shops for fabric work, dyeing and painting; and sheet metal, plumbing and sewing shops.

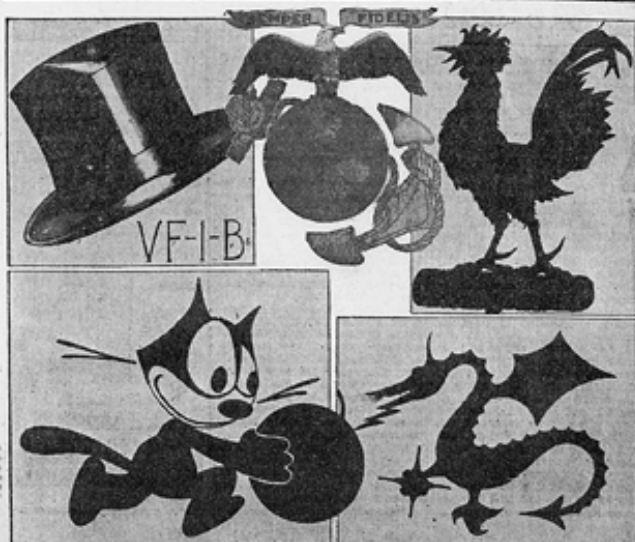
Captain Zogbaum's career has been an outstanding one. Upon graduation from the Naval Academy in 1901 he served various duties, first on the U. S. S. Alabama, then on the Standish, Mayflower, Yorktown, and Charleston. In 1910 he was aboard the Pennsylvania, followed by shore duty in Washington and command of the U. S. S. Whipple and U. S. S. Louisville. Later he was appointed Assistant Naval Attaché to London, England. He served as executive officer of the U. S. S. Oklahoma in 1923 and five years later went to Pensacola, Fla., for temporary duty under instruction as Naval aviation pilot. Early in January Captain Zogbaum relieved Captain George W. Storie in command of the Saratoga. The same month Commander Richmond K. Turner of Carrier-by-the-Sea, California, reported here as executive officer of the big carrier. He came to Long Beach from duty as technical adviser for Naval aviation with the American delegation to the General Disarmament Conference in Geneva, Switzerland, and in Washington.

Highest Officer Afloat Posed on Fleet Flagship



SEEN here on the quarterdeck of the U. S. S. Pennsylvania, fleet flagship, are (left) Admiral David Foote Sellers, Commander in Chief of the United States Fleet and highest ranking naval officer afloat, and his Chief of Staff, Rear Admiral Charles P. Snyder. Both high ranking officers make their shore homes in Long Beach.

Insignia of Fighting Vessels



TOP left, high hat insignia of VF-1B Squadron. Top center, insignia of US 14-M Marine Squadron. Top right, crowing cock emblem and insignia of U. S. S. Saratoga. Lower left, the cat and bomb insignia of VF 6-B Squadron. Lower right, dragon insignia of VT 2-B Squadron.

Title: Forty-First page of the National Cruise scrapbook compiled by Henry Galaske.

Page Description:

- Top Left: "Aircraft Important in Fleet Activities," a newspaper article that discusses the increasing importance of aircrafts in naval activity. The article also discusses the three frigates to bear the name USS *Saratoga*.
- Top Right: "Highest Officer Afloat Posed on Fleet Flagship," a newspaper photograph of Admiral David Foote Sellers (Commander in Chief of the US Fleet) and his Chief of Staff, Rear Admiral Charles P. Snyder on board USS *Pennsylvania*.
- Bottom: "Insignia of Fighting Vessels," a newspaper clipping that features the insignias of the VF-1B Squadron, US 14-M Marine Squadron, USS *Saratoga*, VF 6-B Squadron, and VT 2-B Squadron.

Dates: Presumed 1933

People: Admiral David Foote Sellers
Rear Admiral Charles P. Snyder

Historic Figures:

Places:

'Join the Navy and See the World' Is More Than Mere Catch Phrase; Here Is Proof



CHICAGO HIT BY MERCHANT CRAFT OFF POINT SUR

SAN FRANCISCO, Oct. 24 (A.P.)—The cruiser Chicago, one of the navy's newest fighting ships, was damaged badly and at least one man was killed, one missing and two injured seriously in a collision at 8 a.m. today off Point Sur, south of here, with the British steamer Silver Palm.

Both Crippled

Both ships proceeded toward San Francisco. The Silver Palm was reported damaged badly also. The destroyer Chester accompanied the cruiser, which headed for Mare Island.

Navy reports say the Chicago was struck on the port side just forward of the No. 1 turret and that the blow of the Silver Palm tore a great hole in the fighting ship, penetrating to a point near midship. The Chicago's forward compartment below the water line was filled.

The body of J. W. Troy, chief pay clerk aboard the cruiser, was recovered. Junior Lieut. H. A. MacFarlane is missing. First Lieut. P. S. Chappelle, of the Marine corps, and Mechanic J. A. Oehler are reported injured seriously in the crash.

The Chicago is commanded by Capt. H. E. Kays. The Silver Palm is registered in the name of the Kerr Steamship line, of London.

(Continued on Page 4, Col. 1)

1 DEAD, 1 MISSING IN WARSHIP CRASH

From Page One

The tonnage of the Silver Palm is given as 6373.

The fact officers mainly were involved in the accident is said to have been because the officers' quarters on that type of vessel are in the forward section of the ship.

Other units of the fleet, which are in the vicinity of the Chicago, are reported to be searching for the missing officer, MacFarlane.

Flyers from S. D.

The cruiser Chicago, which figured in a collision at sea today between San Pedro and San Francisco with the British ship Silver Palm, visited San Diego on its maiden voyage in May, 1932. It was reported at 14th naval district headquarters. The vessel now is commanded by Capt. Herbert E. Kays, former district war plans officer here. Lieut. Com. Lloyd R. Gray, reported former district communications officer here, is navigator of the vessel, according to a roster of officers on file at district headquarters. Many of the Chicago's aviators are frequent visitors to San Diego and Coronado and some live here.

CACHET LETTERS SWAMP CHAMBER

Attending to the nation-wide interest in the second visit to San Diego of the frigate Constitution, more than 1000 letters, representing every state in the Union and two Canadian provinces, have been received by the chamber of commerce. The letters will be marked with a cachet and returned to the senders. Old Ironsides is due here tomorrow morning to remain probably until February.

The cachet, selected by a special chamber of commerce committee comprising C. A. McGrew, M. C. Pfeiffer and Allan Wright, approved the design of Willard N. Watson, a clerk employed by the San Diego Consolidated Gas & Electric company. Seven cachets were submitted.

GIANT DIRIGIBLE ENDS LONG HOP

SUNNYVALE, Oct. 28 (A.P.)—

Noting down majestically out of a grey sky, the giant dirigible Macon returned to its naval base here today after a 50-hour eastwise cruise, mostly through fog, undertaken as a navy day maneuver.

The big ship was first sighted at the base at 11:30 a. m. Then it hovered in the air until about 2 p. m. when it dipped down and made a perfect landing.

The ship remained outside the hangar, fast to its mooring mast and stern beam, during the afternoon, on exhibition, and late today was to be "walked" into its hangar.

NO NEW BASES IN NAVAL POLICY

SAN FRANCISCO, Oct. 20 (U.S.S.)—Secretary of the Navy Claude A. Swanson arrived here today on the cruiser Indianapolis from Seattle on an inspection tour of naval bases.

Commenting on the proposed construction of two main naval bases on each coast, Swanson stated the navy at this time was not prepared to spend any money on the projects. "It is the slogan of the navy now to keep all money afloat," the secretary declared.

Title: Forty-Second page of the National Cruise scrapbook compiled by Henry Galaske.

Page Description:

- Top: “Join the Navy and See the World’ Is More Than Mere Catch Phrase; Here Is Proof,” a newspaper clipping of a collage of photographs. The photographs include images of “bluejackets” sightseeing in China, boys returning to a ship with bananas and pineapples in Guam, a primeval oxcart in Guam, mascots obtained in foreign countries, W. B. Bogdarsk displaying the famous “Navy smile,” and sailors during a machine gun drill while in Central America.
- Bottom Left and Bottom Center Left: “Chicago Hit By Merchant Craft Off Point Sur...1 Dead, 1 Missing In Warship Crash,” an October 24, 1933, San Francisco newspaper article that reports on the crash of USS *Chicago* with HMS *Silver Palm* off of Point Sur on October 25, 1933.
- Bottom Center Right: “Cachet Letters Swamp Chamber,” a newspaper article that reports on the influx of letters received by the chamber of commerce in San Diego, prompted by USS *Constitution*’s second visit to the city. The letters will be marked with a cachet and returned to the senders.
- Center Right: “Giant Dirigible Ends Long Hop,” an October 28, 1933, Sunnyvale newspaper clipping that describes the first flight of the dirigible *Macon*.
- Bottom Right: “No New Bases In Naval Policy,” an October 20, 1933, San Francisco newspaper clipping that reports on Secretary of the Navy Claude A. Swanson’s statement that the Navy is not prepared to spend money on new naval bases.

Dates: October 20, 1933
October 24, 1933
October 25, 1933
October 28, 1933

People: W. B. Bogdarsk
Claude A. Swanson

Historic Figures:

Places: San Francisco, California
Sunnyvale, California

Navy Shore Patrol Radio Station Acts as Nerve Center for All Activities of Fleet

ONLY a crude, wooden building located back of the Navy athletic field in San Pedro, yet it houses one of the most important activities of the United States Fleet. It is the Battle Force Shore Patrol Radio Station under the supervision of Admiral Joseph M. Reeves, present Battle Force Commander, represented by Lieutenant Kenneth L. Foster, radio officer on the Force staff aboard the U. S. S. California.

The station was established in 1923 for the purpose of rapid communication between the Commander, Battle Force, and members of the Fleet Shore Patrol based in Long Beach and San Pedro. Recently it has become of considerable use in handling official Government business for local shore based Naval activities. Free service is given to personnel of the Fleet in local waters on all outgoing messages flashed by ships in ordering supplies from merchants in this area and from near-by cities.

Sixty per cent of all personal messages handled by the station originate in or are destined for Long Beach and approximately the same percentage of telephone calls concerning movements of warships received emanate from Long Beach. Strict censorship is necessary. The

station will not stand for glib, rambling notes, frivolous messages, telegrams soliciting business or requests for any appointments that could be made by mail.

Chief Radioman H. A. Scott is in charge of the four operators and two telephone talkers who are kept busy constantly during twenty-four hour service. These men work in shifts so that there are from one to five operators on duty at one time, depending on the volume of business. From 200 to 500 messages are handled daily. Between 1400 and 2000 telephone calls are received during the day, most of them between 9 A. M. and 4 P. M. from anxious wives, sweethearts and friends of Navy men at sea.

Machines Expedite Work.
Two standard sending and receiving sets and all necessary equipment, including three telephones, two typewriters, and two simplex telegraph machines, one to Western Union and one to Postal Telegraph, expedite the work of the operators. Since its commissioning the station has become self supporting, serving not only the patrol unit but handling as well all official business for local shore based Naval activities and rendering efficient service in keeping personnel of the Navy informed about their immediate

families and friends when emergencies arise and there is no other means of communication with the Fleet at sea.

When departing for maneuvers, or bound for other ports, Naval craft are required to report their destination and probable time of return to the local harbor. This information is immediately conveyed to the Shore Patrol, the Marine Exchange, San Pedro, and to newspaper offices by telephone.

Ship Movements Filed.
Ship movements and prospective movements are kept on file in order that an accurate answer may be given to the many queries as to ships' locations. Personnel of the station are polite and courteous at all times and receive the wholehearted co-operation of telephone operators.
A 5-cent service charge is made on all messages originating with units of the Fleet destined to points ashore other than Naval activities. This money is used to defray expenses incurred by telephone and power bills and for upkeep of the station, and is in addition to regular telegraph or telephone tolls.
Messages received via phone or telegraph are immediately transmitted to the U. S. S. California for relay to the ship to which they are

addressed. For instance, if a message is addressed to the U. S. S. Milwaukee, it will go first to the California, thence to the Concord (flagship of Cruiser Division 2) and finally from there to its destination. If they are addressed to a battleship, message will be relayed directly from the California to that vessel.

Average delay from time of receipt of message until it reaches the California is never more than five minutes. Sometimes it arrives at the flagship within one minute after it is flashed from the station. Average delay from the time a message originates aboard ship until it is delivered to addressee ashore is about thirty minutes.

Congressmen, Mayors, all civilians, as well as Fleet personnel from the highest ranking officer to the lowest, are included among those who use the Naval radio station. Naturally varied types of messages are received. Not long ago Chief Scott was phoned from a service station near El Monte where a man reported a forest fire in the San Gabriel River region. Information was quickly passed on to the local fire department. Just one more incident in the busy life of a radio operator whose things happen quickly and there is seldom, if ever, a dull moment.



Vice-Admiral W. R. Sexton speaking for the Navy at a joint luncheon given by the Chamber of Commerce, Rotary Club and district chapter of the United States Naval Reserve Association.

MEN OF NAVY MEET MANY EMERGENCIES IN HARBOR CITIES

KEEPING in mind always that the sole mission of the United States Fleet is to prepare for any emergency, fleet schedules for the past year have provided for forms of practices that would simulate conditions of all possible contingencies in addition to the usual routine target practices necessary to give actual experience to new personnel replacing those who have left the service.

Routine practices, however, also serve the purpose of providing opportunities for improving the fundamental procedure that forms the backbone of the defense of the United States.

Navy officials have always had in mind the economical operation of the Fleet. Operations are of necessity expensive, but there has always been the idea of true economy, namely, accomplishment of definite objectives with the least possible expense.

Macon Joins Fleet.

The Government has provided additional ships that will have to be manned by a decreasing percentage of personnel and decided limitations have been set upon money available for necessary repairs and alterations at Navy Yards. These conditions have been met by strenuous efforts to improve the efficiency of officers and men and to allow a greater percentage of the upkeep of the Fleet to be done by Navy personnel.

Longer periods of material assistance from Fleet tenders have been allowed which increases the intensity of operations while at sea.

With the joining of the rigid airship Macon to the Fleet a new arm of offense and defense has been added that will require careful study to secure maximum benefits from this ship. New problems in disposition of various types of Fleet vessels will have to be made that the maximum benefit may be derived from this type of fighting craft.

In the face of the absolute ne-

cessity of curtailing expenditures of fuel, a far flung maneuver of the fleet that has taken place annually in the past will be conducted on a large scale this year with unit commanders operating and fighting their ships by moving miniature models and signaling by written messages when firings are taking place. Necessity for the substitution is greatly regretted since it is only by practical experience in maneuvering and controlling ships in conditions for which they were built that real training comes. During a recent maneuver, aimed in which it was necessary to operate to simulate emergency conditions became completely engulfed by fog and the benefit gained during the maneuver was irretrievable for it was an actual experience of what might and probably would be encountered during emergencies. Activities of the Navy are not limited to those of actual preparation for war.

Facilities are often called upon to meet emergencies of a humanitarian nature. At the time of the Long Beach earthquake, hundreds of blue-jackets were distributed throughout the stricken area within a very few minutes to assist those in distress and to maintain law and order. Communication facilities of the Fleet were immediately made available for the transmission of personal dispatches that gave information to those anxious about friends and loved ones.

City Saved From Fire.

Recently a fire occurred at Bremerton, Wash., which, without the assistance of Navy personnel in the immediate vicinity, probably would have swept over and destroyed the entire city. The proximity of quantities of gasoline and the presence of high-tensioned wires made the work exceedingly hazardous.

Not long ago a signal was broadcast that the doctor on one of the merchant ships calling at Puerto Arenas, Costa Rica, was desperately ill and was not only unable to care for himself but could not attend to other patients on board. A naval medical officer was transferred to the ship. He gave emergency medical attention to the doctor and accompanied the ship to the United States where other medical assistance was arranged for.



Title: Forty-Third page of the National Cruise scrapbook compiled by Henry Galaske.

Page Description:

- Top: "Navy Shore Patrol Radio Station Acts as Nerve Center for All Activities of Fleet," a newspaper article that describes the duties and importance of the Battle Force Shore Patrol Radio Station in San Pedro, which is under the supervision of Admiral Joseph M. Reeves (Battle Force Commander).
- Bottom Left: A photograph of Vice-Admiral W. R. Sexton speaking on behalf of the Navy at a luncheon.
- Bottom Right: "Men of Navy Meet Many Emergencies in Harbor Cities," a newspaper article that discusses the importance of routine practices in the Navy (they "serve the purpose of providing opportunities for improving the fundamental procedures that form the backbone of the defense of the United States.") The article also describes the Navy's new dirigible USS *Macon*.
- Bottom: "Greetings U.S. Navy," an advertisement for Navy Day on October 27, 1933.

Dates: October 27, 1933

People: Admiral Joseph M. Reeves

Historic Figures:

Places: San Pedro, California

CREW READY IN NORTH TO RUSH REPAIRS

MARE ISLAND NAVY YARD, Oct. 24 (I.N.S.)—Officers and men of the navy yard were rushing preparations today to receive the damaged cruiser Chicago.

One Missing
The craft will be tied up in the Carquest straits until high tide tomorrow morning, when it is expected it can be put in drydock. Officers of the yard said that from what information they have the Chicago is badly damaged and will need three or four months for repairing. However, all plans and specifications of the cruiser, built here, are available.

Navy men said that from the description of the damage the freighter Silver Palm crashed through the officers' quarters on the Chicago.

The commander of the Chicago welcomed naval headquarters here to notify the United States district attorney of the collision and asked that an ambulance meet the Chicago in the lower bay to take two seriously injured officers. A message also stated that the ship would not need any services except docking at Mare Island.

The chief pay clerk for the cruiser, J. A. Troy, 30, from Rhode Island, was killed. His body was recovered. H. A. MacFarlane, 26, navy lieutenant junior grade, from Massachusetts, was missing, probably swept overboard.

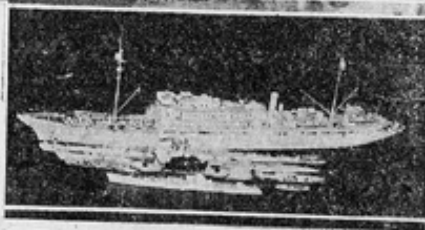
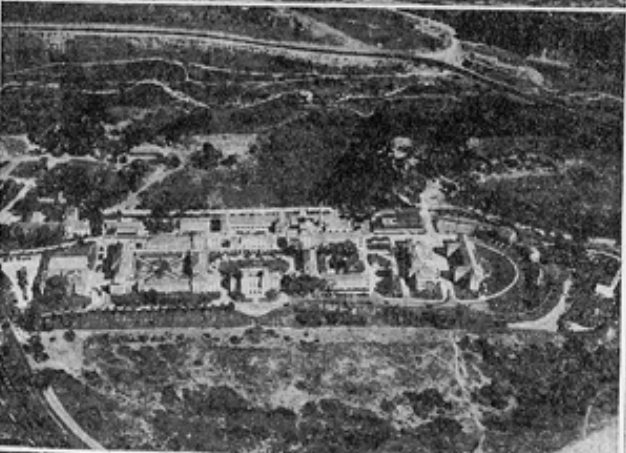
The Chicago, with 23 other fighting craft of the scouting force, was enroute to San Francisco from San Pedro. The Silver Palm, operated by the Kerr line of London, was bound for New Orleans.

At Pt. San, off which it is believed the ships collided, it was said that the fog was the thickest of the year. Mariners here said that apparently the Silver Palm, finding its way south through the fog ran into the squadron of naval craft and smashed the Chicago before the fast cruisers and the heavy freighter could be untangled.

The cruiser reported that it was struck on the port bow, just forward of the forward gun turret, and that the freighter crashed through its steel-encased sides "nearly to the midship line."

NAVAL UNITS TO HOLD OPEN HOUSE FRIDAY

Navy forces afloat and shore establishments of the service here will hold "open house" Friday to San Diegoans and visitors to this city as the 12th anniversary of Navy day is observed. A picture of the battle fleet at sea is shown in the upper picture of the accompanying layout. San Diego's naval hospital in Balboa bay here with its brood of V-type submarines. Photos of the hospital and Holland lying in the made by North Island photographers last week.



MAGON BATTLING TO REACH BASE

(Continued from Page One)

or battle before continuing up the coast. The big dirigible was reported over San Francisco, in eastern Arizona, at noon yesterday (Oct. 23). It was seen, more than half way to Phoenix, circling the lake and backtracked for several days. She then swung far south to Tucson and apparently was about to return to the Arizona coast. At the airport weather bureau here the dirigible showed a southerly course in the morning, which it was believed, may have caused Commander Dorn to seek a safer course in the morning. Several points of New Mexico that headquarters were delaying the craft, but the dirigible was not able to turn back. The weather conditions became a factor in creating the various mountain routes.

MOUNTAINS, GALES SLOW UP AIRSHIP

Crew Ready at Kearny But Not Expected to Be Used; Eckert and San Geronimo Passes Lighted All Night.

Circling widely over Arizona and avoiding the paths of thunderstorms, the navy dirigible Macon had abandoned her schedule and early last night was expected to pass over San Diego after midnight. Her arrival time at Sunnyside was estimated as 4 o'clock this afternoon, according to navy officers here.

The Macon is making a 3000-mile flight from Lakehurst, N. J., to her new base at Moffett field in San Francisco. She carries fuel for 100 hours of cruising, and at 8:40 last night had been in the air 65 hours. Navy officers last night held to their belief that the giant dirigible would reach San Diego at 4 o'clock at Camp Kearny, although everything was in readiness for her.

Seeks Weather Report
At San Diego, the weather bureau reported that the Macon was expected to arrive over Tucson, Ariz., with indications of a storm in the vicinity. She asked that all airway and airport lights be lighted on the Yuma route, indicating that weather reports might guide her choice of route. Officers here arranged for lights through Keweenaw point, near Jacksonville, and also in the northern San Diego area. The Macon was expected to arrive at the airport at 4 o'clock. She was standing by prepared to meet all requirements. A ground crew of 150 men was on duty at the airport. The Macon was held in readiness, in case Commander A. H. Dorn decided to land here. (Continued on Page 4, Col. 1)

Title: Forty-Fourth page of the National Cruise scrapbook compiled by Henry Galaske.

Page Description:

- Top and Center Left: "Crew Ready in North to Rush Repairs," a newspaper article that describes the crash of USS *Chicago* and HMS *Silver Palm* and illustrates the sense of haste among naval officers and crew to repair the US ship.
- Top Right: "Naval Units to Hold Open House Friday," a newspaper clipping that contains photographs of the battle fleet arriving in San Diego, California for Navy Day on October 27, 1933. San Diego's naval hospital in Balboa park and an aerial photo of the submarine *Holland* are also shown.
- Bottom: "Mountains, Gales Slow Up Airship," a newspaper article that describes the USS *Macon's* 3,000 mile flight from Lakehurst, New Jersey to her new, permanent home at Moffett Field in San Francisco.

Dates: October 27, 1933

People:

Historic Figures:

Places: San Diego, California
San Francisco, California
Lakehurst, New Jersey

THURSDAY, AUGUST 24, 1933

AMES OF ALL SORTS FOUND ON OLD IRONSIDES CREW LIST



Your masts and spars were born
from the trees of the Northwest.
WASHINGTON STATE PHILATELIC SOCIETY
SEATTLE, WASHINGTON

POSTMASTER, NEW YORK

NEW YORK, N.Y.

22.2

Old Ironsides
AT
SEATTLE, WASH.



FLAG DAY
JUNE - 14 - 19

Sponsored by JOHN PAUL
Chapter No. 1 - U. S. C. S.

FRIDAY HARBOR
GREET
OLD IRONSIDES
AT
ANACORTES



SAN JUAN COUNTY DAY
JULY 24, 1933
JOHN PAUL JONES CHAPTER
No. 2 - U. S. C. S.



Title: Forty-Fifth page of the National Cruise scrapbook compiled by Henry Galaske.

Page Description:

- Top Left: An August 24, 1933 newspaper headline that reads “Names of All Sorts Found on Old Ironsides Crew List.”
- Center: A photograph of USS *Constitution* at dock.
- Bottom and Right: Cachets and Stamps from various ports in the United States.

Dates: August 24, 1933

People:

Historic Figures:

Places: Various



Official Program

U. S. FRIGATE CONSTITUTION

Commissioned 1797

at **SEATTLE • 1933**

May 31 to June 15

OLD IRONSIDES

At, our far-tattered ensign down!
Long has it waved on high,
And many an eye has danced to see
That banner in the sky;
Beneath it rang the battle-shout,
And borne the cannon's roar—
The master of the ocean air
Shall sweep the clouds no more.

Her deck, once red with heroes' blood,
Where knelt the vanquished foe,
When winds were hurrying o'er the flood
And waves were white below,
No more shall feel the victor's tread,
Or know the conquered foe—
The harpies of the shore shall pluck
The eagle of the sea!

Oh! better that her shattered hull
Should sink beneath the wave;
Her thunders should the mightier deep,
And there should be her grave;
Nail to the mast her holy flag,
In every thithered sail,
And give her to the god of storms,
The lightning and the gale!

—Oliver Wendell Holmes, 1830.

Compiled by

ASSOCIATED OIL COMPANY

for the Mayor's Citizens' Committee for
the Reception of U. S. F. Constitution

22.1



OFFICIAL PROGRAM U. S. FRIGATE CONSTITUTION

Commissioned 1797

AT **TACOMA 1933**

June 15 to 22

McCormick Dock

Admission Free

OLD IRONSIDES

At, our far-tattered ensign down!
Long has it waved on high,
And many an eye has danced to see
That banner in the sky;
Beneath it rang the battle-shout,
And borne the cannon's roar—
The master of the ocean air
Shall sweep the clouds no more.

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Nail to the mast her holy flag,
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And give her to the god of storms,
The lightning and the gale!

—Oliver Wendell Holmes, 1830.

Compiled by

ASSOCIATED OIL COMPANY

for the Mayor's Citizens' Committee for
the Reception of U. S. F. Constitution

22.2



Official Program

U. S. FRIGATE CONSTITUTION

Commissioned 1797

At Port of Olympia

Olympia, Washington

June 22 to July 1, 1933

OLD IRONSIDES

At, our far-tattered ensign down!
Long has it waved on high,
And many an eye has danced to see
That banner in the sky;
Beneath it rang the battle-shout,
And borne the cannon's roar—
The master of the ocean air
Shall sweep the clouds no more.

Her deck, once red with heroes' blood,
Where knelt the vanquished foe,
When winds were hurrying o'er the flood
And waves were white below,
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The eagle of the sea!

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Nail to the mast her holy flag,
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And give her to the god of storms,
The lightning and the gale!

—Oliver Wendell Holmes, 1830.

Compiled by

ASSOCIATED OIL COMPANY

for the Mayor's Citizens' Committee for
the Reception of U. S. F. Constitution

22.3



Official Program

U. S. FRIGATE CONSTITUTION

Commissioned 1797

at **BELLINGHAM**

July 14 to July 20

OLD IRONSIDES

At, our far-tattered ensign down!
Long has it waved on high,
And many an eye has danced to see
That banner in the sky;
Beneath it rang the battle-shout,
And borne the cannon's roar—
The master of the ocean air
Shall sweep the clouds no more.

Her deck, once red with heroes' blood,
Where knelt the vanquished foe,
When winds were hurrying o'er the flood
And waves were white below,
No more shall feel the victor's tread,
Or know the conquered foe—
The harpies of the shore shall pluck
The eagle of the sea!

Oh! better that her shattered hull
Should sink beneath the wave;
Her thunders should the mightier deep,
And there should be her grave;
Nail to the mast her holy flag,
In every thithered sail,
And give her to the god of storms,
The lightning and the gale!

—Oliver Wendell Holmes, 1830.

Compiled by

ASSOCIATED OIL COMPANY

for the Mayor's Citizens' Committee for
the Reception of U. S. F. Constitution

22.4

Title: Forty-Sixth page of the National Cruise scrapbook compiled by Henry Galaske.

Page Description:

- Top Left: The official program for USS *Constitution's* visit to Seattle, Washington (May 31 to June 15, 1933). The program was compiled for the Mayor's Citizens' Committee for the Reception of U. S. F. *Constitution* by the Associated Oil Company. The program includes a brief timeline of "How *Constitution* Made History"; a print of the poem "Old Ironsides" by Oliver Wendell Holmes; photographs of *Constitution* and her crew; a list of the members of the Reception Committee; and an Associated Oil Company advertisement for Cyclo Motor Oil.
- Top Right: The official program for USS *Constitution's* visit to Tacoma, Washington (June 15-22, 1933). The program was compiled for the Mayor's Citizens' Committee for the Reception of U. S. F. *Constitution* by the Associated Oil Company. The program includes a brief timeline of "How *Constitution* Made History"; a print of the poem "Old Ironsides" by Oliver Wendell Holmes; photographs of *Constitution* and her crew; a list of the members of the Reception Committee; and an Associated Oil Company advertisement for Cyclo Motor Oil.
- Bottom Left: The official program for USS *Constitution's* visit to Olympia, Washington (June 22 to July 1, 1933). The program was compiled for the Mayor's Citizens' Committee for the Reception of U. S. F. *Constitution* by the Associated Oil Company. The program includes a brief timeline of "How *Constitution* Made History"; a print of the poem "Old Ironsides" by Oliver Wendell Holmes; photographs of *Constitution* and her crew; a list of the members of the Reception Committee; and an Associated Oil Company advertisement for Cyclo Motor Oil.
- Bottom Right: The official program for USS *Constitution's* visit to Bellingham, Washington (July 14-20, 1933). The program was compiled for the Mayor's Citizens' Committee for the Reception of U. S. F. *Constitution* by the Associated Oil Company. The program includes a brief timeline of "How *Constitution* Made History"; a print of the poem "Old Ironsides" by Oliver Wendell Holmes; photographs of *Constitution* and her crew; a list of the members of the Reception Committee; and an Associated Oil Company advertisement for Cyclo Motor Oil.

Dates: May 31 to June 15, 1933
June 15-22, 1933
June 22 to July 1, 1933
July 14-20, 1933

People:

Historic Figures:

Places: Bellingham, Washington
Olympia, Washington
Seattle, Washington
Tacoma, Washington

Remember This

Don't move in circles.
The man who spends all
his time running around
naturally doesn't get
ahead.

SOUTHLAND HONORS ITS NAVY TODAY

Macon Broadcast, Fleet Inspection
by Public and Drills In-
cluded in Big Celebration

"Sea-minded," Secretary of the
Navy Claude A. Swanson called the
people of Southern California.

And sea-minded, ship-minded they
will be today, when they join with
the men of the Navy in celebrating
Navy Day.

With a new and awakened pride
in their Navy, they will hang out
their flags; they will visit the har-
bor to see for themselves the ships
that form the nation's first line of
defense; they will look skyward to
watch the giant dirigible Macon
majestically sailing overhead; they
will listen to speakers tell what
the Navy means to the United
States and to the world.

ALL ENTHUSIASTIC

And, of all sections of the coastal
United States, Southern California
will perhaps celebrate Navy Day
with the most enthusiasm, for here
is the greatest strength of the
Fleet, here are the highest ranking
officers, here will be the Macon,
and here is the Navy's oldest vet-
eran, the frigate Constitution.

Cruising down the coast last
night and turning northward from
San Diego early in the morning,
the dirigible Macon is due to ar-
rive at the harbor about 10 a. m.,
escorted by a swarm of speeding
planes.

She will circle over the ships at
anchor; ships that will be in "full
dress" from 8 a. m. until sunset.

Then she will turn her blunt nose
toward Los Angeles, scheduled to
sail over the city shortly after 11
a. m. and to remain for an hour
before she goes on to visit Santa
Monica and the bay cities and to
return to her home base at Sunny-
vale. She is due there tomorrow
evening.

BROADCAST PLANNED

For an hour, from 11 to 12
o'clock, the Macon will speak to
listening thousands over the chan-
nels of radio. Los Angeles will
hear the broadcast over KFIJ and
it will be carried over the country
on the Columbia Broadcasting Sys-
tem.

An announcer will describe what
he sees from the air and what is
going on aboard the Macon herself.
The Macon's crew will provide the
music—first a Navy outfit to have
a band, even a few thousand feet
in the air.

But the Macon will be only a
part of the great Navy Day ob-
servance.

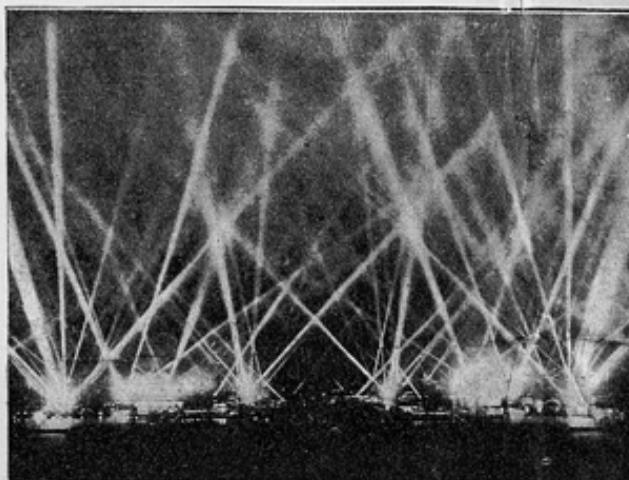
Last night ships came hurrying
home from target practice to pre-
pare for the thousands of visitors
who will be welcomed aboard today.

Visiting hours are from noon to
5 p. m., and Navy boats will op-
erate from the Navy landing at
Twenty-second street, San Pedro,
and the Pico street landing, Long
Beach.



Navy Day Greetings 1933

May shore leave in Southern California
be as enjoyable in every respect as our
visits aboard on the day dedicated to the
Navy, its Personnel, and its Traditions.



Lighting up the heavens with myriads
of shafts of light, a dazzling searchlight
display will be staged tonight at Los An-
geles harbor as part of the Navy day cel-
ebration. Scores of powerful lights

aboard Uncle Sam's great battleships will
be turned on at 5 o'clock. Throughout
the day the ships of the fleet held open
house as the navy played host to thou-
sands of visitors.

Title: Forty-Seventh page of the National Cruise scrapbook compiled by Henry Galaske.

Page Description:

- Top Left: A "Remember This" quote that states, "Don't move in circles. The man who spends all his time running around naturally doesn't get ahead."
- Top Right: "Navy Day Greetings 1933," a newspaper clipping that states "May shore leave in Southern California be as enjoyable in every respect as our visits aboard on the day dedicated to the Navy, its Personnel, and its Traditions."
- Bottom Left: "Southland Honors Its Navy Today," a newspaper article that reports on the happenings at Navy Day on October 27, 1933 in Southern California.
- Bottom Right: A photograph of ships lighting up in Los Angeles Harbor.

Dates: October 27, 1933

People:

Historic Figures:

Places: Los Angeles, California

Giant Macon, 200 Planes in Air Over San Diego Next Friday in Review for Secretary of Navy

In a spectacular exhibition of the navy's air force, the giant Grigable Macon and 200 planes from the aircraft carriers Lexington, Saratoga and Langley will be in the air over San Diego next Friday as part of the Navy day program, according to a tentative program outlined at North Island today by Rear Admiral John Halligan, commander of aircraft, battle force.

Assurance that the Macon will be over southern California on Navy day was given in a report from Admiral David F. Sellers, commander-in-chief, United States fleet, that Assistant Secretary of the Navy Roosevelt has authorized a Navy day broadcast from the Macon, to be made during the period of an hour or more at noon Friday over Los Angeles.

The Macon, now at Sunnyvale, will fly over San Diego next Friday morning, proceeding northward to be over Los Angeles at noon and to be back at its west coast base by night, according to the program. Admiral Halligan has in mind. Regarding the possibility of the ship's first flight, however, Admiral Halligan declared that the final decision would be made by the Navy Secretary.

The mass flight of heavier-than-air craft here is contemplated as an aerial review for Secretary of the Navy Swanson, due here next Thursday for a stay over Navy day at San Diego. A report on the secretary's schedule while he is in San Diego Thursday and Friday shows that he will be at the North Island, making him to be in the station's reviewing stand where the best

possible observation of the planes can be made.

In discussing the plans for the mass flight, Admiral Halligan said the flight "depended upon the wishes of the secretary, and upon weather conditions."

Due Thursday
Swanson is scheduled to arrive here from the north Thursday morning, and according to present plans will remain here until 4:15 p.m. Friday before departing for the east by train.

The visit here next week of Rear Admiral Ernest J. King, chief of the bureau of aeronautics, who is expected to arrive Monday, will start off the round of activities for "Navy Day week" at San Diego. Two flyers from the base force aircraft squadrons—Lieut. B. Rhodes and Lieut. G. H. Hunsinger—look off from here today in a Douglas amphibian plane flying to San Francisco to bring King to North Island Monday.

A second plane from San Diego also was in the air today, enroute northward. Piloted by Lieut. F. M. Drenzel, it carried Com. Albee H. Drenzel, commanding officer of the Macon, back to Sunnyvale. Com. Drenzel conferred yesterday with Admiral Halligan relative to the flight program of the Macon during the next few weeks.

Admiral Halligan reported this morning that the Macon will take part in the United States fleet exercises off the California coast during the period Nov. 12-15. In the navy "war game" scheduled for that period it will be flown as an observation unit at sea for the battle

(Continued on Page 6, Col. 6)

EXPERTS BLAME LIMITATION OF ARMOR IN ARMS TREATY FOR FATAL CHICAGO CRASH

WASHINGTON, Oct. 28 (I.N.S.)—Limitations imposed on the United States navy by disarmament treaties were seen in naval circles today as at least partly responsible for the extent of the damage suffered by the 18,000-ton cruiser Chicago in its collision with a British freighter off the California coast. A 40-foot hole was torn in the cruiser's bow when the British freighter Silver Palm crashed into it in a dense fog. Three of the Chicago's crew lost their lives in the accident.

The damage occurred above the waterline, where the armor plating on these vessels is not as strong as below. Had the United States not been obliged to restrict the tonnage

in these vessels under existing naval treaties, navy experts say, the armor on the bows undoubtedly would have been heavier, lessening the extent of damage from such a collision as that suffered by the Chicago.

The Chicago was one of eight cruisers described several years ago by Admiral William V. Pratt, retired, former chief of naval operations, as "tin-clad" in respect to their lack of armor in some places.

BOARD OPENS ENQUIRY
SAN FRANCISCO, Oct. 28 (I.N.S.)—A naval board of inquiry began its investigation today of the crash between the U.S. cruiser Chicago and the British freighter Silver Palm. (Continued on Page 6, Col. 6)

Prove Macon First, Stand on More Ships

WASHINGTON, Nov. 1 (A.P.)—Admiral William H. Standley, chief of naval operations, at a press conference today expressed his "personal opinion" that no additional ships should be constructed for the navy until the Macon proves its worth. That craft is now on the west coast for operations with the fleet. He emphasized his view does not necessarily reflect that of the navy. Aircraft operations in the service are still experimental, he stated. The Macon's sister ship, the Akron, was lost in a storm off the New Jersey coast in April.

BLAME ARMS TREATY FOR CRASH DAMAGE

From Page One

Palm, off Point Sur early Tuesday in a heavy fog, resulting in the deaths of three naval officers. The board will hear testimony of officers of the 18,000-ton cruiser of the United States coasting force, and officers of the Silver Palm. Members of the board, appointed by Rear Admiral George W. Laver, commander of the 15th naval district, include Capt. V. K. Kimberly, chief of staff of the 12th naval district; Capt. H. K. Cole, chief of the board of inspection and survey here, and Capt. F. B. Freyer, head of the hydrographic office here.

Those who will testify include Capt. B. T. Cox, master of the freighter; Vice Admiral Harris Langford, ranking officer of the Chicago; his chief of staff, Capt. Manley Simons, and Capt. Herbert E. Kay, commander of the cruiser.

The bow of the freighter rammed the steel plates of the cruiser, penetrating to midships. Officers at Mare Island navy yard estimated it will cost \$200,000 to reconstruct the Chicago. The freighter was docked here for repairs.

Killed in Line of Duty
Meanwhile funeral rites are being arranged for Lieut. Harold A. MacFarlane, of Haverhill, Mass.; Lieut. F. S. Chappelle, marine corps officer, of Watertown, N. Y., and Chief Pay Clerk J. W. Troy, of Newport, R. I.

The fourth victim of the crash, Warrant Officer Joseph A. Oehlors, of Camden, N. J., still is in a serious condition at Mare Island navy hospital. His left arm was amputated. The navy incident board found that the three men crashed to death when the freighter collided with the cruiser were killed "in line of duty."

SEEN MILE AWAY, CLAIM
SAN FRANCISCO, Oct. 28 (A.P.)—Efforts to identify a "mystery ship," reported seen dimly through the fog just before the United States navy cruiser Chicago and British freighter Silver Palm collided, had a part in the official investigation here today. It was the "mystery ship," described as a brown freighter, say officers of the Chicago, which caused them to change the cruiser's course just before the Silver Palm bounced out of the fog.

Capt. T. B. Cox of the Silver Palm, in a statement released through agents of the Kerr line of London, said he first sighted the Chicago about a mile away and was proceeding slowly when the cruiser changed its course. Cox and Capt. Herbert E. Kays of the Chicago say their vessels were thrown into full speed astern, that it was too late to avoid a collision.

GIANT MACON, PLANES IN AIR NAVY DAY

From Page One

force, the surface vessels of which will be enroute southward from San Francisco. The Macon will be used to seek out and report the location of scouting force warships steaming southward from southern California waters in an attempt to intercept the southbound battle force ships.

Is "Test" Flight
The proposed Navy day flight of the Macon is in the nature of a test for the dirigible before it takes part in the fleet maneuvers, it was said.

Assistant Secretary Roosevelt's authorization for the Navy day broadcast aboard the Macon means that the Navy day speakers in the airship will be heard over a nation-wide Columbia hookup. The details, according to report by Admiral Sellers, include passage from Sunnyvale in the Macon of a radio technician, two outstanding announcers, navy speakers and outstanding broadcast artists. The Macon is scheduled to be back over San Francisco by 7:30 p.m. Friday, at which time a second broadcast, lasting from 15 to 30 minutes, is planned.

Regarding a report from Los Angeles today that the Macon would fly up at the Camp Kearney maneuvering mast over the weekend of Nov. 12-13, following its maneuvers with the fleet, Admiral Halligan said there was no definite prospect that this would take place.

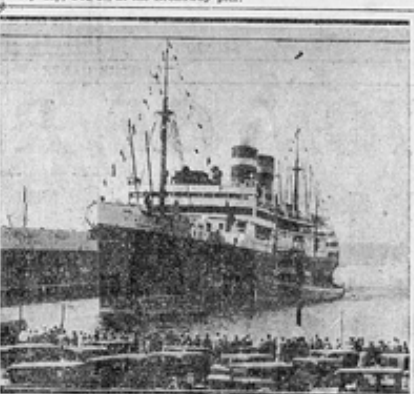
He pointed out, however, that during the time the Macon was in the air, both for the Navy day flight and the flight Nov. 12-13, everything at Camp Kearney would be in readiness to receive the airship if the maneuver arose.

Earlier tentative plans to make San Diego a Navy day port of call for the airplane carrier Saratoga have been dropped. Admiral Halligan reported it will be at San Diego over Navy day.

All local navy shore stations and warships will be open to the public Friday, although the number of munitions available for inspection today will be reduced over the number now in port, due to the departure Monday of the scouting force destroyer unit for San Francisco for a stay until after Navy day.

Visitors To Be Welcome on Big Panpac Liner Here Navy Day

The Panama Pacific liner California, a unit of the United States naval reserve fleet, which will be open for inspection from 3 to 5 p.m. Navy day, Oct. 27, at the Broadway pier.



Announcement that the 32,000-ton, \$7,000,000 electric liner California, a unit of the United States navy reserve fleet, will be open for public inspection at the Broadway pier from 3 to 5 p.m. next Friday, Navy day, was made today by William H. Houlier, Pacific coast manager of the Panama Pacific line.

Not only does the California carry the United States navy reserve flag at its main truck but both Capt. Robert Smith and Chief Engineer Christian Olson are lieutenant commanders in the naval reserve.

In war time the California would be converted into an auxiliary scout cruiser as well as transport.

Passes to board and inspect the big liner during the afternoon of Navy day may be obtained by applying at the Panama Pacific line office, 1033 Fourth avenue.

The California is scheduled to arrive from New York Friday morning.

'OLD IRONSIDES' WINS AGAINST FOG

SAN PEDRO, Oct. 28 (I.N.S.)—The historic fighting frigate Constitution, "Old Ironsides," has emerged victor in another battle, this time with an unusual fog which rolled in while two tugs were puffing and pushing the old war vessel from Long Beach to San Pedro. Fearing any attempt to take the vessel through the fog to the dock might result in some mishap, commanders of the tugs kept it in the outer harbor until the fog lifted sufficiently to dock it. "Old Ironsides" will remain here for 10 days and then will be taken to San Diego for the winter.

Title: Forty-Eighth page of the National Cruise scrapbook compiled by Henry Galaske.

Page Description:

- Top and Bottom Left: "Giant Macon, 200 Planes in Air Over San Diego Next Friday in Review for Secretary of Navy," a newspaper article that describes a demonstration to take place on Navy Day (October 27, 1933) in which the dirigible *Macon* and 200 planes from the air craft carriers *Lexington*, *Saratoga*, and *Langley* will fly over San Diego, California.
- Top and Bottom Right: "Experts Blame Limitation of Armor in Arms Treaty for Fatal Chicago Crash," an October 26, 1933 newspaper article that describes the belief that limitations imposed on the United States navy by disarmament treaties were, in part, to blame for the fatal crash of USS *Chicago* and HMS *Silver Palm*.
- Center Top: "Prove Macon First, Stand on More Ships," a November 1, 1933 newspaper article that quotes Admiral William H. Standley as saying that it is his "personal opinion that no additional airships should be constructed for the navy until the Macon proves its worth."
- Center: "Visitors To Be Welcomed on Big Panpac Liner Here Navy Day," A newspaper article that includes a photograph of the Panama Pacific liner *California* and describes the events to take place on Navy Day (October 27, 1933).
- Bottom Center: "'Old Ironsides' Wins Against Fog," an October 20, 1933 newspaper article that states USS *Constitution* has "emerged victor in another battle, this time with an unusual fog which rolled in while two tugs were puffing and pushing the old war vessel from Long Beach to San Pedro."

Dates: October 26, 1933
October 27, 1933

People: Admiral William H. Standley

Historic Figures:

Places: Long Beach, California
San Diego, California
San Pedro, California

GEN. JACKSON CAPUT STARTS U. S. SCANDAL

Counterfeit (Famous) Figurehead Threatens to Be Campaign Issue

OLD PICTURES SHOT AWAY
Too Saved Off and Station as Dispute Rages

There is a story in the air that the "Famous" figurehead of the "Famous" ship will be shot away. The story is that the figurehead is a counterfeit and that the ship's owners are planning to shoot it away. The story is that the figurehead is a counterfeit and that the ship's owners are planning to shoot it away.

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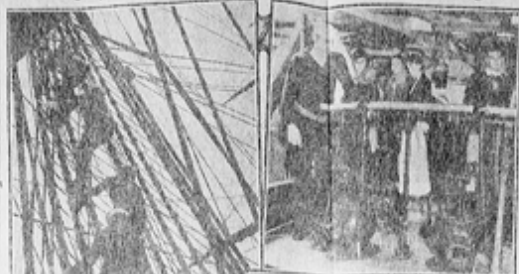
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Old Equipment Still Graces Decks of Sea Fighter



The ship's deck is still graced with old equipment, including a large piece of machinery that appears to be a pump or engine component.



The equipment is still in use, and the ship's crew is seen working with it. The equipment is a large, complex machine with many pipes and valves.

The ship's crew is seen working with the equipment, and the ship's deck is still graced with old equipment.

The ship's crew is seen working with the equipment, and the ship's deck is still graced with old equipment.

The ship's crew is seen working with the equipment, and the ship's deck is still graced with old equipment.

The ship's crew is seen working with the equipment, and the ship's deck is still graced with old equipment.

The ship's crew is seen working with the equipment, and the ship's deck is still graced with old equipment.

The ship's crew is seen working with the equipment, and the ship's deck is still graced with old equipment.

The ship's crew is seen working with the equipment, and the ship's deck is still graced with old equipment.

The ship's crew is seen working with the equipment, and the ship's deck is still graced with old equipment.

MAN, TRAINED ON SHIP, SEES ENTRY TO BAY

Local, Maritime View Craft for First Time Since 1894

The man, trained on ship, sees entry to bay. The man is a local resident who has been trained on a ship and is now seeing the entry to the bay for the first time since 1894.

The man is a local resident who has been trained on a ship and is now seeing the entry to the bay for the first time since 1894.

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S. F. Kin Tells Early Fights Of Designer

Ship, Battle Against With Heavy Corps on Return Trip

S. F. Kin tells early fights of designer. The designer is a local resident who has been fighting early fights.

The designer is a local resident who has been fighting early fights.

The designer is a local resident who has been fighting early fights.

The designer is a local resident who has been fighting early fights.

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The designer is a local resident who has been fighting early fights.

The designer is a local resident who has been fighting early fights.

CARS CARRIED OVER SEA IN FINAL VOYAGE

Ship, Battle Against With Heavy Corps on Return Trip

Cars carried over sea in final voyage. The cars are being carried over the sea in the final voyage.

The cars are being carried over the sea in the final voyage.

The cars are being carried over the sea in the final voyage.

The cars are being carried over the sea in the final voyage.

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The cars are being carried over the sea in the final voyage.

The cars are being carried over the sea in the final voyage.

'Constitution' First to Bear New American Flag to Sea

The ship is the first to bear the new American flag to sea.

The ship is the first to bear the new American flag to sea.

The ship is the first to bear the new American flag to sea.

The ship is the first to bear the new American flag to sea.

The ship is the first to bear the new American flag to sea.

The ship is the first to bear the new American flag to sea.

The ship is the first to bear the new American flag to sea.

The ship is the first to bear the new American flag to sea.

FLOGGING HELD TO 12 LASHES

The flogging is held to 12 lashes.

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The flogging is held to 12 lashes.

LIBRARY OFFERS MANY VOLUMES

The library offers many volumes.

The library offers many volumes.

The library offers many volumes.

The library offers many volumes.

The library offers many volumes.

The library offers many volumes.

The library offers many volumes.

The library offers many volumes.

The library offers many volumes.

The library offers many volumes.

The library offers many volumes.

The library offers many volumes.

The library offers many volumes.

The library offers many volumes.

The library offers many volumes.

EVERYONE who has ever visualized the pleasure of owning a home at a beautiful lake in a desirable location, California, with a view of the lake, is now able to own a home at a beautiful lake in a desirable location, California, with a view of the lake.

EVERYONE who has ever visualized the pleasure of owning a home at a beautiful lake in a desirable location, California, with a view of the lake, is now able to own a home at a beautiful lake in a desirable location, California, with a view of the lake.

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AT REDLICK-NEWMAN CO. you can buy everything to furnish your home from Kitchen Utensils to a Radio—UNDER ONE ROOF.

Individual Credit Terms to Suit Your Present Income.

Visitors cordially invited to view our interesting display of the newest ideas in Home Furnishings.

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NOW! ON CREDIT PLATES



Buy your dentistry on credit. The price is \$5.00 a week.

Buy your dentistry on credit. The price is \$5.00 a week.

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Dress the Young Folks for EASTER

On Cheerful Credit

COATS \$4.95 to \$9.95

COATS \$4.95 to \$9.95

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COATS \$4.95 to \$9.95

Title: Forty-Ninth page of the National Cruise scrapbook compiled by Henry Galaske.

Page Description:

- Pages "C" through "G" of *The San Francisco News*. The articles include a detailed history of USS *Constitution*, photographs of and images of the ship and her officers and crew, a diagram of the ship's spar deck and its important features for visitors to take aboard, and various advertisements.

Dates: Presumed 1933

People: Many

Historic Figures: Many

Places: San Francisco, California

SAN DIEGO NAVAL UNITS TO HOLD 'OPEN HOUSE' ON FRIDAY; SWANSON COMING

By HAROLD OSBORNE

"I advocate that the United States build a navy commensurate with its powers and its needs because I feel that such a navy will be the surest guaranty and safeguard of peace."—Theodore Roosevelt, April 16, 1906.

A quarter of a century later, as America stands ready to honor the memory of Roosevelt on his birthday, Oct. 27, his words are echoed in the program laid down and being followed out by another Roosevelt in the White House—Franklin D. Roosevelt.

(Continued on Page 4, Col. 4)

From Page One

about the navy's new cruiser Indianapolis, Swanson, for nearly 36 hours will be a participant in the observance of Navy day at the port where the bulk of the light forces of the fleet and all major shore establishments are located.

Many Ships in Port

In addition to the shore establishments, the public on Friday will have an opportunity to visit and inspect approximately 40 warships in port here. These range from cruisers to submarines, and a number, including two submarines and a cruiser, will be berthed at the pier at the foot of Broadway.

Swanson, while here, will inspect four local naval shore establishments and the marine base, all of which will be open to the public Friday. The naval shore establishments include the naval training station, naval hospital, naval air station and destroyer base.

President Roosevelt, himself, when he was assistant secretary of the navy, took a personal interest in the establishment of the San Diego naval training station. He visited San Diego in 1913, and expressed himself as being greatly pleased with the city, especially from the naval viewpoint, and he assured the late William Kettner, congressional representative from this district that the establishment of a naval training station at San Diego would have his support.

Marine Base

The United States marine base, adjoining the training station, comprises 23 buildings on 676 acres. As was pointed out by chairman of commerce officials earlier this month to members of the visiting congressional party, it is interesting to note that President Roosevelt, as assistant secretary of the navy, is accorded due recognition by Kettner for the assistance given by him in making this establishment possible. Brig. Gen. Frederic Bredon commands the marine base.

The naval hospital, commanded by Capt. U. R. Wick, is located in Balboa park on a site of 22.5 acres donated by the city of San Diego to the United States government in 1921. Those visiting the hospital Navy day will find on duty 30 officers, 40 nurses, 229 enlisted men of the hospital corps, 202 civilians and approximately 700 patients. The hospital, incidentally, represents an

investment, exclusive of maintenance, of \$3,443,215.

Capt. John H. Hoover, commanding the naval air station on North Island, expects to be official host to thousands of San Diegoans Friday morning, when Swanson is scheduled to be at the island as principal witness to a flight of some 200 navy planes from the airplane carriers Lexington, Saratoga and Langley. The air station is located on the northern portion of the island, and comprises some 524 acres. At the present time there are stationed at the naval air station 50 officers, 504 enlisted men and 315 civilians, a total of 1,269. The expenditures, exclusive of maintenance, amount to \$4,231,383.

Facts on Establishments

In all, there will be 18 local shore establishments of the navy open to the public Friday. Particular facts on those not mentioned heretofore, are as follows:

Naval fuel depot, Point Loma, Lieut. R. L. Walker, commanding officer. Acres 261 acres. Number of buildings, 36.

Naval radio transmitting station, Charles H. Huxley, Chief Radio Electrician. Acres 261 acres. Number of buildings, 36.

Naval radio transmitting station, Charles H. Huxley, Chief Radio Electrician. Acres 261 acres. Number of buildings, 36.

Naval remote control and receiving station, Point Loma. Lieut. A. M. Wright, officer in charge. Here all messages are received from ships afloat in southern California waters, Honolulu and Balboa. The transmitters at the Cholla Heights station are controlled from this remote station through a land line network and automatic relays. The remote control and receiving station being located as it is at a distance of approximately eight miles from the transmitting station makes it possible to simultaneously transmit on all transmitters and receive on all receivers used by ships and other naval radio stations.

Lieut. Com. Thomas B. Ingalls is the officer in charge of naval radio activity at San Diego. His headquarters are at the 11th naval district headquarters building, foot of Broadway. The navy also maintains a director finder station at Imperial Beach at the south end of San Diego bay.

Other Bases

The 11th naval district headquarters and supply depot are located in a modern reinforced concrete building at the foot of Broadway, 120 feet by 300 feet, six stories in height. A total of 128,000 square feet of floor space is provided at the depot for a variety of naval stores.

The destroyer base, located in the southern part of San Diego bay, is temporarily in command of Com. F. D. Manock. It was officially established in 1922.

Swanson Lauds S. D. Co-Operation With Navy; Stresses Value of U. S. Fleet in Protecting Commerce

"You people of San Diego have been very generous to the navy." This statement by Secretary of the Navy Claude Swanson this morning preceded the issuing of a general message by the secretary to the citizens of San Diego, in which he paid tribute to the harbor here and the co-operation shown by San Diegoans to the navy, and told of the navy's activities in protecting American trade.

His statement to the citizens of San Diego is as follows: "The splendid harbor and the fine strategic location of San Diego have long made it a center of interest and activity for the American merchant marine and navy. Beginning in the year 1892 the old time sailing ships engaged in the California trade frequented this port as the best for their purpose of

(Continued on Page 4, Col. 3)

S. D. IS 'HOME' TO NAVY, SAYS SWANSON

From Page One

refit, supply, and general base requirements. In 1902 an American merchant ship, very appropriately named the Alert, landed its crew and temporarily captured San Diego upon receiving information that Com. Jones had taken Monterey.

"This was four years before our war with Mexico, and when that broke out in 1898 one of the earliest operations of American naval forces was the occupation of San Diego by Lieut. Rowan with blue-jackets and marines from the U.S.S. Cyane. Such was the beginning of the great naval occupation which we now see scattered about the shores of your magnificent bay.

"Facts at Home" "The good citizens of San Diego on their part have invariably revered the navy with the greatest sympathy and co-operation. Here the navy feels at home and is certain of the faith and support which citizens everywhere should give to the navy as a great instrument of national security and welfare.

"Since the World war we have gone through an era of conference and other strenuous efforts at conciliation with a view to composing international differences and eliminating future wars. Happily some progress has been made in this direction. Yet we are forced to conclude from the march of world events constantly parading before us that the banishment of war and the need of armed forces must necessarily be a gradual evolution rather than a sudden change in human history.

"In almost any direction we may turn our view to distant lands there we will find a great play of vast political and economic forces. The world is not at rest, but seething with change and portents of change in which armed force will necessarily take its part. The mistake that is most often made with reference to naval armament is the assumption that it is primarily an instrument of disturbance. While that is of course partly true the main purpose and utility of naval armament is the assurance of peace and security. It is for this that the United States requires a navy in the unsettled world conditions which surround us.

"As has been frequently pointed out our geographical position is analogous to that of a world island. Our contacts with all but a small portion of the world's lands and peoples must be over long distances of salt water. An attack from these distant shores can be ward off only by the ships and planes which together constitute a navy. Our immense commerce with other countries cannot plow the high seas without the protection and security given by a navy.

Stresses Protection

"I would like to lay special stress upon this trade-protecting function of the navy which makes it such an important factor in the nation's economic life. Many centuries of world experience, extending up to the present moment, prove that domestic industry in all its branches thrives best when combined with shipping to carry its products overseas and with naval power sufficient to protect the ocean transportation. That is the main reason why all of the great industrial nations of our time seek to maintain large navies. This makes it imperative that we should do so.

"Even in the worst periods of the depressing depression through which we have been passing our foreign trade amounted to several billion dollars in value, and in addition American ships carried almost as much commerce along the great coastline highway passing through the Panama canal. It would be hard to imagine the catastrophe which would have come to us if this sea traffic had been stopped by blockade or other hostile action. It is the navy's task to guard against this, and no one other than naval force would be effective in doing so.

"Naval power protects and promotes overseas commerce in many ways. The most obvious is the insurance given to merchant ships for safe passage along their ocean routes. But frequently there must be additional protection given in waters of foreign countries, like China, where local conditions are unsettled. Such hostilities are often visited by American men-of-war whose mere presence is usually sufficient to maintain favorable conditions for the requirements of our merchant ships and the security of American representatives abroad. Then also friendly visits of our naval ships to foreign ports stimulating commerce and feeling towards Americans, and this has often had the effect of stimulating our commerce through the world.

Peace-Time Value

"Perhaps the greatest peace-time value of a navy in protecting foreign commerce lies in its potential power. The fact of its existence is a strong deterrent against unwarranted interference with American business by other great nations in lands where competition between the great outside industrial powers is very keen. So long as manufacturing countries continue to produce the vast surplus of goods which the machine age has made possible we shall continue to see the great competitive struggle in world markets. If nations are to meet their obligations to their own people they must assist the economic efforts of their country abroad. Diplomatic rivalry must therefore continue to be a fundamental condition of international relations, and naval power is one of the most potent instruments of diplomacy. By strengthening our diplomatic navy gives indispensable aid to our foreign commerce and therefore to our business welfare at home.

"All in all, therefore, the costs of a navy are returned to the taxpayers many times over through the increased and stabilized overseas trade which goes hand in hand with the navy.

"Fortunately also the construction and maintenance of a navy directly benefits our labor and industry. Eighty-five percent of money spent on ship construction goes into the wage envelope. The variety of materials and equipment needed to build a ship is so great that every state in the union and nearly every trade and business is benefited."

"It is for these many reasons that the present Democratic administration, under the able and far-seeing statesmanship of President Roose-

MACON TO CARRY ADMIRAL ON TRIP

SAN FRANCISCO, Nov. 8 (AP).—The dirigible Macon will make a flight over the bay area and the north coast shortly tomorrow, carrying Adm. David Sellers, commander in chief of the United States fleet, and his staff on an inspection flight.

SWANSON ASSERTS NAVY TO STAY DRY

WASHINGTON, Nov. 8 (AP).—Secretary Swanson indicated today the navy will continue dry both by law and by regulation after repeal.

Title: Fiftieth page of the National Cruise scrapbook compiled by Henry Galaske.

Page Description:

- Top and Center Left: "San Diego Naval Units to Hold 'Open House' on Friday; Swanson Coming," a newspaper article by Harold Osborne that describes the purpose behind and events planned for Navy Day in California on October 27, 1933.
- Top and Center Right: "Swanson Lauds S.D. Co-Operation With Navy; Stresses Value of U.S. Fleet in Protecting Commerce," a newspaper article that reports on Secretary of the Navy Claude Swanson's speech to the citizens of San Diego in which he praised the city's harbor and hospitality.
- Bottom Left: "Macon to Carry Admiral on Trip," a clipping from a November 8, 1933 newspaper that announces that during her flight over the bay area, USS *Macon* will carry Admiral David Sellers on board.
- Bottom Right: "Swanson Asserts Navy to Stay Dry," a clipping from a November 8, 1933 newspaper that states "Secretary Swanson indicated today the navy will continue dry both by law and by regulation after repeal."

Dates: October 27, 1933
November 8, 1933

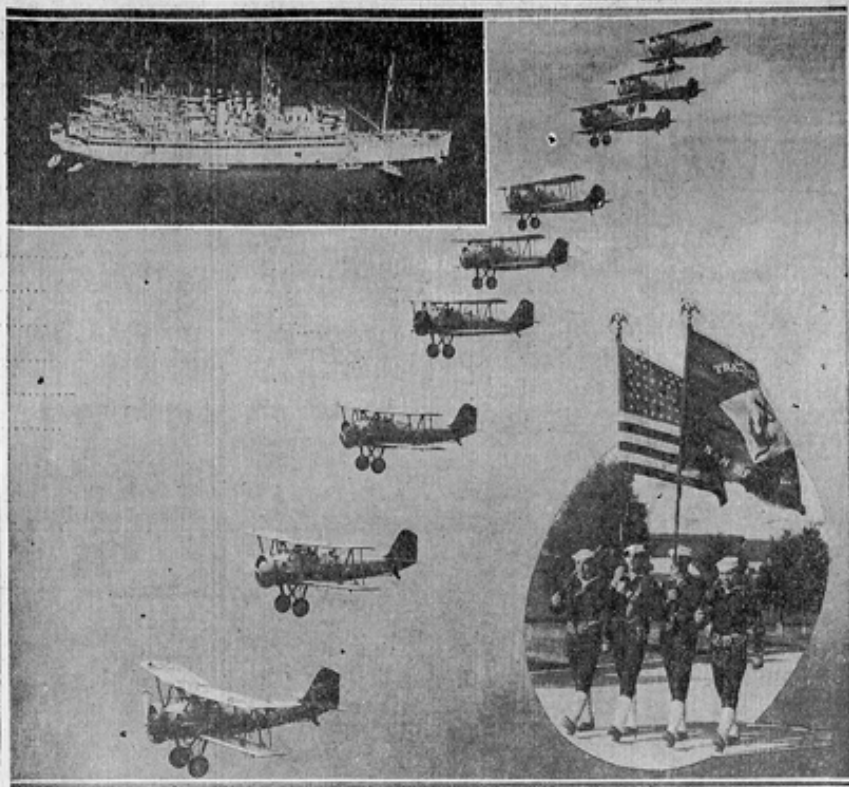
People: Admiral David Sellers
Secretary of the Navy Claude Swanson

Historic Figures:

Places: San Diego, California

SAN DIEGANS INVITED TO VISIT NAVY SHIPS, STATIONS

Part of the navy's "show" for San Diego on Navy day tomorrow is pictured below in photos furnished by the naval air station and the naval training station. The squadron of planes in the picture is made up of scouting craft, flying in echelon formation. In the upper left-hand corner is shown the destroyer tender Melville, with a nest of battle force destroyers, while in the lower right-hand corner is a picture of the naval training station color guard.



INVITE PUBLIC TO VISIT S. D. NAVY UNITS

Twenty-two thousand officers and men of the United States navy will set as "hosts" tomorrow to the public as San Diegans and visitors to this city board the 30-odd warships in port and visit the attractive naval shore establishments. Navy day—tomorrow marks its 17th observance—meets the navy in "at home" and every one in San Diego is invited and urged to get better acquainted with the navy before sundown Friday.

A mass flight of 200 planes at 1 p.m. tomorrow, a flight over the city by the giant dirigible Macon from 7 a.m. to 8:30 a.m., visits here by Secretary of the Navy Claude Swanson and Rear Admiral Ernest J. King, chief of the bureau of aeronautics, navy department—these are highlights of the Navy day program here this year.

In the mass flight it is planned to have the planes pass over North Island naval air station reviewing stand twice. The flight will end with a spectacular demonstration of "dive bombing."

Weather conditions for witnessing the flight of the Macon tomorrow morning will not be very good, according to indications today, it was reported by Dean Blake, local weather bureau meteorologist. The same type weather that prevailed here until 2:30 o'clock this morning—overcast skies—is forecast for tonight and tomorrow morning. (Continued on Page 6, Col. 4)

Kearny reported fog throughout the night last night.

Rear Admiral E. C. Kahan, commander destroyers, battle force, has arranged special transportation and beach guard facilities for visitors to the warships. Those desiring to visit ships in the stream are advised that the assignment of boats for the various vessels, effective from 11:30 a.m. to 4 p.m., is as follows:

Boat Assignment

Broadway land—Submarine division No. 12, cruiser division No. 2, Langley, Wright.

Coronado landing—Submarine division No. 12.

Coronado landing—Battle force destroyers.

First avenue landing—Battle force destroyers.

North Island will be the best location from which to view the mass flight, early tomorrow afternoon, and visitors to the naval air station on the island will find guides available to explain the routine operations being carried on. Two vessels will be at the naval air station pier—the aircraft tender Wright, flagship of Rear Admiral A. W. Johnson, commander of aircraft, base force, and the airplane carrier Langley, a unit in the battle force aircraft squadrons commanded by Rear Admiral John Halligan.

The battle force cruiser, commanded by Rear Admiral E. R. Fenner, will be in midstream.

A number of warships will be available for inspection in the area at the foot of Broadway. Two of the navy's newest type submarines—the Narwhal and the Dolphin—will be berthed at the south side of the Broadway pier, according to report at 11th naval district headquarters. The Panama Pacific liner, California, a naval reserve vessel, will be at the north side of the Broadway pier and will be open in the afternoon to persons with passes. At the north side of pier No. 1, which lies immediately north of the Broadway pier, will be the new cruiser Indianapolis and the submarine rescue vessel, Orlan, from which diving exhibitions will be made throughout the day. Tugs and minesweepers will be along the em-

Station Schedule

The following schedule will be in effect at the naval training station: 8 to 9 a.m.—Rehearsal for regimental parade.

8:15 to 11 a.m.—Inspection drill of recruits in Paul Jones court—semaphore, seamanship, infantry and other drills applicable to recruit training.

10 to 11 a.m.—Band concert on parade grounds.

9 to 11:30 a.m. and 1 to 2 p.m.—Four barracks buildings open for public inspection.

11 a.m.—Company boat races.

1 p.m. to 2:30 p.m.—Athletics—indoor baseball and tennis on athletic field and volleyball in Paul Jones court.

1:30 to 2:30 p.m.—Band concert on parade grounds.

3 p.m. to 3:30 p.m.—Regimental parade and exhibition drill.

Guides will be available at the main gate of the naval training station for escorting visitors through the various activities of the station. Service schools will be open to visitors throughout the day from 8 a.m. to 4 p.m.

All vessels at anchor or berthed alongside the docks will fall dress ship from 8 a.m. to sunset. Ships with searchlights will take part in a gigantic display from 8 p.m. to 8:30 p.m.

While ship's boats will be provided for transportation of visitors to and from ships from 11:30 a.m. to 4 p.m., no special boats are available to North Island.

The destroyer base will be open to visitors from 8 a.m. to 4 p.m.

All citizens are cordially invited to visit any of the ships or naval stations and to view the activities of the navy.

The marine base will be open for inspection by visitors from 1 p.m. to 4:30 p.m. tomorrow. Guides will be furnished. One set of quarters, a mess hall and a kitchen will be open. The band will play a concert from 1:30 p.m. to 2:30 p.m. A dress parade is scheduled for 4 p.m.

Title: Fifty-First page of the National Cruise scrapbook compiled by Henry Galaske.

Page Description:

- “San Diegans Invited to Visit Navy Ships, Stations,” a newspaper article that features photographs of scouting crafts flying in echelon formation, the destroyer tender *Melville*, and the naval training station color guard. The article announces and describes the events that will take place on Navy Day in San Diego, California on October 27, 1933.

Dates: October 27, 1933

People:

Historic Figures:

Places: San Diego, California

By HAROLD OSBORNE

Artist-Sketcher-Bluejacket
Albert Abelt, 19-year-old recruit at the local naval training station, has widely varied hobbies and interests in life.

This fall he is showing such aptitude with the brush that two paintings he produced last week in an "escape time" of only 11 1/2 hours are being framed to be hung in the training station library.

Last summer, before he let it be known that he had artistic tendencies, he was one of the station's outstanding boxers. Well he is still a boxer. Last spring, when he still was living in the little town of Trill, Ore., he "wanted to join the navy so bad I talked with every sailor I got a chance to."

Now he is in the navy, and likes it.

But those who saw him in the ring out at the station during the summer, when he held the middleweight belt for two months, little thought that by the time he was in the station's "transfer class" ready for sea duty, he would produce two paintings which Capt. George Noah, commanding officer of the training station, likes so well he is having frames of the Monterey type made for them.

Abelt painted both pictures from memory. For a canvas he used pieces from a discarded navy hammock. These he set up in the station's small frame athletic building, and with the noise of a hand practice coming in one window and a group of boxers training in an adjacent room, he proceeded to paint "Lake Odel" in seven hours' time. The second painting, which Abelt described as a scene in Balboa park, he painted last Saturday afternoon in the same room. Art critics are invited to view both.

SAILOR PAINTS MEMORY SCENES ON PIECES OF OLD CANVAS; WORK TO BE HUNG AT S. D. STATION

A picture of the painting "Lake Odel," which Albert Abelt, 19, recruit at the local naval training station, produced from memory in seven hours' time last week, is shown below. Abelt, who is pictured standing between two pictures he painted here last week, came to San Diego from Trill, Ore., and has spent considerable time in the Klamath basin country, where Odel lake is located.



Pictured below is a California scene, which Abelt also painted from memory at the training station last week. This picture and "Lake Odel" are being framed to be hung in the naval training station library. Abelt painted the California scene, which he says is a view in Balboa park, in four and one-half hours' time. Each picture is painted on canvas from an old navy hammock.



Cruisers Coming Home From San Francisco Visit

New Flagship Indianapolis Awaits Commander

Congressional Group Returns Here on Thursday

The Scouting Force cruiser squadron will arrive back home at San Pedro tomorrow morning from Navy Day visit to San Francisco, minus the squadron flagship Chicago, repairing at Mare Island after collision in fog off Point Sur last Tuesday with the British freighter Ellerman.

When Vice-Admiral Frank H. Brumby, Scouting Force commander, arrives with the squadron aboard his temporary flagship Northampton, he will find in the roadstead here his brand-new flagship Indianapolis, which has just completed carrying Secretary of the Navy Swanson on his Pacific coast survey.

The Indianapolis is due here from San Diego this afternoon and is expected to receive Admiral Brumby's flag Wednesday morning. The Northampton will revert to her permanent status as flagship of Cruiser Division Four.

CRUISERS RETURN

Scouting Force units returning tomorrow include the cruisers Northampton, Chester, Pensacola and the brand-new Portland, here for permanent duty with the Scouting Force after overhaul at Puget Sound navy yard, and the force repair ship Vestal. The eighteen units of the Scouting Force destroyer flotilla will continue to San Diego.

This will also be a busy week for the Battle Force. The light cruiser Milwaukee will sail this morning for overhaul at Puget Sound and the battleship Maryland will go to San Francisco for interim docking at Hunter's Point.

Most of the battleship squadron will be in port this week for upkeep and preparation for full-power trials, except that the Pennsylvania, New York, Arkansas, Arizona and Nevada will be at sea until Thursday for anti-aircraft practices.

SECOND INSPECTION

On Thursday, the Congressional group making survey of the Pacific naval establishment will arrive from San Francisco for its second inspection of the local base area, departing for San Diego Friday evening and leaving that port next Monday for Norfolk via Panama.

The Battle Force will depart San Pedro next Monday for Aradise Day visit to San Francisco, returning November 15 after three-day tactical exercises with the Scouting Force off Point Arguello.

When Rear Admiral Ernest J. King, chief of the bureau of aeronautics, navy department, pictured below at the left, arrived at the North Island naval air station yesterday afternoon by plane from Long Beach, he was met by high ranking navy officials and city and chamber of commerce representatives. Among those pictured in the group below who welcomed him are Rear Admiral A. W. Johnson, commander of the aircraft squadrons, base force, and Capt. John Hoover, right, commanding officer of the air station. Inset, a closeup of Admiral King. (Photos by Harry Bishop, Evening Tribune staff photographer.)



Title: Fifty-Second page of the National Cruise scrapbook compiled by Henry Galaske.

Page Description:

- Top Left: "Artist-boxer-bluejacket," a newspaper article that describes the talent and artwork of nineteen-year-old naval recruit Albert Abelt.
- Top Right: "Sailor Paints Memory Scenes on Pieces of Old Canvas; Work to be Hung at S.D. Station," a newspaper article that describes the talent and artwork of nineteen-year-old naval recruit Albert Abelt. The article also features a photograph of Abelt and two of his paintings.
- Bottom Left: "Cruisers Coming Home From San Francisco Visit," a newspaper article that announces the arrival of the Scouting Force cruiser squadron in San Pedro, back from the Navy Day visit to San Francisco.
- Bottom Right: A photograph of Rear Admiral Ernest J. King, Rear Admiral A. W. Johnson, and Captain John Hoover, with an inset close-up of King.

Dates:

People: Albert Albet

Captain John Hoover

Rear Admiral A. W. Johnson

Rear Admiral Ernest J. King

Historic Figures:

Places: San Diego, California

LOOKING 'EM OVER

By Skipper Redgap

Navy Day Tomorrow
Since 1922, Navy day has been officially observed throughout the nation in seacoast cities and towns, as well as at many inland cities. From the far-Guang Yangtze river in China to the northland of Alaska, and at many outlying stations, Navy day this year takes on an added significance. There probably never was another time, except in the throes of war, when Navy day meant more to the people of the nation than at present. This year finds the navy, as in the past, living up to its fondest traditions with a new spirit in the prospects that it will be given the tools with which to do its work if called upon. The building program now going forward has lent impetus to the personnel of the service, and the navy has entered wholeheartedly upon the scheme of relieving to the best of its ability the unemployment of the nation. Practically every dollar invested in the navy means work for Americans, and an efficient and adequate navy means a protection of commerce and the security of the nation.

Service to Nation
Not only in time of war does the navy serve the nation. It is called upon every day and every hour of the year to render some service to the people. Those who have lived in "navy towns" realize more fully than do the inland folk the value of the navy to the community and the nation. Navy ships and the personnel of the service are called upon to render many types of service and assistance. During the maneuvers and countless practices indulged in by the warships, the time never comes, no matter how important the drill, that vessels do not answer the call of distress to vessels and stricken peoples. For the past 120 years the navy has been on the alert with a willing hand to help those in dire need. It has been so in every part of the world—in Alaska, the Philippines, Japan, in the West Indies, Italy, and in Nicaragua. In time of peace the navy not only prepares for war, but works for the betterment of mankind and the betterment of his condition. What the navy has accomplished in the science of radio, medicine, machinery, aviation and countless other walks of life is well known to those who have studied naval history or kept abreast of the times.

Silent Service
Navy day brings to the mind the sobriquet that has been handed to the naval service—the "silent service." The service that goes about its business from year to year without a corps of publicity agents singing its praises, and without a corps of photographers depicting its services to the nation. During the World war the navy transported more than 1,500,000 soldiers, sailors, marines and nurses to Europe without the loss of a single man or woman on the eastward voyage, and yet there are few citizens who realize what a vast job that was, when it is known that the navy did not have but one transport at the outbreak of the war, and was operating 146 transports when the armistice was signed. Many of the troop ships were converted steamers, commandeered merchant vessels, and some had been taken over from the enemy in our own ports where they had been detained. The navy op-

'STILL NEED SHIPS; NOT OBSOLETE BECAUSE OF AIRPLANES'

Airplanes have not rendered battleships obsolete, in the opinion of Secretary of the Navy Claude A. Swanson.

"Some people still believe," he said, "that the rapid development of air power has rendered battleships as a class obsolete. But fortunately the number of such persons holding this radical view is getting smaller every day."

"Professional opinion the world over is almost unanimously in favor of retaining battleships as the most essential type of fighting craft."

Swanson went on to explain that the evolution of battleship design in recent years has been principally in three characteristics, all of which relate to aircraft.

"The ability to spot gunfire from the air," he explained, "has made it possible to hit targets at greatly increased distances. This has called for gun mounts permitting much greater elevation than before, in order to shoot down the planes."

erated in the transport service the two fastest vessels, the Great Eastern and Northern Pacific, and the two largest ships, the Leviathan and Imperator, and also built 170 destroyers and patrol vessels, not mentioning other craft, and Eagle boats. The navy had 800,000 men at the signing of the armistice.

Washington Traditions
October marks the actual beginning of the navy, as well as the birthday of the man who was responsible more than any other for giving to the nation an adequate navy. On Oct. 27, 1884, Theodore Roosevelt was born, and on that same day, in 1775, the first vessels for the first fleet were ordered. It was on Oct. 13, 1775, that the Continental congress established a naval committee for naval affairs, and in 17 days the first ships were being assembled. George Washington said, in asking for ships and men to man them, "We are prepared for war is one of the most effective means of preserving peace." That tradition has been one of the outstanding of the naval service for 188 years. "There is a rank due the United States," said the father of the nation, "to a nation which will be withheld, if not absolutely lost by the reputation of weakness," and "it is our desire to avoid it, we must be able to repel it; if we desire peace, one of the most powerful instruments in our rising power." It must be known that we are at all times ready for war.

First Navy Day
While "Navy day" was known in many parts of the nation prior to 1922, it was in that year that congress recognized an appeal from the Navy league of the United States to set aside a day on which citizens could visit ships of the service, and could learn more of the workings of navy ships and the duties of their personnel. The main object of Navy day is to inform the people of the nation what their navy means to them, and what it has done and is doing for them, and may be expected to do for them in the future. The people are given facts about their navy, and the only day of the year to the "open house" that is annually held. Ships are assigned to various ports for this observance. Sailors are to be visited by many ships in all parts of the country, and thousands of people who never saw a man-of-war will be privileged to go on board and inspect many vessels. From Rockland, Me., to Key West, and along the Gulf ports, from San Diego to Portland, and in many possessions, people will go tomorrow to learn more of the navy. Every citizen is invited to a ship or station here. Tomorrow is the navy's day to "show ships and to welcome the citizenry of the nation."

Continued from bottom of line 1.

Improve Protection
"Secondly, the increased explosive charges carried by air bombs and underwater torpedoes has made it necessary to improve the underwater protection of ships."

"Finally, the danger from air bombs making direct hits on the decks of ships must be met by thickening the horizontal deck armor. In this way the explosion is localized and kept from penetrating into the bowels of the ship and seriously injuring it as a whole."

"However, there is no doubt that air power is a very potent factor in naval warfare," he continued. "It is for that reason our navy insists so strongly upon the fleet possessing large and powerful air forces, to aid it in neutralizing hostile aircraft and in attacking enemy ships."

Critics BIA
"But the critics of battleships have been strangely stupid. I have just pointed out to you the indispensable need of improving underwater protection of ships and of installing heavy horizontal deck armor as a defense against aircraft. These changes cannot be incorporated effectively into the design of cruisers, destroyers, aircraft carriers or submarines. Such ships are too small to carry the necessary weight."

"Of all the naval types, the battleship is the only one which is big enough to be made reasonably bomb-proof and still retain its other essential characteristics."

"Instead of scrapping the battleship, the advent of air power has therefore made the battleship more indispensable than ever. Only the battleship can reasonably well withstand aerial bombing. It will remain the backbone of the fleet."

LOOKING 'EM OVER

By Skipper Redgap

Navymen Commended

The secretary of the navy has sent letters of commendation to the following officers and enlisted men of the service: Eugene J. Frick, chief boatman, for heroic action in saving the lives of 30 men from the possibility of starvation and disease, when he took charge of a whaleboat which made three trips through a terrific surf, and although swamped twice, rescued the men on shore who had been erecting shore signals. Paul B. Frickes, chief signalman, for prompt action in rescuing a woman, and attempting to save the second, at Long Beach. Benjamin F. Lee, coxswain, for prompt action in saving the life of a woman from drowning at Long Beach. James K. Goss, gunner's mate, second class, for heroic conduct and excellent diving ability in entering an abandoned mine near Keffers, Pa., and recovering the body of a soldier which had lodged at a depth of 100 feet. Fred H. Beech, aviation machinist's mate, for conduct in the face of grave danger, when he manned the motorcycle fire-fighting equipment and followed Gen. de Pineda's plane down the runway at Floyd Bennett field. He was unable to reach the Italian pilot, but did not retreat until he was badly burned. Joseph K. Swank, quartermaster, for prompt action, when assisted by a friend, he rescued from drowning R. A. Collins, quartermaster, third class, at Silver Beach, Wash.

Battleship Shakedown

Two of the recently modernized battleships now are holding acceptance trials on the east coast prior to sailing to join the western battleship divisions. The New Mexico has returned to Philadelphia after a series of trial runs. She will be in the yard until Oct. 31, when trials and shakedown will take place. From Nov. 6 to 20 the ship will be undergoing a series of speed runs off Rockland, Me., and then will return to the navy yard. It is expected that the New Mexico will arrive on the west coast about Christmas. The Mississippi leaves Harpersburg, Md., Oct. 23 for trial spins off Rockland, and later will return to the Norfolk navy yard for adjustments. It also will arrive on the west coast before Christmas, according to an advanced schedule. Three vessels were undergoing modernization on the east coast at the same time, the other being the Idaho.

'Seags' Are Wanted

A third class storekeeper on the battleship Nevada is anxious that he obtain the name of a man of his rating for a trade to some local ship. He pretends a local destroyer. A second class yeoman on the battleship Colorado, on duty in the captain's office, would like to exchange duty with some man of his rating, either second or third class yeoman, who want a ship based at San Pedro and Long Beach. Names furnished by this column.

FEET NEEDS STRESSED ON VISIT HERE

Advocating a new policy of "a navy afloat," Secretary of the Navy Claude A. Swanson, 75, was in San Diego today to remain here over Navy day.

"The navy department," said the secretary, "believes it of far greater importance to have an effective fleet afloat and ready for any emergency than to have a superabundance of shore bases."

"We therefore intend to spend all the money available now on up-building the forces afloat. The needs of the fleet are paramount, and we have no intention at present, of creating any additional bases on the Pacific coast."

Swanson declared that the navy feels that the present shore bases are adequate, if sufficiently enlarged to meet the fleet's increasing needs in the future. He also declared that the navy has no plans for altering construction of the entire United States fleet in the San Diego-San Pedro area.

lost their significance, reports the naval observatory at Washington, D. C. The patrol boat chronometer is small in appearance. It has the lever movement, stem-winding and other characteristics of a watch, which distinguish it from a chronometer. At present it is issued to smaller type of vessels other than those of the patrol class. The torpedobatch watch is somewhat similar to the former. It has a case but is not mounted, and is issued to the same type of vessels as the patrol boat chronometer. Of the two, the latter is the better time-keeper. In view of the above, the bureau has changed the name of the patrol boat chronometer to "Patrol Chronometer Watch," and the torpedobatch watch to "Chronometer Watch."

Middle 'Jels Army'

Having failed to receive commissions as Ensigns in the navy or second lieutenants in the marine corps after graduating last June from the naval academy, two former midshipmen have "joined the army." They are Maurice H. Brown and Nelson Semmes. The boys were great athletes at the academy, both having been members of the senior wrestling squad and the Sam Houston backfield star on the academy football team. The men are to be trained as aviators in the army.

Gilgates and Gilgates

Admiral William H. Standley, chief of naval operations, is the only "native son" of California in the high ranks of the navy, but he is the highest officer in the active service. He was born at Ukiah, Dec. 28, 1872, and entered the naval academy in 1891. One of the strangest coincidences of his life, other than the disappearance of the cutter Cyclops, was when, in 1872, his mother, Mary Celeste, was found in mid-Atlantic sea, without a man on board. No trace of any of the crew ever was heard from. No signs of mutiny, storm or abandonment of the ship were seen. The sails were set, cargo in place, boats in the davits, and the log was written within 11 days of the disappearance of the ship were seen. Our navy built two gunboats at Mare Island, knocked them down, and sent them to China where they were fabricated and now are in service on the Yangtze river. The British navy also sent the gunboat Sandpiper to the Atlantic station from England in the holds of steamers.

Old Navy

The relative standing of fleets, squadrons and divisions of the navy, as printed in the report of the secretary, June 2, 1927, showed a standing of the Atlantic fleet of 30,728; Pacific fleet, 30,241. The Illinois won the battleship trophy for the year, with a standing of 75,782. The Keokuk and Kentucky proved "star" ships in the competition. Among the cruiser, the Boston won the trophy, having attained a standing of 79,297. The Raleigh, Chicago, Charleston and Yorktown were "star" ships for that year. The Princeton won the gunboat trophy, with a standing of 73,293. The destroyer Preble, with a standing of 78,822 won the trophy in her class, and the Stockton, Truxtun, Wilkes, DeLong and Hull were classed as star ships. The star ships were those that made 85 percent of the final merit of the trophy winners of the respective classes.

Question Box

W.W.: The Astoria is practically completed at the navy yard, Puget Sound. Her crew now is being assembled. The San Francisco will not be completed until Feb. 11, 1928. A great many of her crew also is being assembled at Mare Island. The Tuscaloosa will be completed March 1, 1928, and some of her crew is being assembled at Philadelphia. Requests for any of these ships must be sent via your commanding officer.

Mrs. L.M.T.: The Astoria sails from the Canal Zone Oct. 23, transits the canal on Oct. 24, and sails from Cristobal Oct. 27, to arrive at Guantamano Oct. 30, sailing from that port Oct. 31. It is to arrive at Harpers Roads Nov. 3, and sails for Philadelphia Nov. 7. No sailing given after Nov. 8.

A.C.R.: Note concerning Wright was received in mail while away. Hope you have desired information by this time.

Naval Observatory

The terms "Patrolboat Chronometer" and "Torpedobatch Watch" have

Fifty-Third page of the National Cruise scrapbook compiled by Henry Galaske.

Page Description:

- Top Left and Right: Two "Looking 'Em Over" articles by Skipper Redgap that discuss topics such as the purpose and tradition of Navy Day, newly modernized battleships, a story of Navymen who received letters from the Secretary of the Navy for their hard and brave work, and a story of two naval academy graduates who failed to receive commissions as Ensigns in the navy.
- Bottom Left and Bottom Center Left: "'Still Need Ships; Not Obsolete Because of Airplanes'," a newspaper article that describes Secretary of the Navy Claude Swanson's opinion that airplanes have not rendered battleships obsolete.
- Bottom Center Right: "Fleet Needs Stressed on Visit Here," a newspaper clipping that describes Secretary of the Navy Claude Swanson's visit to San Diego.
- Bottom Right: "Question Box," a newspaper clipping that quotes various sources as they discuss the current state of the Navy.

Dates:

People: Secretary of the Navy Claude Swanson

Historic Figures:

Places: San Diego, California

City Sees 200 Planes In Navy Day Fete; Macon Circles Area, Hidden By Fog

Big Dirigible Turns North After Bucking Mist

(Continued From Page One)
scouting and patrol boat wings swing southward.
Circling in loose, lazy slides, the fighting squadron, commanded by Lt. Carl W. M. Dillon swung to a point above the reviewing stand. With motors wide open, the wind cutting the struts of the planes, the squadron dipped, earthward and in a mighty plunge plummeted to within 200 feet of the ground.
Then, came a sickening "pull-up" as the pilots turned the noses of their planes to shoot skyward and soared off in a long gentle climb.

Fall Like Rockets
The procedure was repeated by 18 planes from the U. S. S. Langley, commanded by Lt. Com. A. M. Pride, the planes climbing high into the heavens and then falling like rockets to the earth.
The armada was made up of the Torpedo wing, commanded by Lt. Com. H. J. Brown; the Scouting wing, commanded by Lt. Com. W. N. Underdahl; the Fighters, commanded by Dillon, and the Patrol Boats, commanded by Com. W. Caphart. The entire exhibition of the Navy's power in the skies was directed by Rear Adm. John Halligan, commander aircraft, battle force.

From the commander-in-chief—President Franklin D. Roosevelt—to the far-flung hamlets which house an outpost of the American Navy, the nation observed the birthday of the late Theodore Roosevelt, whose services as assistant secretary of the Navy before his elevation to the presidency has been duplicated by his distant relative, the President.

Macon in Fog
Twenty thousand fighters and enlisted men in San Diego took part in spectacular ceremonies, which were ushered in this morning when the world's greatest airship—the U. S. S. Macon—battled dense fog in a futile attempt to approach the earth.

The Macon arrived over San Diego late Thursday night, passed the lights of the downtown section and moved out over Jutting Point, Loma to sea. There the cruised leisurely her commander, Alger H. Dresel, setting a zig-zag course to hold the silver craft near San Diego until morning. Between 4 and 5 a. m., the Macon soared over the city at an elevation of 2,000 feet.

Idles Over Coast
Palling in her battle to pierce the fog at sunrise, thus depriving San Diego's thousands of their first glimpse of the airship, the Macon's blunt nose was turned northward.
High above the seacoast town of Del Mar, Com. Dresel ordered her motors throttled down. Until 7:45 a. m., she hung there, virtually motionless, her crew busy about their tasks, her officers receiving radioed weather reports in an effort to determine some spot to pierce the mists which blanketed the coast.

A Boeing plane, bound from Los Angeles to San Diego, passed her at 7:45. At 8:20 a. m., a plane piloted by John Farnsworth and bearing Lt. Lewis, photographer for The Sun, took off from the flying field of the Ryan School of Aeronautics.

The ship cruised southward to Tijuana, swung to the mountains near El Cajon, roared northward to Oceanside. Although visibility above the ceiling of clouds, set at 1,500 feet, was excellent, no view of the Macon was obtained.

Turns Northward
The futile visit of the Macon—the first since her maiden voyage to the Pacific Coast Oct. 14—had been scheduled as one of the outstanding features of Navy Day. After leaving here she proceeded to Los Angeles, arriving there at 10:20 a. m. But a heavy low-lying fog continued to hide her whereabouts. This afternoon the Macon will cruise to San Francisco, arriving there at dusk. Thus, all of the Pacific Coast was touched by the ship on her Navy Day cruise.

Following the flight of the great air armada a series of aeronautical exhibits, starting tomorrow, will

maneuvering of war in the air. Colorful ceremonies aboard the Navy cruiser, the U. S. S. Indianapolis, this morning dispatched Secretary of the Navy Claude A. Swanson on his journey to Los Angeles following an inspection tour of all San Diego bases. The Secretary proceeded to Los Angeles by automobile and tonight will depart by train for Washington.

Although Southern California's interest in Navy Day activities was centered in San Diego, ships everywhere and Navy yards staged public programs of their air, land and water activities.

President Roosevelt in Washington led the observance with a declaration that "along with a lessening of naval armament, there comes greater reason for maintaining the highest efficiency, fitness and morale in this branch of the national defense."

Throughout the day activities were underway at the Naval Air Station, the Marine Corps Base, the Naval Training Station, the Naval Hospital, along the piers at the foot of Broadway, and on the harbor.

The Naval Air Station was opened to visitors at 10 a. m. Navy men, in trim dress uniforms, escorted citizens through the hangars, shops and quarters until 4 p. m.

Marines—the men who made famous the phrase "The Marines have arrived and have the situation well in hand"—played hosts at the Marine Corps Base. From 1:30 to 4:30 p. m., the base was open for inspection. Special cruises were on hand to escort the visitors. From 1:30 to 2:30 p. m. the Marine Corps band presented a concert and at 4 p. m. long lines of Marines were to march in review.

A feature of the Marine parade was to be the award of medals to Marines who competed in the National Rifle Association regional matches at San Luis Obispo. Col. R. R. Wallace, commanding officer of base troops, was to make the awards.

A series of recruit drills and athletic exercises marked the morning ceremonies at the Naval Training Station, which was opened to visitors at 9:30 a. m. At 10 a. m. the Navy's band offered a concert. At 3 p. m., the hundreds of U. S. sailors were to march in a dress parade before thousands of citizen spectators and city, county and federal dignitaries.

The Naval Hospital at Balboa Park was open for visitors. In San Diego harbor the U. S. S.

Men Of Sea Hosts To Thousands Ashore And Afloat

Indianapolis, giant cruiser paying her first visit to San Diego, is warped to the north side of Pier 1. Long, trim, her guns sparkling, her decks lined with uniformed men, she was opened to inspection at 9:30 a. m. when visitors began walking up the slanting gangplanks to her spottish deck.

Deep sea diving exhibitions and electric cutting by divers far below the surface of the bay began at 10 a. m. About the divers as they sank beneath the rising bubbles on the water, were small harbor craft, standing in vivid contrast to the great vessels of war.

On the south side of Broadway pier were lying the submarines Narwal and Dolphin. From their sterns to their bows they were bedecked with flags and bunting, fluttering in the soft morning breeze. Visitors began streaming aboard at 10 a. m.

As the morning fog lifted and the sun slanted in gleaming lines over the water of the harbor, Navy shoreboats began their seemingly endless plying from ship to pier and back to ship again with visitors to the great vessels lying at anchor off shore.

From the Broadway landing, small craft were carrying visitors to the cruisers, the submarines and the U. S. S. Langley and U. S. S. Wright. From the Seaside docks other shoreboats departed for more submarines and destroyers of the scouting force. Visitors for the battle force, defenders of America's long, rugged coastline, departed in shoreboats from the Coronado landing.

L. A. GETS FIRST SIGHT OF GIANT MACON FRIDAY

Will Cruise Over Southland for
Several Hours; Broadcast
From Ship May Cover Nation

Obscured by fog on its recent maiden journey over Southern California, the Navy's giant dirigible Macon will be visible for the first time to all residents in this section when the ship participates in Navy Day exercises here next Friday.

The huge craft will leave its home base at Sunnyvale, near San Francisco, Thursday afternoon for Southern California. She is scheduled to arrive over Los Angeles Friday morning to participate in the Navy Day program here.

WILL VISIT SAN DIEGO
After cruising over this area for several hours, the ship, under command of Capt. Alger H. Dresel, will go to San Diego, where a program has been planned. She will start on the return journey to Sunnyvale late in the afternoon.

An airplane squadron from the Naval base in San Diego will accompany the Macon over Southern California. Upon its return to Sunnyvale, the ship will be prepared for the tactical maneuvers with the U. S. Fleet, which begin on November 13.

PLANS BROADCAST
During the Navy Day flight the first radio broadcast from a Navy lighter-than-air craft will be given from the Macon over the Columbia Broadcasting System. A coast-to-coast broadcast has been tentatively arranged by C. Ellsworth Wylie, manager of Station KFI, over the system from 11:15 to 12 a. m. Friday.

MACON HIDES IN FOG ON L. A. VISIT

LOS ANGELES, Oct. 27 (A.P.)—The navy's pride and joy of the air, U.S.S. Macon, dirigible, headed back for its Sunnyvale base today after putting on perhaps the world's best behind-the-curtain show to date.

Only View by Plane
The curtain was a murky, gray fog which hid the giant gleaming "cigar" yesterday and today as an exhibition flight from the view of some 4,000,000 residents of normally sunny Southern California.

Of this vast, eager populace, in whose breasts variously burgeoned Navy day patriotism and curiosity for a glimpse of the Macon, only about 50 persons are known to have seen the dirigible before it headed out to sea and northward from San Pedro during the moon hour.

These 50 included two navy weather men who went up above the fog in a plane at San Diego this morning while the Macon was there, and occupants of three planes which flew near it in the Los Angeles area. One of these three planes was a department of commerce ship which was kept from getting too close.

Meantime, the earth-bound populace sought in vain to see through the fog, which treacherously hung everhead long past the time it usually clears. The weather bureau said Los Angeles has an average of only one or two days a year in which fog lasts past mid-day—and today was one of those days. A radio broadcast from the Macon was its only part in the program here.

SWANSON POINTS TO ROOSEVELT NAVY STAND IN MESSAGE

Secretary of the Navy Swanson's Navy day message to the nation today, as released here through the Associated Press, is as follows:

"The navy chose Oct. 27 as the date for navy day because it is the anniversary of a great and former president, Theodore Roosevelt, whose love for the navy and understanding of its needs, as demonstrated by his acts, both as assistant secretary of the navy and as president, made him not only beloved by the navy but by the country as well."

"We now have another Roosevelt at the helm, Franklin Delano Roosevelt, who was also a former assistant secretary of the navy, and who now as President and commander-in-chief is likewise beloved by the navy and the country. That he thoroughly understands the present naval needs and that he had the courage to meet them is evidenced by his immediate building program."

"The navy may well take heart and look forward with renewed hope to the future. The spirit and energy, the personal sacrifices which it has made so uncomplainingly during the last few years, have been in keeping with its highest traditions. It is a performance of which not only the navy but the country may well be proud."

"It is a great gratification to me to be at the head of a body of men with whom I have long had such pleasant associations and for whom I have always held the greatest admiration and esteem."

"I wish the country might ponder well the following quotations uttered by men who were wise presidents and wise statesmen:

"To be prepared for war is one of the most effective means of preserving peace."

"The primary and all important lesson to learn is that while preparedness will not guarantee a nation against war, unpreparedness eventually invites not merely war but utter disaster."

"The work of upbuilding the navy must be steadily continued. No one point of our policy, foreign or domestic, is more important than this to the honor and material welfare, and above all the peace of our nation in the future."

Title: Fifty-Fourth page of the National Cruise scrapbook compiled by Henry Galaske.

Page Description:

- Top Left: "City Sees 200 Planes in Navy Day Fete; Macon Circles Area, Hidden by Fog," a newspaper article that discusses the events that took place on Navy Day (October 27, 1933) in Southern California. The article also describes the flight of USS *Macon* that could not be seen by viewers on the ground due to a heavy and unexpected fog.
- Top Right: "Macon Hides in Fog on L.A. Visit," a Los Angeles newspaper article from October 27, 1933 that describes the nearly invisible flight of the dirigible *Macon* over Southern California.
- Bottom Left Center: "Macon's Chief an Old Hand on Dirigibles," a newspaper article that highlights the career of Commander Alger H. Dressel, commander of three navy dirigibles, and his piloting of *Macon*.
- Bottom Right Center: "L.A. Gets First Sight of Giant Macon Friday," a newspaper article that describes the planned flight of USS *Macon* over San Diego and Southern California and the radio broadcast that will take place during that flight.
- Bottom Right: "Swanson Points to Roosevelt Navy Stand in Message," a newspaper article that reports on Secretary of the Navy Claude Swanson's Navy Day message to the nation.

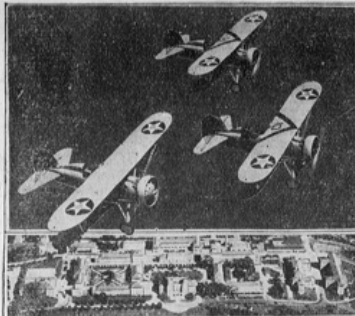
Dates: October 27, 1933

People: Secretary of the Navy Claude Swanson

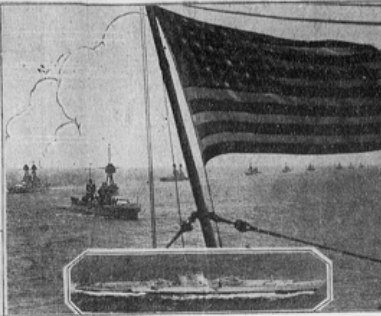
Historic Figures:

Places: Los Angeles, California

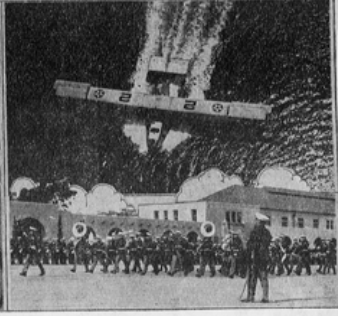
Uncle Sam's Navy, On Land, Sea And In Air, Plays Host To San Diego Visitors Today



North Island "wings" above, which took part in the dog-fighting maneuvers between coastlines as a part of the exhibition by the Navy aircraft this afternoon above San Diego. The spectacle was part of the main formation flight featuring Navy, Navy, Revenue and Navy Day. Below is an aerial view of the Naval Hospital at Balboa Park, one of the many 11th Naval District units open to inspection by the public today.



The Watch Dogs of the Pacific are seen above in a fine view of the battleship squadron in maneuvers off San Diego. Here, Revenue started the world on his visit to Pacific coast bases by demonstrating that the fleet shall be built to its full strength and second to no other power. One of the ultimate developments in super submarines firing the American flag is shown in the inset. It is the Y-4.



A giant Navy bomber, shown, is seen gliding to a landing in the San Diego bay terminal basin. Squadrons of this type of invulnerable attack aircraft are quartered at North Island. Below is shown the colorful Devil Dogs as they parade at the Marine base. San Diego makes among the foremost concentration points for the country's famous "trouble-shooters."

NAVY NEWS

MORE LANDING SPACE VITAL, KING DECLARES

Danger From Inadequate Facilities Pointed Out At Review

Need of more space on North Island for Naval planes was reiterated Friday by Rear Adm. R. E. King, chief of the bureau of aeronautics, after watching the maneuvers of planes.

When the review had passed Rear Adm. John Halligan, commander of the island, had to force King's attention to the delay in providing the squadron as a result of the congested air and land area on the island.

Hour To Land

The 200 planes returned to the field in groups of three and it was more than an hour after the review before all the planes were landed.

"Look what would happen if we had a large squadron in the air and a sudden fog came to from the south," said Adm. Halligan. "It would be impossible under existing conditions for the ships to land safely before they would be shut off from the ground."

The Danger

"If any more planes are brought to the island, as they surely will be, it will be too dangerous for the Navy to operate in any large groups."

Adm. King repeated the statement he made when he arrived at North Island Thursday.

"We've got to have more room on North Island or seek elsewhere for it," he said. "That was proven to me today as I watched this flight."

'Perry Scope' To Bid Adios To San Diego In December

By HOWARD J. PERRY

Perry Scope, that outfit, for approximately the course and will provide an opportunity for the Navy to make further ratings this winter.

Maj. David L. S. Rowland, who has been on duty at Marine Corps headquarters in Washington, has been ordered detached to December to the Fourth Marines in Shanghai, China.

Depotmen received at the 11th Naval District, Friday announced that Chief Wright was under orders to be transferred from the destroyer base to duty at Oahu. He will leave sometime in December on the U.S.S. Henderson.

The sailing of Perry Scope were published in The Sun for several months this year.

After being on duty at the Naval Training Station for several months, Lt. Paul D. Pitzer, medical corps, has been ordered transferred to the Marine Corps base.

Lt. Henry E. Faig, who has been on duty with the Marine detachment on board the U.S.S. Indianapolis, which is in port here, has been ordered detached and will sail for Perth Island, N. C., on the U.S.S. Henderson Nov. 3.

A new course for second class cadets has just been published by the Navy Department. Progress tests and examination questions.

CACHET TO HONOR OLD IRONSIDES

To commemorate the second and last visit to San Diego, the chamber of commerce is seeking an appropriate cachet.

San Diego are requested to submit cachet drawings to the chamber. A committee of City Clerk Allen Wright, C. A. McGraw and M. C. Pfeiffer will decide the best drawing.

Members of action from all parts of the United States have been received at the chamber to be honored with a cachet following the arrival of the Constitution, Jan. 2.

PLANE DIVES THRILL NAVY DAY THROUG

Thousands of couples at North Island today were thrilled during one of the high lights of the local Navy day program, when a dive bomber exhibition was staged by several planes at the conclusion of a spectacular massed flight of several air craft.

Reeling out of the sky from every direction, the planes swooped and dived upon the firing field in front of the reviewing stand.

In all, more than 200 planes participated in the flight. Descending in from the south, the squadrons passed in tight formation. The planes were then regularly ordered to swoop and dived upon the firing field in front of the reviewing stand.

All other local naval show attractions and about the warships in port here, other thousands of visitors were packed at the pier.

A spectacular parachute display by warbirds in the harbor will mark the conclusion of the Navy day program.

Girls! Indianapolis Sailors Need 200 Partners At Dance

Wanted—200 girls to help entertain the enlisted personnel of the U. S. S. Indianapolis tonight.

This was the appeal sent out this morning by the San Diego Chamber of Commerce and all girls who wish to assist are urged to call at the Chamber of Commerce before noon today.

The entertainment planned for the enlisted personnel of the ship is a dance at the Broadway pier tonight.

SHIP WITNESS AIDS CHICAGO

Said Engines 'Reversed' In 30 Seconds

By United Press

SAN FRANCISCO, Oct. 28.—Thursdays considered favorable to the Navy was given today by George E. Blaney, third officer of the British freighter Silver Palm, which Tuesday collided with the cruiser Chicago, killing three Navy men.

Blaney testified at a Naval board inquiry that the cruiser first was halted at 1:11 a. m. apparent time. Engines were reversed in 30 seconds and the crash followed at once, he said.

GIANT DIRIGIBLE ENDS LONG HOP

SUNNYVALE, Oct. 28 (A.P.)—

Roaring down vertically out of a grey sky, the giant dirigible Macon returned to its naval base here today after a 30-hour convoluted cruise, buoyed through fog, underbunks to a very dry maneuver.

The big ship was first sighted at the base at 11:30 a. m. Then it hovered in the air until about 3 p. m., when it dipped down and made a perfect landing.

The ship remained outside the hangar, due to its smoking mast and stern boom, during the afternoon, on exhibition, and late today was to be "baked" into the hangar.

Title: Fifty-Fifth page of the National Cruise scrapbook compiled by Henry Galaske.

Page Description:

- Top: "Uncle Sam's Navy, On Land, Sea and in Air, Plays Host to San Diego Visitors Today," a newspaper article from the October 27, 1933 issue of *The San Diego Sun*. The article features photographs of North Island "wasps" (airplanes) in dog-fighting maneuvers, a view of "The Watch Dogs of the Pacific" (battleship squadron), and a giant Navy bomber gliding to a landing in the San Diego bay.
- Center Left: A page from an issue of *Navy News* that includes headlines such as "More Landing Space Vital, King Declares" and "'Perry Scope' To Bid Adios To San Diego in December."
- Bottom Left: "Cachet to Honor Old Ironsides," a newspaper clipping that announces the creation of a cachet to commemorate USS *Constitution's* second visit to San Diego, California.
- Bottom Center: "Plane Dives Thrill Navy Day Throng," a newspaper clipping that describes one of the many crowd-pleasers that took place on navy day: a dive bombing exhibition that was staged by several planes at the conclusion of a massed flight of naval air crafts.
- Center: "Girls! Indianapolis Sailors Need 200 Partners at Dance," a newspaper clipping that advertises the need for 200 girls to help entertain the enlisted men of USS *Indianapolis* during their visit in San Diego.
- Center: "Ship Witness Aids Chicago," an October 28, 1933 newspaper clipping that describes the testimony given by George E. Stanley (third officer of the British freighter *Silver Palm*) in regards to the ship's collision with USS *Chicago*.
- Bottom Right: "Giant Dirigible Ends Long Hop," an October 28, 1933 newspaper clipping that notes the dirigible *Macon's* landing at the naval base in Sunnyvale, California.

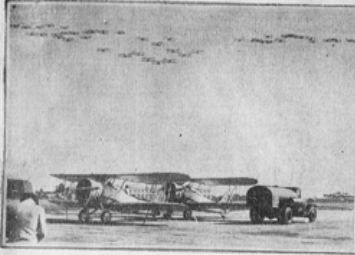
Dates: October 27, 1933
October 28, 1933

People:

Historic Figures:

Places: San Diego, California
Sunnyvale, California

Navy's Air Force On Parade - - - - Admirals Crane Necks - - - - Contact! And Away She Goes



A portion of the swarm of Navy aircraft over South Island Field. Two reserve craft and a waiting fuel truck below.

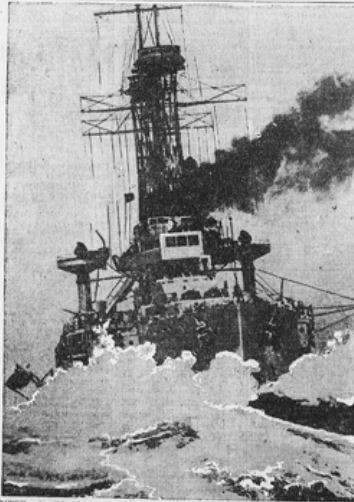


Rear Adms A. W. Johnson, E. J. King, W. T. Tarnaz and John Halligan watch the show from the North Island reviewing stand.



One of the Navy fighters, taxed and ready to take off, waits while a mechanic gets set to "wing the prop."

BETWEEN US AND TROUBLE



THINK splendid ships, each with her grace, her glory.
Still in my mind the image of life's need,
Beauty in hardest action, beauty indeed.
I touch my country's mind, I come to grips
With half her purpose, thinking of these
ships.
That nobleness and grandeur, all that
heavy

Born of manly life and bitter duty,
That splendor of fine boys which yet
could stand
The shock of rollers never checked by land.
They are my country's line, her greatest
art
By strong brains laboring on the thought
unwon.

—John Masfield.

Title: Fifty-Sixth page of the National Cruise scrapbook compiled by Henry Galaske.

Page Description:

- Top: "Navy's Air Force on Parade...Admirals Crane Necks...Contact! And Away She Goes," a newspaper clipping that contains photographs of Navy aircrafts flying over North Island, a group shot of Rear Admirals A. W. Johnson, Ernest J. King, W. T. Tarrant, and John Halligan as they watch the Navy Day show, and a Navy fighter with a mechanic ready to "swing the prop."
- Bottom: "Between Us and Trouble," a poem by John Masefield. The clipping includes an image of a battleship.

Dates: October 27, 1933

People: Rear Admiral John Halligan
Rear Admiral A. W. Johnson
Rear Admiral Ernest J. King
John Masefield
Rear Admiral W. T. Tarrant

Historic Figures:

Places: North Island, California

NAVY NEEDS ALL ISLAND, SAYS KING

"Hawaiian flight? What's that?" With this celebration, Rear Admiral Ernest J. King, chief of the bureau of aeronautics, navy department, met the questions of interviewers yesterday afternoon at North Island, when he was asked what plans, if any, could be announced concerning such a flight. "I have nothing to do with it," declared Admiral King. "That's for Admiral Johnson and Admiral Halligan to decide."

Rumors that the navy is contemplating a hop from California to the mid-Pacific islands have been current ever since a record flight was made earlier this month by a group of flying boats which came to San Diego from the Panama canal with only one stop enroute. Neither Rear Admiral John Halligan, commander of aircraft, battle force, nor Rear Admiral A. W. Johnson, commander of air craft, base force, both of whom met Admiral King yesterday, have issued statements that any such flight will be made.

Admiral King struck at the heart of the matter naval aviation problem here—the need for more room for naval air activities—when he was questioned as to what could be done to enlarge the local facilities for navy flying.

"Needs All Island"

"The navy needs all of North Island," was his emphatic statement, "or else they must go elsewhere. Where they'll go, I don't know."

"Sunnyvale looks good to me," he added a moment later. "They might buy more land up there and get water facilities for seaplanes."

Sunnyvale was inspected only a few days ago by Admiral King.

A lighter-than-air aviation booster, the navy's air chief, who only recently succeeded Rear Admiral William A. Moffett as chief of the bureau of aeronautics, was asked what the navy's plans were for building more ships of the Macon type. His reply was that he has recommended the replacing of the ill-fated dirigible Akron and the building of other lighter-than-air craft, but that "so far this has not been approved."

The navy's need for more money—"which must be obtained from congress or NRA funds"—was emphasized in several statements by King.

The first was his report in connection with the proposed acquisition of new navy planes, experimental models of which are being tested by the Consolidated Aircraft company of Buffalo, N. Y., which plans to move its plant to San Diego soon, and by the Douglas plant. Admiral King said that the best of the two models would be selected—"but we still have to get money out of congress or the NRA to get the planes."

He reiterated the need for such funds a few minutes later, when talking of the new planes that are needed for the navy's new airplane carrier, the Ranger. The Ranger will be at San Diego next summer, according to present plans.

Regarding rumors that the dirigible Macon will make a flight from California to Hawaii, Admiral King pointed out that it now is a unit of the United States fleet, and that its schedule of operations now comes under Admiral Davis F. Sellers, commander-in-chief, United States fleet.

The visiting air chief drew a laugh from those who met him when in one of his first statements he made the comment that "Long Beach has as much fog as here. Understand me, I didn't say it had more; I said it had as much."

Taking off from Long Beach at 1:05 p.m. yesterday in a navy amphibian plane, which was piloted by Lieut. E. Rhodes, Admiral King was reported over Camp Kearney at 1:55 p.m. Five minutes later the plane landed off the air station airplane runway in the bay and came up the runway to permit the admiral to alight on dry land.

Crowd On Hand

A crowd of several scores was on hand to welcome him, including high-ranking navy officials and city and chamber of commerce representatives.

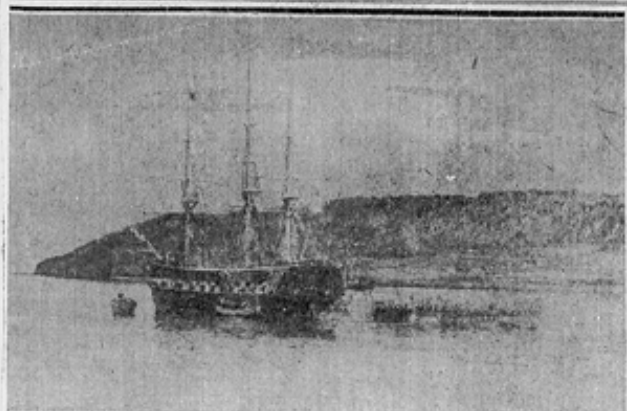
Within a few minutes after he had alighted, he was asked what he thought of the Panama-San Diego one-stop flight.

"Well," he answered, "I've just shaken hands with Com. McGinnis (who commanded the flight), and congratulated him."

King, who is an authority in all branches of the naval service, having had experience aboard submarines, surface craft, airplanes and

City Salutes Its First Navy Friends

Almost a century ago San Diego learned that it had its greatest friend in the United States Navy. That was July 29, 1884, when the U. S. Sloop of War Cyane (top) stood in the harbor to take possession of San Diego for the United States. Vice Adm. Stephen Clegg Swann (below), then a lieutenant aboard the Cyane, had charge of the landing party and it was he who first raised the Stars and Stripes over San Diego, July 29, eighty-seven years ago.



—U. S. Cyane from a painting by Carlton T. Chapman.

Title: Fifty-Seventh page of the National Cruise scrapbook compiled by Henry Galaske.

Page Description:

- Left: "Navy Needs All Island, Says King," a newspaper article that addresses the persistent rumor that USS *Macon* will make a flight to Hawaii.
- Right: "City Salutes Its First Navy Friends," a newspaper clipping that describes the "taking" of San Diego in 1846 by US Sloop of War *Cyane* and her Lieutenant Stephen-Clegg Rowan. The clipping includes images of the ship and Lieutenant.

Dates: Presumed 1933

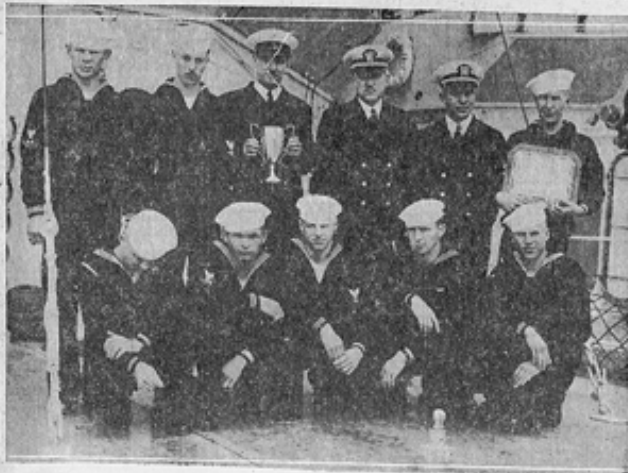
People:

Historic Figures: Lieutenant Stephen-Clegg Rowan

Places: San Diego, California

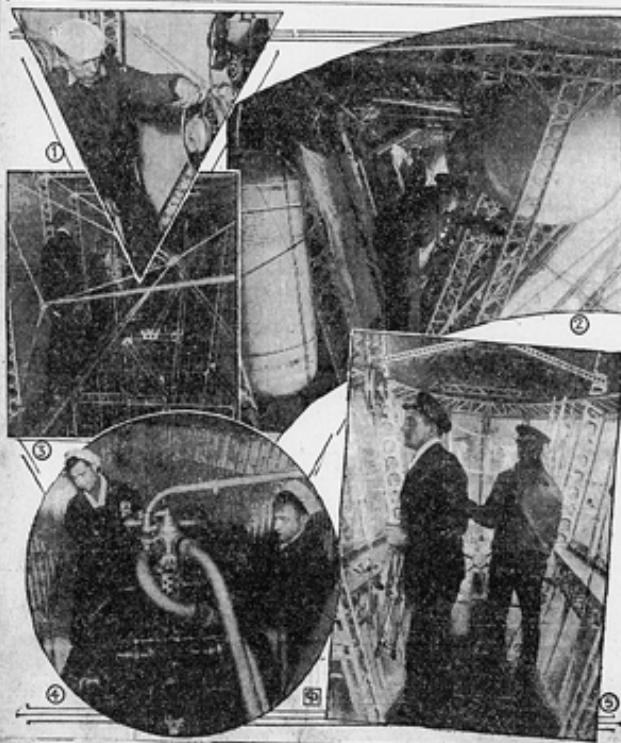
Wig-wag, Dot-and-Dash Boys Win Rewards

Excellence in communication work, both radio and visual, has brought to the U. S. S. Perry, flagship of destroyer division No. 10, some highly coveted silverware—the President's trophy, for excellence both in visual and radio work, and the Commander Battle Force trophy, for visual signal work. The Perry's skipper and communication officer are shown here, surrounded by the communication force. Front row, left to right, L. L. Current, C. J. Getz, S. W. Johnson, J. D. Collicott, T. P. Hinchey; rear row, left to right, H. L. Steinhauser, R. E. Miller, E. D. Ward, L. A. Connor, J. M. Lewis, L. J. W. H. Organ and J. R. Trayler.



Interior Views of San Diego's Huge Sky Visitor

Below are several excellent interior views of San Diego's huge sky visitor, the U.S.S. Macon. They afford an interesting glimpse of the "insides" of the great dirigible. 1—Sailor using telegraph dial to control air. 2—Checking one of the ship's many gasoline tanks; picture shows view of the starboard lateral gangway. 3—Interior of lower vertical fin. 4—One of the eight engine rooms. 5—Auxiliary control car; elevator wheel, left, and rudder wheel, right.



INDIANAPOLIS HERE UNTIL MONDAY

The cruiser Indianapolis, which brought Secretary of the Navy Swanson to San Diego for Navy day, is one of the most modern cruisers in the United States fleet, having been placed in commission only last fall. The vessel, berthed at the north side of pier No. 1, where it was open to visitors today, will remain in port at San Diego until 10 a.m. next Monday, when it leaves for San Pedro to take its place with the fleet.

Its maiden voyage to the Pacific, just ended, took it from the east coast by way of the Panama canal to Hawaii. From there it went to the Puget sound area, proceeding southward with Swanson aboard until it arrived at San Diego.

The commanding officer of the Indianapolis is Capt. J. M. Sessellie, who was graduated from the naval academy in 1906. During the World war he was navigating officer of the U.S.S. Florida, when the Florida was attached to the American battleship squadron operating with the British grand fleet in the North sea. Capt. Sessellie was present at the surrender of the German high seas fleet following the Armistice.

Capt. J. M. Sessellie is executive officer of the craft. The Indianapolis is 610 feet in length over all, and has an extreme breadth of 66 feet. It is a 10,000-ton cruiser.

NEW CRUISERS TO BE MORE DEFENSIVE

A radical change in design of the 10,000-ton cruisers now building in various yards has been adopted by the navy department, which will make the new "treaty" cruisers "miniature battleships," far stronger in defensive qualities and in general fighting ability than the eight ships of the Pensacola-Chester class, which have already joined the fleet.

Five of the seven ships now on the ways, including the New Orleans, building at the navy yard in Brooklyn, will be considerably altered, not only in appearance but in structure, while all of the projected cruisers will have more armor than the previous vessels of their class. As one naval officer expressed it, "the new cruisers will be stronger than any other cruisers in the world, with the exception of the Deutschland, Germany's 'pocket battleship.'"

The change in design of the new ships, plus various modifications and additions to the eight "treaty" cruisers already in commission, is considered the navy's answer to foreign and local criticism of these ships. To overcome the sharp, jerky roll of the Pensacola-Chester class, so-called anti-rolling tanks have been or will be installed in each of the eight vessels already built, their bilge keels will be lengthened, and the center of gravity of the vessels raised and protection increased by installing three-quarters to one-inch armor plating about the bridges, searchlight platforms and conning towers.

Destroyers To Be Speediest
These changes are only a few of the innovations planned for the new construction which the navy department already has on the ways or in the hands of designers. The five new destroyers, for which appropriations were made at the last session of congress, will be the fastest deep-water ships in the history of the American navy, and are to be designed, it was revealed, for a speed of 34½ knots instead of the 35 knots originally announced. The destroyers and the new aircraft carrier, Ranger, now being built at Newport News, Va., will be equipped with a new type "double-purpose" five-inch gun on a special mount, designed for use against either surface vessels or aircraft.

Other innovations in the Ranger and in the projected destroyers, though of much interest to naval officers, are considered of less importance than the radical alterations in the new cruisers.

Fifty-Eighth page of the National Cruise scrapbook compiled by Henry Galaske.

Page Description:

- Top Left: "Wig-wag, Dot-and-Dash Boys Win Rewards," a newspaper clipping that describes how the President's Trophy (for excellence in visual and radio work) and the Commander Battle Force Trophy (for visual signal work) were awarded to the men on board USS *Perry*. The men on the force are pictured in the clipping.
- Top Right: "Indianapolis Here Until Monday," a newspaper article that announces the arrival and brief stay of USS *Indianapolis* in San Diego, California for Navy Day on October 27, 1933.
- Bottom Left: "Interior Views of San Diego's Huge Sky Visitor," a newspaper clipping that provides photographs of the interior of USS *Macon*.
- Bottom Right: "New Cruisers to be More Defensive," a newspaper article that describes the change in design of the 10,000-ton cruisers that are under construction in various Navy yards. These new cruisers will be built like "miniature battleships," and will be stronger in defensive qualities and fighting abilities than the Pensacola-Chester class ships.

Dates: October 27, 1933

People:

Historic Figures:

Places: San Diego, California

ADMIRAL KALBFUS VISITS IRONSIDES, INSPECTING CREW

It was more than a mere routine return of an official call when Rear Adm. Edward C. Kalbfus, commanding the destroyers of the United States fleet, visited the U. S. F. Constitution yesterday and passed nearly two hours inspecting the crew and ship. For to Admiral Kalbfus, a square-jawed man-o-war is an old, old story.

In his 38 years in the navy, Admiral Kalbfus has seen sail give way to steam, and steam to electric drive. He has seen gunnery go from the 1000-yard range of a smooth-bore to the 16-mile range of a modern navy gun, and he has seen the development of the destroyer, the fast cruiser, and finally of the plane as an indispensable item in naval warfare. As a naval cadet, he served under Adm. Willard M. Brown, then in command of the old Monongahela—an officer who, with a fine disdain for steam, used to sail his ship into and out of port with her hundreds of youngsters sweating at sheets, tacks and braces as the lumbering frigate was brought about in the narrow channel. In addition to the Monongahela, which later was put to work training apprentice boys, Admiral Kalbfus saw service under sail in the old Constitution, at the same time that Lt. Comdr. Henry Hartley, the Constitution's present "exec," was learning how properly to hand lights in the old Essex.

All Over Ship
Comdr. Louis J. Gulliver, commanding the Constitution, met Admiral Kalbfus at the gangway with full honors, and there started a tour of the ship which was of long duration. From the spar deck to the forepeak, nothing missed his eye. Then he turned to newspaper men who had come aboard.

"You've been following me around and taking pictures," he told them, "and now I'm going to turn the tables on you."

The admiral, who is an enthusiastic amateur photographer, then drew a camera from his pocket, lined up reporters and cameramen at the frigate's wheel, and made them take some of their own pictures.

Yesterday 918 persons visited the frigate, bringing the total number to board her since her arrival Friday to 9548.

ADM. STANDLEY SEEKS AID TO IMPROVE FLEET

Funds For Greater Efficiency Are Requested

Funds to bring the fleet to a higher state of efficiency are being sought by Adm. William H. Standley, chief of naval operations, according to a dispatch received today from Washington.

"There is an urgent need of repairs and new equipment," Adm. Standley said. "Much of the overhauling which is continually needed on active ships has been delayed over a long period."

No further construction of navy dirigibles is in sight at present, he said, adding that the navy is awaiting results of experiments with the airship Macon in battle-fleet maneuvers before the department decides on any future course.

The Macon will make her first trip with the battlefleet Nov. 13. Rear Adm. John H. Maitland, commander of her craft, battleforce, said.

"The Macon is under orders to take full part in the maneuvers being planned for the middle of the month," he said. "She will leave Sunnyvale the 12th or 13th and will come south. Her course has not been decided and will not be disclosed because of the need for secrecy in working out certain tactical exercises."

'LIKE THE OLD MONONGAHELA'

Rear Adm. E. C. Kalbfus, destroyer force commander, left, a veteran of the old Monongahela, visited the U. S. F. Constitution yesterday and passed nearly two hours with Comdr. L. J. Gulliver, her skipper, in a thorough inspection of ship and crew.



Modern Fighting Ships To Salute Old Ironsides

Idol of Navy To Arrive Friday; May Spend Winter In San Diego

San Diego once more will greet the idol of American naval supremacy, the U. S. S. Constitution, when "Old Ironsides" is escorted into the harbor shortly after 7 a. m. Friday.

Probably no other material thing in the United States is more symbolic of the country's supremacy among nations as this historic ship, which for nearly a century and a half has withstood the ravages of time, standing as a monument to an undefeated Navy.

The Constitution is returning to

San Diego following a nine months' tour of Pacific Coast ports during which time tens of thousands of children and adults have crossed her decks.

She came into San Diego's harbor last January after being towed from the Atlantic Coast and spent several weeks at the Broadway pier. San Diego is the last stop on her Pacific Coast schedule. Word is expected momentarily from the Navy Department at Washington ordering the famous ship to remain the guest of the city during the winter months.

The Constitution will be in command of Com. Louis J. Gulliver, who as skipper of the famous ship, has had one of the most unique jobs ever given a U. S. naval officer. A full commissioned vessel of the Navy, she is without power. She moves from port to port under tow of naval tugs. There is no gunnery practice for her crew. Her 34-inch cannons have been silent for many scores of years.

Yet every member of the crew, from the lowliest seaman to Com. Gulliver, is proud of his assignment. He wouldn't trade with any sailor in the service.

'MILE OF PEOPLE' SEE IRONSIDES; TO AIR SAILS TODAY

If all the people who get out statistics were laid end to end, it would be a good thing for the country—but if all the people who visited Old Ironsides at Navy pier yesterday were to stand in line, with a foot of space to each one, the line would be a little over a mile long.

For the sake of making a nice even story, the visiting should have ceased when the 328th one went aboard. But you cannot stop people from going aboard the U. S. F. Constitution, and so when 3 o'clock came and the entry said "No more," they had checked 5330 persons over the gangway.

Airings of canvas will begin today and will continue daily while the ship is in port. Lt. Comdr. Henry Hartley, executive officer, said yesterday. Today it will be the turn of the headmasts, and flying jib, jib and foretopmast staywill will be spread to get the beneficial effect of the sun.

Maneuvers Planned
Maneuvers off the central California coast will take the battle force units from San Diego this week, the first slated to go being the USS submarine division, which is due to sail Wednesday for San Francisco.

On the following day the battle force destroyers, less the tender Altair, will leave for San Francisco, where they will rendezvous with the submarines, battlehips and heavy cruisers for the first exercises. At conclusion of the exercises, about Nov. 16, the flagship California is due here with Adm. Joseph M. Reeves, commanding the battle force, aboard.

SAN DIEGO WAS NAVY CITY WAY BACK IN 1542

\$32,000,000 Investment Here; Spends \$1,500,000 Per Year

By NEWELL N. JONES

It's Navy Day in a Navy town. If anybody doubts it, let him juggle these figures which Howard E. Morin, Chamber of Commerce publicity director, pulls from his hat.

The Navy has \$32,000,000 invested in San Diego. It spends about \$1,500,000 here every month.

Quite A While Ago

San Diego really began being a Navy town in 1542. It was a national Portuguese gentleman named Juan Rodriguez Cabrillo who supposedly came sailing into what's now San Diego harbor that year and discovered the place.

Then, according to Mrs. Winifred Davidson, historian, along came the U. S. Navy and captured the town in 1846. It was a naval victory, started July 29 of that year and finished late in November.

The Navy Did It

Mrs. Davidson even rattled that popular old belief that an army man, Maj. John C. Fremont, first raised the American flag here in 1846. It was, according to her findings, Lt. Stephen Clegg Rowan, executive officer of the U. S. S. Crane.

The Navy didn't begin to feel any real growing pains here until about 1910. Then, ably aided and abetted by the late Congressman William Kettner, it suddenly grew into a husky, vigorous giant during his term in congress from 1913 to 1921.

Flying Era

In 1910, came the beginning of the flying activities that were soon to make San Diego the "air capital of the west." It seems Com. John H. Towers, Lt. Victor Herbert and the late Lt. Theodore Ellison established the first Naval Air Station. It consisted of a tent and two planes, all parked in the general vicinity of the Navy pier of today.

Along about that time, the Chamber of Commerce and leading citizens began to realize the possibilities. They elected "Bill" Kettner to congress in 1912.

From then on it was just a steady parade. Before he was sworn in, Mr. Kettner had won a \$208,786 dredging appropriation. There came completion of the cooling station and fuel depot, start of the first naval radio station here, the Marine Base, the Naval Training Station, the purchase of North Island and start of army and navy aviation stations there, the Naval Hospital, the Destroyer Base and the Naval Warehouse.

They are still here, and with them, 11th Naval District Headquarters; the destroyers, scouting and battle force; two divisions of light cruisers; the naval air and most of the time, the fleet air; the submarines; the submarine tenders, and the aircraft carriers... a good big slice of the Pacific fleet, in fact.

Roosevelt Aids

And out of the pages of Navy history in San Diego pops something particularly appropriate of recollection this Navy Day. Franklin D. Roosevelt, now president, once assistant secretary of navy, played no small part in San Diego's naval development.

Visiting here in his naval capacity during the 1915 exposition, he was "sold" on the radio station project by a committee headed by the late Frank Salmons. And Mr. Roosevelt himself broached to Mr. Kettner, according to the latter's memoirs, the plan to bring the Naval Training Station here from Coast Island.

OFFICER HONORED AFTER 30 YEARS' SERVICE IN NAVY

A letter of congratulations from H. L. Roosevelt, acting secretary of the navy, was presented Saturday



Matthew Bismock, chief aviation machine's mate, on his retirement after 30 years of navy service. He was attached to patrol plane squadrons S.F. base force, United States fleet.

Bismock enlisted in 1903 and rose to quartermaster, first class by 1914. In the occupation of Vera Cruz, Mex., he distinguished himself for bravery and by special order was promoted to chief quartermaster.

Title: Fifty-Ninth page of the National Cruise scrapbook compiled by Henry Galaske.

Page Description:

- Top Left: "Admiral Kalbfus Visits Ironsides, Inspecting Crew," a newspaper article that describes the visit on board and inspection of USS *Constitution* by Admiral Edward C. Kalbfus. The article gives a detailed history of Kalbfus' naval career and briefly describes the inspection day.
- Top Center: "'Like the Old Monogahela'," a photograph of Rear Admiral Edward C. Kalbfus (destroyer force commander) and Commander Louis J. Gulliver on board USS *Constitution*.
- Top Right: "San Diego Was Navy City Way Back in 1542," a newspaper article that, in honor of Navy Day (October 27, 1933), discusses the history of San Diego, California as a naval city.
- Center: "Modern Fighting Ships to Salute Old Ironsides," a newspaper article that discusses the return of USS *Constitution* to San Diego, California and the possibility of her docking in the city for the Winter of 1933.
- Bottom Left: "Adm. Standley Seeks Aid to Improve Fleet," a newspaper clipping that reports on Admiral William H. Standley's request for more funds for the naval fleet in order to bring about a higher state of efficiency.
- Bottom Center Left: "'Mile of People' See Ironsides; To Air Sails Today," a newspaper article that details the impressive visitation on board USS *Constitution* (on one day in California, she saw 5,330 visitors).
- Bottom Right: "Officer Honored After 30 Years' Service in Navy," a newspaper clipping that announces the retirement of aviation Chief Machinist's Mate Matthew Binnock, after thirty years of service.

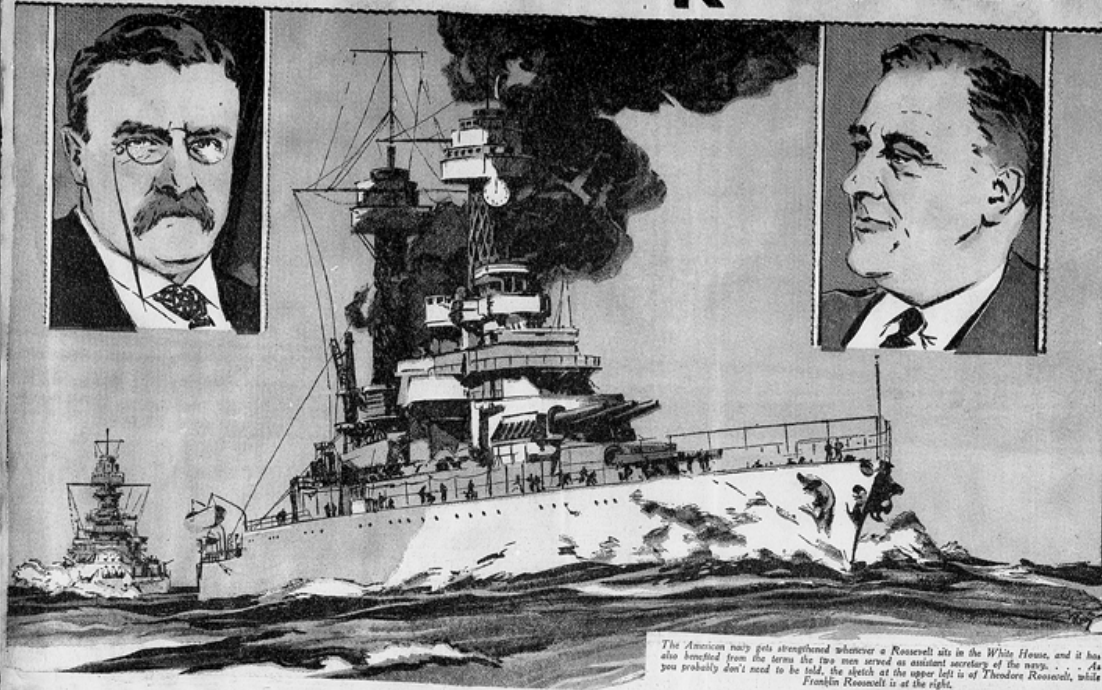
Dates: October 27, 1933

People: Chief Machinists' Mate Matthew Binnock
Commander Louis J. Gulliver
Rear Admiral Edward C. Kalbfus
Admiral William H. Standley

Historic Figures:

Places: San Diego, California

THE NAVY-BUILDING ROOSEVELTS

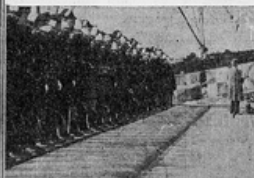


The American navy gets strengthened whenever a Roosevelt sits in the White House, and it has also benefited from the terms the two men served as assistant secretary of the navy. . . . As you probably don't need to be told, the sketch at the upper left is of Theodore Roosevelt, while Franklin Roosevelt is at the right.

San Diego Gives Secretary Swanson a Rousing 'Goodbye' With Glamorous Na



San Diego bade goodbye to Sec. of Navy Claude A. Swanson. Here, directly below, Swanson returns a farewell salute by officers of the U. S. S. Indianapolis. Left, he is seen with Pascual Ortiz Rubio, former president of Mexico, (left) and Rear Adm. William T. Tarrant, commandant of the 11th Naval District. Immediate right, Sec. Swanson, with his aide, Capt. Harold E. Stark, at his right hand, starts down the gangplank. Far right, a closeup of the kindly-faced secretary returning the officers' salutes.



Title: Sixtieth page of the National Cruise scrapbook compiled by Henry Galaske.

Page Description:

- Top: "The Navy-Building Roosevelts," sketches of Theodore Roosevelt, Franklin Roosevelt, and a Navy battleship. The caption states "The American navy gets strengthened whenever a Roosevelt sits in the White House, and it has also benefited from the terms the two men served as assistant secretary of the navy."
- Bottom: "San Diego Gives Secretary Swanson a Rousing 'Goodbye' With Glamorous Navy..." a newspaper clipping that features photographs of Secretary of the Navy Claude A. Swanson saluting officers of USS *Indianapolis*, Swanson with Pascual Ortiz Rubio (former president of Mexico) and Rear Admiral William T. Tarrant, and Swanson with his aide, Captain Harold R. Stark, walking down the gangplank.

Dates: Presumed 1933

People: Pascual Ortiz Rubio
Captain Harold R. Stark
Secretary of the Navy Claude A. Swanson
Rear Admiral William T. Tarrant

Historic Figures: Franklin D. Roosevelt
Theodore Roosevelt

Places: San Diego, California

Macon Leaves Sunnyvale On Cruise To San Diego

Great Dirigible Due To Arrive Over City At 7 A. M. Friday; Will Take Part In Navy Day

The Navy's great dirigible, Macon, scheduled for hours at her Sunnyvale base, took off at 12:15 p. m. today on a flight to San Diego. She will arrive here at 7 a. m. Friday.

Scheduled to depart from Sunnyvale at 10 a. m., the large ship was held to the ground by fog.

The signal "Up Ship" was given at a huge crowd, including Senator Guglielmo Marconi, inventor of the wireless; Mrs. Maconi; and Major Angelo Ross, of San Francisco, waved and shouted her encouragement.

The Macon's course was immediately set for Los Angeles. After hovering briefly over that city, she will proceed to San Diego.

Heavy fog was predicted by U. S. Weatherman Dean Blake, who indicated dense mist may obscure the Macon. He said the only hope

for a clear view hinged on a strong north wind clearing the low mist that are expected to blanket the city in the morning.

The Macon's arrival for Navy Day will be a celebration with the massed flight of 200 Naval airplanes and a score of other activities in which the Navy will play host.

The massed flight will start at 1 p. m. with squadrons leaving North Island, forming over Otay Mesa and flying in a huge formation over North Island. After this display 18 planes will perform in power dives and dog-fighting maneuvers.

Venue, Naval Training Station, North Island, Aircraft Station, Marine Base and the Naval Hospital will open for inspection. A display of underway salvage work on submarines will take place at the Embarcadero.

MACON LAYS BUSY PLANS

Good-Will Tours Rejected for Great Navy Dirigible Centered on Winter Training Program

The Navy's new dirigible Macon will have no time for sightseeing or good-will flights this winter, as busy will she be on an intensive training and experimental program as a fighting unit of the United States Fleet.

That was announced yesterday by Admiral David P. Nelson, commander-in-chief, following receipt of a veritable flood of requests from clubs and civic organizations throughout the Pacific slope that the great airship visit their territory.

The Macon will get her first tactical test as an integral unit of the fleet during the United States Fleet exercises off Point Arguello November 13 to 15 when the Battle Force, homeward bound from San Francisco Armistice Day visit, encounters the Scouting Force, out of San Pedro, in an interesting battle problem.

Following the Christmas holidays, the Macon is scheduled to further operate with the fleet and to make other flights designed to determine her effectiveness in various phases of service.

Today the United States Fleet squadrons on San Pedro Bay will regain full representation with return of the Scouting Force cruiser squadron from Navy Day visit to San Francisco.

Tomorrow, Vice-Admiral Frank H. Brumby, commander of the Scouting Force, is scheduled to transfer his three-star flag from the temporary flagship Northampton to the brand-new 10,000-ton cruiser Indianapolis, his permanent flagship.

Fleet To Remain In Pacific Many Years, Says Solon

Announcing that the fleet is expected to remain in the Pacific area for "many more years," Senator Richard B. Russell, Jr., of Georgia declared upon the arrival here of the congressional party aboard the naval transport Henderson that he favors the establishment of the naval operating base at the west end of the Panama canal.

Russell declared he plans to introduce a bill at the next session of congress to establish such a base for the fleet at Balboa, C. Z.

In event of the destruction of the canal, he said, the Pacific fleet now would be left without an operating base in the Canal Zone area.

HEAR MOTORS OF MACON BUT GIANT AIRSHIP IS HIDDEN BY FOG OVER S. D.

Its motors heard from time to time as it flew over the city of San Diego early today, the navy's giant dirigible Macon was hidden from the sight of citizens here because of high fog conditions which prevailed until mid-morning.

First heard over San Diego at 11:08 a. m. yesterday, the Macon spent most of the night flying out over the ocean from 12 to 15 miles off Point Loma. It returned to San Diego as scheduled at 7 a. m. today, and flew for about an hour high over the city before turning northward to proceed to the Los Angeles area via the coast line.

The craft held an altitude of approximately 3000 feet. There were five persons in the city today, however, who obtained a close, early morning view of the giant queen of the skies.

These were Chief Aerographer J. B. Chamberlain and Staff Sgt. Orvis, of North Island; George Allen, pilot; William Sennan, co-pilot; and Miss Ruvell, stewardess, aboard the incoming morning transport plane of the United Air Lines. Chamberlain and Orvis saw the Macon from a distance of several miles within a few minutes after its arrival in the city.

(Continued on Page 4, Col. 1)

From Page One

They took off from the naval air station on the navy's regular daily aerographic flight. Leaving the ground at 8 a. m., they soared about 3000 feet, and after clearing the fog bank at an altitude of 2500 feet obtained a clear view of the Macon far in the north.

Chamberlain described the location of the Macon at a few minutes after 8 a. m. as being somewhere between Del Mar and Oceanside. It was proceeding northward of the time.

The only other craft visible in the sky at that time, Chamberlain reported, was a United Air Lines transport plane, southbound.

At the United Air Lines office here it was reported that those aboard the commercial plane passed the Macon between Oceanside and Del Mar, at which time the airship was heading northward out to sea.

Two planes from the Ryan school of aeronautics, Lindbergh field, took off shortly after the United Air Lines plane landed and attempted to locate the Macon so that pictures could be taken. Piloted by John and James Forrester, the planes flew as far north as Oceanside, but the Macon had gone on to San Pedro and could not be seen.

The noise of the Macon's engines was heard at several sections of San Diego this morning, and the craft circled over East San Diego before leaving here for the north.

Aerographic Flight

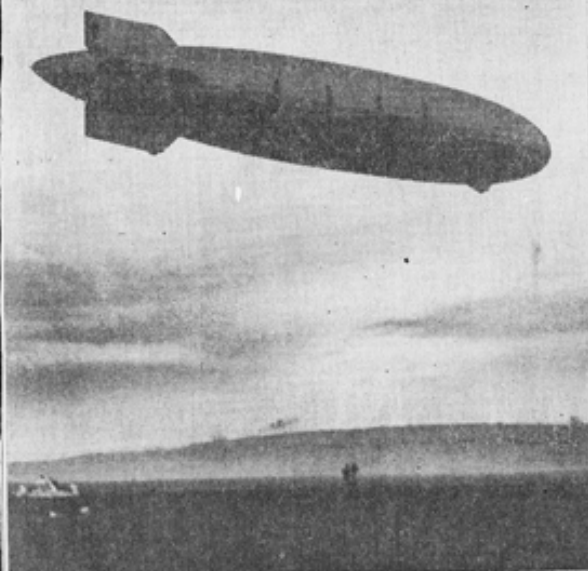
The aerographic flight made by Chamberlain and Orvis is one which is made daily to obtain upper air weather information on temperature and humidity conditions aloft. A chart giving the findings is printed in The Evening Tribune.

The base of the high fog at 8 a. m. was 1600 feet, according to figures obtained by Chamberlain in the aerographic flight. He said that at the time he and Orvis sighted the craft it appeared to be flying at an altitude of between 3000 feet and 4000 feet. Visibility above the fog layer was good, and Chamberlain reported that the overcast skies condition reached from the ocean to the mountains. The Macon kept well clear of the mountain regions while in this area, and at the time it was sighted by the navy plane the peaks to the east loomed up clear above the fog layer.

Before arriving over Los Angeles at 11:15 a. m. today, when a Navy day radio broadcast was to be made from the airship, the Macon was scheduled to arrive for about 30 minutes over vicinity of the United States fleet at Long Beach and San Pedro, according to Associated Press dispatches from the craft. The press dispatches report that in strange contrast to the heavy fog layer which blanketed the southern California coast area, the atmosphere in which the Macon sailed was brilliantly clear.

San Diegans were not the only residents of southern California to be kept from seeing the Macon by the fog. At 11 a. m. the dirigible circled over the vicinity of Los Angeles seeking to find a break in the fog, but there was none in sight. International News Service dispatches from the Macon reported.

San Diego's Navy Day Visitor



A view of the Navy's mistress of the skies, the U. S. S. Macon, which soared over San Diego today on a Navy Day visit from her base at Sunnyvale, is pictured here.

Title:

Sixty-First page of the National Cruise scrapbook compiled by Henry Galaske.

Page Description:

- Top Left: "Macon Leaves Sunnyvale On Cruise to San Diego," a newspaper clipping that announces USS *Macon*'s flight from Sunnyvale to San Diego.
- Top Right: "Macon Lays Busy Plans," a newspaper clipping that reports on the announcement that the Navy's new dirigible *Macon* will have no time for sightseeing or good-will flights and will, instead, be busy with an intensive training and experimental program as a fighting unit of the US Fleet.
- Center Left: "Fleet to Remain in Pacific Many Years, Says Solon," a newspaper clipping that describes Senator Richard B. Russell, Jr.'s announcement that the naval fleet will remain in the Pacific area for years to come and his desire for an establishment of a naval base at the west end of the Panama Canal.
- Center and Bottom Right: "Hear Motors of Macon But Giant Airship is Hidden by Fog Over S.D.," a newspaper clipping that describes the fog-plagued flight of USS *Macon* over San Diego, California.
- Bottom Left: "San Diego's Navy Day Visitor," a newspaper photograph of USS *Macon* flying over San Diego.

Dates: Presumed 1933

People: Senator Richard B. Russell, Jr.

Historic Figures:

Places: San Diego, California

Navy Day Declared Success As Thousands Visit Bases

20,000 Service Men Play Host To Civilians At All-day Show

Twenty thousand Navy men were proud today that they had upheld the Navy's boast . . . "When we do a thing we do it right" . . . and several thousand citizens, including the Secretary of the Navy Claude A. Swanson, voiced enthusiastic approval they had been fine Navy Day hosts.

Prized started with the flag-embroidered visit of the U. S. S. Macon, the Navy's dirigible, and ended with a hoarse display of searchlights by fleet ships in the harbor. It marked the most successful Navy Day in many years and the 18th birthday of the United States sea force.

The inspection of the 11th Naval District by Secretary Swanson added local Navy Day activities to an event of national importance.

The climax of the program was attained in the massed flight of 500 planes at 1 p. m.

Secretary Swanson left the city a few hours before the massed flight began. He departed in a splendid occasion from the 18,000-ton treaty cruiser, U. S. S. Indianapolis, on which he traveled nearly 100 miles inspecting the country's defenses.

Having told the Navy's executives a rousing farewell the executive turned their eyes toward North Island at 1 p. m. to see its fighting craft take the air, form over Day Mesa in a uniform black mass and sweep down over North Island again, roaring like a hurricane. The formation broke up to stage break-taking dog fights and dangerous maneuvers that made the city's population gasp.

At the Naval Training Station thousands passed through the harbor and spent hours upon the grounds entertained by 2000 white clad recruits.

Bases Jammed

The Marine Corps Base was also jammed to capacity by visitors who witnessed Uncle Sam's Devil Dogs on parade.

The unfortunate men confined at Naval Hospital were not forgotten. Two submarines, the U. S. S. Narwhal and the U. S. S. Bonita, drew the largest crowds on the Embarcadero. From the moment the gangplanks were put ashore until they were closed in the late afternoon, visitors filed through the narrow compartments of the undersea craft.

Deep Sea Divers

The U. S. S. Ortolan, Navy rescue ship, kept great crowds entertained throughout the day with demonstrations of deep-sea diving and under water electric cutting.

Visitors in San Diego were fortunate Friday in being able to visit the Indianapolis, one of the latest type cruisers, at Pier 1. No count was taken of the number of visitors but it was estimated that more than five thousand passed up the gangplank.

Rear Adm. A. W. Johnson, commander of Aircraft Base Force, tendered a luncheon to his fellow officers—Rear Adm. E. J. King, chief of the Bureau of Aeronautics; Rear Adm. John Halligan, commander of Aircraft, Battle Fleet, and Capt. J. H. Hoover, commander of North Island, aboard his flagship, U. S. S. Wright. 2A-1

AHOY PIPES, FLAG OFFICER COMING ABOARD FRIGATE

Rear Adm. W. T. Tarrant, commander of 11th naval district, will pay an official call on the U. S. S. Constitution at 2:30 a. m. today, it was announced yesterday at district headquarters.

The call is not in the nature of an inspection. It was made clear, and although it will be "official" Admiral Tarrant's procedure aboard the frigate will be not unlike that of the 11,500 other citizens who have visited "Old Ironsides" since she returned here Nov. 1.

Yesterday 500 visitors boarded the historic fighting ship, moored at navy pier pending decision whether she will remain in San Diego all winter. 3A-1

IRONSIDES PASSES 10,000; WARCRAFT TO STEAM NORTH

With an even 1000 persons boarding her yesterday, the U. S. S. Constitution still paid the 10,000 mark for visitors since her return here from the north.

Last night the total, since her arrival here last Friday, stood at 11,441, which would make quite a crowd in anyone's town. The staunch old frigate still exerts a magnetism which draws visitors from many miles around. In fact, since she was recommissioned, there are records of those who have traveled more than 500 miles for the privilege of treading the decks which once troubled to quaff in encounters with British warships and with Algerian pirates.

Airing of cannon, which is to be a daily drill while the ship is in port, went on yesterday, with the huge forest being dropped for the first time since the frigate came into port.

Off To Manoeuvres

Loading an echelon of warcraft from here to San Francisco, the U. S. S. Albatross, battle force destroyer tender, was scheduled to leave port at 5:45 o'clock this morning, followed by units of the 12th submarine division.

Tomorrow the remaining battle force destroyer units will slip out, to spend Armistice day in the northern port. Leaving there early next week, they will engage with the scouting force in exercises off the central California coast, before returning here Nov. 15. On the following day Adm. Joseph M. Reeves, commander of the battle force, is due in port here aboard his flagship, the battleship California.

Hospital Ship Due

The U. S. S. Relief, hospital ship attached to the fleet, will arrive here Monday with patients for the naval hospital. It was reported yesterday at headquarters of the 11th naval district. She will remain here until the following day, when she is to return to San Pedro. 2A-2

"THE DAYS OF OAK AND HEMP"

It didn't take much imagination at Navy pier yesterday for many to visualize Old Ironsides in her palmy days, as the huge letter "I" was hoisted from the yard for airing.



Swanson Kissed By Film Star? Well, He Isn't Talking About It—But Was His Face Red?

A man who is kissed and doesn't tell has a chance to be kissed again.

This was Secretary of Navy Claude A. Swanson's reply to queries regarding the the reported evolution planted upon his lips by Film D'Orray, motion picture star, at one of the Hollywood studios Wednesday.

"But was his face red," interrupted Capt. H. E. Stark, the secretary's aide.

Dispatches from Hollywood said the secretary was not displeased and in San Diego Thursday he refused to discuss the incident at any length.

"A true diplomat wouldn't talk about those things," he laughed.



Film D'Orray



"The cook's compliments, sir, and will you please lay off practice. He has an angel cake in the oven."

Sixty-Second page of the National Cruise scrapbook compiled by Henry Galaske.

Page Description:

- Top Left: "Navy Day Declared Success As Thousands Visit Bases," a newspaper clipping that describes the events that took place at Navy Day on October 27, 1933 in San Diego, California.
- Top Right: "The Days of Oak and Hemp," a newspaper photograph of USS *Constitution* in full sail.
- Center: "Ironsides Passes 10,000; Warcraft to Steam North," a newspaper clipping that discusses the visitation records on board USS *Constitution*.
- Center Right: "Swanson Kissed By Film Star? Well, He Isn't Talking About It- But Was His Face Red?," a newspaper clipping about the kiss that may or may not have taken place between Secretary of the Navy Claude A. Swanson and film star Fifi D'Orsay. The clipping features a photograph of D'Orsay.
- Bottom Left: "Ahoy Pipes, Flag Officer Coming Aboard Frigate," a newspaper clipping that announces the arrival on board and inspection of USS *Constitution* by Rear Admiral W. T. Tarrant.
- Bottom Right: A cartoon that states "The cook's compliments, sir, and will you please lay off practice. He has an angel cake in the oven."

Dates: October 27, 1933

People: Fifi D'Orsay
Secretary of the Navy Claude A. Swanson
Rear Admiral W. T. Tarrant

Historic Figures:

Places: San Diego, California

BUILD OUR NAVY TO TREATY LIMIT, URGES SENATOR

"The United States should go right ahead and build the navy up to London treaty limits," said Sen. Richard B. Russell, Jr., of Georgia, as he arrived in San Diego last night with the congressional inspection party aboard the fleet.

"This limitation will be reconsidered in 1938. Then our program must depend upon world conditions. If no accord is reached at this time we should again go right ahead and build the biggest navy in the world. Recommendations made by the navy general board and chief of operations should be given prime consideration."

Senator Russell, who was elected governor of Georgia at the age of 31 and became a state legislator the year after he left college, is enjoying his first trip west of the Mississippi river, he said last night.

Sen. James P. Byrnes, South Carolina, and Congressman William B. Oliver, Alabama, each a veteran of more than 16 years of service on congressional naval committees, joined in praise of the late Congressman William B. Byrnes, a San Diego citizen who was hailed as the father of the big marine base located here.

Probes Kettner
"I have never seen a Californian who was either a Democrat or a Republican—they are all Californians," said Senator Byrnes yesterday. "I have never seen such ripe grapes, big and luscious, as these Bill Kettner used to distribute in Washington. He was a fine man, and a real friend to San Diego."

Com. Harry R. Bosch, commanding the VT-3F squadron of base force aircraft, shed further light on the much-discussed flight from San Diego to Honolulu. Whether the flight will be attempted depends, he said, upon the success of the Panama-San Diego hop by six navy patrol planes, set for next week. This hop, incidentally, is planned as a one-stop, not a non-stop venture. If the Honolulu voyage gets under way, it will be early in December, according to Commander Bosch.

Officers of the line aboard the Henderson, and the legislature who sit in marble halls and debate appropriations, acquired a firm and effective report for one another on the voyage, according to statements made by both groups last night.

Enjoy Trip
"I have never met a finer bunch of men," declared Capt. A. S. Ricker, commanding the transport. "People come aboard and wonder me not to do this or that, but they come aboard and find out that they were not running my ship and that I was. We have learned from one another and we have enjoyed a splendid trip."

Congressmen in the party returned a complimentary praise to the conduct of the Henderson and declared it was a sample of navy craft that "made them feel better" about pending naval appropriations.

Senator Byrnes last night was but for a drive in a submarine today, and declared he would let nothing stand in the way. Later in the week airplanes will be made available at North Island for members of the party who wish to take in a lot of one look.

NAVY'S DIVERS SHOW RESCUE WORK IN BAY

Crowd Watches Deep Sea
Equipment Cut Steel
Under Water

By HOWARD J. FERRY

Thousands of civilians gazed wide eyed from the south side of Pier One today at the strange achievement of the Navy's submarine service . . . carrying five under water to clear its way through armor-plate.

The under-water cutting exhibition by the crew of the U. S. S. Oriskany, submarine salvage ship, was one of the most popular Navy day attractions that drew great crowds to the Embarcadero.

Civilians Cheer

Civilians applauded and cheered the 10 first class Navy divers as they went overboard, equipped to rescue an imprisoned submarine crew. An exhibition was staged every hour from the stern of the Oriskany, warped to the pier.

The cutting apparatus—a 12-inch piece of carbon through which oxygen is forced under high pressure—was lowered over the side in a box-like covering. Next an electric feed line with an arc at its end was lowered to the diver. Then a huge piece of 4-inch steel was overide to complete the equipment.

'Turn On The Jaws'

A woman aboard the Oriskany, equipped with head phones, received the word from the diver: "Turn on the jaws." The arc shot out sparks under water and the diver touched his carbon. A small, vicious point of fire flared through the plate steel like a knife cutting paper.

Happy families milled around the various naval craft with old men and tiny children delighted with the opportunity to see the Navy on display. The majority of Navy Day visitors were inland residents.

View Submarine

Crowds stumbled down the steep gangplanks to witness the mechanical wonders of the nation's greatest submarine—the sleek, black, Narval—amid the smaller Bonita, as they lay aside Broadway One.

The crew of the 16,000-ton treaty cruiser, U. S. S. Indianapolis, reported they were "nearly swamped" by eager crowds.

In contrast the merchant marine was represented by the luxurious U. S. S. California, the Panama-Pacific electric-turbine liner, which was open to inspection shortly after its arrival at 11 a. m. from Panama.

SWANSON WANTS FULL SIZE NAVY

SEATTLE, Oct. 27 (AP)—In an interview here today, Secretary of the Navy Swanson said, "In for 2 and explained it would take 160 more draft in addition to the 34 already ordered under the new building program to build the navy to full strength authorized by the Law."

"It's up to congress to say whether we get the money to add to the present building program," he added.

SECRETARY SWANSON TO VISIT HERE SOON

The U. S. S. Indianapolis with Secy. of Navy Claude Swanson aboard left Hilo, Hawaii, Monday for Bremerton, Wash. It was announced today in naval dispatches. The Indianapolis is scheduled to arrive in Puget Sound Oct. 34 and will then proceed to San Diego with Secy. Swanson Oct. 26, 21, 4.

NAVY NEWS

NAVY NOTES Navy Prepared To Give Aid If Earthquake Hits

By HOWARD J. FERRY

The Pacific Coast may never have another catastrophe similar to the recent earthquake but if one occurs, the Navy will be prepared to give invaluable aid, according to plans worked out by Adm. J. M. Reeves, commander of the fleet battle force.

For several months he and others have been gathering data and perfecting the organization of a Navy Relief Force ashore. Maps have been drawn for each city showing the location of the city hall, police and fire stations, telephone and telegraph stations, large buildings suitable for housing troops, water supplies and gas supplies.

These maps will be verified next year. In the event of a disaster, the Navy will be prepared to act with a perfect organization upon a few hours' notice.

The U. S. S. Bainbridge, flagship of the submarine force, will arrive in San Francisco from Pearl Harbor next week with Rear Adm. John W. Greenleaf, commander of submarine force aboard. After a visit at San Francisco, Adm. Greenleaf will return to San Diego.

Com. Philip J. Wilkes, upon discharge from treatment at the Naval hospital at Mare Island Nov. 24, will report for duty with Train Squadron 1.

Lieut. Comdr. John T. O'Connell, medical corps, has been ordered detached from duty at the Naval dispensary at San Pedro and will report for duty Nov. 18 on the U. S. S. Pensacola. Lieut. Comdr. Howard H. Montgomery will be transferred from the ship to the

Philadelphia Navy Yard.

Lieut. French H. Moore has been ordered transferred from the Naval hospital at Mare Island to the U. S. S. New York, now at San Pedro.

An advance class in tactics and strategy is to be established at the Naval War College at Newport, R. I., early next year, according to dispatches received in San Diego today. The class will consist of two flag officers, six captains, one Marine Corps officer and one Army officer, all graduates of the school.

The U. S. S. Kalmia, now at the Philadelphia Navy Yard, has been ordered to report for duty with the base force at San Pedro about Dec. 4. The Kalmia will replace the Comstock, which has been ordered out of commission.

NAVAL ORDERS

WASHINGTON, Nov. 2 (Reuter)—Navy orders issued Wednesday follow:
Capt. J. D. Swanson to Marine V. T. Miller to Puget Sound.
Com. D. McWhorter to U. S. S. Sturgeon.
Lt. Comdr. A. J. Shaw to San Diego.
Lt. Comdr. J. M. Shaw to San Diego.
Lt. Comdr. J. M. Shaw to San Diego.
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THOUSANDS VISIT S. D. STATIONS, WARSHIPS

In the greatest turnout of civilians ever to witness a Navy day celebration at San Diego, thousands of spectators swarmed along the waterfront this morning and assembled at the North Island naval air station to witness a spectacular air review of 200 navy planes this afternoon.

Waterfront Jammed

The waterfront area was jammed at an early hour as the throng gathered to visit warships berthed at the piers and to take navy boats to the ships in port.

The naval air station reported one of the busiest Navy days on record, with a great crowd on hand as early as the period from 8 a. m. to 8:30 a. m.

Overcast skies, which reduced the spectacle of the Navy day flight of the dirigible Moth to merely a noise in the sky as the giant craft hummed its way above the cloud layer, cleared by mid-morning, and pleasant, balmy weather prevailed throughout the rest of the day.

Dresses, diving exhibitions by divers from the submarine rescue vessel Oriskany, berthed at the north side of pier No. 1, were one of the features of the Navy day program at the waterfront. At intervals, divers showed the opportunity of inspecting a cruiser of the latest type and boarded the U. S. S. Indianapolis, berthed just astern of the Oriskany.

Gaily decked out with flags, there (Continued on Page 2)

NAVY DAY THROUG SETS NEW MARK

From Page One

were 14 vessels in all berthed at the pier in the area at the foot of Broadway and along the Embarcadero.

Passengers aboard the Panama Pacific liner California, arriving at San Diego bay as every warship in port lay down in flags and pennants. The California berthed at the north side of the Broadway pier. A naval reserve vessel itself, it was visited by hundreds this afternoon.

Two of the navy's giant submarines, the Narval and Bonita, drew large crowds of visitors at the south side of the Broadway pier, where they lay berthed astern of the California. A fourth of submarines was added in the color of the Narval—black—used in submarine velocity tests.

Following the air spectacle at North Island a majority of the visitors left to visit either the warships in port or other local naval shore establishments.

At the air station pier, the flag of Rear Admiral Halligan, commander of aircraft battle force, was transferred to the airplane carrier Langley, last night for Navy day, and another admiral's flagship—the U. S. S. Wright, flagship of Rear Admiral A. W. Johnson, commander of aircraft, base force, lay at the pier ahead of the Langley.

Marine John Forward, Jr., visited the naval training station shortly before noon today and was one of a large crowd there. The number of visitors today was estimated to be greater than the number of a result of the program scheduled, which included a review of the training station battalion at 3 p. m., by Congressman George Burton.

Title: Sixty-Third page of the National Cruise scrapbook compiled by Henry Galaske.

Page Description:

- Top Left: "Build Our Navy to Treaty Limit, Urges Senator," a newspaper article that describes and expands upon Senator Richard B. Russell Jr.'s opinion that "the United States should go right ahead and build its navy up to London treaty limits."
- Top Center: "Navy's Divers Show Rescue Work in Bay," a newspaper article that describes the under-water cutting exhibition by the crew of USS *Ortolan* (a submarine salvage ship).
- Top Right: "Navy Prepared to Give Aid if Earthquake Hits," a newspaper clipping that details the Navy's plan for immediate and invaluable aid, should another earthquake occur.
- Bottom Center: "Swanson Wants Full Size Navy," a newspaper clipping from October 17, 1933 that quotes Secretary of the Navy Claude A. Swanson as saying "I'm for a treaty navy, a navy second to none." Swanson claims it will take 101 more crafts to build the Navy to full strength.
- Bottom Center: "Secretary Swanson to Visit Here Soon," a newspaper clipping that announces Secretary of the Navy Claude A. Swanson's arrival in San Diego on October 26, 1933.
- Bottom Center Right and Bottom Right: "Thousands Visit S. D. Stations, Warships," a newspaper article that describes the incredible success of Navy Day, held on October 27, 1933 in San Diego, California.

Dates: October 17, 1933
October 26, 1933
October 27, 1933

People: Senator Richard B. Russell Jr.
Secretary of the Navy Claude A. Swanson

Historic Figures:

Places: San Diego, California

Title: Sixty-Fourth page of the National Cruise scrapbook compiled by Henry Galaske.

Page Description:

- Top and Bottom Left: "'Ironsides' Puts Tour of Fiction in Shadow," a newspaper article that equates the current travels of Commander Louis J. Gulliver to that of the fictional title character of Jonathan Swift's 1726 "Gulliver's Travels."
- Top Center: "Back Proposal to Rename Pier for *Constitution*," a newspaper clipping that describes the favorable reaction to *The San Diego Union's* proposal to rename navy pier "*Constitution* pier."
- Top Right: "Navy Day Offers 'Old' and 'New'," a newspaper article that describes the events to take place at the Navy Day celebrations in San Diego, California on October 27, 1933.
- Center: "Park Gallery Will Feature 'Ironsides' Art," a newspaper clipping that describes the exhibition of Duncan Gleason's paintings of USS *Constitution*.
- Center: "Ironsides Plaque," a newspaper clipping that describes the donation of a plaque on December 6, 1933 to USS *Constitution* to honor the school children of America who donated a large part of the funds for the ship's restoration.
- Bottom Center: "Children Eager for Navy Story," a November 11, 1933 newspaper clipping that reports on the impending visit of Commander Louis J. Gulliver, Lieutenant Commander Henry Hartley, and Lieutenant Commander David Tolsen to El Centro, California to tell the school children the story of USS *Constitution*.
- Bottom Right: "Vets in Throng Aboard Frigate; 3450 Visit Ship," a newspaper clipping that describes the visitation seen on board USS *Constitution* while she was docked in San Diego, California.

Dates: October 27, 1933
November 11, 1933

People: Duncan Gleason
Commander Louis J. Gulliver
Lieutenant Commander Henry Hartley
Lieutenant Commander David Tolsen

Historic Figures: Jonathan Swift

Places: San Diego, California

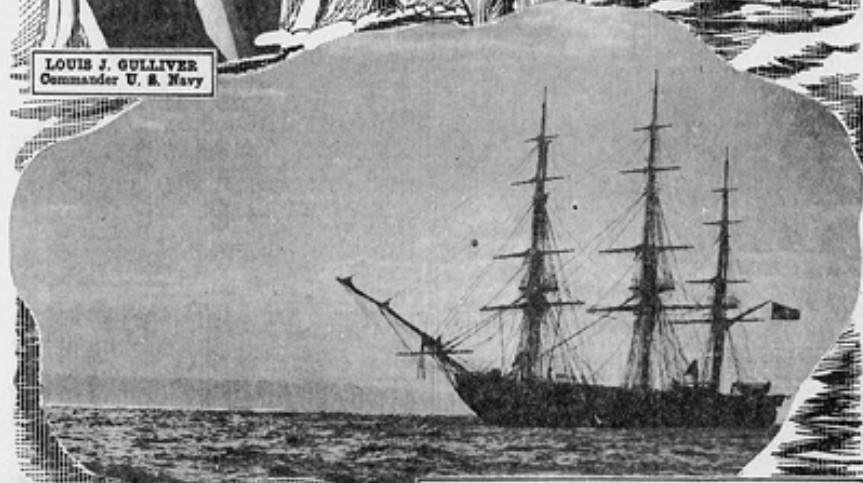
Fancy Turned to Fact in Modern Gulliver's Travels

When Jonathan Swift wrote his fantastic tale of the travels of Capt. Lemuel Gulliver, little did he dream that some day in another century there would be an actual Skipper Gulliver in command of a vessel the record of which dwarfs the deeds of a mythical giant.

Today in San Diego's harbor there is a real Gulliver, who, as Comdr. Louis J. Gulliver, U. S. N., commands America's valiant old frigate Constitution. Recall deeds of this craft, consider her present cruise! (See map below). "Old Ironsides" dwarfs fiction's bravest!



LOUIS J. GULLIVER
Commander U. S. Navy

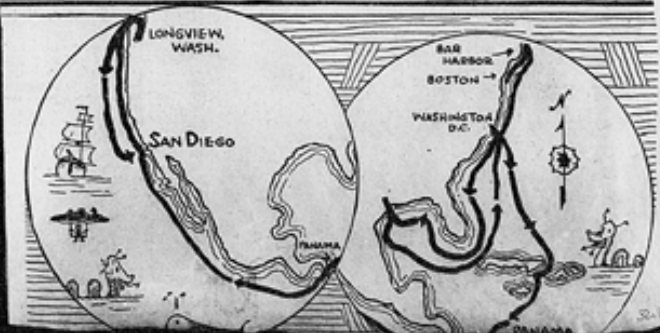


United States Frigate CONSTITUTION arriving at San Diego

'Old Ironsides' Open Today

The historic frigate Constitution will be open to visitors today. Members of Fighting Bob navy post of American Legion will be at Navy pier as special guides.

The Legion post hopes to make today a record day for visitors.



Title: Sixty-Fifth page of the National Cruise scrapbook compiled by Henry Galaske.

Page Description:

- Top: "Fancy Turned to Fact in Modern Gulliver's Travels," a newspaper clipping that equates the current travels of Commander Louis J. Gulliver to that of the fictional title character of Jonathan Swift's 1726 "Gulliver's Travels." The clipping a photograph of Commander Louis J. Gulliver, an illustration of Skipper Gulliver, a photograph of USS *Constitution*, and a map of *Constitution's* travels around the United States.
- Bottom: "'Old Ironsides' Open Today," a newspaper clipping that announces USS *Constitution's* arrival to town (presumably San Diego).

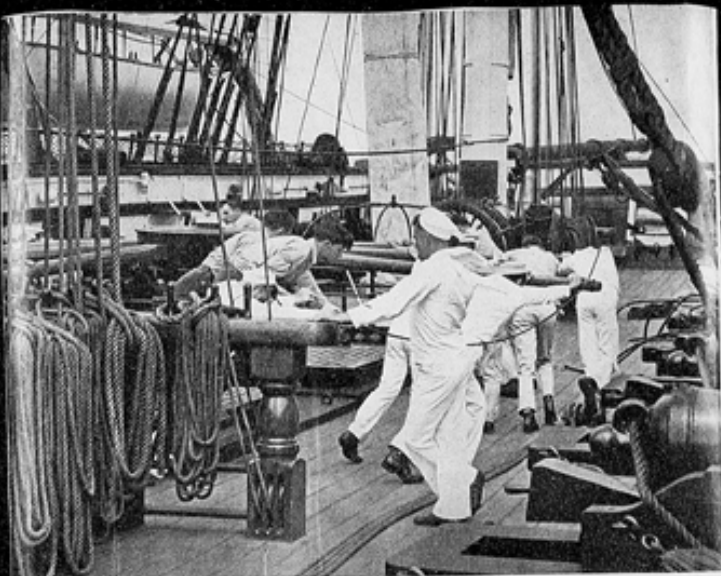
Dates: Presumed 1933

People: Commander Louis J. Gulliver

Historic Figures: Jonathan Swift

Places: San Diego, California

FANCY OF 'GULLIVER'S TRAVELS' TURNED TO FACT BY 'IRONSIDES'



UP ANCHOR

The Marines join the Navy men in a common cause—and that is mousing the captain bars to get the Frigate Constellation under weigh for the trip to the West Coast. Boatwain's Mate Gabriel Patrick Matross helps in the hard work—with his pipe. Commander L. J. Gulliver, USN, commands the Constellation.



THE U. S. FRIGATE CONSTELLATION

The rejuvenation and peregrinations of the Constellation sort of makes us forget the good ship Constellation—but here she is, still serving her country after more than 100 years. The Constellation is station ship at Newport.

Title: Sixty-Sixth page of the National Cruise scrapbook compiled by Henry Galaske.

Page Description:

- “Fancy of ‘Gulliver’s Travels’ Turned to Fact by ‘Ironsides’,” a headline and newspaper photographs of Marines and Navy men manning the capstan on board USS *Constitution* and *Constitution* docked in her holiday attire.

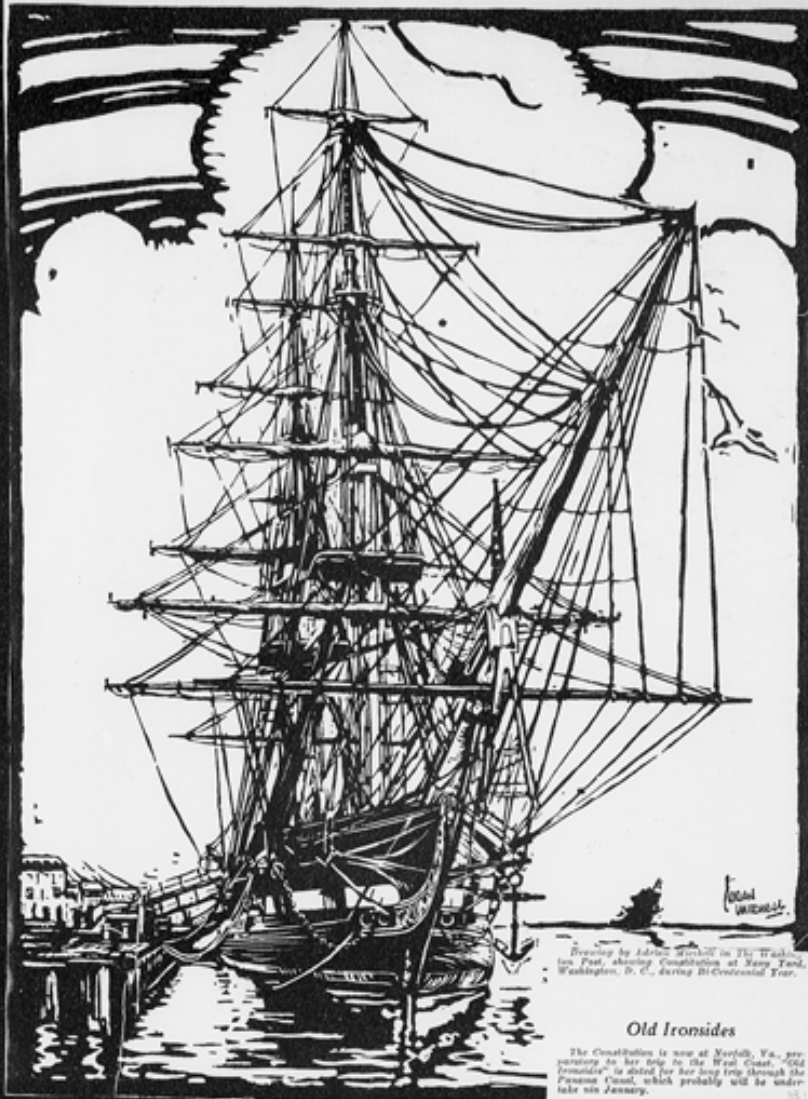
Dates: Presumed 1933

People:

Historic Figures:

Places:

"Frigate of Glory"—To the Pacific Coast



Old Ironsides

The Constitution is now at Norfolk, Va., preparing to set out to the West Coast. "Old Ironsides" is slated for her long trip through the Panama Canal, which probably will be undertaken in January.



Title: Sixty-Seventh page of the National Cruise scrapbook compiled by Henry Galaske.

Page Description:

- Top: “‘Frigate of Glory’ – To the Pacific Coast,” a drawing of USS *Constitution* by Adrian Micthell.
- Bottom: A photograph of USS *Constitution* at sea, taken by R. E. McIntyre.

Dates: Presumed 1933

People: R. E. McIntyre
Adrian Micthell

Historic Figures:

Places:



Washington Star Photo.

ANOTHER IRONSIDES PAINTING

Commander Louis J. Gulliver, U. S. N., commanding the Frigate CONSTITUTION, is shown here in a new painting of the famous old warship, by Frederick J. Mulhaupt, national academy, Gloucester, Mass. The old vessel is enroute to the Pacific Coast.

GUARDSMAN GIVES COMDR. GULLIVER FINE SHIP MODEL

Cast your bread upon the water, and it will return as strawberry shortcake—at least so an aged seaman once remarked. He now might add—cast your ordons to the coast guard and they will return as a ship model.

When the U. S. F. Constitution was up the coast, CG-254, a coast guard patrol vessel, was sent to help her handle small boat traffic. When the work was done Edward N. Wardale, chief boat's mate in charge of the cutter, saluted Comdr. Louis J. Gulliver, commanding the frigate, and requested permission to return to his base.

"Is there anything we can do for you?" Commander Gulliver asked. "No, sir," was the answer. "Not a thing—unless—do you think you could spare us about half a dozen ordons?"

Ordons and enough other vegetables to go into a fine Irish stew forthwith appeared and went aboard the cutter, which hugged away.

Yesterday Wardale returned to Old Ironsides, bearing a present for her skipper. It seems that he had obtained some of the frigate's original oak and from it had fashioned, with infinite pains, a tiny model of a Mediterranean felucca, a vessel of the type used from the time of Columbus to the present day. The wood was so old that Wardale had to soak it in oil so that it would stand the delicate whittling required to make the wooden sails.

Wardale, incidentally, knows his sails. He saw service both in the Swedish navy and the mercantile marine before joining the coast guard.

The total number of persons to visit Old Ironsides since she arrived here a week ago now stands at 12,823, yesterday's score being 122.

San Diego hasn't given up hope that "Old Ironsides" may spend the winter in the harbor. Efforts are still being made by the Chamber of Commerce to have the Navy department leave the ship here this winter instead of going to the expense of towing her back to the East Coast.

The Constitution is due to arrive in San Diego Nov. 2 from Long Beach and, according to her schedule, she is to remain here until Nov. 16.

IRONSIDES' NAME TO GRACE STREET AT LONG BEACH

Water street, Long Beach, over which 154,327 persons walked to visit Old Ironsides, is to be renamed Constitution way at a ceremony which will be the outstanding feature of the city's observance of Armistice day, it was revealed yesterday.

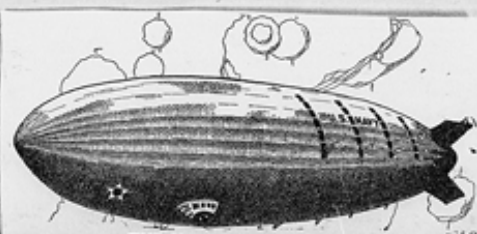
Credit for the work which led to the change of name is given by Comdr. Louis J. Gulliver, commanding the Constitution, to James W. Harbary—"the shore adviser"—and Mrs. Margaret G. Hannah, both of whom are prominent in patriotic work at the northern port. The idea of changing the name of some Long Beach street to commemorate the frigate's visit there was suggested by Commander Gulliver at a banquet given there in honor of the staunch old vessel. Commander Gulliver and Lt. Comdr. Henry Harbary, the frigate's executive officer, will be in Long Beach tomorrow to take part in the ceremonies.

Commandant Pays Visit Rear Adm. William T. Tarrant, commandant of the 11th naval district, paid an official visit to the frigate yesterday, renewing an acquaintance with the type of war vessel which was used for training duty during his early years in the navy.

Telegraphic advice received yesterday stated that Old Ironsides will remain here at least until Nov. 12; the San Diego & Arizona Eastern railway is planning a special excursion for that day, which will be Imperial valley day aboard the famous frigate.

Yesterday 1228 persons visited the ship, bringing her San Diego total for the present visit up to 12,771.

The ill-fated Akron.



THE U. S. AIRSHIP AKRON

Constitution Officers 'Booked' by Local Clubs

Through arrangements made by the chamber of commerce, officers of the Constitution are speaking before various clubs to get them acquainted with the business leaders of the community.

At the Lions club yesterday were Comdr. Louis J. Gulliver and Lt. Comdr. Henry Harbary, with Lt. J. Y. Donnenberg and Lt. E. C. Sarafeld as guests of the Rotary club. Today Lt. D. W. Lyon will talk to Kiwanis.

Monday Lt. H. S. Butler, commanding, and Lt. R. E. Levin, executive officer of the U. S. S. Grebe, will talk at the Executive association and Lt. W. E. Dean, supply officer of the Constitution, will address the Hammer club.

TARRANT VISITS 'OLD IRONSIDES'

Recalls Days Aboard 'Monongahela'

Thirty-five years ago, a young Annapolis student spent his training period on the U. S. Frigate Monongahela, long since dismantled.

Today, for the first time since that training cruise, Admiral W. T. Tarrant, commandant of the 11th Naval District, stepped aboard another frigate, the Constitution.

The admiral, after greeting Comdr. J. Gulliver, commander of the Constitution, walked about the decks of the famous ship, looking over the instruments similar to those on the old Monongahela in his student training days.

The Constitution will remain in San Diego at least until Nov. 18, according to a telegram received today from the Navy Department in Washington. Visiting hours on the ship are from 10 a. m. to 5 p. m. daily.

SKIPPER WILL LECTURE

L. A. MESA, Nov. 9 (Special)—Commander Gulliver of the U. S. F. Constitution will give an illustrated lecture Nov. 24 in the grammar school auditorium on the history of "Old Ironsides." The lecture will be free to the public.

Mascot 'Joins' Navy, But Not Officially, So Lands In Jail

"I am mascot on the Frigate Constitution. The secretary of the navy gave me permission to be a sailor."

Thus did Edward Mann, 97-pound midshipman, explain today his right to wear the regulation navy uniform.

Unconvinced, the navy patrol officers, who arrested him because he is 10 inches shorter than the minimum height required by the navy, took him to the city jail. He is being held for violating federal uniform statutes.

Title: Sixty-Eighth page of the National Cruise scrapbook compiled by Henry Galaske.

Page Description:

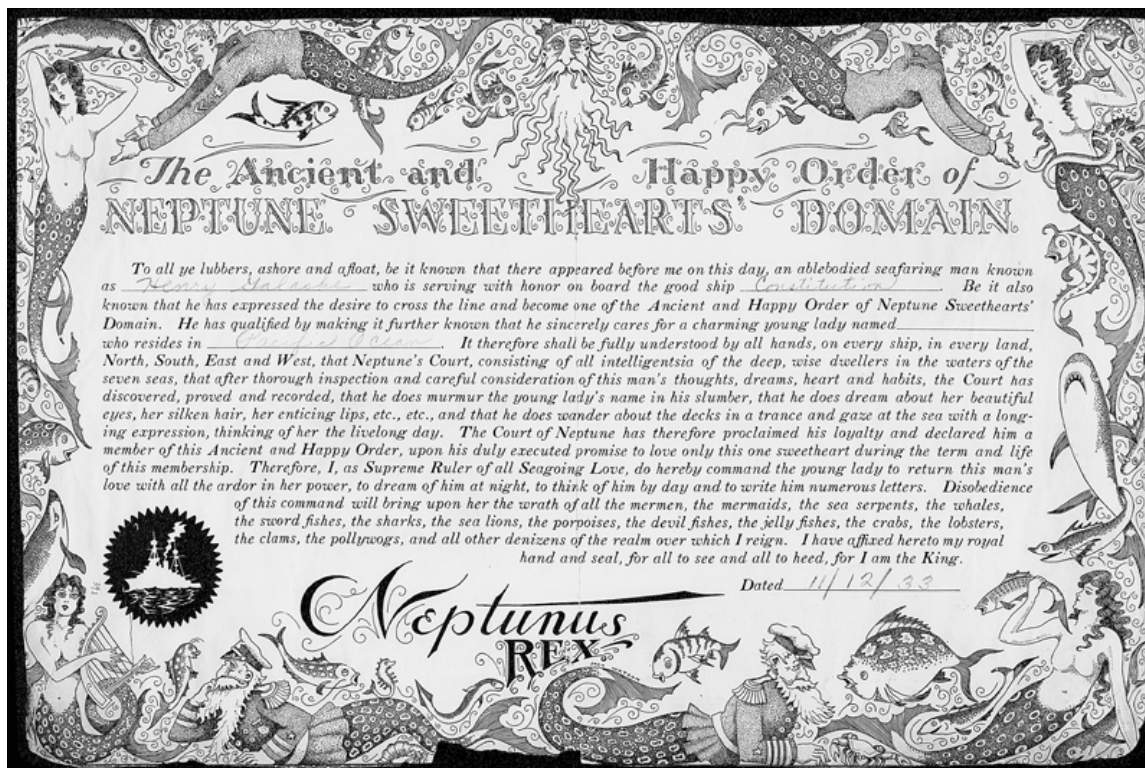
- Top Left: "Another Ironsides Painting," a photograph of Commander Louis J. Gulliver beside a painting of USS *Constitution* by Frederick J. Mulhaupt.
- Top Right: "*Constitution* Officers 'Booked' by Local Clubs," a newspaper clipping that states that the officers of USS *Constitution* "are speaking before various clubs to get them acquainted with the business leaders of the community."
- Bottom Left: "Guardsmen Give Comdr. Gulliver Fine Ship Model," a newspaper clipping that describes the encounter between Commander Louis J. Gulliver and Chief Boatswain's Mate Edward Wardale (who is in charge of CG-254, a coast guard patrol vessel). In the encounter, Wardale borrowed a half dozen onions from *Constitution* and returned the following day with a model ship for Gulliver.
- Center: "Ironsides' Name to Grace Street at Long Beach," a newspaper article that reports on the changing of "Water Street" in Long Beach, California to "*Constitution* Way."
- Center Right: "Tarrant Visits 'Old Ironsides'," a newspaper clipping that announces the visit of Admiral W. T. Tarrant on board USS *Constitution* in San Diego, California.
- Center Right: "Skipper Will Lecture," a November 9, 1933 newspaper clipping that states Commander Louis J. Gulliver will give an illustrated lecture on November 24, 1933 in the grammar school auditorium that will be free to the public.
- Bottom Right: "Mascot 'Joins' Navy, But Not Officially, So Lands In Jail," a newspaper clipping that describes how Edward Mann was arrested for violating federal uniform statutes.
- Bottom Center: "The U.S. Airship Akron," an illustration of USS *Akron*. Above the clipping, Galaske wrote "The ill-fated Akron."

Dates: November 9, 1933

People: Commander Louis J. Gulliver
Edward Mann
Frederick J. Mulhaupt
Rear Admiral W. T. Tarrant
Chief Boatswain's Mate Edward Wardale

Historic Figures:

Places: Long Beach, California
San Diego, California



Title: Sixty-Ninth page of the National Cruise scrapbook compiled by Henry Galaske.

Page Description:

- A certificate from "The Ancient and Happy Order of the Neptune Sweethearts Domain," addressed to Henry Galaske and dated November 12, 1933 (when USS *Constitution* was in San Diego, California).

Dates: November 12, 1933

People: Henry Galaske

Historic Figures:

Places: San Diego, California

Seventieth page of the National Cruise scrapbook compiled by Henry Galaske.

Page Description:

- "Wind and Spray," two pages of the newspaper that contain brief jokes and anecdotes and a photograph with the caption "Carl Stahl saves Mrs. Stahl's and His Own Scalp By Quick thinking and Filmy Action."

Dates: Presumed 1933

People: Carl Stahl
Mrs. Stahl

Historic Figures:

Places:

Southland Welcomes Newcomers

A popular navy family is welcomed to San Diego. Mrs. Louis J. Gulliver, wife of Commander Gulliver, commanding the U. S. F. Constitution, and their daughters, Misses Grace, Mary Gail and Ann. A son, Louis J. Gulliver, Jr., is at Annapolis.



CITY GAINS INTERESTING NAVY FAMILY

San Diego gains another interesting navy family in the arrival of Mrs. Louis J. Gulliver, wife of Commander Gulliver, commanding the U. S. F. Constitution now in port here, and their daughters, Misses Grace, Mary Gail and Ann Gulliver. Commander and Mrs. Gulliver have taken a home at 4184 Arden way for their stay here and Misses Mary Gail, aged 16, and Ann, 4, have entered Grant school.

It is Mrs. Gulliver's first visit to San Diego and she says she is delighted with the city. When she joined Commander Gulliver in San Francisco last March she made her first visit to the west coast, though she had visited the inland northwest before. Since March she and the Misses Gulliver have followed Commander Gulliver on his cruise with the Constitution. During Commander Gulliver's leave in the summer, they made a cross-country trip to the east coast and back.

Both here and in the north, Mrs. Gulliver has renewed friendship with members of the service set whom she had known elsewhere in her travels and she has made many interesting new friends.

Her west coast "cruise" has been extremely interesting, Mrs. Gulliver says.

Miss Grace Gulliver also is delighted with San Diego and with her western trip, and has made many friends in the younger set. Miss Gulliver has attended Sacred Heart convent in Montreal.

Before entering National Park Seminary in Washington, Mrs. Gulliver attended the convent in Montreal.

Commander and Mrs. Gulliver's son, Louis J. Gulliver, Jr., is following in the footsteps of his father at Annapolis. He is a "youngster" (second year) at the naval academy.

Commander and Mrs. Gulliver both claim Malibu as their birthplace.

ART COLLECTION SHOWS IRONSIDES IN PARK GALLERY

Historic "Old Ironsides" seen through the eyes of an artist who knows ships, may be viewed in a collection of crayon drawings by Duncan Gleason, native Californian, in Gallery 4, San Diego Fine Arts gallery. The show, which will open today, is expected to attract many persons who have paid tribute to the gallant old frigate during her visit here.

"Old Ironsides" in silhouette, and bow on, her guns, galley, decks, gangway, lower anchor and bowsprit, and many other interesting details are seen in the color sketches. Mr. Gleason has a studio in Hollywood and made most of the drawings while the U. S. F. Constitution was in Los Angeles harbor.

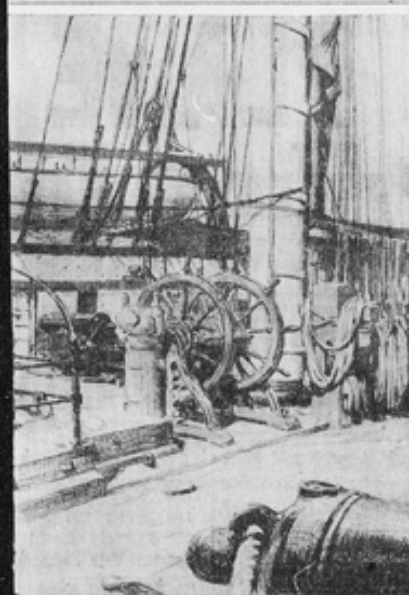
Known His Boats
The collection was shown at the Hilkey gallery in Los Angeles and at Gump's in San Francisco coincident with the Constitution's visit to the northern city.

Included in the collection is a sketch of the quarterdeck which was purchased by officers of the Constitution to hang in Commander Gulliver's cabin.

Gleason spent several years as merchant ships and besides specializing in marine drawings and painting, is writing a book on ships of California. He spent several years as an illustrator for nationally known magazines.

'WHERE KNELT VANQUISHED FOE'

This drawing of the quarterdeck of the U. S. F. Constitution hangs in Comdr. Louis J. Gulliver's cabin on the frigate. It was purchased for the ship by its officers. Today it is lent for public exhibition with a group of other drawings of "Old Ironsides" by the marine artist, Duncan Gleason, in San Diego Fine Arts gallery.



UNION'S FEATURE 'FRESH REMINDER' OF VALIANT SHIP

The following letter from the commander of the Frigate Constitution, was received by the Union and refers to a cruise which assumed in Boston's harbor, on June one of last month.

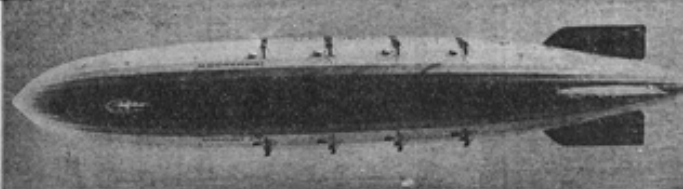
Editor The San Diego Union: The apt and interesting parallel drawn by Naomi Baker between the voyage of Capt. Lemuel Gulliver to the land of Laputa and the cruise of the U. S. Frigate Constitution to the ports of America brings to the people of San Diego country a fresh reminder that they are witnessing and in fact participating in an event of supreme national effect on the present and the future welfare of our country.

What Capt. Lemuel Gulliver did excited the imagination of the readers of his tale and caused them to gasp at the vast dangers he contended against so bravely and successfully.

The long cruise of the Constitution stripped as it must be of the singularity of names and personalities has been viewed by millions of Americans in a different light. To our fellow countrymen, the coming of the Constitution to their very front doors means a vigorous and lasting rebirth of patriotism, love of country and an affectionate understanding of the naval traditions of the United States and of the valor of the seamen and officers of our navy in winning victories for the homeland.

LOUIS J. GULLIVER,
Commander, U. S. Navy,
Commanding, U. S. F. Constitution.

Bottom's Up!
San Diegoans late today may see the bottom of the ship which was raised from directly beneath when the ship was lost in 1862.



Title: Seventy-First page of the National Cruise scrapbook compiled by Henry Galaske.

Page Description:

- Top: "Southland Welcomes Newcomers," a newspaper article that details the arrival of Commander Louis J. Gulliver's family in San Diego, California. The article features photographs of Grace, Mary Gail, Ann, and Mrs. Louis J. Gulliver.
- Center Left: "Art Collection Shows Ironsides in Park Gallery," a newspaper clipping that describes the art of Duncan Gleason (who paints images of USS *Constitution*) and the exhibition of his work in the San Diego Fine Arts Gallery.
- Center: "'Where Kneled Vanquished Foe'," a drawing of the quarterdeck of USS *Constitution*. The illustration hangs in the cabin of Commander Louis J. Gulliver.
- Center Right: "Union's Feature 'Fresh Reminder' of Valiant Ship," a newspaper print of a letter from Commander Louis J. Gulliver to *The San Francisco Union* in reference to an article which appeared in a previous issue of the newspaper.
- Bottom: "Bottom's Up!," a photograph of the bottom of USS *Macon*.

Dates:

People: Duncan Gleason

Ann Gulliver

Grace Gulliver

Mary Gail Gulliver

Commander Louis J. Gulliver

Mrs. Louis J. Gulliver

Historic Figures:

Places: San Diego, California

GIVES PICTURE FOR 'IRONSIDES' COLLECTION

"Old Ironsides" as it appeared 100 years ago is shown in a picture which was presented for addition to the collection of relics aboard the historic frigate this morning by Aaron Davis of 1811 Sunset boulevard.

The scene shows the Constitution entering Boston harbor in the year 1813 as it bears Constitution wharf. Davis also presented two other relics in the form of the calendar, one for the year 1864, the other for the year 1861. On the reverse side of the 1864 one a picture is shown of "Old Ironsides" in a chase at sea. The reverse side of the 1861 one shows pictures of "Old Ironsides" and of the battleship Florida, which was launched in 1909.

San Diego school children continued their visit to the frigate today, a total of 2102 having boarded the vessel yesterday. Each group boarding is assembled at the foremast where the chief petty officer on duty gives a talk concerning the craft.

A successful visit to Imperial valley was completed last night by Com. Louis J. Gulliver, commanding officer of "Old Ironsides," and Lieut. Com. Henry Hartley, executive officer. Gulliver and Hartley addressed three grammar school assemblies, a luncheon club meeting at Rawley and spoke over the radio on a broadcast which reached as far as Sinaloa, Mex.

Imperial valley school children and other residents will make a special trip to San Diego Saturday to inspect "Old Ironsides."

ADM. KALBFUS PAYS VISIT TO OLD IRONSIDES

Destroyer Chief Recalls Days He Handled Square Rigger

An admiral returned to his first love Monday and the pages of maritime history were turned back 35 years.

It happened when Rear Adm. E. C. Kalbfus, commander of destroyers, paid an official visit to Com. Louis J. Gulliver, commanding the U. S. F. Constitution, now at the Navy Pier.

The first ship Adm. Kalbfus served on was the U. S. F. Monongahela, a square rigger without an ounce of auxiliary power. That was back in the 90's when he was a cadet at the Naval Academy.

Lost Art
"I feel at home when I get back on one of these frigates," he said. "You can't very well forget your first love. The art of sailing is almost lost to the present day Navy man. In those days it was a customary thing to bring a square rigger into a harbor and drop anchor at an exact spot without the aid of a tug."

"At sea it wasn't the tide that we have on our modern battle-ships. No radio, no electricity, no communication with the world and 45 days on the rolling seas."

War In Doubt
Adm. Kalbfus served on the Monongahela during the years preceding the Spanish-American war. When they went to sea they didn't know if war was declared or not and every time a foreign ship was sighted all hands were called to quarters and the guns manned.

"Not like today," he laughed, "but sometimes I'd like to be back on one of these old ships."

Adm. Kalbfus was presented with a miniature cannon made of wood taken from "Old Ironsides."

On These Decks

A SHIP—and a National tradition—return to San Diego as the Constitution resumes her berth at navy pier.

Most of us have seen the ship, have visited her to peer her long decks. None of us can go too often, or stay too long, in seeking the full flavor of the tradition she personifies. For it was on these decks that history was made. Within the frame of wood and cordage here meticulously reproduced Americans of another age set traditions which this age must not forget.

History hands down the most dramatic features of the Constitution's vigorous career. No written word can transmit the "feel" of her honest oak timbers nor the understanding the visitor wins from walking these decks where our naval tradition was born.

The navy is a familiar feature of San Diego. Its trim, insistently modern ships are constantly in evidence. The presence of the Constitution is a reminder that while ships may change, men must be changeless in the human qualities from which traditions root, the alertness, the devotion and the steady courage which won this vessel her place in history.

It was on these decks that men surmounted great obstacles, faced dangers that seem fantastically unreal in this highly technical age. It is easy to reconstruct these hazards by visiting this scene of old battles. It is not so easy to understand that their battle was our battle; that every American is called upon today to make sacrifices and accept risks in the cause for which these other Americans fought.

8 Cakes Presented To 'Ironsides' Crew

Eight cakes were presented to the officers and men of the frigate Constitution here this week by Mrs. Reta Russell of Boston as a result of an act of courtesy of the ship's junior deck officer, Chief Quartermaster Edward McC. Stowe, last week.

Mrs. Russell made her plans to visit the ship last Friday, but upon arriving at the gangway had some difficulty in coming on board. Stowe went to her assistance, and the congenial manner in which his duty was performed impressed Mrs. Russell to such an extent that she asked if there wasn't something she could do for the crew to reciprocate this kindness. Stowe thanked her for her kind thoughts of the crew.

On a return visit to the ship Monday, Mrs. Russell brought eight home-made cakes with her. She and Mrs. Pearl Gilson, a friend from Boston, were escorted to the captain's cabin, where they visited Com. Louis J. Gulliver, commanding officer.

The cakes, Com. Gulliver reported, were turned over to the commissary steward, who served them to the crew at dinner. He declared that the cakes were very much appreciated, as well as the kindness of Mrs. Russell in showing her appreciation in this unusual manner.

'Ironsides' Surrenders to Invading Force of Bostonia Frosted Cakes

The crew of the U. S. F. Constitution surrendered yesterday. Yep, "Old Ironsides," which never gave up in battle at sea, was taken by storm right at navy pier. San Diego, and her commander, Comdr. Louis J. Gulliver, admits it.

To a Bostonia woman, Mrs. Reta Russell, goes the honor of receiving the surrender, but it took a woman's wiles to accomplish it. Mrs. Russell evidently knew that the way to naval victory is through the crew's stomachs.

Mrs. Russell received the smiling surrender of the navy men and marines of the crew. Commander Gulliver writes to The Union, "Instead of being armed with boarding pike and cutlass she came aboard with white and chocolate frosted cakes. Together, they were equal in area to the canvas of the fore royal and in quantity sufficient for every member of the crew."

Mrs. Russell said they were for supper, but evidently the crew decided to eat the cakes in Mrs. Russell's presence just to show they had faith in her ability as a cake maker.

Mrs. Russell, who was accompanied by Mrs. Pearl Gilson, also of Bostonia, were received in the captain's cabin of the old frigate by Commander Gulliver, Lt. Comdr. H. J. Hartley and Lt. D. W. Tolson and representatives of the crew. They were thanked and presented with autographed pictures of the Constitution.

The crew says Mrs. Russell's cakes are just the kind mother used to make. Commander Gulliver said.

Braille Benita Dunes, Municipal Pier, foot of Broadway, Nov. 11th.

'IRONSIDES' PARTY TO VISIT VALLEY

With hundreds of San Diego school children flocking to visit Old Ironsides today, arrangements were completed by Com. Louis J. Gulliver, commanding officer of the frigate, and chamber of commerce officials for a visit to Imperial valley tomorrow to address school children and luncheon club members in that section. The Imperial valley party will include Com. Gulliver, Lieut. Com. Henry Hartley, executive officer of the Constitution; John L. Fox, president of the chamber of commerce, and Howard Martin, Mayor Forward may make the trip.

"Old Ironsides"

"People are not governed by document nor in their loyalty a blind driven thing," says the Morning Organ of Portland, "But documents, like ships, are made great by the spirit of the people, and loyalty becomes such as that deep affection we have for an old, worn frigate of the early wars. It is a time when of apparent need the Constitution approaches change, as when the brave old ship was reconstructed and given longer tenure of her almost. The crisis of the country calls for measures not considered, or in any case denied, by the statesmen who drafted, stranger than seem timbers, more lasting than metals, the articles of American liberty. . . . It should be, in all essentials, as when the old captain walked the deck of this gallant and enduring namesake—the Constitution."

The old frigate will be in San Diego until Nov. 18, and probably longer. In the meantime, pay her a visit.

SUNDAY CROWDS VISIT IRONSIDES

With the heaviest traffic reported during the afternoon, the U. S. F. Constitution received 450 visitors aboard yesterday, bringing the total since her arrival here on Nov. 3 up to 52,678.

The frigate is moored at Navy pier, and is open to visitors daily from 10 a. m. to 5 p. m. How long she will remain in port is yet to be determined, although it has been announced that she will be here at least until Nov. 18. San Diego, Jac. Pedro and San Francisco authorities each have asked that the historic vessel be sent to their port to pass the winter.

Local officials are planning to request the navy department officially to designate Navy pier as Constitution pier, thereby providing a permanent commemoration of the vessel's visit to this port.

Title: Seventy-Second page of the National Cruise scrapbook compiled by Henry Galaske.

Page Description:

- Top Left: "Gives Picture for 'Ironsides' Collection," a newspaper clipping that describes the presentation of a painting of USS *Constitution* entering Boston Harbor in 1833. The painting was presented by Aaron Davis to Commander Louis J. Gulliver.
- Top Center: "On These Decks," a newspaper article that announces USS *Constitution*'s return to San Diego, California.
- Top Right: "'Ironsides' Party to Visit Valley," a newspaper clipping that announces that Commander Louis J. Gulliver will visit Imperial Valley (California) to speak with the local school children.
- Center Right: "Old Ironsides," a newspaper clipping that announces USS *Constitution*'s arrival in San Diego, California and poetically describes the ship's importance to the nation.
- Center Right: "Sunday Crowds Visit Ironsides," a newspaper article that reports on the visitation seen on board USS *Constitution* during her second stay in San Diego, California.
- Bottom Left: "Adm. Kalbfus Pays Visit to Old Ironsides," a newspaper article that describes Rear Admiral E. C. Kalbfus' visit on board and inspection of USS *Constitution* while she was docked in San Francisco.
- Bottom Center Left: "'Scrappy' Mascot of Minesweeper Grebe, Keeps Crew Busy," a newspaper clipping that describes "Commodore Scrappy", the 150 pound Western Black Bear that lives on board USS *Grebe*.
- Bottom Center Right: "8 Cakes Presented to 'Ironsides' Crew," a newspaper clipping that details the presentation of eight cakes to the officers and men on board USS *Constitution* by Mrs. Retta Russel of Bostonia, California as a thank you for the help of Chief Quartermaster Edward McG. Stowe.
- Bottom Right: "'Ironsides' Surrenders to Invading Force of Bostonia Frosted Cakes," a newspaper clipping that describes the presentation of eight cakes to the officers and men on board USS *Constitution* by Mrs. Retta Russel of Bostonia, California as a thank you for the help of Chief Quartermaster Edward McG. Stowe.

Dates: Presumed 1933

People: Aaron Davis
Commander Louis J. Gulliver
Rear Admiral E. C. Kalbfus
Chief Quartermaster Edward McG. Stowe
Retta Russel
"Commodore Scrappy"

Historic Figures:

Places: Bostonia, California
San Diego, California

"Where Kuhl's Vacuumed For"

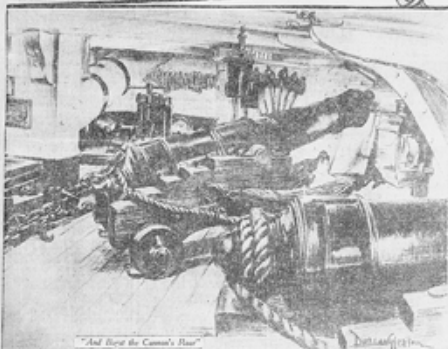
"It was Kahl's Vanquished Fox"



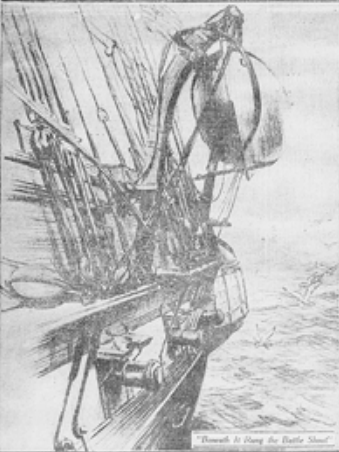
"The Earth at the Sea"



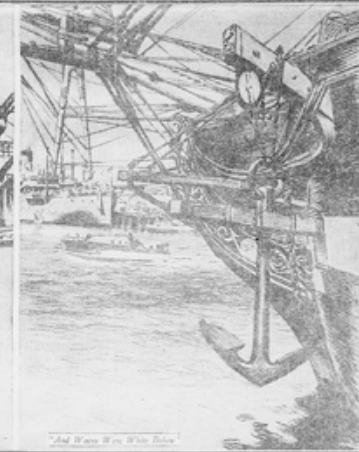
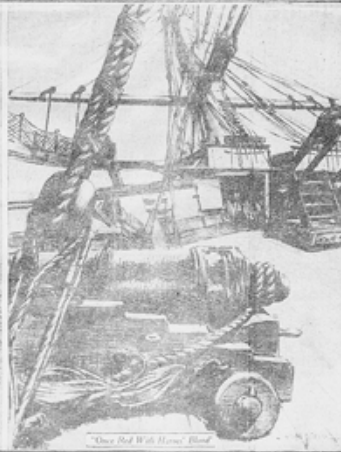
"The Master of the Ocean Air"



"And Next the Cannon's Blast"



"Beneath At Rang the Battle Shout"



¹⁰ *And Waves Were White Fish*.

Title: Seventy-Third page of the National Cruise scrapbook compiled by Henry Galaske.

Page Description:

- “Many an Eye Has Danced to See That Banner in the Sky,” a full-page article from the November 19, 1933 issue of *The San Diego Union*. The article features the poem “Old Ironsides” by Oliver Wendell Holmes and illustrations of the ship and various objects on board.

Dates: November 19, 1933

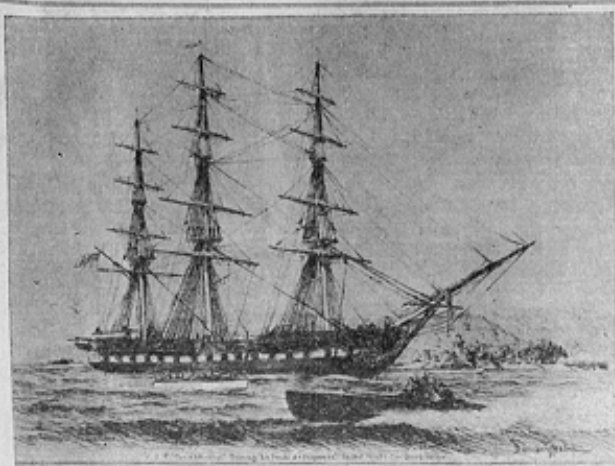
People:

Historic Figures: Oliver Wendell Holmes

Places: San Diego, California

'OLD IRONSIDES' ARRIVES AS BIRTHDAY GIFT

Honoring the birthday of San Diego's chief executive, Comdr. Louis J. Gulliver, commanding U. S. F. Constitution, last night presented this picture of the frigate to Mayor John F. Forward, Jr. (below). The crayon drawing, by Duncan Gleason, shows Old Ironsides passing Ballast point on entering the harbor.



Comdr. Gulliver Host to Mayor On Natal Day

Honoring Mayor John F. Forward, Jr. on his birthday yesterday, Comdr. and Mrs. Louis J. Gulliver entertained a few friends at a duck dinner at their home, 4184 Arden way, last night, and celebrated the occasion by presenting the mayor with a crayon drawing of U. S. Frigate Constitution. Commander Gulliver is in command of Old Ironsides.

The drawing, by Duncan Gleason, noted artist and magazine illustrator, shows Old Ironsides coming into the harbor, passing Ballast point. The crayon is one of a number of sketches made by Gleason during the present cruise of the historic frigate.

Navy colors—blue and gold—predominated at the dinner. Covers were laid for Mayor and Mrs. Forward, Comdr. G. C. Barnes, commanding Destroyer Division 25, and Mrs. Barnes; Lt. Comdr. Henry Hartley, executive officer of the Constitution; Capt. J. W. Hanberry, U. S. A., retired, and Mrs. Hanberry, Long Beach, and the host and hostess.



Ironsides Staff To Be Honored By Junior C. C.

Commander Louis J. Gulliver, skipper of "Old Ironsides," and his staff of officers will be guests of the Oakland Junior Chamber of Commerce at a formal dinner to be given Saturday night in honor of the Constitution's visit to Eastbay shores.

The banquet will be held at the Lake Merritt Hotel, according to William Reichel, president of the Junior Chamber.

Commander Gulliver will be introduced at the dinner by Ralph Lorimer, general chairman of the Junior Chamber's "Old Ironsides" committee. Civic leaders will also attend the banquet and an address will be given by Mayor Fred M. Morcom of Oakland.

Officers of the Constitution who will be guests with Commander Gulliver at the dinner include: Lieut. Com. Henry Hartley, Lieut. Harry St. J. Butler, John Y. Danenberg, John R. McKelney, David W. Tolson, Harry D. Templeton, William J. Dean, Andrew Simmons and Richard B. Levin.

'SCRAPPY' ENJOYS HIS ICE CREAM DAILY

"Commodore Scrappy," 150 pounds of western black bear, mascot of the minesweeper Grebe, is one of the leading sights of interest at the navy pier, where the historic frigate Constitution is anchored. Ice cream is one of the "Commodore's" favorite dishes and sailors feed it to him daily.



Hold 'Ironsides' Day

If plans that now are proposed materialize, the American Legion will hold an "Old Ironsides" day at San Diego. The matter will come before the county council this evening. The council will meet at the New Palace hotel, Fourth avenue and Elm street, and the proposition of a gigantic parade and fiesta day in honor of the famous old frigate will be taken up. The idea of the chamber of commerce and various leading organizations is that such a day would be fitting in the American week of the World war organization, as well as in connection with its community betterment program. It would bring to San Diego thousands of legionnaires, their families and friends. The American Legion has been interested in the cruise of the old frigate, and at many places where it has visited the legion aided in welcoming the officers and enlisted men of the ship, as well as thousands of out-of-town legionnaires and friends.

Permanent Shrine

In the event that the frigate Constitution does not remain on the west coast longer than Nov. 18, the date that she is scheduled to sail for the east coast, the old vessel will be moved to the docks at Washington, D. C., navy yard and will remain a permanent shrine to the glory of the old navy and to the Union.

The historic old ship there will be visited by most tourists who go to the nation's capital. Just what orders are to be issued to Com. Gulliver when the stay here is ended is not now known, but every effort on the part of local business men and the chamber of commerce is being made to keep the frigate here for several weeks. One of the main points at issue is, whether there will be enough visitors to the ship in the event that she is moved here. Every visit makes the task of local officials easier to keep the ship in this port. Com. Gulliver, his officers and crew are anxious to have you see the old ship, as it is almost certain that she never will again be a visitor to the west coast after being returned to Washington, D. C.

VALLEY CHILDREN SEE CONSTITUTION

With a special San Diego & Arizona-Eastern excursion bringing several hundred school children and their parents here from Imperial Valley to visit the U. S. F. Constitution, the \$0,000 mark was passed when the ship was closed to the public last evening.

The students, mostly of high school age, were shown through the various parts of the famous ship which has been afloat since 1791. Similar excursions from inland cities, to see the old frigate, are being planned by chamber of commerce officials.

Today an even larger crowd than yesterday is expected aboard the ship, which will be open for the usual visiting hours of 10 a. m. to 5 p. m. at Navy pier, at the foot of E street.

Hercules Statue First Figurehead

The Constitution's first figurehead was a carved statue of Hercules. Its replacement by a figure of General Jackson in 1834 caused much popular outcry.

LAUNCHED BY SEVER

Commodore James Sever launched Old Ironsides, and her first commander was Captain Samuel Nicholson.

Three Trials Made To Launch Frigate

It took three separate efforts to launch Old Ironsides. The first time, she would not move. The second time, she moved only 20 feet, but the third time, she was "well and truly launched."

LAUNCHED IN BOSTON. Old Ironsides was launched from Hart's Shipyard, Boston, October 21, 1792.

Title: Seventy-Fourth page of the National Cruise scrapbook compiled by Henry Galaske.

Page Description:

- Top Left and Right (3 clippings): ““Old Ironsides’ Arrives as Birthday Gift,” a newspaper clipping that contains a photograph of USS *Constitution* and states that Commander Louis J. Gulliver presented the featured picture by Duncan Gleason to Mayor John F. Forward, Jr. The two clippings on the right side of the page describe the Ironsides Day that will be held in San Diego.
- Center: “Ironsides Staff to be Honored By Junior C. C.,” a newspaper clipping that reports that Commander Louis J. Gulliver and the officers of USS *Constitution* will be guests of the Oakland Junior Chamber of Commerce at a formal dinner.
- Center Right: “Valley Children See *Constitution*,” a newspaper clipping that details the visit of children from Imperial Valley, California to USS *Constitution*. The article also reports that over 40,000 visitors have stepped on board the ship.
- Bottom Left: ““Scrappy’ Enjoys His Ice Cream Daily,” a newspaper clipping that reports on “Commodore Scrappy,” a 150-pound Western Black Bear mascot of USS *Grebe*. A photograph shows scrappy enjoying his favorite daily meal, ice cream.
- Bottom Right: “Hercules Statue First Figurehead,” a newspaper clipping that states the first figurehead on board USS *Constitution* was of Hercules.
- Bottom Right: “Three Trials Made To Launch Frigate,” a newspaper clipping that states that it took three separate attempts to launch USS *Constitution* into Boston Harbor. The final and successful launch took place on October 21, 1797.

Dates:

People: Duncan Gleason

Commander Louis J. Gulliver

Mayor John F. Forward, Jr.

Historic Figures:

Places: Imperial Valley, California

Oakland, California

San Diego, California

Title: Seventy-Fifth page of the National Cruise scrapbook compiled by Henry Galaske.

Page Description:

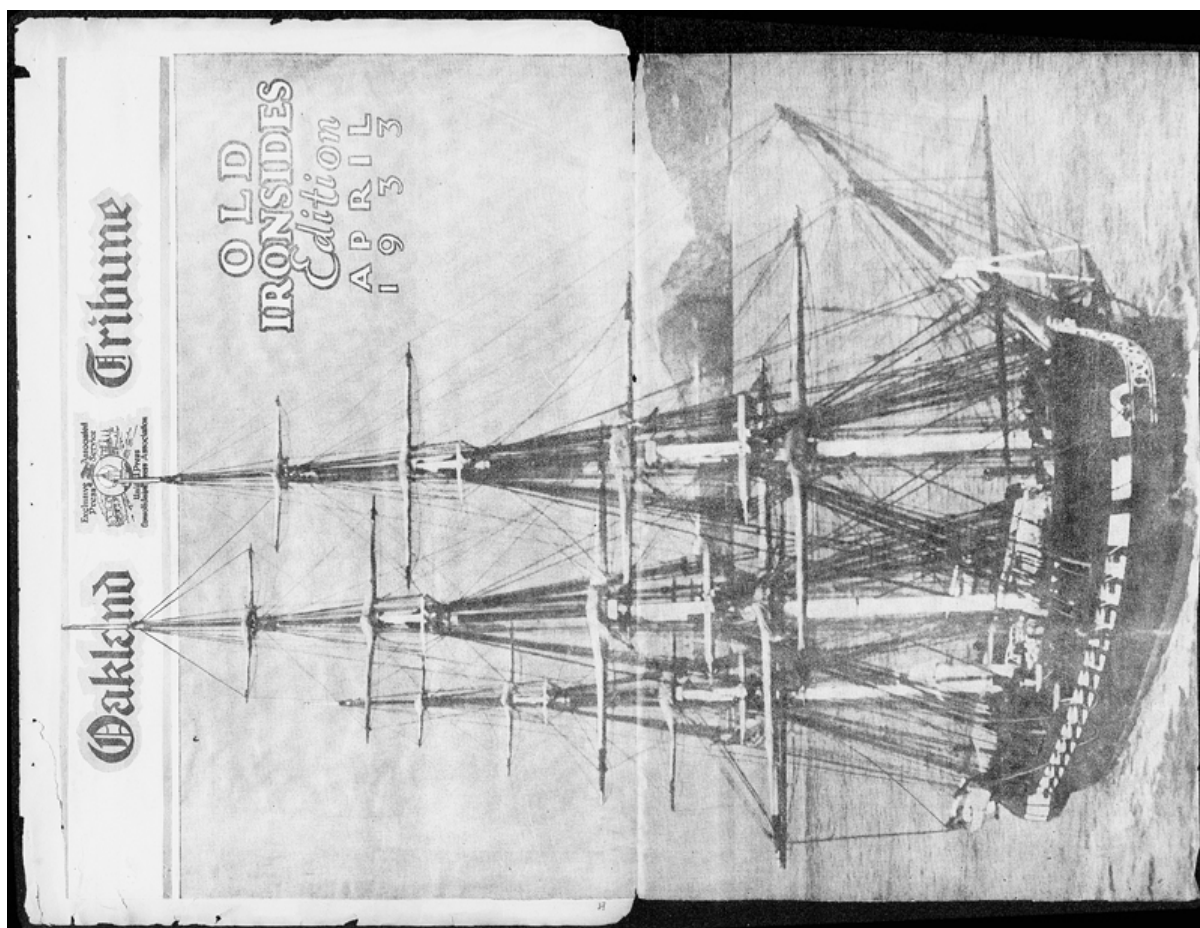
- Top: "All Shipshape," a photograph of USS *Constitution* passing the Western Pacific mole as she entered the Oakland estuary.
- Bottom: "Terse Record Penned on Ship Nearly Century Ago," a newspaper article that reports on the expected return of naval records by Commander Jesse Duncan Elliot of USS *Constitution* from Oakland, California to the official archives in Washington.

Dates: Presumed 1933

People:

Historic Figures: Commander Jesse Duncan Elliot

Places: Oakland, California



Title: Seventy-Sixth page of the National Cruise scrapbook compiled by Henry Galaske.

Page Description:

- Cover of the *Oakland Tribune's* "Old Ironsides Edition from April, 1933. The cover includes a large photograph of USS *Constitution*.

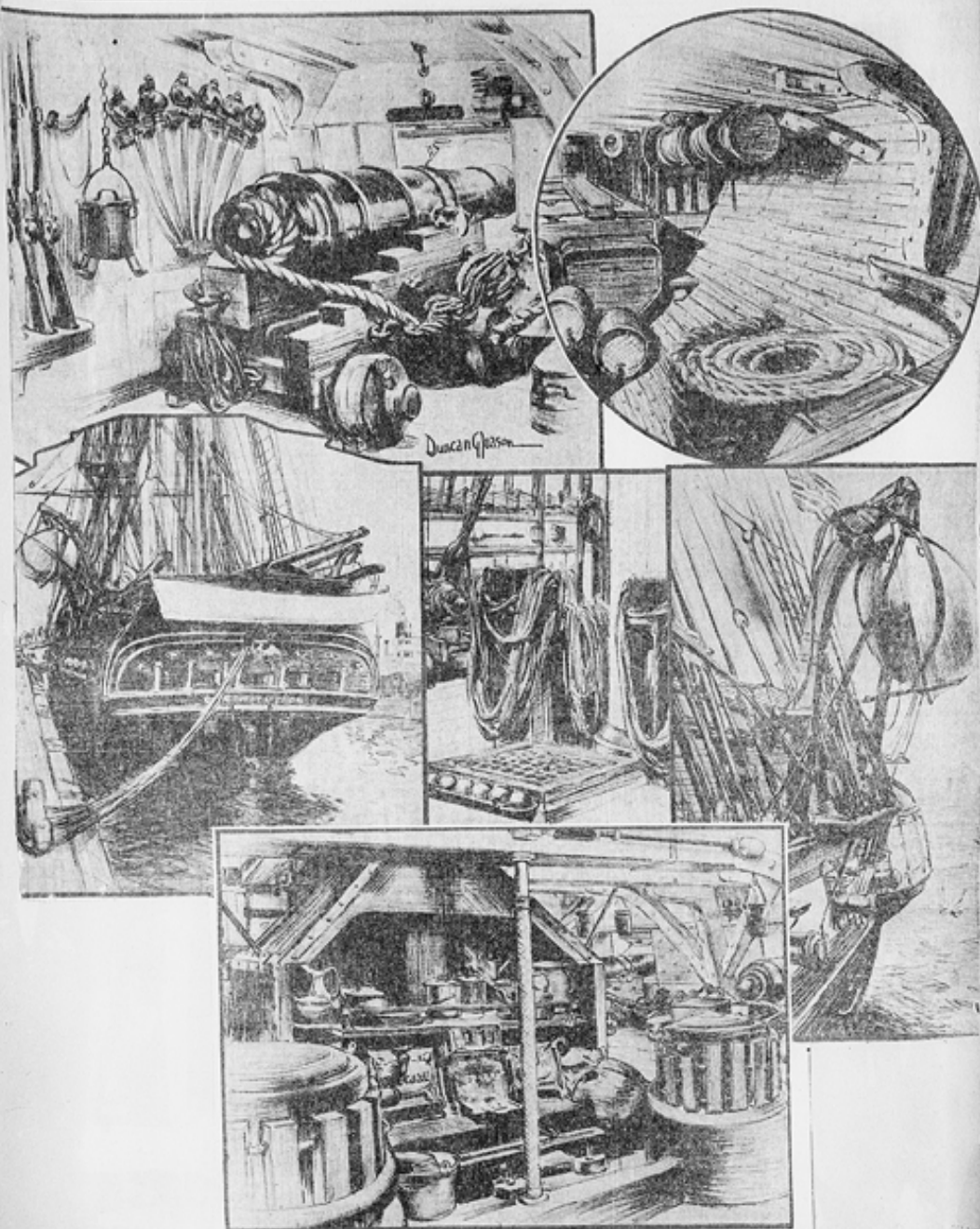
Dates: April 1933

People:

Historic Figures:

Places: Oakland, California

NAVAL SHRINE IS PRESERVED IN LINE



Crayon and pencil have been called in to preserve for future generations, the line, beauty and character of "Old Ironsides." J. Duncan Gleason, California marine artist, has been practically living aboard in order to catch the spirit of the Constitution in his drawings. Those here reproduced show: Thirty-six-pounder in captain's cabin with its attendant cutlasses and old muzzle-

loading flintlock rifles, and the Orlop Deck, where ship supplies were stored and reproduced for the first time. The next row shows a stern view of the Constitution; the Fiferail with its rope drapery, and the Quarter Gallery, sacred to the ship's commander. The Galley, with its great stove and pots and pans shown in the bottom drawing. The artist has caught the spirit of the old ship in a remarkable manner.

Seventy-Seventh page of the National Cruise scrapbook compiled by Henry Galaske.

Page Description:

- "Naval Shrine is Preserved in Line," a newspaper clipping that features drawings of USS *Constitution* by J. Duncan Gleason (a California marine artist). The illustrations include a thirty-six-pounder in the captain's cabin with its attendant cutlasses and flintlock rifles; the Orlop Deck; a stern view of *Constitution*; the Fiferail with its rope drapery; the Quarter Gallery; and the Galley with its stove and pots and pans.

Dates: Presumed 1933

People:

Historic Figures:

Places:

Macon May Make Journey Inland In Interest of 'Old Ironsides'; Frigate To Stay Here for Winter

With word having been received here that the frigate Constitution and the U.S.S. Grebe, towing vessel, will remain at San Diego until next March 15, local plans were completed for an aerial trip next month to Arizona, New Mexico and Utah to bring residents from those states to San Diego to see "Old Ironsides" over the Christmas holiday period. A flight to Albuquerque, N. M., by the navy's dirigible Macon, in the interests of "Old Ironsides" has received approval locally, and authorization for such a flight was sought today from navy department officials at Washington, D. C.

Navy planes will make flights as

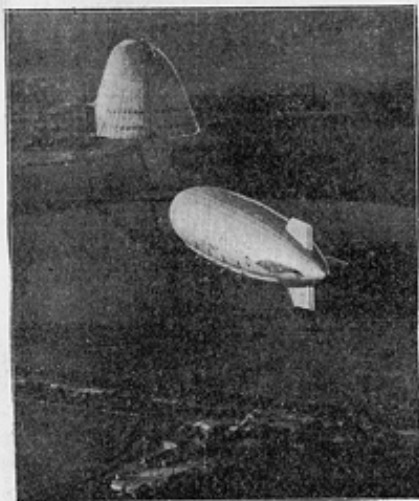
fast as Albuquerque, leaving North Island about Dec. 1. The publicity department of the chamber of commerce, proposing the flight of the Macon, suggests that it start its flight to the southern Rocky mountain region about 10 days later.

The Macon's planes would leave the airship as it soared over each large city enroute, and would land at the municipal airport to distribute "Old Ironsides" posters and be aloft before returning the Macon, if the airship makes the flight. Eleventh naval district officers and Com. Louis J. Gulliver, commanding "Old Ironsides," have approved.

(Continued on Page 6, Col. 1)

Big Dirigible Reaches Coast Home

The U. S. S. Macon as it arrived at Moffett field, new Pacific coast base for the craft. The giant hangar can be seen in the background while the Macon is tied to the mobile mooring mast.



ART COMMENT

By HAZEL ROYER BRAUN

"The Eagle's Wings," a painting of the "Constitution" in full sail, by Duncan Gleason of Hollywood, whose drawings of the historic vessel may now be seen at The Fine Arts gallery.



From Page One

the proposed flight by the Macon. Cities which would be visited include Yuma, Tucson and Phoenix, Ariz., Albuquerque, Las Vegas, Riverside and Santa Ana.

Navy department authorization for "Old Ironsides" to remain at San Diego the next four months culminates an intensive campaign carried on by the chamber of commerce here since last May to have the historic frigate remain at this port during the winter. Between now and March 15 the craft will be overhauled and put in readiness for the long voyage back to the east coast. Com. Gulliver reported, however, that overhaul activities will not interfere with the reception of visitors. As a result of the navy department order, he issued the following statement last night:

"The Constitution, her officers, and crew feel that the decision of the navy department directing the Constitution to remain at San Diego until March 15 will be most pleasing to the people of San Diego county, Imperial Valley and, it is hoped, of Arizona, New Mexico and Nevada, who may desire to avail themselves of the opportunity to come to San Diego to visit and inspect the ships of the modern navy and thus to contrast the present-day navy with a great fighting ship like the Constitution, which represents the navy 136 years ago."

Meanwhile, the plan to change the name of San Diego's navy pier to "Constitution pier" in honor of Old Ironsides received further impetus today with an announcement by Rear Admiral W. T. Tarrant, commandant, 11th naval district, that he would recommend the change in name to the navy department immediately. The city council passed a resolution this week urging the navy to take such action, and the official city request was submitted yesterday to Admiral Tarrant by a committee of citizens headed by City Clerk Allen H. Wright.

The number of visitors boarding Old Ironsides since it was placed in commission in the summer of 1931 and started its cruise along the east and west coasts of the United States passed the 4,000,000 mark this morning. By 12:30 a.m. the number of visitors to the ship here since the vessel arrived Nov. 3 totaled 34,012.

CONSTITUTION COULD STILL GLIDE BY SAIL

But Famous Old Frigate
Would Be Unable to Keep
To Schedule Made Ahead

"Old Ironsides," sailing up Oakland estuary under full canvas, as she sailed in the days of her former glory and victorious battles, would make an inspiring spectacle. But the U. S. F. Constitution travels at the end of a tow rope these days, and the sails are neatly folded up against the yardarms.

In the days of "iron men and wooden ships" there were no definite dates of arrival for sailing vessels. It all depended on the wind. Anxious waiting for the return of the historic frigate was a common thing during the days of her picturesque and active war duties.

"The Constitution could sail under canvas now," says Lt. Harry Templeton, officer of the peacetime crew, "but it would be impossible to keep our schedule. We have definite plans made months ahead as to the time we shall arrive at the ports being visited. Relying on the wind, this would be impossible."

"The men in the U. S. Navy now are just as capable of handling the sails as were the men who made the ship famous," he continues. "Ancient 'Old Ironsides' is just as seaworthy as the ever was. But the desire on the part of the people to see her makes it imperative that she be towed, thus enabling us to tell them well in advance the exact date of arrival."

Original Log of Constitution Is To Be Returned

From Atlantic to Pacific the U. S. F. Constitution has been acclaimed by cheering throngs, but the famous old frigate's visit to Oakland has become its most important port of call on its present American cruise. For while the Constitution is docked in Oakland, her commander will receive the original itinerary of "Old Ironsides" for the years 1833-38 for return to official archives in Washington.

J. McC. Sillson, Grand Army veteran of Chino, collector of early American relics and leader in Butte County political circles, who has had an original pen and ink itinerary of the Constitution in his possession for nearly 70 years, is making possible the return of this invaluable naval document to the bureau of naval records. Sillson's presentation of the 88-year-old record to Commander Louis Gulliver, present-day skipper of the Constitution, is through the efforts of the Oakland Junior Chamber of Commerce.

Sillson, who was a Union soldier, played an important part in the capture of Jefferson Davis, President of the Southern Confederacy, revealed today how the document came into his possession.

The itinerary was obtained by his brother, Thomas, who was serving with the Union Army in Virginia. In 1863, Sillson disclosed today, Thomas Sillson was serving as clerk of the so-called "Iron Brigade" at the time and came across the record of "Old Ironsides." He sent it to his brother for safe keeping, who has kept it since for Thomas met his death in the second battle at Petersburg.

LONG CRUISE RECORDED

The Constitution's itinerary of 1833-38, penned by Commander E. D. Elliott, records 48,340 miles cruising during the three-year period. This voyage was a peace-time victory for the famous old frigate, for a few years previous she had been condemned by a naval board of commissioners and ordered broken up and sold.

Oliver Wendell Holmes epochal poem, "Old Ironsides," saved the ship from an ignominious end. An aroused American public protested the gallant old craft's destruction with the result that the navy department rescinded its order and announced plans for the Constitution's rebuilding.

Commander Elliott's record, now in Sillson's possession, records the Constitution's first long voyage as a rebuilt ship. In the fall of 1834 the recommissioned Constitution slid down the ways at the Boston Navy Yard ready for service again. Elliott was ordered to proceed to France with the new American minister, Livingston.

STARTS MARCH 2, 1835. Elliott's writing starts on the second day of March, 1835, when the Constitution set sail from Boston. For three years the ship served as flagship of the navy's Mediterranean squadron, arriving back in American waters July 31, 1838, at Hampton Roads, Virginia.

The document is written in ink and despite its age is easily read today. Authenticity of it is vouched for by naval officials who have studied the paper and pronounced it genuine.

Sillson had been approached by representatives of the navy department who were eager to obtain the document for addition to official archives in Washington.

"Old Ironsides"

Com. Louis J. Gulliver, commanding "Old Ironsides," now at navy pier, Saturday presented to Mayor John Forward a picture of the famous old frigate on the event of the mayor's 57th birthday. The painting is by Duncan Gleason, famous Hollywood artist, and shows the historic vessel entering San Diego bay last February.

Title:

Page Description:

- Top Left and Top Center: "Macon May Make Journey Inland In Interest of 'Old Ironsides;'" Frigate to Stay Here for Winter," a newspaper clipping that announces the extended stay of USS *Constitution* in San Diego, California and the possibility of naval planes making flights as far east as Albuquerque in order to bring visitors to the frigate.
- Top Right: "Original Log of *Constitution* Is To Be Returned," an Oakland newspaper article that reports on J. McC. Stilson's return of a ninety-eight-year-old itinerary of USS *Constitution*. The itinerary had been in McC. Stilson's possession for seventy years.
- Center Left: "Big Dirigible Reaches Coast Home," a photograph of USS *Macon* as it arrived at Moffett Field in Sunnyvale, California.
- Bottom Left: "Art Comment," a newspaper print of "The Eagle's Wings," a painting of USS *Constitution* in full sail by Duncan Gleason.
- Bottom Center: "*Constitution* Could Still Glide By Sail," a newspaper article that proclaims that USS *Constitution* could conceivably sail under her own power up Oakland estuary, but the effort would put her far behind schedule.
- Bottom Right: "Old Ironsides," a newspaper clipping that reports on Commander Louis J. Gulliver's presentation of a picture of USS *Constitution* to San Diego Mayor John F. Forward, Jr.

Dates: Presumed 1933

People: Mayor John F. Forward, Jr.
Duncan Gleason
Commander Louis J. Gulliver
J. McC. Stilson

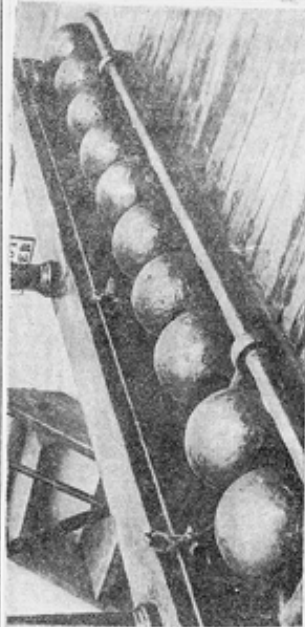
Historic Figures:

Places: Oakland, California
San Diego, California

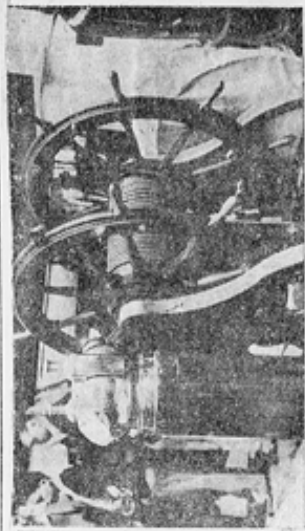
CONSTITUTION—FROM BINNACLE TO SCUTTLE BUTT



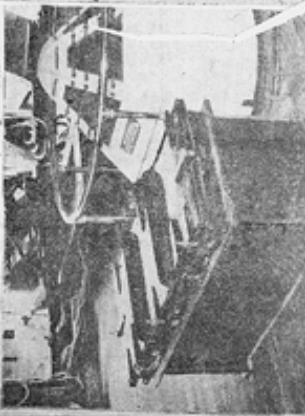
Ship's Pump—The pump aboard ship was used to keep the hull free from water was worked by long handles.



Shot Rack—The cannon balls for the cannons along the rear deck and gun deck to be handy were placed in shot racks near the guns.



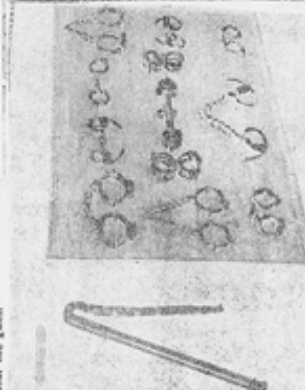
Wheel and Binnacle—The wheel steered the Constitution, and the binnacle contained the compass which showed the course to be steered.



Pyrotechnic Locker and Cabin Skylight—The pyrotechnics to be used up in distress were kept stored in iron boxes.



Fighting Top—On this platform, perched high up the masts the marines fought, firing down at the enemy decks.



Cat o' Nine Tails and Coffin—Sailors were punished by whipping with cat o' nine tails or by flogging.



Galley and Port Towing Bit—The galley stove had the only fire aboard ship. The towing bit held the tow line.



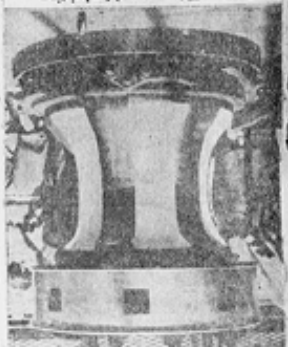
Elevating Block. The guns were shifted by moving the "elevators."



Scuttle Butt. This great cask held the ship's drinking water.



Anchors. With its heavy wooden stock swung from the cathead.



Captain. This was used for halting the anchor of the Constitution.

Title: Seventy-Ninth page of the National Cruise scrapbook compiled by Henry Galaske.

Page Description:

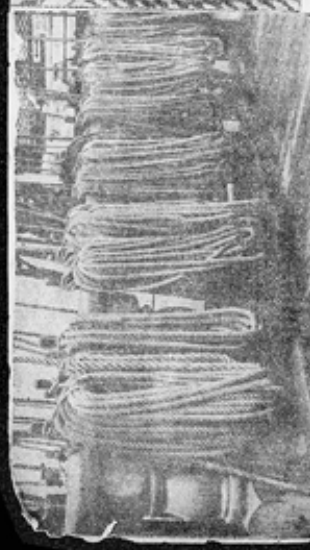
- “*Constitution* – From Binnacle to Scuttle Butt,” the first half a newspaper clipping that features photographs of the ship’s pump; a shot rack; the wheel and binnacle; a pyrotechnic locker and cabin skylight; a fighting top; a Cat-O’-Nine Tails and cuffs; the galley and port towing bit; an elevating block; the scuttle butt; an anchor; and the capstan.

Dates: Presumed 1933

People:

Historic Figures:

Places:



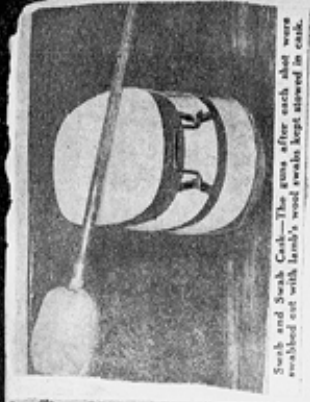
Life Buoy—The life coil located just about the main contained thirty-six hardwood belaying pins for holding the coil taut.



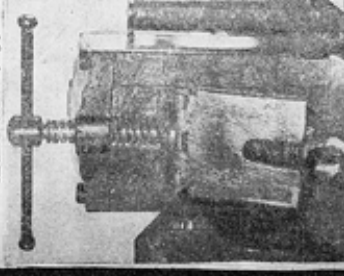
Pin Rail—Located along the side of the ship, this was fitted with belaying pins around which the lines were belayed.



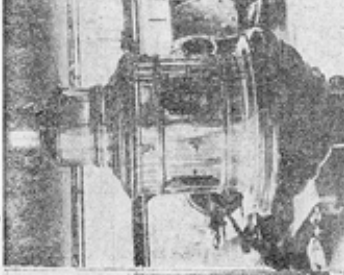
Rammer and Extractor—Used to ram and extract charges from the guns.



Swab and Swab Cook—The guns after each shot were swabbed out with sandy wood swabs kept stowed in cask.



Anchor Chain Compressor—Located in the forepeak to check anchor.



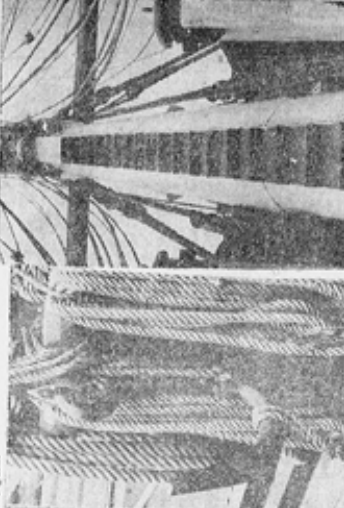
Binnacle, or compass—This one was on U. S. S. Kearny.



Bill of Head—This was one of first of Constitution figureheads.



Ring Preserver—Life preserver to save men in sea.



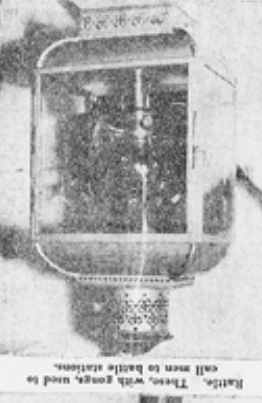
Deck Hook—Set in deck near main mast as purchase for tackle.



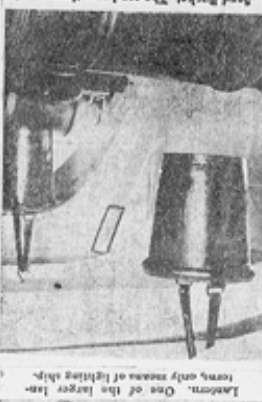
Hot Shot Buckets—Fired with sand and hot cannon ball for warmth.



Latrine—Then, with gong, used to call men to battle stations.



Lantern—One of the larger lanterns, only means of lighting ship.



Shot Bucket—The sand was thrown on deck when shot was fired.

Title: Eightieth page of the National Cruise scrapbook compiled by Henry Galaske.

Page Description:

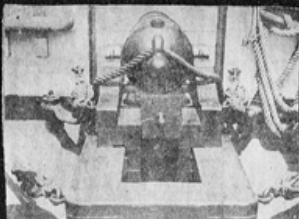
- The second half of the newspaper clipping "*Constitution* – From Binnacle to Scuttle Butt" that features photographs of the ship's fife rail; the pin rail; a rammer and extractor; a swab and swab cask; an anchor chain compressor; the binnacle; the billet head; a ring preserver; a deck hook; the catwalk leading up the bowsprit; a hot shot bucket; a rattle; a lantern; and a sand bucket.

Dates: Presumed 1933

People:

Historic Figures:

Places:



Twenty-four Pounder Cannon—The armament of the Constitution included twenty-four and thirty-six pounders.



Priming Horn. Held the powder for seating of the cannon ammunition.



Small Lantern. One of the means used to give light during battle.



Howe Block. The officers stood on this platform to direct the battle.

CONSTITUTION ENDED PIRACY

It remained for the world's roughest navy—that of America—to sweep forever from the seas the world's oldest naval scourge—piracy.

And the young, small American navy accomplished this not only for her own sailors, but for all other nations of the world in her determined attack on the Barbary pirates from 1803 to 1805.

For years these "curves of the sea" had levied tribute on the commerce of all the world. America included.

But while other nations had sent naval fleets against the pirates, America determined she would crush them once and for all.

The Bey of Tripoli sent an insulting message to Washington, demanding a vast annual sum for "protection" for American commerce in the Mediterranean.

Washington answered, with the Constitution and her five sister frigates.

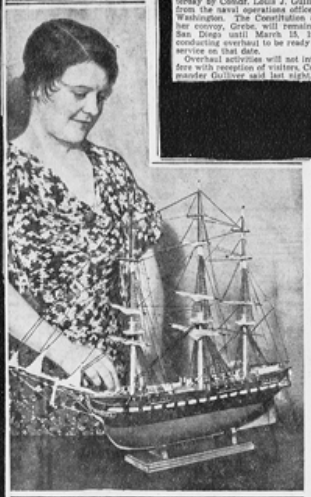
Commander Edward Preble hoisted his flag on the Constitution and her guns thundered against the forts in the harbor of Tripoli, while American sailors in smaller craft fought hand-to-hand battles with cutters and galleys against the pirate crews of vessels blockaded in the harbor.

And the Bey of Tripoli, with his city falling in ruins about his ears as the 24-pound shots from the Constitution's guns crashed through the walls, was glad to sue for peace.

On June 3, 1805, in the commander's cabin aboard the Constitution, the Treaty of Tunis was signed. Piracy on the high seas ended forever.

Victory to Old Ironsides may not have been as it remains one of the most cherished of relics with which the famous old frigate shrouds today.

Model



Mrs. Parker McMillan poses with a model of the frigate Constitution. "Old Ironsides," made by her husband, a member of The Times art staff. The model was built closely to a scale of 1-151, and is complete in every detail. It will be displayed in the window of The Times downtown office in the Gasco Building beginning tomorrow and will be used by Comdr. Louis J. Gulliver, U. S. N., commander of the Constitution in connection with a talk before members of the Peace Club at the Rialto Club Tuesday, June 6.

OLD IRONSIDES REMAINS HERE ALL WINTER BY NAVAL ORDERS

"Old Ironsides" will winter in San Diego.

This assurance was received yesterday by Comdr. Louis J. Gulliver from the naval operations office in Washington. The Constitution and her consort, Corbet, will remain in San Diego until March 15, 1894, conducting overhaul to be ready for service on that date.

Overhaul activities will not interfere with reception of visitors, Commander Gulliver said last night. A special chamber of commerce publicity committee headed by City Clerk Allen Wright has arranged a publicity program covering all communications between San Diego and Albuquerque, directing attention to the availability of Old Ironsides here.

The navy dispatch culminated an intensive campaign started by the chamber of commerce last May, aided by many organizations of the city, to induce the government to leave the historic vessel here this winter. Los Angeles, San Francisco, Long Beach and other Pacific coast ports carried on similar campaigns.

Commander Gulliver last night issued the following statement:

"The Constitution, her officers, and crew feel that the decision of the navy department directing the Constitution to remain at San Diego until March 15 will be most pleasing to the people of San Diego county, Imperial Valley and, in hopes, of Arizona, New Mexico and Nevada, who may desire to avail themselves of the opportunity to come to San Diego to visit and inspect the ships of the modern navy and thus to contrast the present-day navy with a great fighting ship like the Constitution, which represents the navy 134 years ago.

Every effort will be made, the chamber of commerce announced yesterday, to have school children visit the ship from Arizona, New Mexico, Imperial Valley, Orange and Riverside counties and other points during the Christmas holidays. The performance frigate will remain at its present navy pier moored at least until Monday, it was stated yesterday. Decision on her winter berth probably will have been reached by then.

Commander Gulliver pointed out last night that the long rest here will allow several officers, chief petty officers and members of the crew to visit their eastern homes, which they have not seen for more than a year. Leaves will be given to them over the Christmas holidays, he added.

Yesterday's total of visitors was 1000, the official tally showed, leaving the Constitution still short of its peak attendance—4,500,000 visitors since her voyage on parade began. It was expected this milestone will be reached today. School children and residents of Imperial Valley, on a special excursion, will visit the frigate Saturday.

Additional to the collection of relics aboard the vessel were presented yesterday by Aaron Davis, 1811 Sunset boulevard. They included a picture of the Constitution entering Boston harbor in 1820 and two life calendars bearing reproductions of the old fighter.

Restoration Of Ironsides Offers Puzzle

Guns Removed, Whereabouts Not Known at Time

When Congress, 1825, authorized restoration of the Constitution, a main-line job was thrown into the lap of the navy. Even after the money necessary for the work had been raised, there remained the difficult task of assembling data and detailed plans. Many of the historic frigate's fittings were missing.

For example, the Constitution's guns had been removed and their whereabouts could not be ascertained. Records show an interesting sidelight on her early history. About half of the 24-pounders used by the ship in the War of 1812 had been sent to England.

MADE CAREFUL RESEARCH

Before making new guns, the navy did careful and exact research. Through this, the size, shape and bore of the original guns were duplicated.

Discrepancies of the old ship had reached an alarming stage. Only 15 per cent of her original timbers were found sound enough for restoration. Here is a partial list of the materials required for her restoration.

- Timber, white and live oak, pink, cedar and redwood—1500 tons.
- Cordage—67,000 feet or twelve miles.
- White, blue and lead—1000 pounds each, 426 pounds lead.
- Cannon—51,511 pounds.
- Oil, 450—1500 gallons.
- Copper—12,000 square feet sheets, 1500 feet rods.
- Iron and steel fittings—7 tons.

WAS HARD PROBLEM

The problem of obtaining live oak timbers was difficult. By a strange and almost providential quirk of fate a supply was found. Immersed in Commander's pond at Pensacola, Fla., where it had been placed by slave labor in 1800.

Sister Vessel Fired First Shot in 1812

The first shot in the War of 1812 was fired by the Constitution's sister ship—the frigate President. On June 22, three days after war was declared, a shot from the President struck the British frigate Belsham off the Massachusetts coast.

CARRIED MANY GUNS

The U. S. F. Constitution was designed to carry 44 guns, but in the days when a vessel's strength depended on the number of guns she could carry, she bore at least 56.

Title: Eighty-First page of the National Cruise scrapbook compiled by Henry Galaske.

Page Description:

- Top, Center, and Bottom Left: Newspaper photographs of a twenty-four pounder cannon; a priming horn; a small lantern; and a horse block.
- Top Center Left: "*Constitution* Ended Piracy," a newspaper clipping that explains how a young, American navy was able to end the injustices done by the Barbary corsairs during a battle in Tripoli.
- Top Center: "Model," a photograph of Mrs. Parker McAllister posing with a model of USS *Constitution*.
- Top Center Right: "Old Ironsides Remains Here All Winter By Naval Orders," a newspaper article that reports on Commander Louis J. Gulliver's announcement that USS *Constitution* will remain in San Diego for the winter of 1933.
- Top Right: "Restoration of Ironsides Offers Puzzle," a newspaper article that details the difficulties that accompanied the renovation of USS *Constitution*.
- Bottom Center: "Sister Vessel Fired," a newspaper clipping that states the first shot in the War of 1812 was fired by USS *Constitution*'s sister ship, USS *President*.

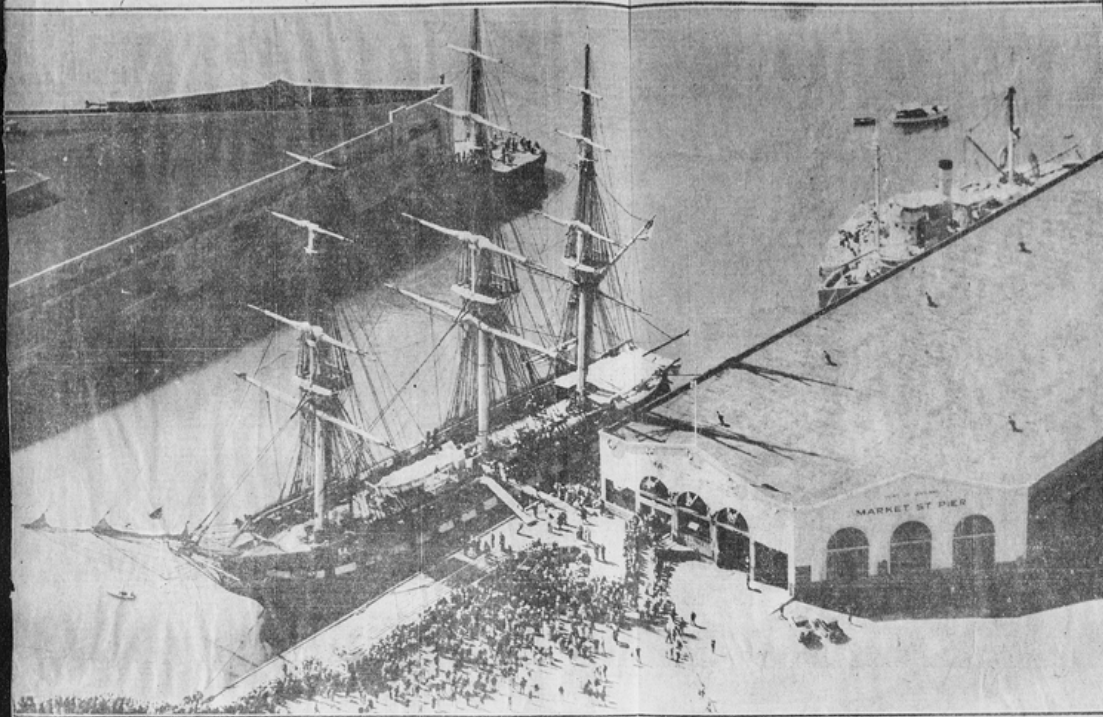
Dates: Presumed 1933

People: Commander Louis J. Gulliver
Mrs. Parker McAllister

Historic Figures:

Places: San Diego, California

VETERAN SEA EAGLE COMES TO REST IN OAKLAND



WINGS FOLDED—Her canvas furled, Old Ironsides on her first visit to the Port of Oakland today snuggled into her berth at the Market Street Municipal Terminal. Here she is seen from the air at a peace-time boarding party crossed her gangplanks to welcome her commander and crew to Eastbay shores for a 14-day visit.—Tribune Air Photo, copyright City of Oakland. Stating courtesy Varney Speed Lines; pilot, Frank Erickson.

From: H.G.
OLD IRONSIDES
Portland, Ore.



WELCOME OLD IRONSIDES
U.S. FRIGATE CONSTITUTION
PORTLAND, OREGON
THE ROSE CITY
Oregon Steam Navigation Company

Mrs. H. Gelas's.
735 Filbert St.,
Oakland, Calif.



Title: Eighty-Second page of the National Cruise scrapbook compiled by Henry Galaske.

Page Description:

- Top: "Veteran Sea Eagle Comes to Rest in Oakland," a photograph of USS *Constitution* at her berth in Oakland, California.
- Bottom: An envelope from "H.G. [Henry Galaske], OLD IRONSIDES, Portland, Ore." The envelope is addressed to "Mrs. H. Galaske, 735 Filbert St., Oakland, Calif."

Dates: Presumed 1933

People:

Historic Figures:

Places: Oakland, California
Portland, Oregon

Title: Eighty-Third page of the National Cruise scrapbook compiled by Henry Galaske.

Page Description:

- Top: "'Old Ironsides' Twice Saved From Destruction," a page from a newspaper that contains the following stories: "'*Constitution*' Has Had Her Ups and Downs;" "Chanties Sung on Old Frigate;" "Old Sailor to 'Rejoin' Ship;" and "Old Ironsides Won Naval Standing for U.S. Quickly."
- Bottom: An envelope from "H.G. [Henry Galaske], OLD IRONSIDES, Portland, Ore." The envelope is addressed to "Mrs. H. Galaske, 735 Filbert St., Oakland, Calif."

Dates: Presumed 1933

People:

Historic Figures:

Places: Oakland, California
Portland, Oregon

Frigate Gets History She Helped Make

By Wallace R. Whittier
"Old Ironsides" has a history of her own.

Although the gallant old frigate has filled many pages of naval history with her glorious deeds, her history has lacked a complete American history until today.

The word was given when Major George E. Sandy, post commander of Rose City post No. 15, American Legion, presented the ship's library with the two-volume set of James Truax Adams' "March of Democracy" on behalf of the post.

When the ship arrived in Portland it was discovered that the library issued by the bureau of navigation did not have a history of the United States of an English dictionary. Lieutenant Davis W. Tolson commented on the lack and the embarrassment caused at times when questions on points of history were asked. The comment was overruled by Sandy, who set about to rectify the condition.

BRINGS TWO BOOKS

The major boarded the ship with the history set under one arm and a Webster's "Collegiate Dictionary" under the other.

Presented to the library of the U. S. Frigate Constitution—Old Ironsides—by Rose City post No. 15, American Legion, August 18, 1931, Portland, Ore., was the dedication on each of the three volumes. Commander Louis J. Gulliver, captain of the frigate, received the books on behalf of the ship.

Among the several interesting events on board the historic vessel of the navy at her Swan Island berth today was identification of the number of the crew pronounced a "meal party" in Portland by Lieutenant Commander J. C. Howe, Commander, U. S. N. R., when he visited the ship at Washington navy yard December 8, 1931.

At that time Dr. Obermeyer had two Chinese coins, nearly alike. He gave one to a sailor with instructions to match it with the other on arrival in Portland, and that the sailor would be royally entertained.

MATCHES COINS

Boarding the ship this morning Dr. Obermeyer matched coins with G. B. Howe, master, second class, and royal yeoman of the ship. Howe is from Lowell, Mass., and enlisted on board the Constitution. Immediately after identification of the coins presentation was granted by Lieutenant Commander Henry Hartley, executive officer, for Howe to go on liberty with Dr. Obermeyer.

Samuel M. Means, president of the Portland Cordage company, was one of the guests interested, and late afternoon visitors on the ship. Not only had he lived on her for nine months when a midshipman at the naval academy but his company donated \$500 worth of cordage for rigging the ship when her reconstruction was in progress.

"It was 62 years ago that I was on board this ship," he said as he waited in the commodore's cabin to greet Commander Gulliver.

As a youngster of 18 I had been appointed to the naval academy from Wiscasset. She was a lot different then. Her guns were taken out to make way for bickers for the midshipmen who lived on her. She has been fixed up fine.

TALKS OF WORKING

"The commander at that time was Captain Warren, who commanded the Monitor in the famous battle with the Merrimack in Hampton roads in the Civil war. I can still see his permanently blackened eye. It was burned by explosion of a shell at the sight of the Monitor's coming tower and killed him for several years."

"When I joined the ship I was the youngest midshipman in the navy. Then, as was the custom, I raced to the main truck and hung my cap over the top of the mast. I don't believe I could do it now."

While Howe was at Annapolis a squadron of famous ships were with the Constitution at station ships. They included the Constitution and the Saratoga.

George H. Howe, secretary of the Oregon Historical society, presented the frigate with proceedings of the 1930 anniversary of the arrival of Captain Robert Gray and his ship Columbia in the Columbia river. While at Astoria the Constitution participated in observing the anniversary at the event at a program at Clifton point.

CROWD INCREASES

Amused by realization that there are only a few more days for visitors to board the famous ship, a large crowd was lined up for admission at 10 a. m. The line on shore remained fairly constant in size as they passed on board and through the ship.

The Constitution will sail for Kadena at 6 a. m. today. This leaves Saturday, Sunday and Monday as the only available visiting days after today.

At 2:30 p. m. today Portkadeau will be given a treat in seeing the sails on the ship's mainmast. The ship will take place between 2:30 and 4:30 p. m., coinciding with the formal initiated tea-noon being given by Commander Gulliver and the ship's officers.

Democracy Marches on 'Old Ironsides'



Above—Presentation of a set of United States history books to the library of the frigate Constitution Friday morning by Major George E. Sandy on behalf of Rose City post No. 15, American Legion. Left, Boatwain's Mate First Class Matron; Commander Louis J. Gulliver, commanding the ship; Major Sandy, presenting the books; Lieutenant Commander Henry Hartley, executive officer, and Marine Sergeant Billett. Below—Lieutenant Commander J. C. Howe, Portland naval reserve officer, matching Chinese coins with Seaman G. B. Howe of Lowell, Mass., to identify the coin given Howe in Washington, D. C., insuring a "party" on arrival in Portland.

Macon May Make Journey Inland In Interest of 'Old Ironsides' Frigate To Stay Here for Winter

With word having been received here that the frigate Constitution and the U. S. S. Grube, towing vessel, will remain at San Diego until next March 15, local plans were completed for an aerial trip next month to Arizona, New Mexico and Utah to bring residents from those states to San Diego to see "Old Ironsides" over the Christmas holiday period. A flight to Albuquerque, N. M., by the navy's dirigible Macon in the interests of "Old Ironsides" has received approval locally, and authorization for such a flight was sought today from navy department officials at Washington, D. C.

It is not as Albuquerque, leaving North Island about Dec. 1. The publicity department of the chamber of commerce, proposing the flight of the Macon, suggests that it start its flight to the southern Rocky mountain region about 10 days later.

The Macon's planes would leave the airship as it sailed over each large city enroute, and would land at the municipal airport to distribute "Old Ironsides" to the public before returning to the Macon. If the airship makes the flight, eleven naval district officers and Com. Louis J. Gulliver, commanding "Old Ironsides," have approved.

(Continued on Page 4, Col. 1)

MACON FLIGHT FOR 'IRONSIDES' PLANNED

From Page One

The proposed flight by the Macon, which would be visited in Yuma, Tucson and Phoenix, Ariz., Albuquerque, Las Vegas, Riverside and Santa Ana.

Navy department authorization for "Old Ironsides" to remain at San Diego the next four months culminates an intensive campaign carried on by the chamber of commerce here since last May to have the historic frigate remain at this port during the winter. Between now and March 15 the craft will be overhauled and put in readiness for the long voyage back to the east coast. Com. Gulliver reported, however, that overhaul activities will not interfere with the reception of visitors. As a result of the navy department order, he issued the following statement last night:

"The Constitution, her officers and crew feel that the decision of the navy department directing the Constitution to remain at San Diego until March 15 will be most pleasing to the people of San Diego county. The opportunity to come to San Diego to visit and inspect the ship of the modern navy and thus to contrast the present-day navy with a great fighting ship like the Constitution, which represents the navy 150 years ago."

Meanwhile, the plan to change the name of San Diego's navy pier to "Constitution pier" in honor of Old Ironsides received further impetus today with an announcement by Rear Admiral W. T. Tarrant, commander, 11th naval district, that he would recommend the change in name to the navy department immediately. The city council passed a resolution this week urging the navy to take such action, and the official city request was submitted yesterday to Admiral Tarrant by a committee of citizens headed by City Clerk Allen H. Wright.

The number of visitors boarding Old Ironsides since it was placed in commission in the summer of 1931 and started its cruise along the east and west coasts of the United States passed the 4,500 mark this morning. By 10:30 a. m. the number of visitors to the ship here since the vessel arrived Nov. 2 totaled 34,612.

Title: Eighty-Fourth page of the National Cruise scrapbook compiled by Henry Galaske.

Page Description:

- Top Left: "Frigate Gets History She Helped Make," a newspaper article that reports on Major George E. Sandy's presentation of a two-volume set of James Truslow Adams' "March of Democracy" to USS *Constitution*'s library.
- Top Center: "Democracy Marches on 'Old Ironsides'," photographs of George E. Sandy presenting history books to the library of USS *Constitution*.
- Bottom Center and Right: "Macon May Make Journey Inland in Interest of 'Old Ironsides;' Frigate to Stay Here for Winter," a newspaper article that announces the extended stay of USS *Constitution* in San Diego, California and the possibility of naval planes making flights as far east as Albuquerque in order to bring visitors to the frigate.

Dates: Presumed 1933

People: George E. Sandy

Historic Figures: James Truslow Adams

Places: San Diego, California

SALT SHAKERS

BY WALT MUNSON



'The Constitution'

If "The Constitution" remains here this winter, and we sincerely hope it will, it should mean several things to us. It will mean that every child of school age within 100 miles of the harbor will have an opportunity to see some of the most significant history of his country's early days revived in dramatic form.

It will mean we shall add to our already many scores of officers and men and their families who will make superb neighbors.

It will mean that San Diego is recognized by the Navy as being the sort of winter climate it would like to have in its ships and men in.

The historical aspect, of course, is the most important. To stand on the decks of this old frigate and meditate on the sacrifices made by the men who once directed its destinies is enough to lift us out of the wilderness of our factional dimensions. It is an inspiration to think beyond the confines of our city and county, and even our state. Let us suppose those who manned the original "Constitution" had not thought beyond its confines of New England. Fortunately for us they did. In fact the vision of those men, and others like them, carried them beyond the boundless western wastes of our primitive west. It carried them even to San Diego where the ship now rests and where, thanks to the devotion of historians, we are as much interested in our country's beginnings as they are in New England or any other section.

It isn't so much that we need to know more about our early history; commendable and essential as that is. It is that we need to take new inspiration and new hope for the future from such treasured relics as "The Constitution." We need here a new grasp on our traditions which will enable us to realize that America will survive her current ordeals and setbacks. The Revolution and the Civil War provided us who have the task of conserving American ideals do it well. (C. S.)

Title: Eighty-Fifth page of the National Cruise scrapbook compiled by Henry Galaske.

Page Description:

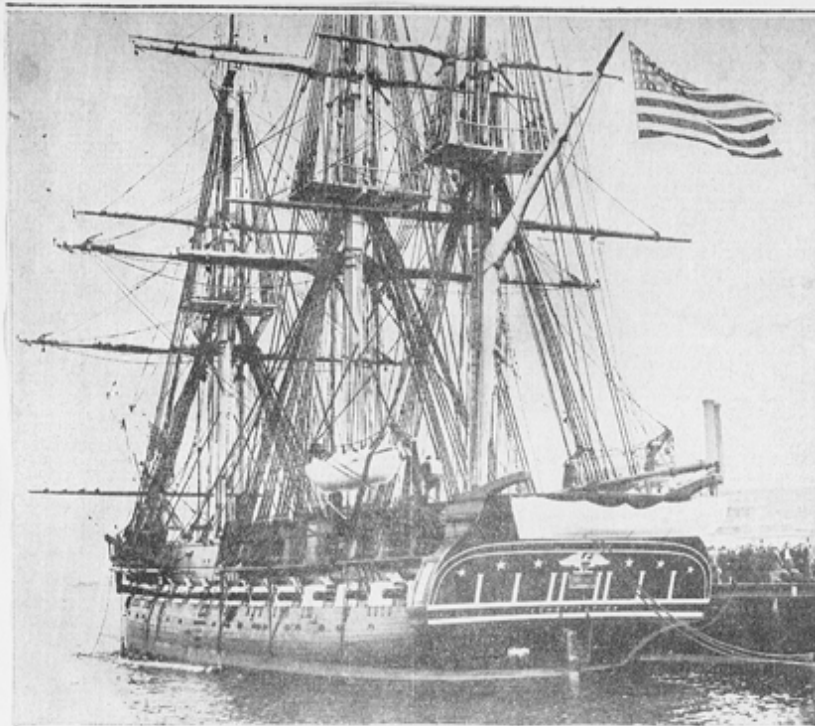
- Top: Pages fifteen through eighteen of an issue of *Our Navy* from Mid-November, 1933. Page fifteen features cartoons with the title "Armistice Day"; page sixteen contains an article entitled "My Greatest Thrill as Commanding Officer of the Frigate *Constitution*" by Commander Louis J. Gulliver; page seventeen features an article by Ben Hur Lampman, "She Was Christened *Constitution*;" and page eighteen features a photograph of Admiral Richard H. Leigh inspecting the crew of *Constitution* on March 10, 1933.
- Bottom: "'The *Constitution*'," a newspaper clipping that announces USS *Constitution*'s stay in San Diego, California for the winter of 1933.

Dates: March 10, 1933
November 1933

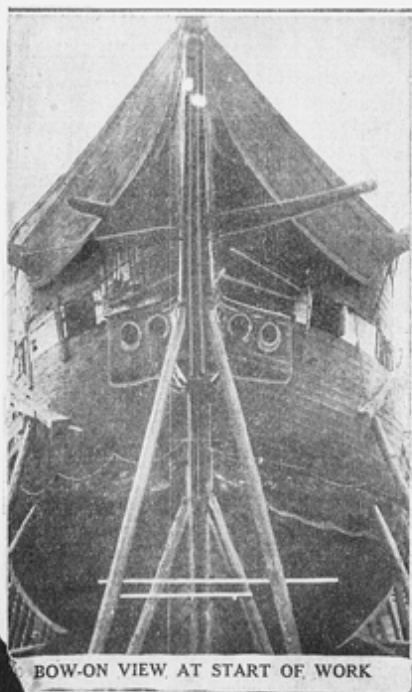
People: Commander Louis J. Gulliver
Admiral Richard H. Leigh

Historic Figures:

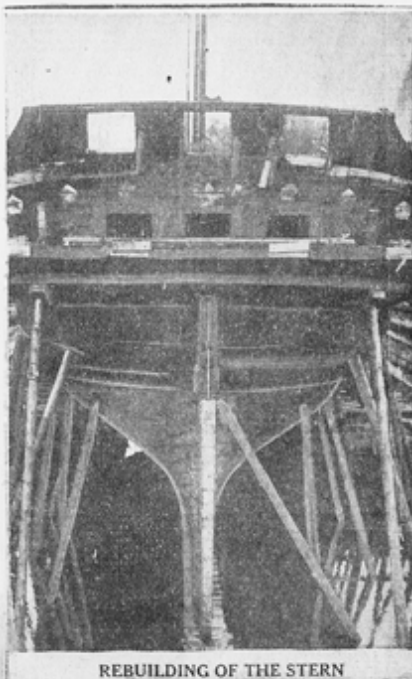
Places: San Diego, California



PENNIES OF U. S. SCHOOL CHILDREN REBUILD VESSEL



BOW-ON VIEW AT START OF WORK



REBUILDING OF THE STERN

Title: Eighty-Sixth page of the National Cruise scrapbook compiled by Henry Galaske.

Page Description:

- Top: A photograph of USS *Constitution* with the caption "Pennies of U.S. School Children Rebuild Vessel."
- Bottom Left: A photograph of *Constitution's* bow "At Start of Work."
- Bottom Right: A photograph of *Constitution's* stern.

Dates: Presumed 1933

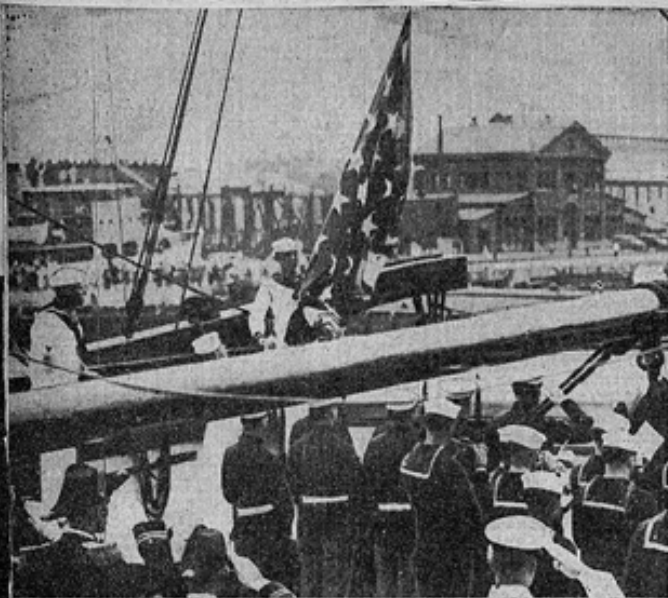
People:

Historic Figures:

Places:



TOWING DISMANTLED CRAFT TO DRYDOCKS FOR OVERHAULING



OLD GLORY WAVES AGAIN ON "DADDY OF FLEET"

Navy Juniors To Entertain With Party On Constitution

By B. M. W.

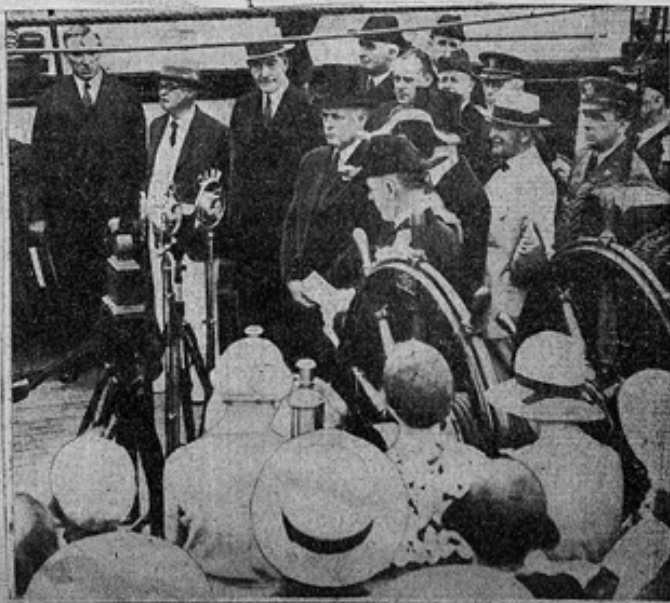
THE historic Frigate Constitution which is making San Diego its winter home, is truly an ideal spot for a children's party.

Miss Mary Gail Oulliver and Miss 'Ann' Oulliver, charming daughters of Com. and Mrs. Louis J. Oulliver are entertaining a number of their newly made friends with a Christmas party in the cabin of the Constitution Thursday afternoon from 2 to 3 o'clock.

Chief Quartermaster Edward Slove of the Constitution will act as Santa Claus.

Children invited are Stephen Hall, Gertrude Sumner, Mary Isabel Gifford, Thayer McCleery, Timmy Moore, Sumner Moore, Peter Woodside, Bobby Woodside, Jean Wilson, Marian Rowell, Carolyn Rowell, Jean Rowell, Mary Dorsey Ackin, Jean Heiburger, Jeanne Heiburger, G. Aubrey Davidson, III, Billy Davidson, and Edward Slove, Jr.

Among the mothers who have also been asked to attend are Mrs. E. L. Woodside, Mrs. G. Aubrey Davidson, Jr., Mrs. G. Aubrey Davidson, sr., Mrs. Gilbert J. Rowell, Mrs. H. E. Sumner, Mrs. D. C. Gifford, Mrs. Charles J. Moore, Mrs. C. Wesley Hall and Mrs. L. A. Davidson.



PUTTING HISTORIC FRIGATE BACK IN SERVICE

Title: Eighty-Seventh page of the National Cruise scrapbook compiled by Henry Galaske.

Page Description:

- Top: Photograph of a tugboat towing USS *Constitution* to drydocks for overhauling.
- Center Left: Photograph of an American flag being raised over USS *Constitution*.
- Center Right: "Navy Juniors to Entertain With Party on *Constitution*," a newspaper clipping that announces a Christmas party for the children of San Diego, held by Mary Gail and Ann Gulliver, daughters of Commander Louis J. Gulliver.
- Bottom: Photograph of visitors and officers on board USS *Constitution*, "putting historic frigate back in service."

Dates: Presumed 1933

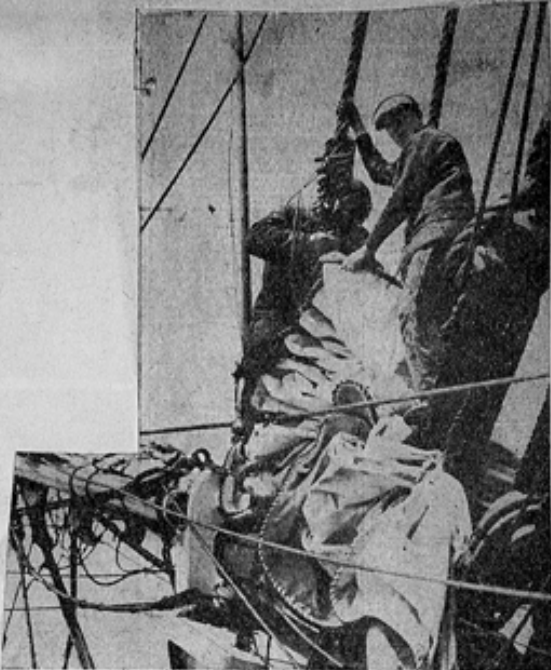
People: Ann Gulliver
Commander Louis J. Gulliver
Mary Gulliver

Historic Figures:

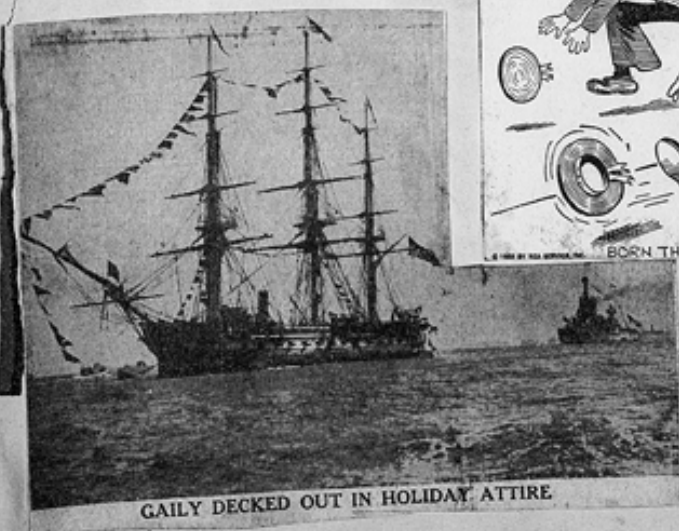
Places: San Diego, California



REPLACE ANCIENT GUNS



RIGGING HEADSAILS ON THE BOWSPRIT



GAILY DECKED OUT IN HOLIDAY ATTIRE



My Gift to You



My gift to you is very plain.
It can't be wrapped in cellophane;
In fact, it's something you can't
touch;
(I hope you'll like it just as much).
It's something you can't even see.
But you can feel it, you dear!
My gift is Love. I'm sending you
My love today and all year through.

—Julia Coleman.

Title: Eighty-Eighth page of the National Cruise scrapbook compiled by Henry Galaske.

Page Description:

- Top Left: A photograph of workers replacing ancient guns on board USS *Constitution*.
- Top Right: A photograph of sailors rigging headsails on the bowsprit of *Constitution*.
- Center Right: A cartoon by J. R. Williams with the caption "Born Thirty Years Too Soon."
- Bottom Left: A photograph of USS *Constitution* in her holiday attire.
- Bottom Right: "My Gift to You," a poem by Julia Coleman.

Dates: Presumed 1933

People:

Historic Figures:

Places:

Leap for Life Told in Verse

'Old Ironsides at Anchor Lay' Recalled

An old poem by George Pope Morris, entitled "The Main Trick, or a Leap for Life," tells how a commander of the U. S. F. Constitution saved his little son from falling overboard.

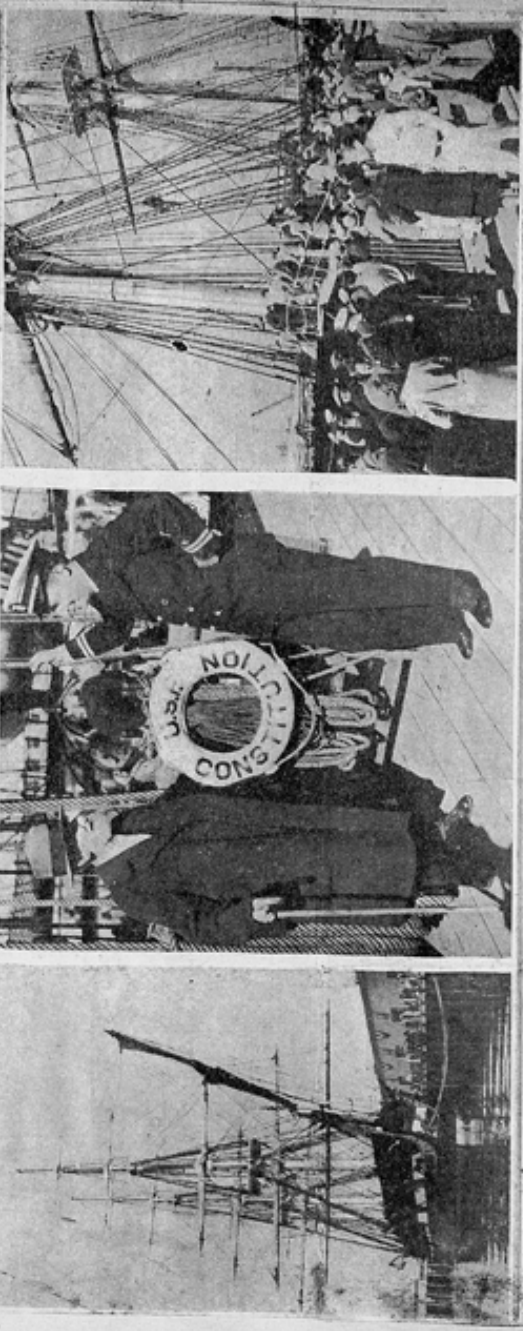
Legend says this skipper was Commodore Rodgers, a friend of John Quincy Adams, who was then named in the American Navy as the ship's skipper. The old poem begins:

Old Ironsides at anchor lay
In the harbor of Mibon—
And soon on to tell how the result
Of a leap for life was made.
A boy was playing with a monkey
Who sat on the ship's side,
And he called the monkey's cry and sprang
Into the water.
Before he realized it, the boy was
Under the water.
Above the sky all and two hundred
Feet above the water.
The poem tells how
The boy was saved.
From the height.
And look in the situation at a
Leap for life.
Being a wonder, the Commodore
Jumped into the sea, Robert, or I'll
Never be a skipper.
The boy was saved, then jumped.
A dozen sailors jumped into the
Water to save him, and the poem
Ends.

He said—he said—he lived—
And for the ship struck out!
On board we hailed the lad
Who saved his life.
With many a manly shout.

His father drew in silent joy,
Those wet arms round his neck,
And told to his heart his boy—
That he was saved.

Nation's Naval Shrine of Patriotism Safely Anchored in Los Angeles Harbor



Warrior of Past
Com—The U.S.S. Constitution (Old Ironsides) safely at anchor in Los Angeles Harbor. Commander Charles Nowak, who served on the Constitution as signal quartermaster when she was used by a sailing ship, is seen in the middle photo. Right—Victory, one of the ship's present officers. Left—The ship's mast and rigging.

Ship Escapes Four Foes by Clever Trick

Oarsmen Aid Vessel in Near-Calm to Out- run Squadron of Britain

It was superior seamanship, and not strength, which enabled the U. S. S. Constitution to write her brilliant pages of naval history.

Old Ironsides carried 44 guns, while there were several ships in the British and American navies which carried from 74 to 120. Old Ironsides, a frigate, corresponded to a modern cruiser and would have been no match for ships of the line.

KNOW WHEN TO RUN
Commodore Hull knew when to fight, and when to run. One of these latter occasions came on July 12, 1812, when the war with Britain was a month old. The Constitution was sailing along the coast of New Jersey, twelve miles offshore, and there was little wind.

"Hull her!" came the cry from the crew's nest.

Instantly the officers and crew were alert. It was not one ship the lookout had sighted, but four. Hull thought it was an American squadron and held to his course. Then another ship was sighted, and Hull turned toward her.

SIGNAL UNANSWERED
He hoisted a recognition signal, which went unanswered. Hull now knew the last ship was an enemy, decided the other craft were British, too, and sheered off. He learned later that the single ship was the Guerriere, which the Constitution was destined to defeat on August 19, 1812.

The others were the Shannon—later to be victorious over the Chesapeake when Lawrence spoke his famous words: "Don't give up the ship!"—the Belvidere, the Edna, the Africa and the Nautilus, a captured American vessel.

Five miles away when they were sighted, the British began to gain. But Hull hid a trick up his sleeve. He ordered the small boats lowered. Sticky Yankee oarsmen manned the oars with towing lines secured to the Constitution. Old Ironsides began to draw away from the British vessels.

A few ineffective shots were exchanged. The British copied Hull's trick and soon had oarsmen adding to the speed of their own ships.

INGENUITY TO RESCUE
Yankee ingenuity came to the rescue. Lieutenant Charles Morris, second in command under Hull, was an expert in the nautical art of "kedgeing." He outlined his plan to the Commodore.

The water was a little more than a hundred feet deep. Morris secured a line to the Constitution's bow and then the line was paid out from a small boat that was rowed a half mile ahead of the ship. Here an anchor was dropped overboard and caught securely by the booby.

The men aboard ship hauled away on the line and pulled the ship toward the anchor. The operation was repeated. Old Ironsides gained valuable distance.

Shortly afterward a black squall loomed on the horizon. Hull kept his sails set—a fine display of American courage. The wind struck, nearly heeling the Constitution over. The British set all hands fringing sail and gave up the chase. Old Ironsides sped out of sight.

Title: Eighty-Ninth page of the National Cruise scrapbook compiled by Henry Galaske.

Page Description:

- Top Left: "Nation's Naval Shrine of Patriotism Safely Anchored in Los Angeles Harbor," a newspaper clipping that contains three photographs: USS *Constitution* tied to her dock in Los Angeles Harbor, Charles Nowak (former signalman on board *Constitution*) talking to Lieutenant J. Y. Dannenberg, and visitors boarding *Constitution*, presumably in Los Angeles Harbor.
- Top Right: "Ship Escapes Four Foes by Clever Trick," a newspaper article that details the tactful escape of USS *Constitution* from HMS *Guerriere*.
- Bottom: "Leap for Life Told in Verse," a newspaper article that discusses a poem written by George Pope Morris entitled "The Main Truck or a Leap of Life" that describes how a commander (reportedly Commodore George Washington Rodgers) of USS *Constitution* saved his son from falling to his death.

Dates: Presumed 1933

People: Lieutenant J. Y. Dannenberg
Charles Nowak

Historic Figures: Commodore George Washington Rodgers

Places: Los Angeles, California

Frigate Bursts Bubble Of British Invincibility

Defeats His Majesty's Ship 'Java' in Hot Battle Off New England

Above all else, the U. S. F. Constitution is noted for two famous fights—the engagements with the British frigates Guerriere and Java. They occurred within a little more than four months of each other in the latter part of 1812.

The fight with the Guerriere is the best known of the two but the Java seems to have been a victory equally as important and decisive.

These two victories convinced the world that the British were not invincible at sea. Early in 1812 an American sloop-of-war had burned the British sloop-of-war Little Belt after a fierce fight. But the British, and the rest of the world, too, had regarded this as a matter of chance and doubted the Americans could win again.

ENEMY SHIPS SIGHTED

When Captain Isaac Hull aboard the Constitution, therefore, sighted a British frigate off the New England coast on the morning of August 19, 1812, bearing big black letters painted across her fore top sail "Not the Little Belt," he knew he was in for a fight. The captain of that ship was determined to show the world his fate would be different from the "Little Belts" when he met the Americans.

The British ship proved to be the Guerriere, a frigate about equal in size and armament to the Constitution. As soon as the Britisher got in range, he began to fire. The Americans held their fire and the ships began to maneuver.

In those days the manner of sea fighting was to maneuver into such a position that the ship ran across the bows of the enemy so that the entire broadside could be poured the length of the enemy's deck.

SEVERAL AMERICANS HURT

The enemy continued to fire during the maneuvering. Several American seamen were killed. A shot struck the foremast and damaged it but repairs were made under fire. One incident, somewhat amusing, is told of a shot landing on deck which the Americans picked up, loaded into one of their deck guns, and sent back at the enemy!

All this time, save for a few

desultory shots, the Americans had not fired. Then the proper moment came, in the judgment of Captain Hull, and he gave the order for the first broadside.

When the smoke cleared away, it was discovered the Guerriere's main mast had been carried away. The rigging was hanging over the water, making it difficult to manœuvre the vessel. It is then that Hull is said to have cheered:

"Harrah, boys! We've made a brig of her. One more like that and she'll be a sloop!"

During the course of the fight the Constitution's flag was shot away but an Irish-born sailor, Dan Hogan, climbed the main mast and nailed the flag there.

GUERRIERE SET AFIRE

After several more broadsides the Guerriere's foremast crashed down and with only one mast remaining she was left a sloop as Hull had predicted. Soon the main mast fell, also, and what had been a proud British man-of-war was but a floating hulk.

The British hoisted a white flag of surrender and Captain Dacres of the Guerriere came aboard the Constitution and tendered his sword to Captain Hull. The British ship being in a sinking condition, her remaining sailors and the wounded were removed to the Constitution and the shattered hulk set afire. When the fire reached the powder remaining in the magazine she exploded.

VICTORY CELEBRATED

Ten days later the Constitution sailed into Boston harbor and Captain and crew became the central objects of a celebration such as had never been given for an American warship before.

Two months later the Constitution, upon whom the name "Old Ironsides" had been bestowed as a result of the Guerriere fight, set sail again. Commodore William Buxton was now her commander. Within another six months she again encountered a British ship in battle to win further renown.

This engagement, with the Java, took place December 29, off the coast of Brazil.

TWO-HOUR BATTLE

The Java fired two broadsides and the Americans replied with one and then the usual maneuvering began. Each ship fired when opportunity offered but the Americans gradually got the best of things. One by one the masts on the Java were shot away in the two-hour engagement. The Constitution then drew away and repaired the damage to her masts and rigging and then returned to renew the fight. The Java's officers, seeing they would be killed, and being unable to steer their ship, surrendered to avoid further loss of life.

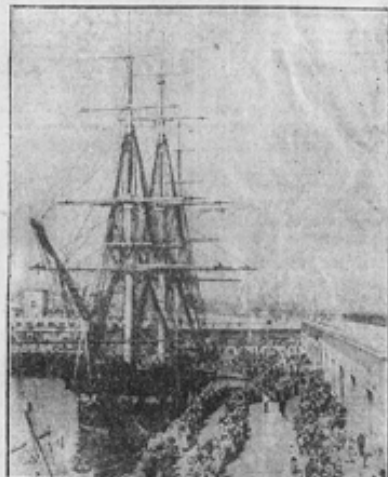
The Java, too, was disposed of by burning.

\$25,000 CONSTITUTION PAINTING HERE



Masterpiece of Henry Bernhardt, famous artist, now being exhibited at Don's pharmacy. It will be on display until July 14. This painting of Old Ironsides, which is valued at \$25,000, depicts the ship as she appeared at the time when history was being made through the efforts of this vessel.

WELCOME, IRONSIDES



The tattered ensign of Old Ironsides flew triumphantly after many a bitter sea-fight, in the days when Astoria was an obscure trading post. Today the oldest ship in the United States naval service visits the oldest city in the Northwest. An elaborate program has been planned for the visit of the historic frigate during the next ten days.

San Diego,

END FRIDAY VISITS TO OLD IRONSIDES

Effective next week, the frigate Constitution, berthed at the north side of pier No. 1, will be closed to the public each Friday, because of overtime work. The vessel will continue to remain open, however, daily except Friday from 9 a.m. to 5 p.m. The number of visitors to Old Ironsides up to 5 p.m. yesterday since its arrival here Nov. 3 was 58,542.



OFFICIAL PROGRAM
U. S. FRIGATE
CONSTITUTION

Commissioned 1797

At Astoria 1933
MAY 5 TO MAY 15



Compiled by
The Astoria Chamber of Commerce
U. S. Frigate Constitution Reception
Committee

by the
ASSOCIATED OIL COMPANY

Title: Ninetieth page of the National Cruise scrapbook compiled by Henry Galaske.

Page Description:

- Top Left: "Frigate Bursts Bubble in British Invincibility," a newspaper article that details USS *Constitution*'s defeat of HMS *Java*.
- Top Right: "\$25,000 *Constitution* Painting Here," a newspaper print of a famous painting by Henry Bernahl. The painting depicts the ship in full sail on rough waters.
- Center Left: "End Friday Visits to Old Ironsides," a San Diego newspaper clipping that announces the impending departure of USS *Constitution*.
- Center Right: "Welcome, Ironsides," a photograph of USS *Constitution* at her berth in Astoria, Oregon.
- Bottom Right: The official program for USS *Constitution*'s visit to Astoria, Oregon (May 5-15, 1933). The program was compiled for the Astoria Chamber of Commerce U.S. Frigate *Constitution* Reception Committee by the Associated Oil Company. The program includes a brief timeline of "How *Constitution* Made History"; a print of the poem "Old Ironsides" by Oliver Wendell Holmes; photographs of *Constitution* and her crew; a list of the members of the Reception Committee; and an Associated Oil Company advertisement for Cylcol Motor Oil.

Dates: May 5-15, 1933

People:

Historic Figures: Henry Bernahl

Places: San Diego, California
Astoria, Oregon

U.S. Frigate Constitution



"Old Ironsides"

Cached envelope

*U.S. Frigate
Constitution*



Mrs. J. Galashe

18 Monument Sq.

Charleston

*Mass.
0462*

Title: Ninety-First page of the National Cruise scrapbook compiled by Henry Galaske.

Page Description:

- A series of "Cacheted envelopes of U. S. Frigate *Constitution*." One envelope is addressed to Mrs. H. Galaske, presumably Galaske's wife.

Dates: June 8, 1934

People:

Historic Figures:

Places: Charlestown, MA

Disputes Over Guns Raged in Earliest Days

Controversy Lives Down Years in All Navies of World

Ever since warships have carried guns, naval officers of the world have disagreed as to which type of gun is superior. The controversy is as today just as much as it was in the days when the U. S. F. Constitution was the pride of the fleet.

Today it is a question of what the gunship shall be between guns, armor and speed. Should the big guns be 45 caliber or 50? Should speed be sacrificed for heavy armor and heavy guns? Should the main batteries be elevated as much as 45 degrees?

CLASH OVER GUNS

In the Constitution's day the controversy was long guns versus short ones. Light guns rapidly fired or heavy guns fired slowly. Should the gunners take time to aim or should they fire as quickly and as often as possible without aiming? Incidentally, the terms used in this connection are relative. "Rapid" firing in those days was slow indeed and "heavy" guns were ridiculously light compared with the standards of today.

Just as certain lessons were learned from the naval battle of Jutland in the World war, so certain lessons were taught the navies of the world by the sea battle of the war of 1812. And in the teaching of one of these lessons the Constitution played a major part.

SETTLED IN 30 MINUTES

This was the proof in actual combat that the "long 24" which was favored in the American navy was superior to the "long 18" which was favored by the British. Shortly after the war of 1812 the British began arming their vessels of war with the "long 24."

The "long 24" was a heavy gun firing a shot weighing 24 pounds. The "long 18" was a gun firing a shot weighing 18 pounds. In a thirty-minute fight the Guerriere, one of Britain's best frigates, was riddled through and through by Yankee shot and all three of her masts carried away. The Constitution was hardly hit. None of her masts fell.

LONG GUNS RESCUED

Those who favored the lighter guns had ridiculed the "long 24." It was too heavy, they said. It could not be fired as rapidly as smaller guns. Each gun required a larger crew. More room was needed aboard ship for the guns and the larger quantity of powder they used.

But the fight between the Constitution and the Guerriere showed which gun gave the advantage. In addition the Constitution's guns had sights. Her gunners took careful aim first and then fired. The British guns had no sights. They pointed their guns in the general direction of the enemy and blazed away. More often than not their shot missed completely.

BARRELS VARIED

A comparison of a long and a short 32-pounder indicates the relationship between long and short-barreled cannons. A "long 32" was eight feet long. A "short 32," sometimes called a carronade, was four feet long. The long gun weighed 4000 pounds and was thick at the breech. The short gun weighed 1700 pounds and was lighter at the breech.

The long gun, with its heavy breech, took a heavy charge of powder which, concentrating the explosion behind the shot for the entire length of the long bore, naturally gave the gun a much longer range. The long gun, with a charge of even pounds of powder, sent its shot almost 700 yards. The short carronade took a charge of three pounds of powder and sent its shot only 400 yards.

ACCURACY WINS OUT

The big guns gave long range, and at short range had great power to penetrate. But in action it was slow firing. The longer barrel required more swabbing and cleaning. The gun was so heavy large tackles were needed to maneuver it back and forth in loading and aiming. The weight of the pieces naturally slowed up its crew.

The big advantage claimed for the lighter guns was that they could be fired almost twice as often as the big fellows. And since most actions in those days were at very close quarters, the long range of the big guns was not necessary.

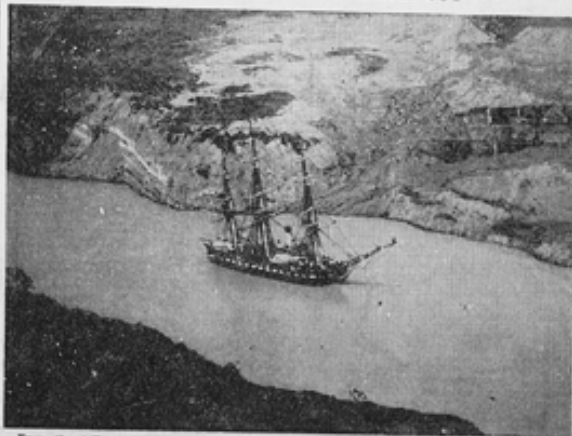
The American navy taught the world, however, that the big gun, efficiently handled by a well-trained crew and carefully aimed below firing, was far better than a small gun, quickly fired but seldom hitting anything.

AN HISTORIC SHIP IN AN HISTORIC RIVER



PANAMA, R. P., MONDAY, JANUARY 2, 1933

"OLD IRONSIDES" IN CULEBRA CUT



Even the tall masts of "Old Ironsides" were dwarfed as the famous old frigate passed through Culebra Cut recently on her way to Balboa, where she is now tied up. The Constitution was towed through the Canal by a tug, the funnel of which shown just beyond the ship.

Title: Ninety-Second page of the National Cruise scrapbook compiled by Henry Galaske.

Page Description:

- Top Left: "Disputes Over Guns Raged in Earliest Days," a newspaper article that examines the long-standing debate over which type of naval gun is superior.
- Top Right: "An Historic Ship in an Historic River," an illustration of USS *Constitution* sailing in the Columbia River. A silhouette of Abraham Lincoln is included.
- Bottom Right: "'Old Ironsides' in Culebra Cut," a photograph from a January 2, 1933 issue of a newspaper that displays USS *Constitution* being towed through Culebra Cut on her way to Balboa.

Dates: January 2, 1933

People:

Historic Figures: Abraham Lincoln

Places: Culebra Cut, Panama

Sea Warriors' Greeting Ceremonious



—Woodward Photos.

As the French training cruiser Jeanne d'Arc passed the historic frigate Constitution at Astoria yesterday afternoon, crews of both vessels stood in formal ranks. The French ship ran up the Stars and Stripes. The Tri-Color was flown by Old Ironsides. The cruiser is shown above just as one of the salutes was fired from amidships. Commander Gulliver of the Constitution is standing at salute on the spar deck of Old Ironsides, with marines and sailors arm to arm lining the rail. Coast guard guns returned the salute for the American vessel, which is not equipped with cannon suitable for the purpose.

Poem Saves Old Ironsides From Oblivion

Oliver Wendell Holmes
Given Credit for
U. S. Action

It took strong men to build Old Ironsides. It took stout hearts to sail her to victory in half a dozen sea battles. But it took the lift of a poem and the patriotic generosity of American school children to save her from destruction.

Old Ironsides' fame was still ringing in the Nation's ears in July, 1912, when she had been in commission only thirty years. But she was sent to Boston and ordered out of commission and then surveyed by the Navy Department. The experts said it would cost too much to overhaul and rebuild her. She was ordered destroyed.

BECAME INDIGNANT

This stirred a native of Boston to sit down and dash off words of indignation. He was Oliver Wendell Holmes and two days after the Boston Advertiser carried news of the decision to dispose of the frigate Constitution it printed an immortal poem that began:

"Ay, tear her tattered ensign down!"

Long has it waved on high—"

The poem was widely copied. Patriots had it reprinted on handkerchiefs and the handbills were passed under the noses of officials in Washington. Old Ironsides was saved.

WAS THREATENED AGAIN

In 1905 she was threatened again. It was proposed that she could meet no more glorious end than to be sunk by the guns of the navy ships had served so well—to go down with her flag flying.

Again it was New England, the cradle of a nation, which came to her rescue. Patriotic groups battled successfully for an appropriation of \$150,000 for repairs. This was not enough and a campaign was started among the school children of the country.

More than 10,000,000 children gave one cent or more each. A sum exceeding \$600,000 was raised. Business firms and manufacturers contributed sails and other equipment.

On July 1, 1931, Old Ironsides went into commission again!

Ninety-Third page of the National Cruise scrapbook compiled by Henry Galaske.

Page Description:

- Left: "Sea Warriors' Greeting Ceremonies," a newspaper article that features a photograph of the French training cruiser *Jeanne d'Arc* passing USS *Constitution* in Astoria, Oregon and a photograph of Commander Louis J. Gulliver standing at salute on the spar deck of *Constitution*.
- Right: "Poem Saves Old Ironsides From Oblivion," a newspaper article that discusses how a poem by Oliver Wendell Holmes saved USS *Constitution* from destruction.

Dates: Presumed 1933

People: Commander Louis J. Gulliver

Historic Figures: Oliver Wendell Holmes

Places: Astoria, Oregon

NAVY NOTES

'Ironsides' To Make Final Port Under Own Canvas

By HOWARD J. PERRY

For the first time in more than 50 years "Old Ironsides" will sail under her own canvas when she goes to her final port on the Atlantic coast.

Com. Louis J. Gulliver of the Constitution, made the announcement today and thereby answered the challenge of thousands of Americans who have asked whether the old frigate could get along under her own sails.

According to his present plans, Com. Gulliver will put up the frigate's sails upon arrival in southern waters, and the ship will cut loose her tow, the U. S. S. Orebe, and negotiate the seas as she did in the stirring days of her youth.

Of course, she won't put on all her canvas. Not that she couldn't stand the strain, but the crew is too limited to take care of the ship under full canvas.

But she will square her topsails and head sails and perhaps a few more yards of canvas if the wind isn't too strong.

USA

NAVY SHIPS HERE AFTER COLLISION

Reported to have figured in a collision offshore Tuesday night, the destroyers Heben James and Dupont were back in port today. The Dupont's propeller guard was said to have torn a hole in the Heben James about 15 feet from the bow and 2 feet above the water line. No one was reported injured.

CONSTITUTION PREPARES TO ACCEPT PLAQUE

'Old Ironsides' To Be Duplicated In Rose Parade

Plans for impressive dedication ceremonies aboard the U.S.F. Constitution, at which a bronze tablet is to be presented to the ship by Santa Monica school children, and for entrance of a floral replica of "Old Ironsides" in the Pasadena Tournament of Roses parade, gained impetus today.

Probability that movie celebrities will join a large delegation expected here from Santa Monica for the dedication, was seen when Com. Louis J. Gulliver received word that Louis B. Mayer, president of MGM, is deeply interested in the event.

Beery May Come

Wallace Beery, who was featured in a picture built around the Constitution's historic career, and is a lieutenant commander in the Naval Reserve flying corps, may be among the visitors. Santa Monica officials and many school children are also expected.

Com. Gulliver said the dedication will probably be held during the Christmas holiday period.

Thanks City

Gulliver, meanwhile, expressed approval of the plan to enter the floral replica in the parade, and issued a statement of thanks to city, county and Chamber of Commerce officials for financing the float.

"It was the finest single thing San Diego could do," the naval commander of the frigate said.

"San Diego has shown," he said, "its appreciation for the Constitution staying here this winter."

Ninety-Fourth page of the National Cruise scrapbook compiled by Henry Galaske.

Page Description:

- Top Left: "'Ironsides' To Make Final Port Under Own Canvas," a newspaper clipping that announces, "for the first time in more than 50 years, 'Old Ironsides' will sail under her own canvas when she goes to her final port on the Atlantic coast."
- Top Right: "Navy Ships Here After Collision," a newspaper clipping that reports on the return of destroyers *Ruben James* and *Dupont* back to port after a collision between the two vessels.
- Bottom: "*Constitution* Prepares to Accept Plaque," a newspaper clipping that describes the dedication ceremonies to take place aboard USS *Constitution* and the celebrities that may attend those ceremonies.

Dates: Presumed 1934

People:

Historic Figures:

Places: