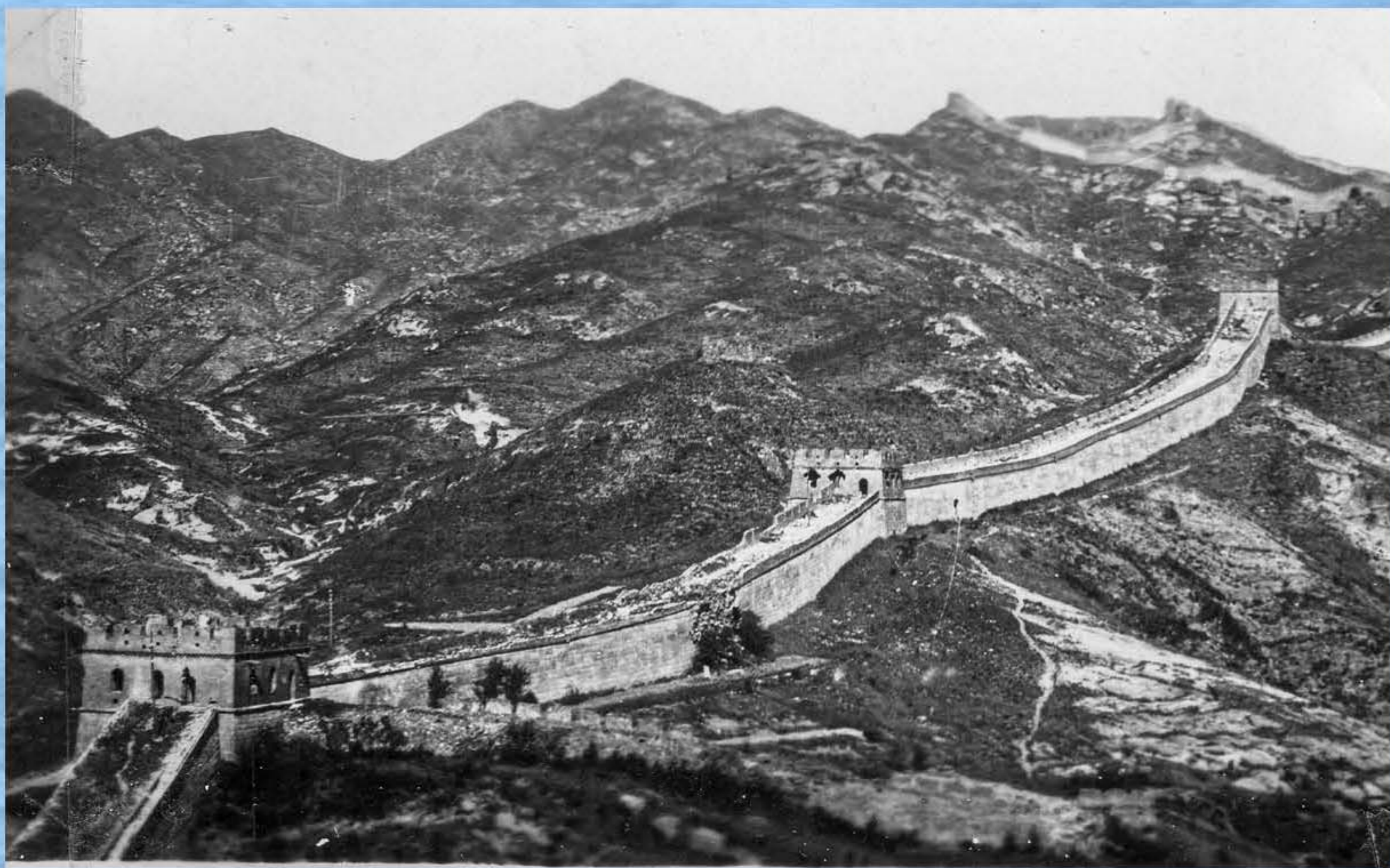


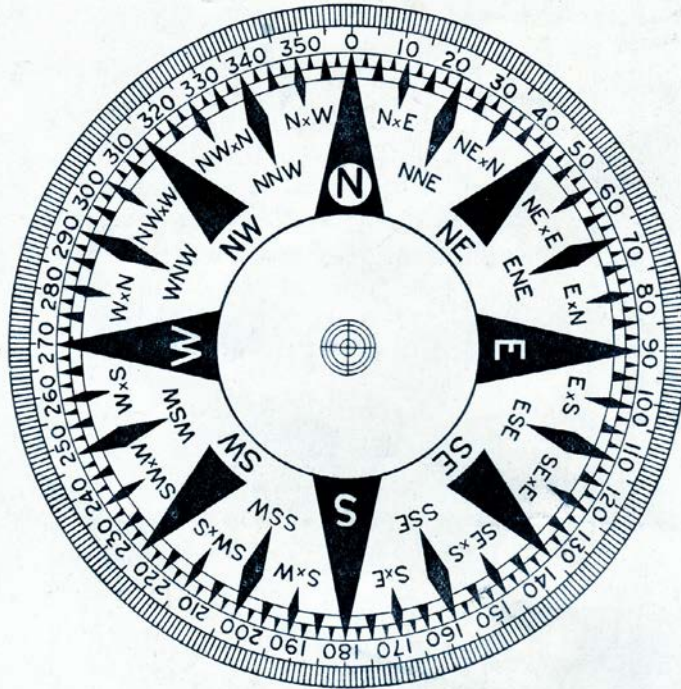


The Naval Career of Chief Boatswain John J. Mackin, Sr.



The Naval Career
of
Chief Boatswain
John J. Mackin, Sr., USN

by
John J. Mackin, Jr.



Nautical Instruments

JOHN BLISS & COMPANY, INC.

84 PEARL STREET

NEW YORK, N. Y.

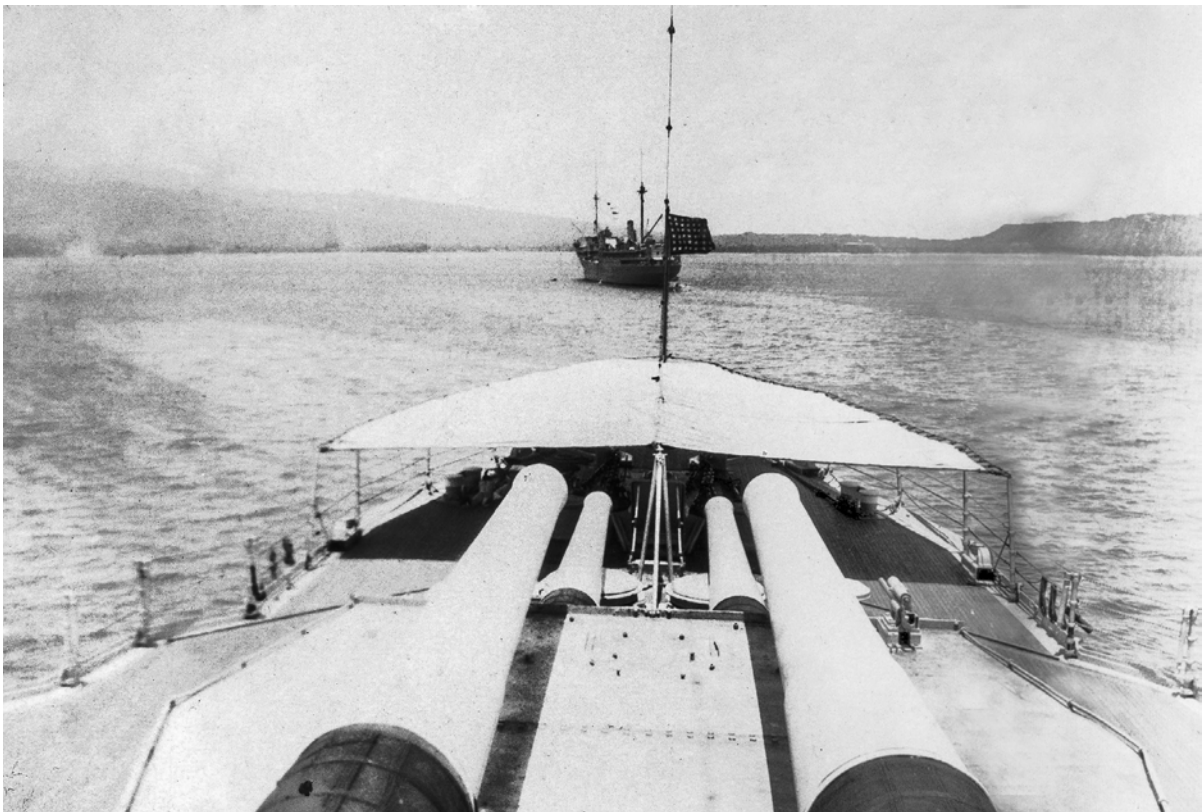
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Preface

This book originally was intended to present and share a selection of my father's over 700 photographs from his naval career. As I started to sort and select photos, I realized that many would not have the meaning or impact they should without further context. Also his other documents, logs, scrapbooks and other mementos from this period, painted a much richer picture than the photos alone. That led me to attempt to weave all of this into a more detailed narrative of his career and the events which surrounded it to provide a more meaningful story.

My background research relied heavily on ship histories and pictures at the Naval History and Heritage Command's web site (www.history.navy.mil), pictures from Navsource Online (www.navsource.org), and Wikipedia (www.wikipedia.org) as well as a few others. I borrowed liberally from the information in the public domain and have only chosen to cite specific passages where the bulk of the material came from a specific source.

His logs and records from the 1930's are very detailed and describe the movements of his ships and every port they visited. The earlier 1920's and the period from 1939 through 1943 on USS Concord are not described in much detail and therefore most of the ship's movements are taken from ship histories from the Naval History and Heritage Command and information available from the pictures in his collection. While the description of all the port stops may seem tedious to some, I felt it necessary to tell the whole story that he made such an effort to document in detail.

The pictures in this book represent less than half of the pictures in his collection; I picked those that I thought best told his story. While the vast majority of the pictures are from my father's collection, I had occasion to use several from external sources and those are cited in their captions. Some of the pictures in his collection may have been commercially produced or taken from other sources, as some are labeled as postcards and some are posted on other sites on the Internet. Time has not been kind to many of the photographs, some of which are now 100 years old. Some got wet partially in the late 40's / early 50's when our basement flooded during a rainstorm. Consequently the emulsion is eroding on many of the photographs and many show other effects of age. I made my best attempt to retouch and restore the pictures and therefore the quality of published photographs varies quite a bit.

My father made notes on the back of many, but not all, pictures with the subject, location or date. For those without notes, I have made my best attempt to fill in the blanks by matching subjects, photos size and markings, etc with other pictures. For the most part the captions in the book are from the notes on the backs of the photographs where available.

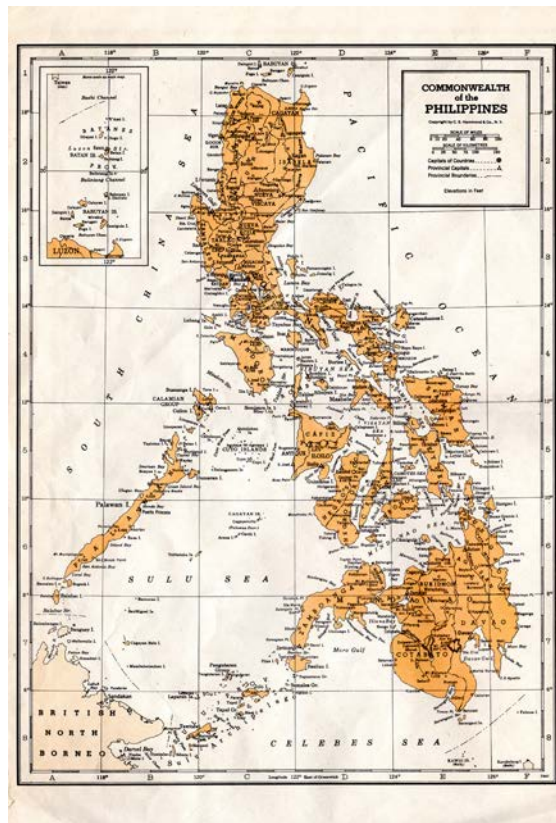
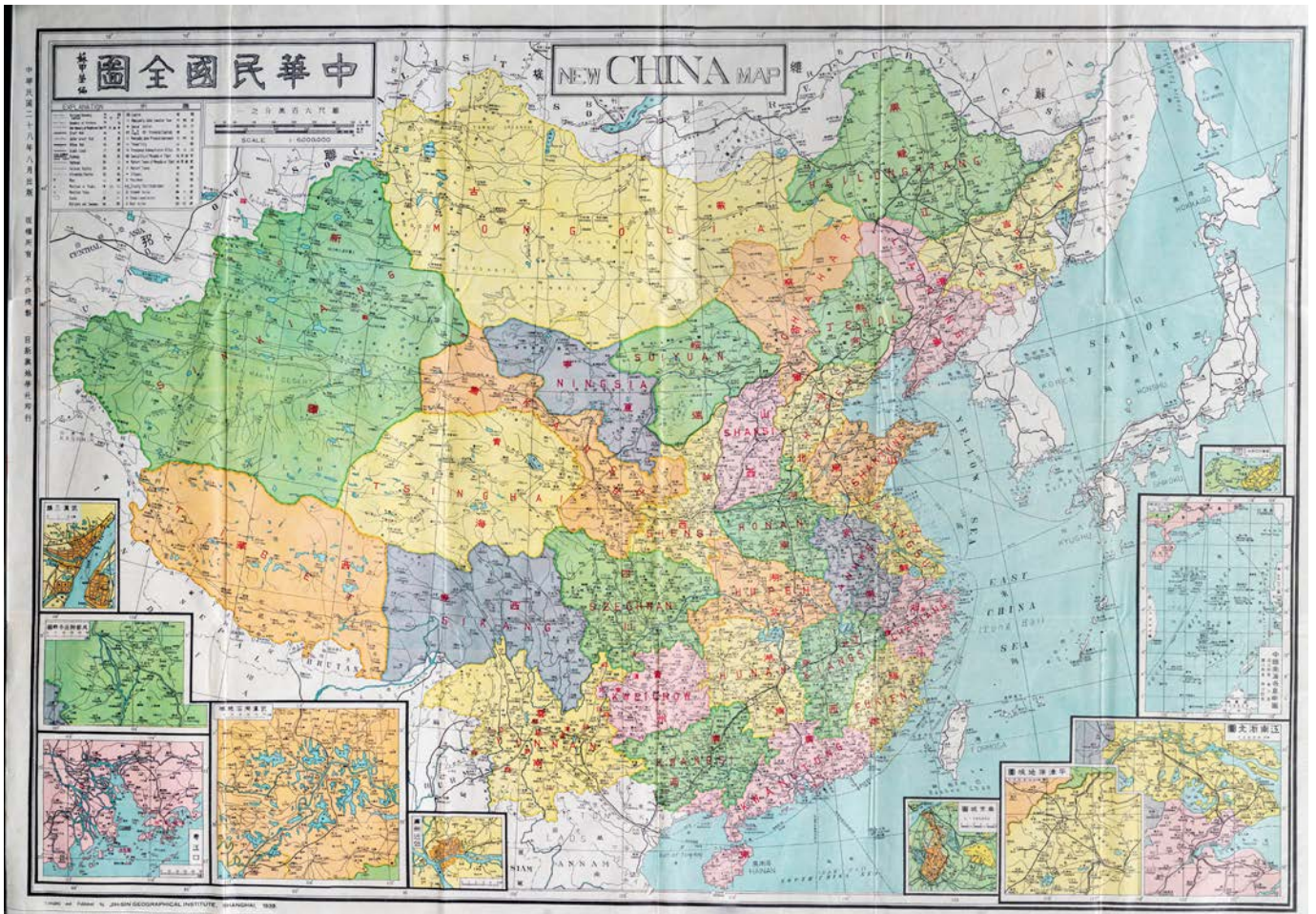
The world has much changed since the 1920's and 30's. Far East countries are now independent. Cities have been renamed. I have used the names that existed back then. The names of Chinese cities are exceptionally problematic. Many have an official translated name and a "romanized" name which was developed for postal purposes and more commonly used by non-Chinese. As an example, the capital of China, now known as Beijing, was known in the 1930's as either Peking or Peiping.

Navy ranks have also evolved. Today there are Senior Chief and Master Chief Petty Officers which did not exist in my father's Navy. Additionally there are now four or five of warrant officer ranks, as opposed to two back then.

As I reflected upon the history I discovered, I developed a much greater appreciation for the times in which my father served and the events he observed. I have also come to a greater appreciation of the responsibilities he assumed at a young age as provider for his family and the hard work, diligence and sacrifice that were the hallmarks of his career in the United States Navy. The purpose of this book is to convey his story, especially to those who never had an opportunity to know him.

John J. Mackin, Jr.
April 2021





UNITED STATES ~~NAVY~~ NAVAL RESERVE FOND

Fold with this face out.

Service Number 503-5861 U. S. R-O-C-H-E-S-T-E-R
at New York, City N.Y.

ENLISTMENT OF Mackin, John Joseph Anthony Date 9-20-1919
ENROLLMENT (Full name, surname to the left.) as A.S. (Rating.)

Transferred to _____
Occupation Carpenter Helper Citizenship US; Place of birth New York, City, New York.

Date of birth November 26, 1900; Home address 498 West 124th Street, New York City, N.Y.
(Street, town, county, and State.)

Credited to _____ Congressional District, State of _____

Name and address of beneficiary or next of kin Mother, Mrs. Rose Mackin
498 West 124th st New York City, N.Y. (Address.) (Name.)

The full names and addresses of the beneficiaries should be carefully stated. If a married woman, her own Christian name should be given, not that of her husband; thus "Mrs. Anna May Smith," not "Mrs. John Smith."

Continuous Service Certificate (yes or no); Previous Naval Service (NONE years, _____ months); I first enlisted _____ at _____ and was last discharged _____
(Date.) (Place.) (Date.)

from the U. S. S. _____ with _____ discharge as _____
(Honorable or ordinary) (Rating.)

Age 18 years 10 months; Height 5 feet 9 inches; Weight 140 lbs.; Eyes Blue; Sex Male

Hair Light Brown; Complexion Ruddy; Color White; Personal characteristics, marks, etc.
S. forehead; Vac. L. arm; M. L. forearm; M. R. & L. shoulder; S. R. knee; M. L. calf;

I certify that I have carefully examined, agreeably to the Regulations of the Navy, the above-named recruit, and find that, in my opinion, he is free from all bodily defects and mental infirmity which would, in any way, disqualify him from performing the duties of his rating, and that he has no disease concealed or likely to be inherited.
Charles W. J. (C.W.) J. J. Examining Surgeon.

For and in consideration of the pay or wages due to the ratings which may from time to time be assigned me during the continuance of my service, I agree to and with J.M. Overstreet Captain of the United States Navy, as follows:
(Name of Commanding Officer.)

First: To enter the service of the Navy of the United States and to report to such station or vessel of the Navy as I may be ordered to join, and to the utmost of my power and ability discharge my several services or duties and be in everything conformable and obedient to the several requirements and lawful commands of the officers who may be placed over me.

Second: I oblige and subject myself to serve two years from September 20, 1919, 1 _____
until September 20, 1921,
unless sooner discharged by proper authority, and on the conditions provided by the act of Congress of March 3, 1875, as follows:

Sec. 1422. That it shall be the duty of the commanding officer of any fleet, squadron, or vessel acting singly, when on service, to send to an Atlantic or to a Pacific port of the United States, as their enlistment may have occurred on either the Atlantic or Pacific coast of the United States, in some public or other vessel, all petty officers and persons of inferior ratings desiring to go there at the expiration of their terms of enlistment, or as soon thereafter as may be, unless, in his opinion, the detention of such persons for a longer period should be essential to the public interests, in which case he may detain them, or any of them, until the vessel to which they belong shall return to such Atlantic or Pacific port. All persons enlisted without the limits of the United States may be discharged, on the expiration of their enlistment, either in a foreign port or in a port of the United States, or they may be detained as above provided beyond the term of their enlistment; and that all persons sent home, or detained by a commanding officer, according to the provisions of this act, shall be subject in all respects to the laws and regulations for the government of the Navy until their return to an Atlantic or Pacific port and their regular discharge; and all persons so detained by such officer, or reentering to serve until the return to an Atlantic or Pacific port of the vessel to which they belong shall in no case be held in the service more than thirty days after their arrival in said port; and that all persons who shall be so detained beyond their terms of enlistment, or who discharge therefrom, shall receive for the time during which they are so detained, or shall so serve beyond their original terms of enlistment, an addition of one-fourth of their former pay: Provided, That the shipping articles shall hereafter contain the substance of this section.

I also oblige myself, during such service, to comply with and be subject to such laws, regulations and articles for the government of the Navy as are, or shall be established by the Congress of the United States or other competent authority, and to submit to treatment for the prevention of smallpox, typhoid (typhoid prophylaxis), and to such other preventive measures as may be considered necessary by naval authorities. If discharged by sentence of court-martial or by reason of bad conduct, undesirability or inaptitude, I agree to surrender uniform in exchange for civilian clothing.

Third: I am of the legal age to enlist; I have never deserted from the United States Navy, Army, Marine Corps, Revenue Cutter, or Coast Guard Service; I have never been discharged from the United States service or any other service on account of disability or through sentence of either civil or military court; and I have never been discharged from any service, civil or military, except with good character and for the reasons given by me to the recruiting officer prior to enlistment.

Fourth: I have had this contract fully explained to me, I understand it, and certify that no promise of any kind has been made to me concerning assignment to duty, or promotion during my enlistment.

Fifth: I certify that I am married, that the address of my wife is as follows: _____
_____ and that the benefits of the War Risk Insurance Act of October 6th, 1917, and the requirements regarding compulsory allotment have been fully explained to me.

I, Mackin John Joseph Anthony
do solemnly swear (or affirm) that I will bear true faith and allegiance to the UNITED STATES OF AMERICA, and that I will serve them honestly and faithfully against all their enemies whomsoever, and that I will obey orders of the President of the United States and the orders of the officers appointed over me, according to the Rules and Articles for the government of the Navy.
And I do further swear (or affirm) that all statements made by me as now given in this record are correct.

Subscribed and sworn to before me this 20th day of September, A. D. 1919, and contract perfected.

I certify to the foregoing signature; that I have inspected the above-named recruit, and he is not intoxicated and that, in accepting him, I have strictly observed the Regulations which govern the Recruiting Service.
United States Citizenship Substantiated.

Mackin John Joseph Anthony
(Signature, in own hand written, surname to the right.)
Paul Weisler
Captain, USN.
Commanding, U. S. S. R-O-C-H-E-S-T-E-R

*CITIZENSHIP.—Native born, use initials U. S. Naturalized, N. U. S. Alien intention as declared, A. D. I.

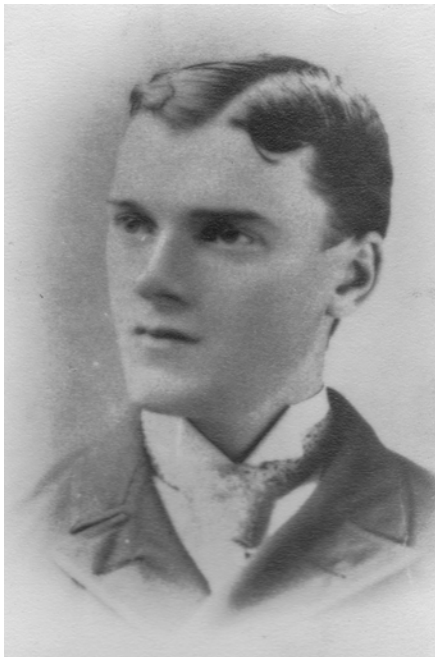
Enlistment



John Mackin enlisted in the Navy on September 20, 1919 at the age of 18. His enlistment contract lists his address as 498 West 124th Street, New York City.

His father, Thomas Mackin, had passed away in 1916 at the age of 44.

His mother Rose Veronica Mackin (born Mahoney) was listed as his beneficiary.



Thomas Mackin
Date unknown

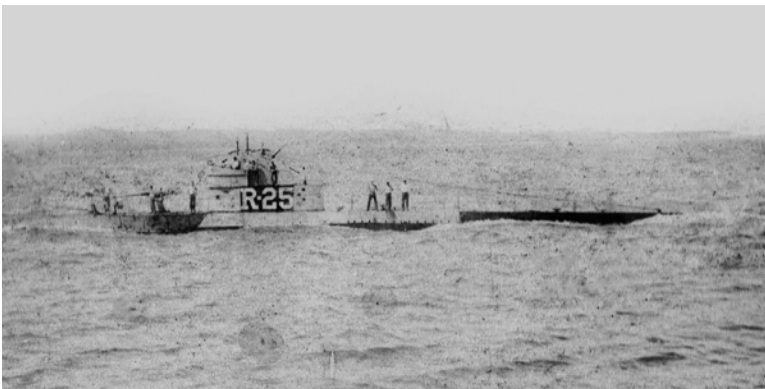


Rose Veronica Mackin
1932



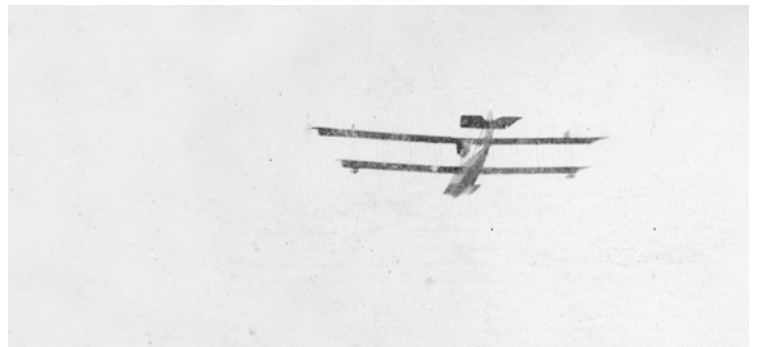
Four-masted sailing ship passing the Statue of Liberty.

Destroyers at Brooklyn Navy Yard. From left to right: USS Ruben James (245), Lawrence (250), Barry (248), Bainbridge (246), Sands (243), all were commissioned in 1920 and 1921.



R-25 pictured here was commissioned on 23 October 1919 with Lieutenant Commander Charles A. Lockwood in command, later to become Commander of the Pacific Submarine force during World War II. R-25 was homeported at Coco Solo, Panama Canal Zone and was decommissioned in June 1924.

Biplane seaplane



The Navy in 1920

The Naval Act of 1916 authorized the construction of 50 destroyers as part of a build-up to make the United States a major Naval power. After the US entered World War I in 1917 the number was increased to 273 to meet the German submarine threat. (destroyerhistory.org)

Of the three classes of destroyers that were to be built, the most numerous were the 156 of the Clemson class, built at seven different shipyards in the space of just three years, 1919 to 1922. John Mackin was to serve on eight ships of this class.

This was a time of developing naval technology. The very concept of the “Destroyer” was one that had been evolving over 40 years and had just reached maturity in the early 20th Century.

The Panama Canal had opened only six years before.

The circumnavigation of the world by President Theodore Roosevelt’s Great White Fleet, had occurred in 1908 - 1909.

The submarine was a relatively new development in naval warfare; the United States commissioning its first, USS Holland, in 1900. In the twenty years since then the submarine had evolved from a small gasoline/electric craft of less than 100 feet with a range of a few hundred miles to a diesel/electric boat capable of a range of over 5,000 miles. In the first 20 years five submarines were lost and another three in the 1920’s.

Similarly aircraft were still primitive by today’s standard. The first flight by the Wright brothers has occurred in 1903 and aircraft were quickly adapted for military use. They evolved rapidly from reconnaissance to offensive roles in World War I. The Navy commissioned their first aircraft carrier, USS Langley, in 1921.

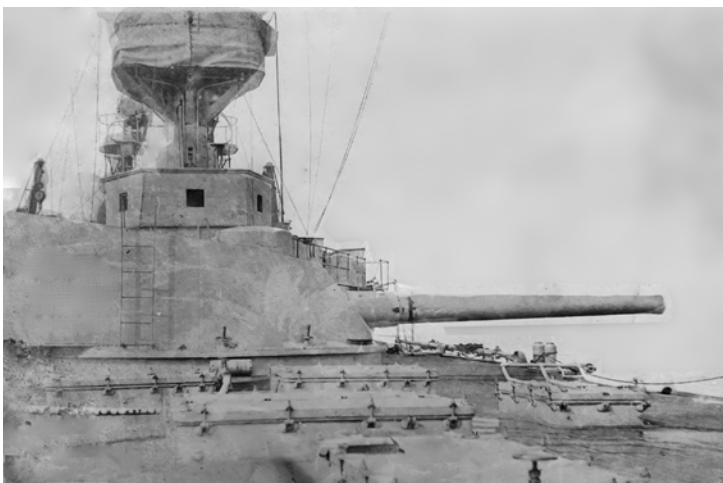
Early Battleships of the late 1800’s were being replaced by ships with greater firepower following the introduction of HMS Dreadnought in 1906, which made previous designs obsolete. The “dreadnoughts” were soon replaced with “super dreadnoughts”.

While surface ship technology and the competitive military environment in the early 20th Century had seen the production of many newer ships, older ships still existed in our Navy. Armored cruisers of the 1890’s and veterans of the Spanish American War were still in commission. Hence his first ship, USS Rochester (CA-2).



USS North Dakota (BB-29) was a dreadnought battleship commissioned in 1910, displacing 20,380 tons and with a main battery of ten 12 inch guns. She was decommissioned in 1923 as part of the Washington Naval treaty and converted to a radio-controlled target ship.

USS Pennsylvania (BB-38) was lead ship of the Pennsylvania class of super-dreadnought battleships. Displacing nearly 32,000 tons and featuring a main battery of twelve 14 inch guns she was capable of 21 knots. Repaired from damage suffered in the attack on Pearl Harbor, she saw action during the rest of the war and became a test target for atomic bomb testing at Bikini Atoll in the Pacific in early 1946.

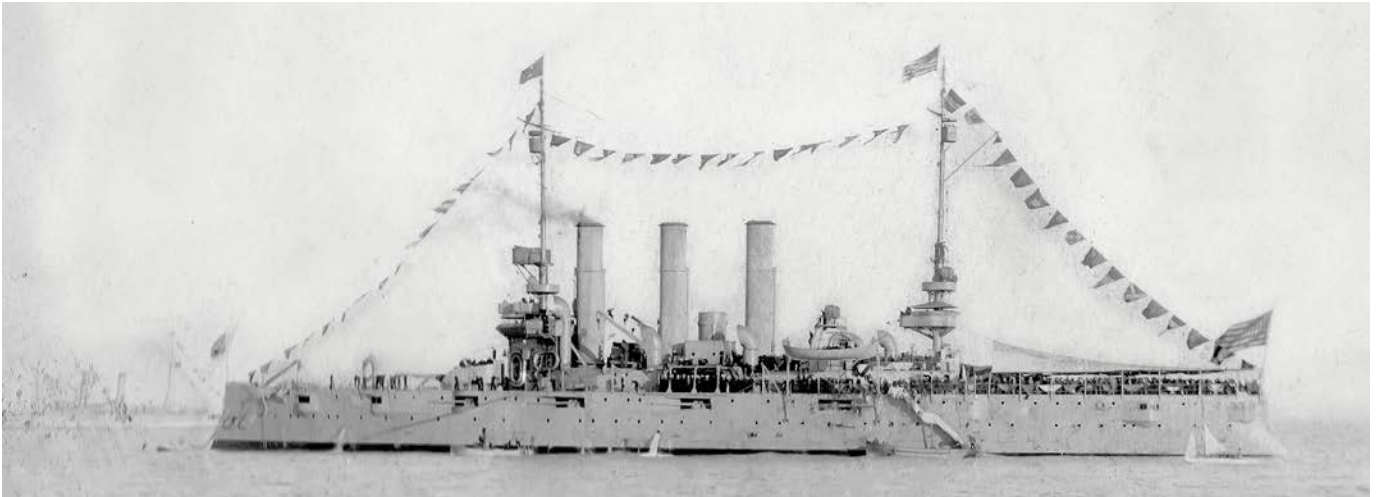


USS Rochester (CA-2) main battery

1920 - 1931

USS Rochester (CA-2)

20 September 1919 - 20 September 1921
(24 months)



His first ship, USS Rochester, was commissioned in 1893 as Armored Cruiser USS New York (ACR-2) and had served in the Spanish-American War. In 1911 she was renamed SARATOGA to make the name "New York" available for battleship BB-34. In 1917 she was renamed again, this time to ROCHESTER so that the name Saratoga could be used for a new battlecruiser that was eventually built as the aircraft carrier USS Saratoga (CV-3). On 17 July 1920 ROCHESTER was designated heavy cruiser CA-2 as part of a fleet wide redesignation plan.

With a length of 384 feet and a standard displacement of 8,150 tons she was capable of 20 knots. Her main armament was four 8 inch guns and carried a compliment of 73 officers, 511 enlisted and 64 Marines.

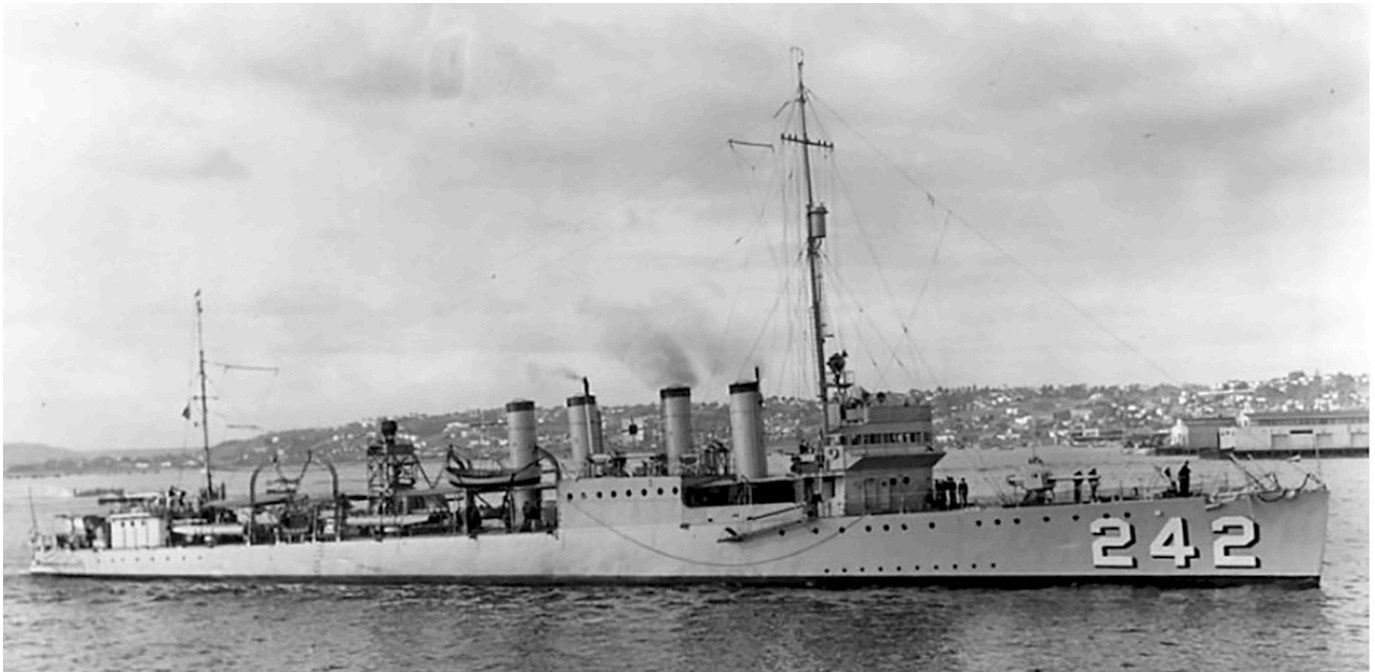
While the records of ship's operations during this period only show that that she operated along the east coast, it is most likely that she also visited the Caribbean. His pictures show battleships in Guantanamo Bay in 1920 and a visit to Colon, Panama. As a junior seaman he received promotions and was rated Seaman First Class on 1 July 1921. When his two year enlistment was up, he was discharged on 20 September 1921.



Battleships in Guantanimobay, Cuba,
1920

USS King (DD-242)

28 September 1921 - 22 July 1923
(22 months)



USS King (DD-242). (Navsource.org photo)

Just a few days later, on 28 September, Seaman Mackin reenlisted for four years on USS King (DD-242) at the New York Naval Yard, later known as Brooklyn Navy Yard. He was to serve on board her for the next 22 months.

Commissioned on 16 December 1920, KING was a relatively new ship and the first of eight Clemson Class Destroyers on which he would serve.

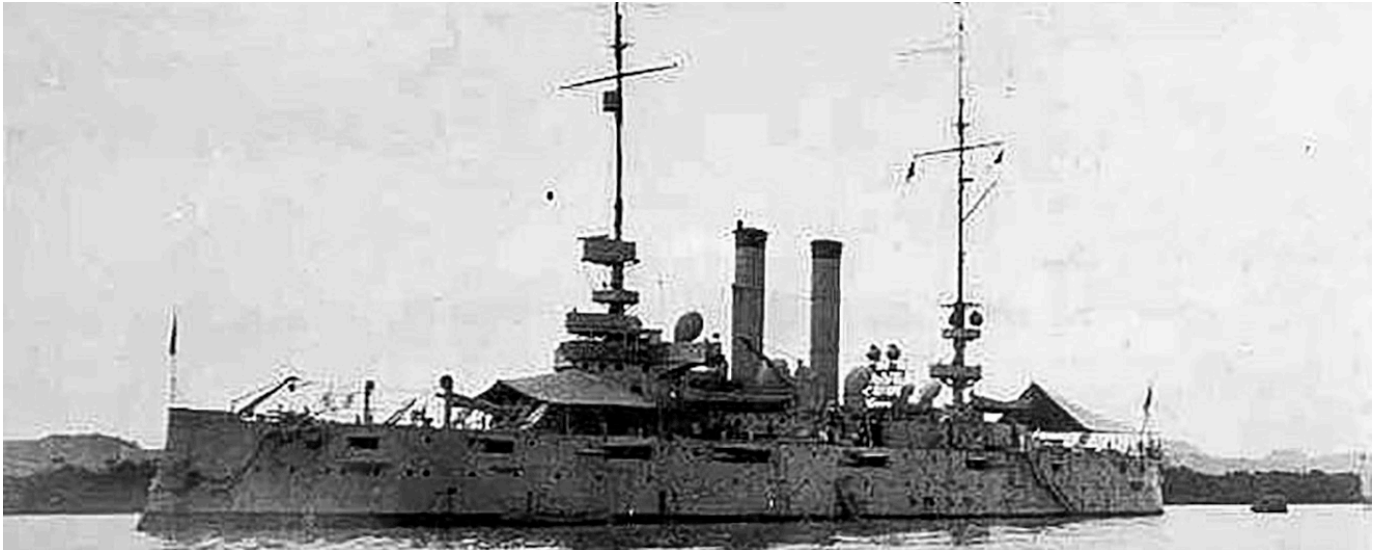
US Naval History and Heritage website states the following regarding the ship's operations during this period:

“After shakedown and training operations along the Atlantic Coast KING cleared Hampton Roads 2 October 1921 for her first Mediterranean cruise. Arriving at Smyrna, Turkey, 8 November, the destroyer received 300 Greek refugees for transport to Mitylene, Greece. The destroyer served as station ship during the Crimean Crisis, remaining in Turkish waters until June 1923. Upon return to the United State during the summer, King joined the Atlantic Scouting Fleet”

No information in his files relate to these operations. He transferred from KING on 22 July 1923 and reported for his second tour on USS Rochester the next day.

USS Rochester (CA-2)

23 July 1922 - 27 May 1923
(10 months)



USS Rochester (CA 2), Port Bow view. (Navsource.org photo from the collection of Gerald M. Charpentier of New Orleans, LA. Donated by his niece, Elaine C. Witty - Charpentier.)

ROCHESTER was underway for Guantanamo Bay and began another period of service off the coasts of Central and South America. On 1 May 1923 he was promoted to Signaman 3rd Class and transferred later that month.



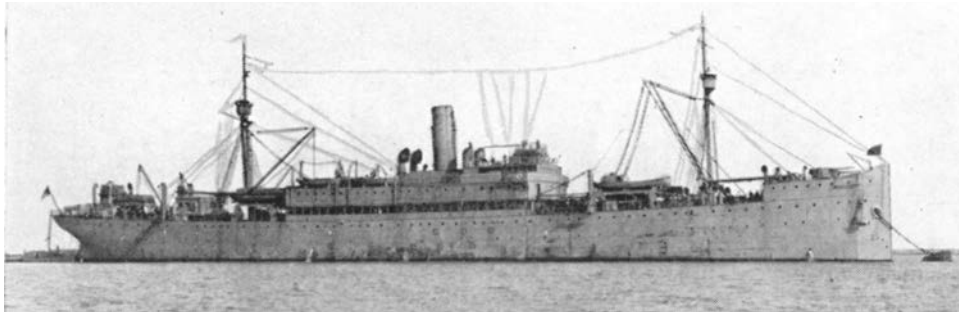
Hauling a shark aboard USS Rochester off Cuba, January 18, 1923



Cuban Police

USS Bridgeport (AD-10)

30 May 1923 - 2 September 1924
(16 months))



USS Bridgeport (AD-10) at anchor in 1920, (Source Navsource.org, photo by Seward, Weymouth from "Jane's All the Worlds Fighting Ships, 1924")

His next ship was destroyer tender USS Bridgeport (AD-10). BRIDGEPORT was originally a German passenger and cargo steamship built in 1901 named SS Breslau. Located at New Orleans as the outbreak of World War I, she was seized by the United States after the declaration of war, converted to a destroyer tender and commissioned as USS Bridgeport (AD-10).

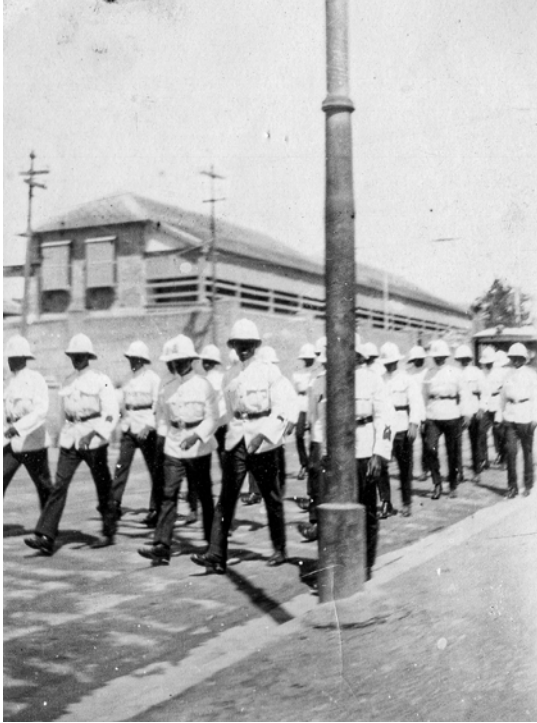
The Naval History and Heritage Command website describes the ship's operations during this period. After a post-deployment upkeep in Boston Navy Yard over the summer of 1923, BRIDGEPORT operated between Hampton Roads and the Southern Drill Grounds with visits to Bridgeport, CT (25-28 Oct.) and Baltimore, MD (10-11 Nov.). She reached the Philadelphia Navy Yard on 18 November, and remained there through the end of 1923. Underway on 3 January 1924, Bridgeport paused briefly at Hampton Roads the next day before pushing on toward Panama. She arrived in Chiriqui Lagoon, Panama, on 12 January and participated in a search for a seaplane lost from USS Langley (CV-1).

Underway from Limon Bay, Panama, on the 25th, BRIDGEPORT visited Culebra, Puerto Rico, and Kingston, Jamaica, before assisting with torpedo practice exercises being conducted by destroyers off Culebra. She departed Kingston late in April 1924 and steamed via Guantanamo Bay to New York. Returning to the Southern Drill Grounds on 20 May, she supported destroyers PUTNAM (DD-287), BRUCE (DD-329), and CASE (DD-285) evolutions through mid-June.

The ship visited New York from 20 to 29 June 1924 before continuing on to Boston. She reached the Boston Navy Yard on 30 June and Seaman Mackin transferred on 2 September. BRIDGEPORT was decommissioned there on 3 November 1924.



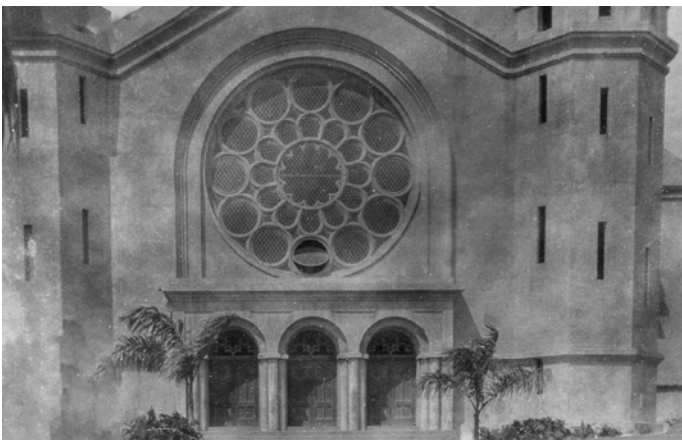
Signal Gang, USS Bridgeport



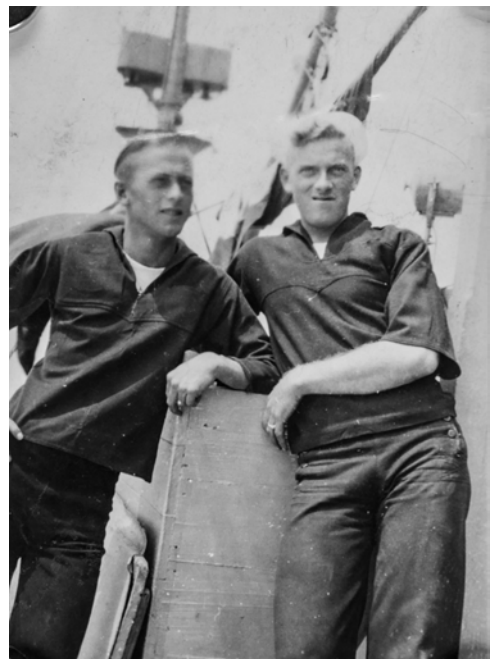
Police in Kingston, Jamaica



Kingston, Jamaica



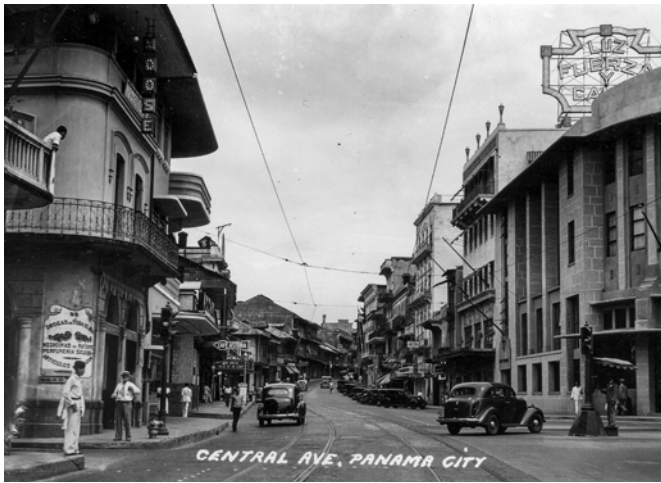
Cathedral, Kingston, Jamaica 1924



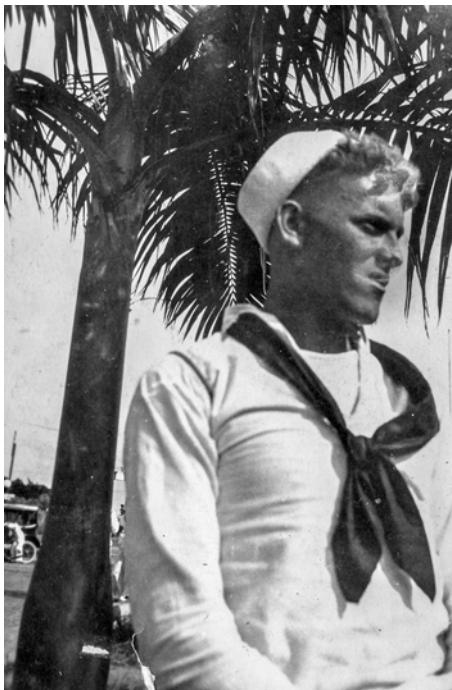
USS Bridgeport



Bullfight, Panama City,
Panama 1923

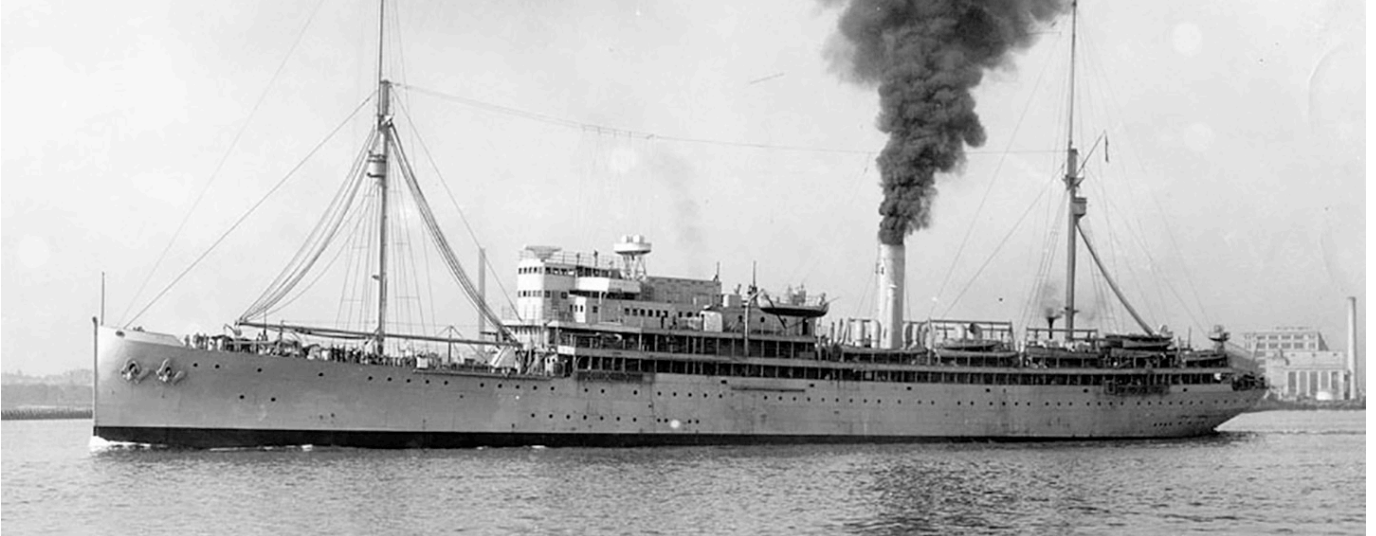


Balboa, Canal Zone 1923



USS Whitney (AD-4)

30 September 1924 - 12 February 1925
(4 1/2 months)

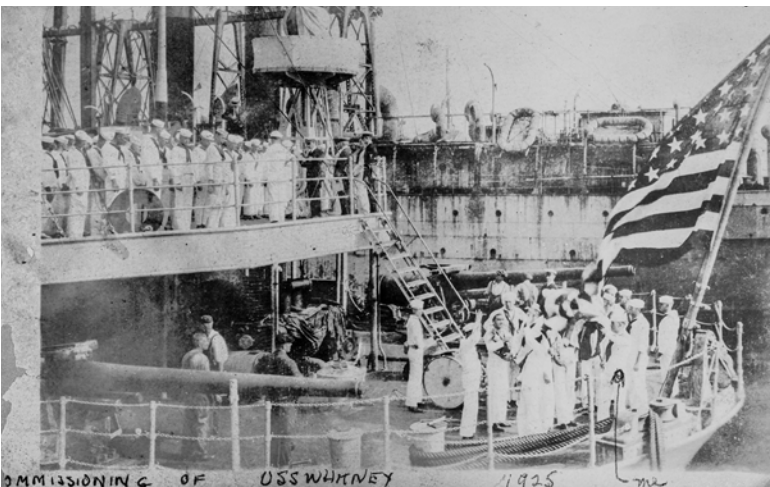


USS Whitney on Trials, 7 October 1924. (US National Archives photo)

From BRIDGEPORT he was assigned to another destroyer tender, USS Whitney (AD-4) just completing construction at Boston Navy Yard.

WHITNEY was a Dobbin-class destroyer tender commissioned on 2 September 1924. The 8,400 ton tender was designed to provide service, supplies, and repairs for three divisions of destroyers for a two-month period under wartime conditions.

Following her shakedown and trials, Whitney, initially based at Boston, Massachusetts, tended destroyers of the Atlantic Fleet and soon thereafter commenced a routine of following the fleet south for the winter, operating out of such ports as Gonaives, Haiti, and Guantanamo Bay, Cuba.



Commissioning of USS Whitney (AD-4) at Boston Navy Yard on 4 September 1924.

2 U. S. SAILORS DIE, 10 HURT IN BLOWUP



(NEWS photo)
The destroyer tender Whitney, with the New York skyline in background, pictured when she left for Guantanamo bay, Cuba, for maneuvers.

Gasoline Fumes Ignited on Warship in Cuba.

Washington, D. C., March 22 (U.P.).—Two enlisted seamen were killed and five others seriously injured in a gasoline explosion aboard the destroyer tender Whitney at Guantanamo Bay, Cuba, yesterday, Vice Admiral Ashley Robinson reported to the navy department today.

Four enlisted men and a chief warrant officer received minor injuries.

Those killed were William M. Delevett of Baltimore and George Edward Garrett of Ozark, Mo.

The explosion occurred as the crew was ventilating a cofferdam on the ship adjacent to a gasoline storage tank. Fumes from the tank became ignited.

The more seriously injured were transferred immediately to the hospital ship Mercy and the others are being cared for by medical officers on the Whitney.

Among the seriously injured is



Two were killed and several injured by gasoline explosion aboard the U. S. S. Whitney in (A) Guantanamo bay, Cuba.

John Frederick Narr of Mount Royal, N. J.

Article from his scrapbook describing an accident on USS Whitney where two sailors were killed and others injured. The article cites the accident occurred on March 21, but the year is not apparent. There is no mention of this accident in the ship's history as documented on the Navy History and Historical Command web site.



U. S. S. Whitney - 11-15-24 - 30,000 - 2 up

Authority to Release **U. S. NAVAL DESPATCH** Time Sent *2/9/25*

Receiving Heading *-N-B32-* File By

-Z-L114 III-N-B32-V DB79 25 BT Rec'd *0915* By *Mac*

Sending Heading Sent By

Address *Whitney Condueros*

Origin *C.S.F.*

For Information To *Wyoming*

Additional Data *Gr 35 BT*

TEXT

2509 If agreeable to commanding officer Whitney please transfer Mackin J.J. signalman second to Wyoming for duty relief from Wyoming will be furnished

0900

N. Nav. 30 (Dec., 1921)

COMPLEMENT CARD

U. S. S. Whitney

Date 12 Feb, 1925, 192

To: MACKIN, J. J. SM2c (Name on other side)

You will report immediately to the following-named officers for examination and the settlement of all necessary matters preliminary to your (~~discharge~~) (transfer to U. S. S. Wyoming for duty.)

F. N. Erlund.
Comdr., U. S. N., Executive Officer.

By *J. Murphy*

To:	Time Reported	Time Released	Signature of Officer to whom Reported
Medical Officer			<i>E. M. Criger</i>
Supply Officer			<i>W. W. Behrens</i>
Division Officer	<i>8:45</i>	<i>2:25</i>	<i>W. W. Behrens</i>
First Lieutenant			<i>7:45</i>
Chaplain			<i>E. M. Criger</i>
Mail Clerk			<i>J. Murphy</i>
Educational Officer			<i>E. M. Criger</i>
Officer-of-the-Deck			

Deliver Papers. Enter in Log.
This Card must, without fail, be returned to Executive Office.

4-5620

Easter Barker Shop.

This appears to be his checkout card from USS Whitney. The Division Officer who signed his checkout card, W. W. Behrens, would later be his Executive officer on USS Concord (CL-10) some fourteen years later.

USS Wyoming (BB-32)

13 February 1925 - 15 September 1925
(7 months)



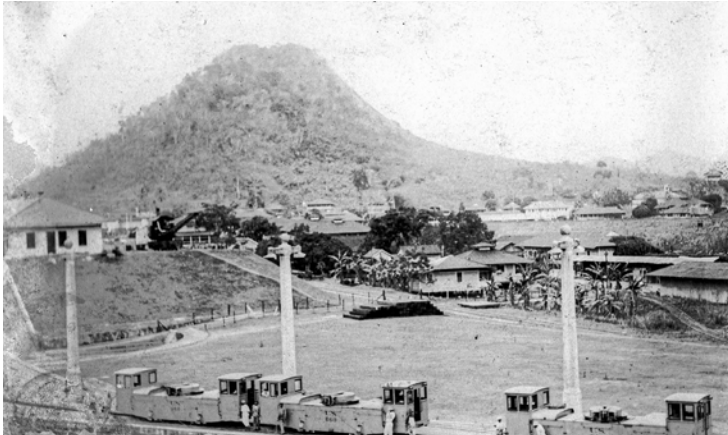
Wyoming (BB-32) in Gaillard Cut, Panama Canal. January 1924.
(Navsource.org photo from US Naval Institute Proceedings)

WYOMING transited the Panama Canal on 14 February 1925 to join the Battle Fleet for exercises along the coast of California. WYOMING next sailed for Hawaiian waters and operated in those climes from late April to early June. After a visit to San Diego (18-22 June), the battleship returned to the east coast via the Panama Canal and arrived back at New York City on 17 July to resume operations off the coast of New England. Following those training evolutions with a cruise to Cuba and Haiti, WYOMING then underwent an overhaul at the New York Navy Yard (23 November 1925 - 26 January 1926). During her yard period, CDR William F. Halsey, Jr., reported on board as the battleship's executive officer. Halsey went on to command the Navy's Third Fleet in World War II and was promoted to Five Star Admiral, one of only four in our history.



USS Wyoming's Main Battery,
"The Wyoming's Pistols"

Entrance to Panama Canal



Panama Canal

Diamond Head, Hawaii



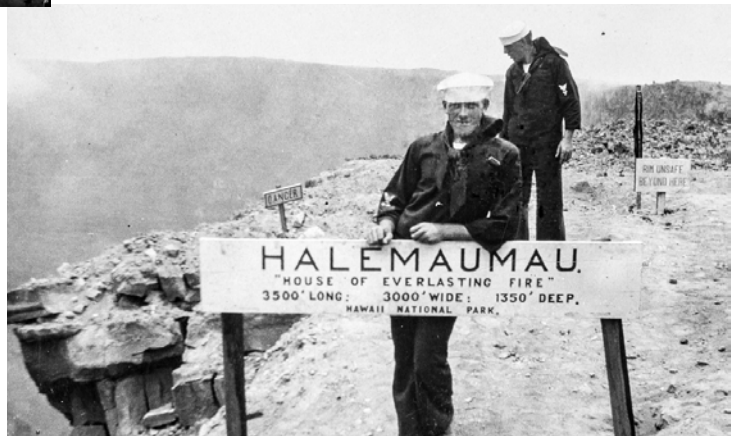
Royal Hawaiian Hotel,
Waikiki, Hawaii

Hawaiian singers



Sailors visiting Hula dancers

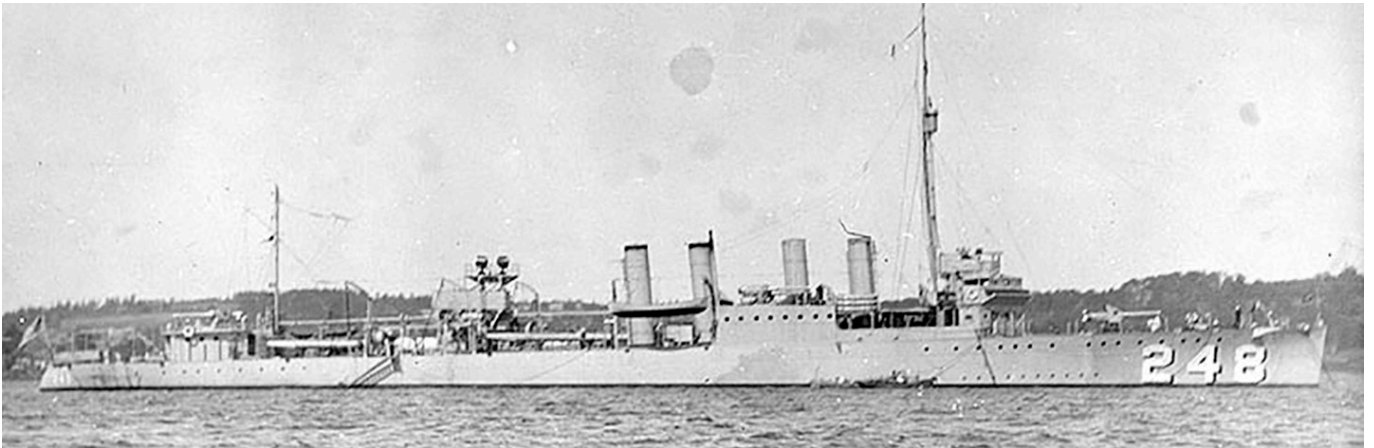
At Halemaumau Crater on the Island of Hawaii about 1925. The crater contained an active lava lake for much of the time before 1924 and was the site of a major eruption that year.



Battleships anchored off Lahina, Maui, 1925

USS Barry (DD-248)

23 September 1925 - 13 February 1928
(29 months)



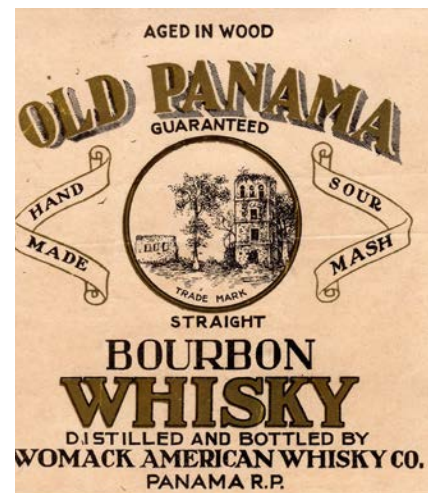
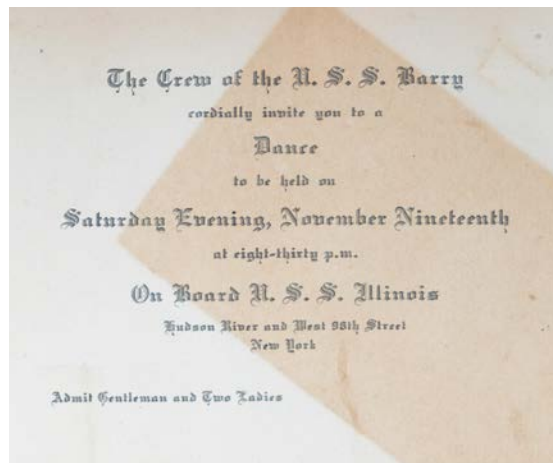
USS Barry (DD-248) in March 1938.
(US Naval History and Heritage Command Photograph)

On September 23, 1925 Seaman Mackin reenlisted on USS Barry (DD-248) in New York.

BARRY was a Clemson Class Destroyer placed in full commission on 15 November 1921. Earlier in 1925 she was with the Battle Fleet for maneuvers in the Pacific and returned to the east coast in July 1925 and took up routine duties with the Scouting Fleet.

He was on BARRY until 13 February 1928, the longest of any of his previous ships. Not much information is available about the ship's operations during this period.

Much later BARRY saw service during WWII, being converted to a high speed transport, APD-29, in 1943. She was severely damaged by a kamikaze attack at Okinawa and subsequently decommissioned.





Permanent Petty Officer's Appointment

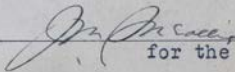
NAVY DEPARTMENT
BUREAU OF NAVIGATION
WASHINGTON, D. C.

3 April, 1926

John Joseph Mackin 503 58 61 is hereby appointed a
Permanent Signalman second class in the Navy of the
United States from 3 April 1926. He is, therefore,
carefully and diligently to discharge all the duties of a Permanent

Signalman second class and is to obey the orders
and directions which he shall receive from his superiors in rank, according to
the rules and discipline of the Navy; and all petty officers, seamen, and others
under his command are strictly charged and required to be obedient to his orders.

This appointment to continue in force only during his present enlistment,
unless continued by reenlistment within three months from date of Honorable
Discharge.

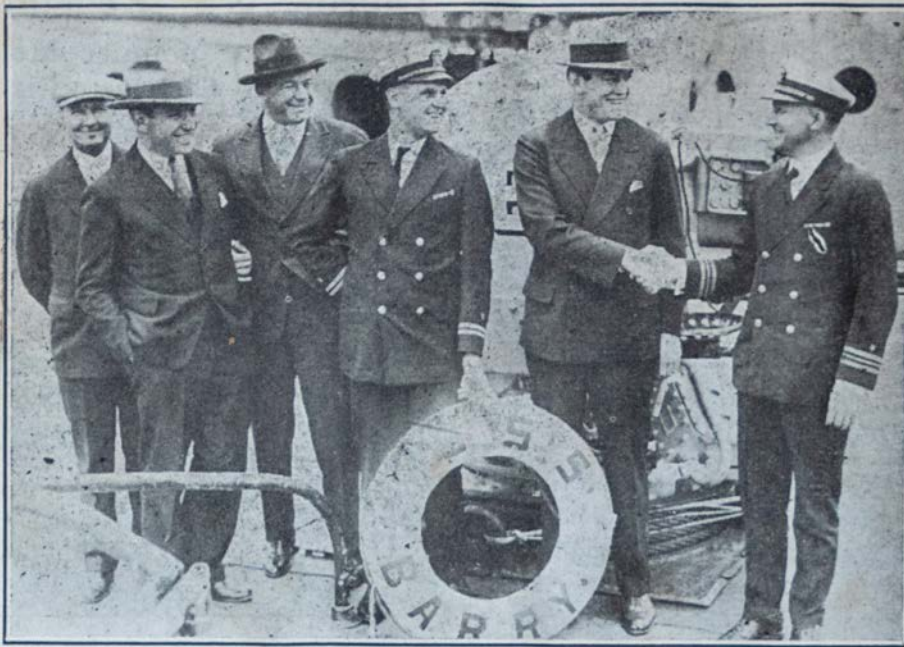

for the Chief of Bureau.

NAVY DEPARTMENT PRINTING OFFICE

4-6216

On 3 April 1926 he was permanently appointed as Signalman Second Class

CHARLESTON, S. C., OCTOBER 1ST. 1927



The above picture shows Gene Tunney, the champion heavyweight of the world, shaking hands with Lieut. Com. J. H. Holt aboard U. S. S. Barry. was taken in New York harbor last July and shows Tunney was even then in pink of condition for his fight with Dempsey. He should feel at home aboard a war vessel as he was a fighting marine both in war and in the ring, having been fistic champion of the marines. The other officer in the picture is Lieut. L. P. Vail. The other men in civilian clothes are newspaper reporters.

Picture about heavyweight champion Gene Tunney visit to USS Barry from his scrapbook.

USS Lawrence (DD-250)

14 February 1928 - 31 August 1929
(18 1/2 months)



USS Lawrence (DD-250). Commercially produced photo by M.Y. Young, undated

Signalman Mackin transferred to USS Lawrence (DD-250) on 14 February 1928 and was promoted to Signalman First Class. The entry in his service record says:

“Rating changed this date to S.M.1c(AA) to fill a vacancy as authorized by BuNav cir. Ltr. #85-27. Qual by examination.”

LAWRENCE had been commissioned in 1921 and served with the Scouting Fleet in the Atlantic and Caribbean, with occasional transits through the Panama Canal to take part in exercises in the Pacific. She also made several Naval Reserve training cruises and was employed off Central America in February and March during unrest in the Nicaraguan Civil War in 1927. She returned to Philadelphia later that year. She served through the end of WWII.

Signalman Mackin was transferred to League Island Naval Hospital in Philadelphia on 31 August 1929 for about a month.



Souvenir from visit to South America. A tiger vs. a bull and a bull vs. alligator. Wonder who won.

Sunday,
May 15, 1927

The New York



rk Times

Katograure
Picture Section
In Three Parts

5



Receiving Ship New York

26 September 1929 - 6 February 1930

(4 months)

USS Pensacola (CL-10)

7 February 1930 - 24 March 1931

(13 1/2 months)



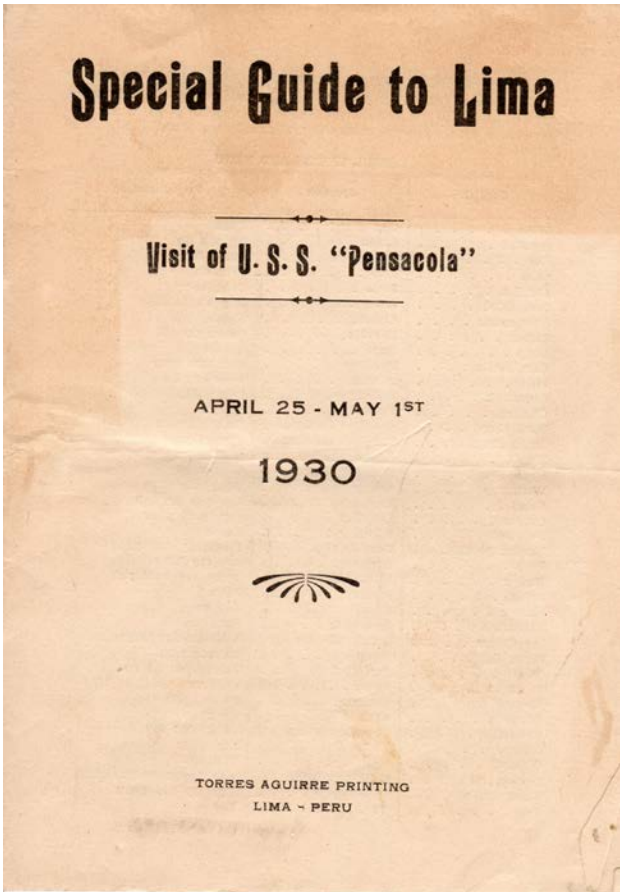
Naval History and Heritage Command Photo

After release from the hospital and reenlisting for four years at Receiving Ship Washington, D.C., he reported to Receiving Ship New York on 28 September 1929. A Receiving Ship was usually an obsolete ship moored at a navy yard and used for new recruits or men in transit between stations. After reenlistment Signalman Mackin was assigned to the “Pensacola Detail”, which we would call the pre-commissioning unit today. On the day of commissioning he was formally assigned to USS Pensacola.

USS Pensacola (CL/CA-24) was the lead ship of the Pensacola cruiser class. Originally classified as a light cruiser, in 1931 she was reclassified as a heavy cruiser in accordance with the London Naval Treaty of 1930. She was laid down by the New York Navy Yard on 27 October 1926, launched on 25 April 1929, sponsored by Mrs. Joseph L. Seligman, and commissioned on 6 February 1930 with Captain Alfred G. Howe in command.

PENSACOLA departed New York on 24 March 1930, and transited the Panama Canal to Callao, Peru, and Valparaiso, Chile, before returning to New York on 5 June. For the next four years she operated along the eastern seaboard and in the Caribbean Sea, several times transiting the Panama Canal for combined fleet battle practice exercises ranging from California to Hawaii.

On 24 March 1931 Signalman Mackin embarked on USS Henderson (AP-1) at Balboa, Canal Zone for transfer to the Asiatic Fleet. PENSACOLA would go on to receive 13 battle stars for service in World War II.



USS Pensacola passing through the Gaillard Cut of the Panama Canal. 4 Apr 30 (Natl. Archives Photo 185-G-0974)



Lima Bull Ring

SUNDAY 27 TH, OF APRIL 1930

A grand social bull-fight of young bulls, will take place in benefit of the Callao University Rowing Club.

REAPPEARANCE OF MESSERS

Da Fieno & ARRIETA

The Renowned Celebrities of Lima's fancy.
DEBUT of three university bull fighters.

Presentation of a formidable English troupe of young gentlemen bullfighters.

Six Beautiful and selected young bulls from the famed JUNIN CATTLE RANCH will be baited & killed. Amongst the bull-fighters a golden ear is to be disputed.

POPULAR PRICES See Play Bills.



The Germans

While aboard PENSACOLA he began correspondence with German sailors from the light cruiser KARLSRUHE. KARLSRUHE was commissioned on 6 November 1929 and in May of 1930 she made her first deployment to Africa and South America and returned to Germany later that year. USS Pensacola was deployed to South America during this same period.

The first postcard in October 1930 was postmarked in Bahia, Brazil. A second one postmarked November 30th was from Santa Cruz de Tenerife, Spain, an island off the coast of Africa.

In view of future events the last letter from Karl Borg in February of 1932 after Signalman Mackin was transferred to Asiatic Fleet, seems quite ironic. In part:

“What is the matter in China? You must destroy all the Japanese ships. Each Japanese man are pariah[?]. I to hate Japan.”(sic)

This was written less than a year before Hitler was to become Chancellor of Germany. Although Borg had left KARLSRUHE by this time, it is interesting to note that the ship was repaired in San Diego in 1936 after suffering severe damage in a storm in the Pacific. At the beginning of World War II in 1940 the ship was sunk by a British submarine off the coast of Norway





This postcard is dated 11 November 1930 and postmarked in the state of Bahia, Brazil.



Postcard dated 17 November 1930 showing a view of the city of Santa Cruz de Tenerife, the capital city of the Canary Islands. Apparently KARLSRUHE had made it across the Atlantic.



Kiel - Friedrichsort, am 22. V. 32.

Dear friend John!
How do you do? - I am sorry well!
I received your letter on 14.V.32. Many thanks! I am
very glad to hear from you, old boy. I am not on
the Karlsruhe anymore. I am now on the navyschool
at Kiel - Friedrichsort since 1.V.31. But 15.V.32 the school
is finish for me and I'll go on board. With ship? -
I dont know it. My old ship Karlsruhe rounding the
world and stop now in U.S.A. Galveston. I am so sorry,
I must stay here. Your friend Erwin Kirchner, I dont
know him.

With is the matter at China? - You must destroy
all the japonese ships. Each japonese man are first.
I to hate Japan.

I think in the next year I can go in the world with
the vistership from Karlsruhe, the "Köln". Now I must
learn the army-soldier - service. That's no good. Do you
understand me? I beg your pardon. I forgot all
my english words.

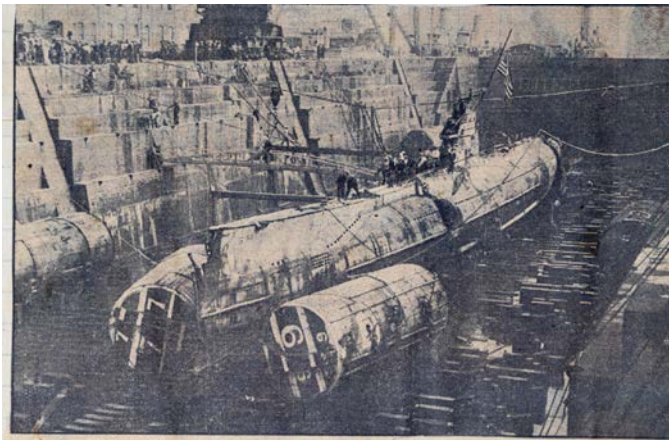
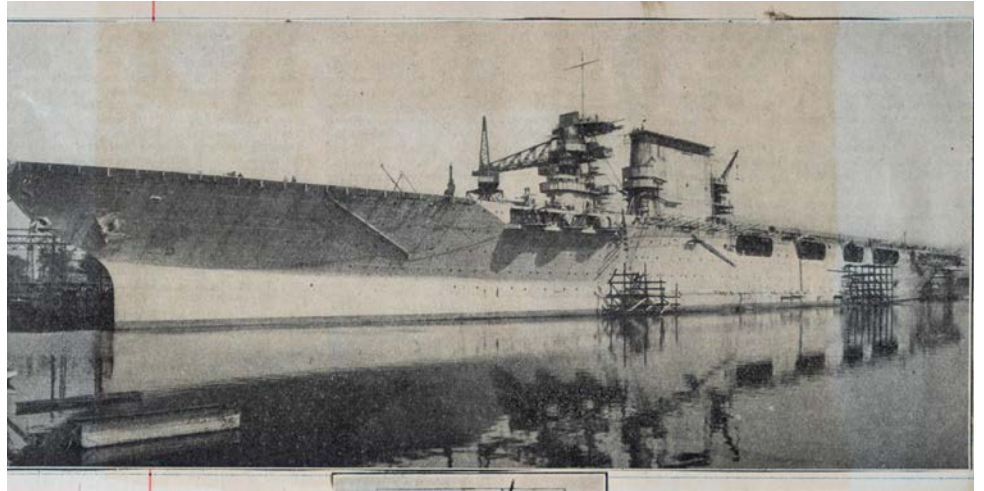
Dear friend, please send your picture to me for
souvenir, I send my picture to you. The next
letter for you, I will write in german language.
All right? - If you get old stamps from letters and cards
from U.S.A., China, Phillipine, etc. please send over to me.



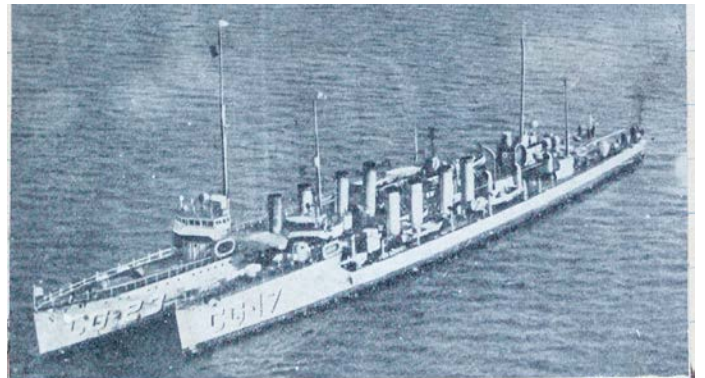
Scrapbook

He kept a scrapbook during the 1920's. Some of the pictures have appeared earlier in this book: Gene Tunney, the cover of the New York Times Magazine and the story of an explosion on USS Whitney. There are a number of other clippings about submarine accidents during the 20's as shown below.

USS Langley under construction



The S-51, sunk in collision with freighter off Block Island in 1926, is shown in Brooklyn navy yard drydock after being raised and towed here.



Wide World
The CG-17, Coast Guard cutter Paulding, which rammed the S-4, near Provincetown, Mass., December 17, 1927, and then was beached at Longpoint Light. She is pictured above alongside the CG-23, her sister ship.

Average net paid circulation of THE NEWS, Dec., 1927: **Sunday, 1,357,556**
Daily, 1,193,297

DAILY NEWS **FINAL EDITION**

NEW YORK'S PICTURE NEWSPAPER

Vol. 9, No. 188 36 Pages ** New York, Tuesday, January 31, 1928 2 Cents IN CITY 3 CENTS ELSEWHERE

SUB S-3 MISSING



The S-3, long missing while on the way to Cuba. The ship is shown beside a coaling dock.



The S-18, reconditioned

TWENTY-SIX BOATS HUNT FOR S-3

JINX OF "S" SHIPS HOLDS GOOD



The S-4, which was rammed and sunk on December 17, 1927, by the Coast Guard cutter Paulding, with five officers, two civilians and thirty-four enlisted men on board.



The S-48, reconditioned after sinking in 1922, is shown on the rocks off Portsmouth, N. H., in 1925



Floating derricks are shown raising the submarine S-48, which went to the bottom, off Bridgeport, Conn., in December, 1922. It sank in shallow water.



The S-5, which sank off the Delaware capes, broke away from tug after being raised and sank again. Its stern is shown upended for final plunge. In this instance, all of crew was rescued after being imprisoned 40 hours.

Will the S-3 Join This List of Submarine Disasters?

A chronological list of submarine disasters of the United States follows:

March 24, 1915.—U. S. submarine F-4. Honolulu bay, Hawaii, twenty-one dead.

December, 1922.—The S-48 sank off Bridgeport, Conn. All were rescued.

Oct. 28, 1923.—U. S. submarine O-5 sunk by steamer at Atlantic entrance to Panama canal, three dead.

Jan. 30, 1925.—The S-48 grounded off Portsmouth, N. H., in a snowstorm, but was floated the next day. The same month the S-59 grounded for a short time on Cape Cod.

Sept. 25, 1925.—U. S. submarine S-51 sank off Block Island by steamer City of Rome, thirty-three dead.

April 20, 1925.—Three were killed and nine injured in an explosion of hydrogen gas in the battery room of the U. S. submarine S-59 at New London, Conn.

Dec. 17, 1927.—U. S. submarine S-4 sunk off Provincetown, Mass., by Coast Guard destroyer Paulding, forty dead.

Jan. 28, 1928.—U. S. submarine S-3 missing in storm 100 miles south of Hatteras. Forty-one on board.



(NEWS photo) The submarine S-12 in Brooklyn navy yard after collision with car float in East river in 1926. Huge rent in bow gives it appearance of a big fish.



(NEWS photo) Bluejackets of the U. S. S. Bushnell stand at salute beside bodies of four victims recovered from S-4.

HERO OF S-4 BURIED WITH NAVY HONORS

By JACK KENNY.

Two kids. Three years old, perhaps, or four, with happy, dirty faces. Playing on the corner of College pl. and Edison st., Ridgefield Park, N. J., at noon yesterday. One with a battleship on wheels, one with a toy ambulance. The smaller one informed the other:



The late Frank Snizek

"There's goin' to be a parade." A crowd down the block in front of the house at 8 Edison st. About 500 persons, old women, school girls, children of all ages and many, many young men. Uniforms—police, sailors and world war.

A young woman, all in black but unveiled, came out to the top step.

"That's Anna Pabian, his sister. She's the one who said the navy let her brother drown like a rat. Isn't it a shame no sailors met his body?"

Four cars drove up. A limousine with an admiral's two stars over its license tag, three small sedans. A petty officer, Gunner's Mate H. Fiedler, stepped from the big car, twenty-three gobs piled out behind him. A firing squad of twelve, a bugler, six body bearers and four chauffers.

"The navy did send an escort, after all!"

Four men went into the house. "Look, there's Mayor McGowan, two city commissioners and Congressman Perkins. He came all the way from Washington for the funeral."

"There is Father Butscher. You know Frank Snizek turned Catholic when he married. He is going to bless the body here; the metal casket is too heavy to be taken to the church."

The brief service over, the sailors carried out the body of the service man who died in the submarine S-4. A band played "Nearer My God to Thee." Veterans fell in behind the hearse, the hero's widow, Eleanor, and his mother Catherine, followed in a closed car.

The procession wound slowly through the town streets. At the world war monument a salvo was fired over the hearse, at the municipal building the fire siren blew a hoarse "Taps."

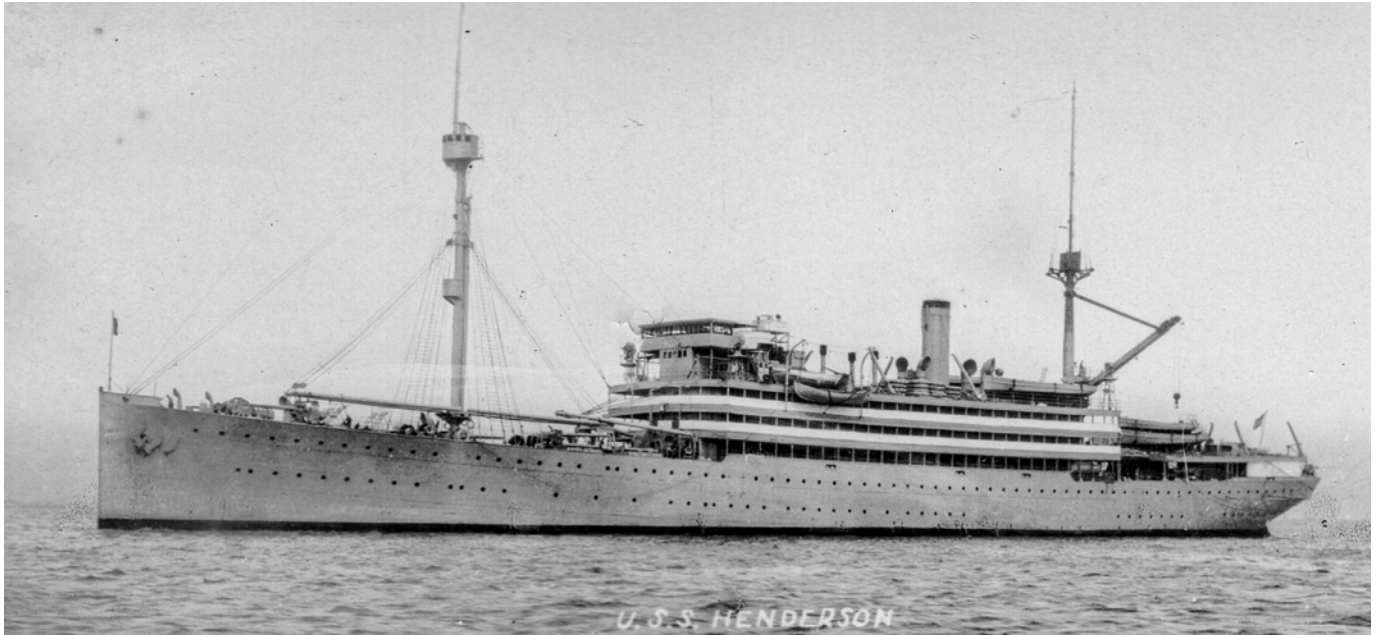
Then, under escort to the 42d st. ferry, through Manhattan to St. Michael's cemetery, Astoria, Queens, where a chaplain said the prayer for the dead. The sailors fired a parting salute, the bugler blew.

And the funeral was over.

1931 - 1939 Asiatic Fleet

Transfer to Asia - USS Henderson (AP-1)

24 March 1931 - 1 June 1931



As mentioned earlier, Signalman Mackin embarked USS Henderson (AP-1) on 24 March 1931 at Panama Canal Zone for transport to the Asiatic Fleet. HENDERSON was a personnel carrier, commissioned on 24 May 1917. He would spend over two months aboard as the ship made its way to the far east.

US Naval History and Heritage Command describes the voyage:

“On 26 March, [HENDERSON] cleared Balboa, and after touching at Corinto (28 March), continued northward and stood into the harbor at San Diego on 5 April. Departing two days later, she visited San Pedro (7-8 April) and San Francisco (9-10 April). She entered the yard at Mare Island, on 10 April, and steamed out again on the 21st. Passing out through the Golden Gate, on 23 April, she set a course westward and raised Honolulu on 30 April. She got underway again on 2 May, and proceeded to Guam (14-16 May), Manila (21-28 May), and Hong Kong (28-29 May), before arriving at Shanghai, on 1 June.”

Asia and The Asiatic Fleet in 1930

With the colonial powers still exhibiting great control in the orient, the Pacific of the 1930's was far different from today. The Philippines were an American Territory having been acquired as a result of the Spanish American War. Hawaii was still a territory and not yet a state. Vietnam was French - Indo China. Hong Kong was a British colony. Indonesia was the Netherlands East Indies.

Turmoil in China resulted from civil war between the Communists and the nationalists. Japan had forcibly seized parts of the country and the colonial powers all had spheres of interest in parts of the country.

With this as a backdrop, the US Navy had established a strong presence to protect US interests. Established in 1910, the Asiatic Fleet was charged with defending the Philippines and Guam and with upholding the Open Door Policy in China.

Wikipedia describes it as follows:

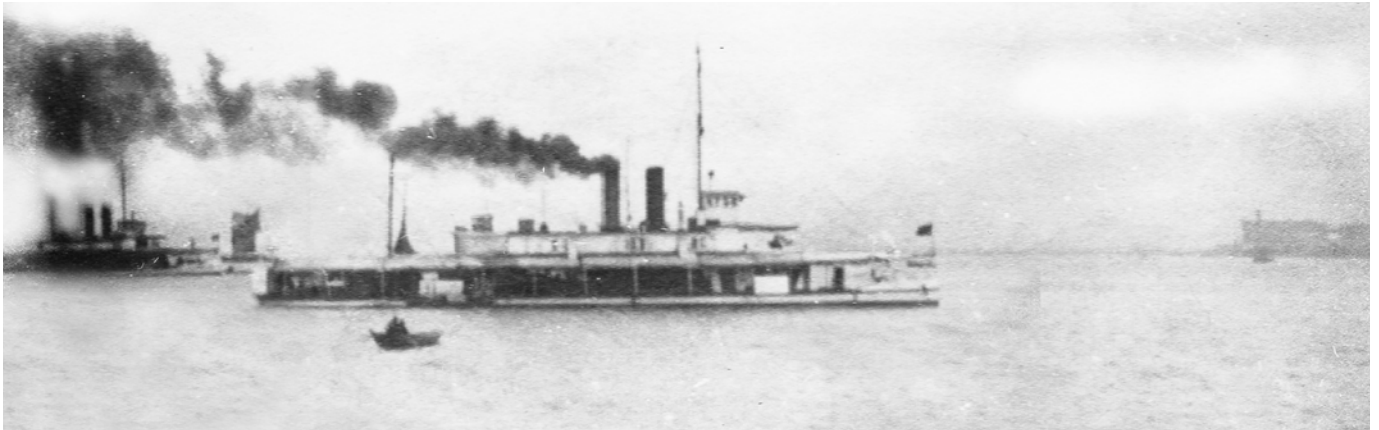
“From 1901 to 1937, the United States military maintained a strong presence in China to maintain Far East trade interests and to pursue a permanent alliance with the Chinese Republic, after long diplomatic difficulties with the Chinese Empire. The relationship between the U.S. and China was mostly on-again off-again, with periods of both cordial diplomatic relations accompanied by times of severed relations and violent anti-United States protests. China's central government was relatively weak in comparison to the local influence of regional warlords. Armed renegade soldiers and boatmen prowled the Yangtze River ready to seize any vessel unable to defend itself.

The cooks, bakers, stewards, and mess attendants were exclusively Chinese aboard all gunboats and cruisers in Chinese waters. These men did not wear naval uniforms, but wore traditional Chinese civilian attire. They wore black satin slippers and a skullcap with a decorative button on top. The remainder of their clothing was made of white satin, consisting of long, rather loose pantaloons tied around the ankles and a short jacket fastened in front with frogs. Not considered part of the ships' crew were the Chinese girls who lived aboard sampans tied to the stern of each gunboat while moored at Shanghai. These sampans would shuttle members of the gunboat crew ashore upon request. The girls also painted the gunboat and polished brightwork in exchange for the ship's garbage.

In the 1920's and 1930's, the Asiatic Fleet was based from China, and a classic image of the “China Sailor” developed, as a large number of U.S. Navy members would remain at postings in China for 10–12 years then retire and continue to live in the country. The classic film *The Sand Pebbles* is a dramatization on the life of the China Sailors.”

USS Palos (PG-16)

1 June 1931 - 3 June 1931

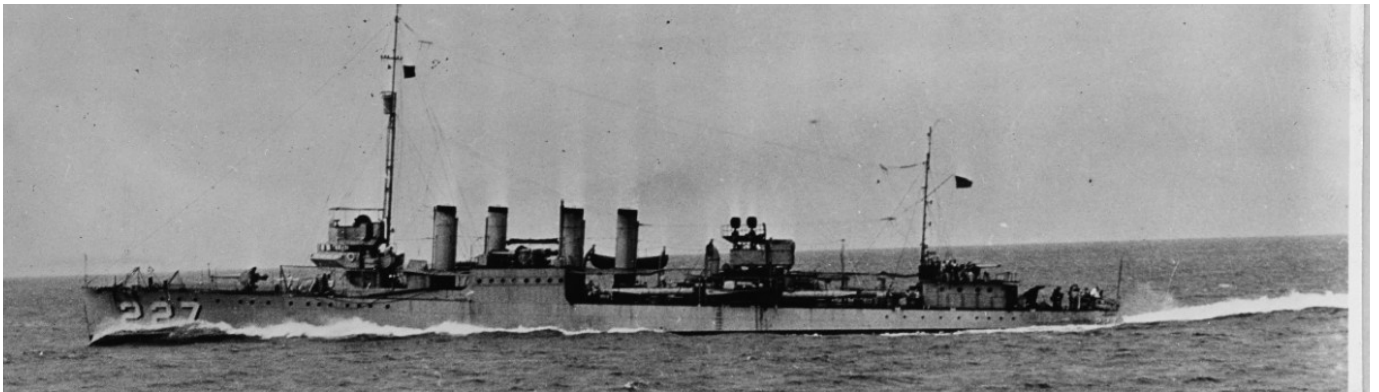


Arriving in Shanghai on 1 June 1931, Signalman Mackin reported to USS Palos (PG-16) while awaiting his assigned destroyer. PALOS was a shallow draft gunboat placed in service in 1913 and was one of two light draft warships designed for service on the Upper Yangtze River, some 900 miles inland. With the arrival of newer gunboats in 1930, she was then based out of Shanghai, and cruised the lower Yangtze and its tributaries, making less frequent patrols to the upper river except when unrest required additional naval presence.

USS Pillsbury (DD-227)

3 June 1931 - 31 December 1931

(7 months)

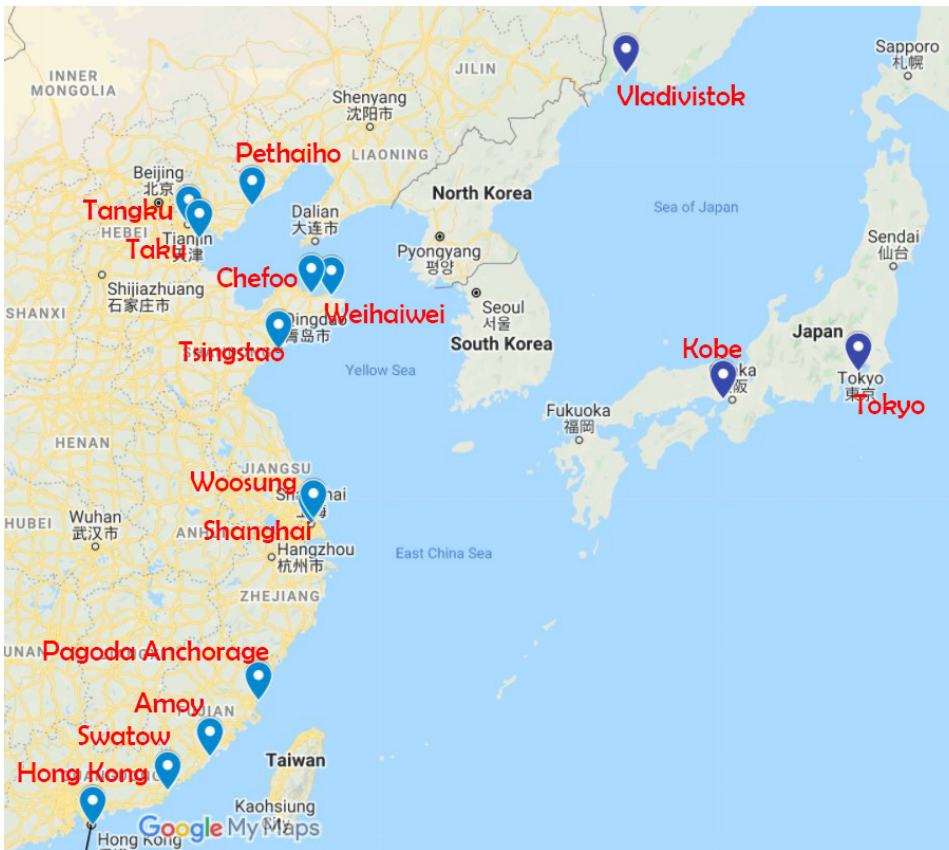


USS Pillsbury (DD-227) steaming at high speed, circa 1930.
(U.S. Naval History and Heritage Command photo. Catalog#: NH 50901)

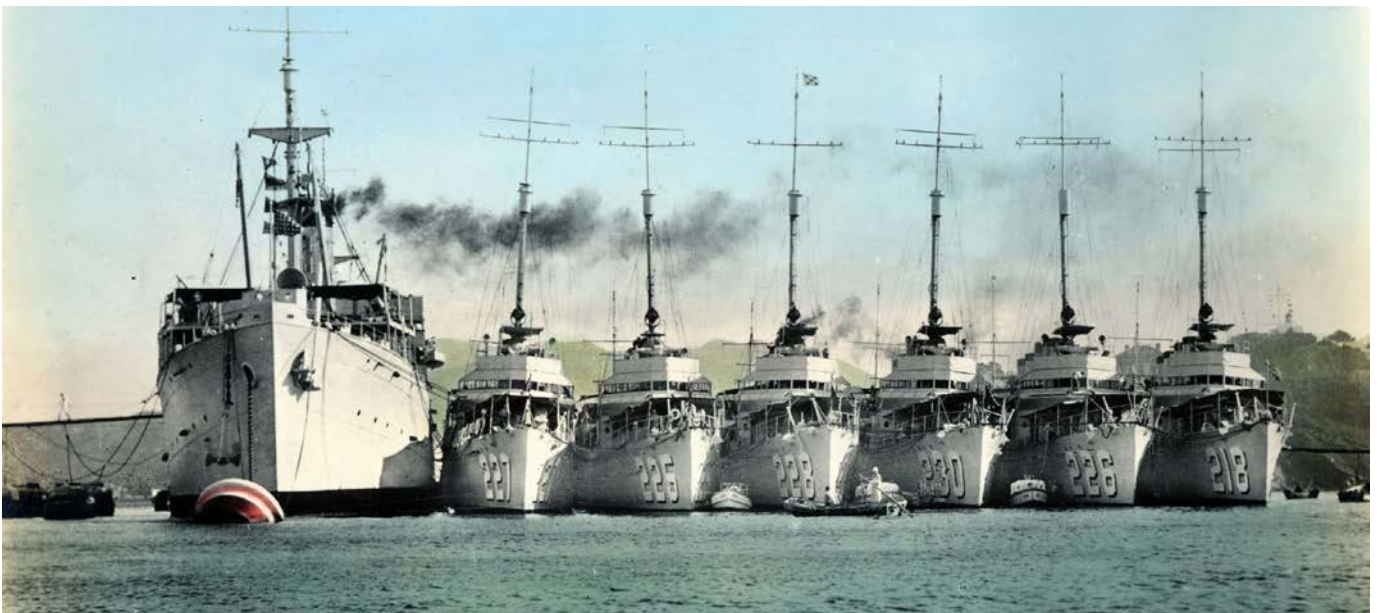
Signalman Mackin reported to USS Pillsbury on 3 June 1931. PILLSBURY, commissioned on 15 December 1920, was another Clemson Class destroyer.

From Shanghai, she operated in Chinese water visiting Pagoda Anchorage (4-6 Jun. & 11-19 Jun.) and Amoy (7-10 Jun.) then returning to Manila on 21 June. Operating in that area and visiting the nearby ports of Cavite (22 Jun.-25 Jul.) and Olongapo (26-30 Jul.), she returned to China on 4 August with her first port of call as Chefoo (4-20 Aug. and later 13 Sept.-17 Oct.). While in China on this operation she visited Tsingtao (31 Aug.-12 Sept.), Shanghai (19-21 Oct.), Pagoda

Anchorage (22-29 Oct.), Amoy (18 Nov.-10 Dec.) and finally Hong Kong, B.C.C. (11-12 Dec.) before returning to Manila on 31 December.



Location of ports visited in China, Japan and Russia (Google maps annotated)



Colorized picture of Destroyer Tender USS Black Hawk (AD-9) with USS Pillsbury (DD-227), USS Pope (DD-225), USS Ford (DD-228), USS Paul Jones (DD-230), USS Peary (DD-226) and USS Parrott (DD-218) alongside in Chefoo, China. The tender, flagship for Destroyer Squadron 5, routinely deployed with her destroyers from the Philippines to China. (Source: www.navsourc.org)

USS Borie (DD-215)

31 December 1931 - 23 January 1932
(1 month)

On 31 December, Signalman Mackin was transferred to USS Boire (DD-215) in Manila, but as BOIRE was ordered back to the states, he was further transferred to USS John D. Edwards (DD-216), another Clemson Class Destroyer, on January 25th, 1932.

USS J. D. Edwards (DD-216)

Jan 25, 1932 - May 15, 1932
(4 months)

EDWARDS left Manila on 1 February, traveling over 1,100 miles and reaching Shanghai, China. At that time the Japanese were invading the city. On 29 February, EDWARDS shifted to Woosung until the 4th of March, the day the Japanese took Woosung. His notes indicate "at one-half mile distance witnessed Japanese bombardment and capture of Woosung Fort and area".



While these pictures are from his collection, it is uncertain as to if these were taken personally. It should be noted that the picture on the upper left also appears in Wikipedia.



On right: Japanese cruiser HIJMS Adzuma in Shanghai, 1932

The ship returned to Manila on 18 March. After a short overhaul at Cavite Navy Yard and five days in drydock in Olongapo, EDWARDS returned to Shanghai on 10 May. On the 15th Signalman Mackin was transferred to USS Black Hawk (AD-9) for treatment of a sprained ankle.

USS Black Hawk (AD-9)

15 May 1932 - 15 August 1932
(3 months)



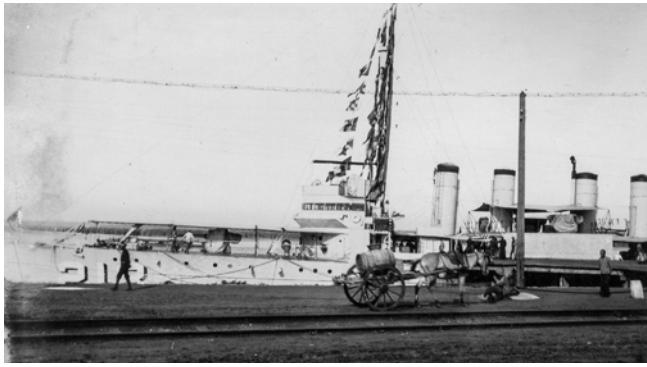
USS Black Hawk (AD-9) anchored in Philippine waters, 19 December 1935.
(US Navy photo # NH 78021 from US Naval History and Heritage Command)

USS Barker (DD-213)

15 August 1932 - 21 November 1935
(39 months)

On 15 August, 1932, he was transferred to USS Barker (DD-213) in Chefoo. The Clemson Class BARKER was commissioned in 1919 and had served in the Asiatic Fleet since 1921. The ship remained in Chefoo until 3 October and then began transit back to the Philippines with stops in Shanghai (4-25 Oct.), Amoy (27 Oct.-1 Nov.) and Hong Kong (2-9 Nov.), arriving in Manila on 11 November.

On 26 November he was admitted to the Naval Hospital at Canacao and was there until 21 January when he returned to BARKER.



USS Barker (DD-213) at Taugku, China.
17-27 Aug 34

1933

BARKER remained in port in Manila until 11 April when she got underway for Swatow, China arriving on the 13th. For the next four months she visited several port in China including Amoy (18-21 Apr.), Pagoda Anchorage (22-23 Apr.), Amoy (23-24 Apr.), Woosung (26-27 Apr.) then spending over two months in Chefoo (18 Apr.- 29 Jul.) before visiting Tsingtao (30 Jul.-10 Aug.), back to Chefoo (11-26 Aug.) then to Tsingtao (27 Aug.-7 Sept.) from which she returned to Manila arriving on 11 September.

On 4 July 1933 Signalman Mackin reenlisted for four years at Chefoo, China.



USS Barker in Dewey Drydock,
Olonagapo, Philippines. 1933

The ship spent the rest of 1933 operating in the local Philippine waters with a over a month overhaul in Cavite Naval Shipyard (12 Sept.-21 Oct.) and a week in drydock at Olongapo (25 Oct.-3 Nov.).

1934

BARKER started 1934 continuing operations in local waters alternating between Manila and Olongapo until 7 March. From there the ship began visits to other areas in the Philippines: Cebu (8-10 Mar.), Davao (11-12 Mar.), Zamboanga (13-15 Mar.), Jolo (15-16 Mar.), Illoilo (17-18 Mar.), and Culion (20 Mar.) before returning to Manila on 26 March 26th. After a short stop in Mariveles (26-27 Mar.), BARKER left from Manila on 10 April.

Barker visited Yokohama (16-25 Apr.) and Kobe, Japan (26 Apr.-3 May) before making Shanghai on 6 May. Departing on the 10th, she arrived in Chefoo, at her main base of operations in China, on 18 May. With the exception of a short visit to Tangku (17-27 Aug.), BARKER remained there until 5 October. During the visit to Tangku, Signalman Mackin visited Peking and the Great Wall of China.



Left: Forbidden City. 18 Aug 34



Right: Temple of Rain. 18 Aug 34



Left: Temple of Heaven. 18 Aug 34



Right: Bronze Dragon at the Summer Palace. 19 Aug 34



Left: East Gate of the Forbidden City. 18 Aug 34

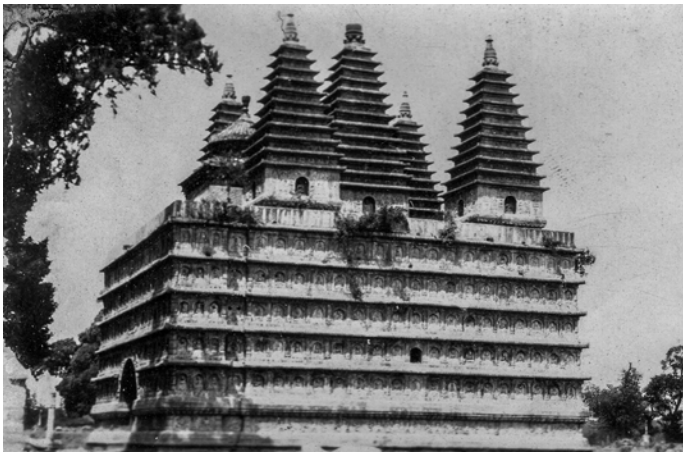




Left: Famous Arches of Central Park



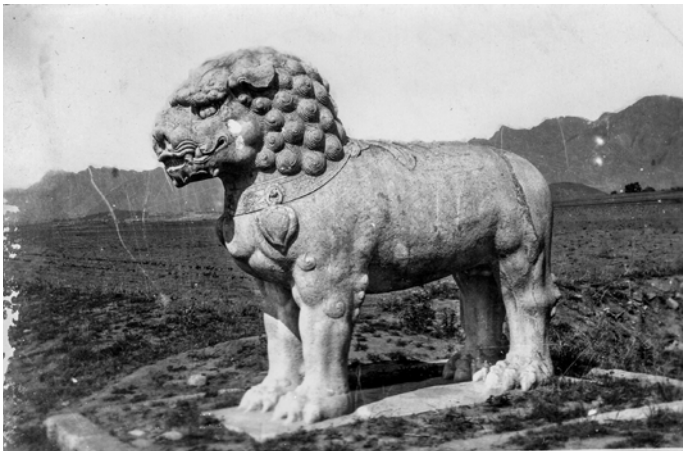
Right: Cloud Tower, Summer Palace



Left: Five Towers Pagoda



Right: Laughing Buddah in the
Lama Temple



Left: Marble Lion, Ming Tombs



Right: North Portion of the
Temple of Heaven



Above: Services in the Lama Temple



Right: Long Summer Walk,
Summer Palace, 18 Aug 34



Top: Sleeping Buddha Temple in Western Hills



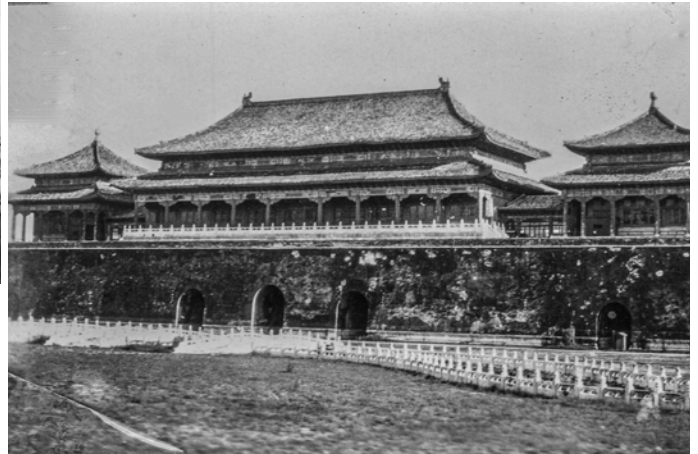
Right: Military Figure at Ming Tombs

Below Left: At the Temple of Heaven
Below Right: South Gate of Forbidden City

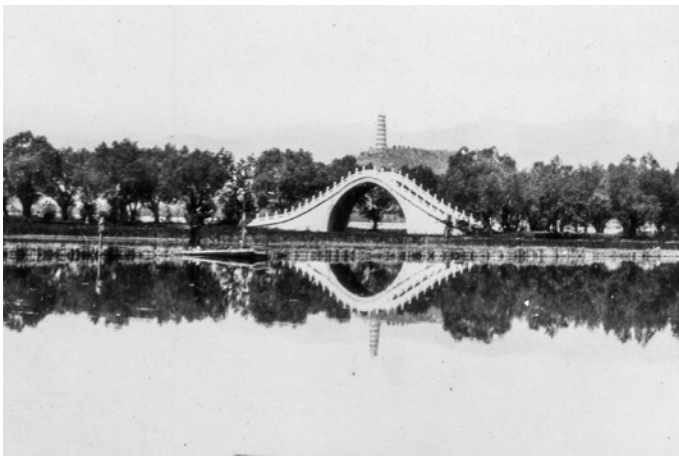




Left: Throne Hall in the Forbidden City



Right: Main Entrance to the Forbidden City



Left: Camel Back Bridge, Summer Palace



Right: Marble Dragon Bridges



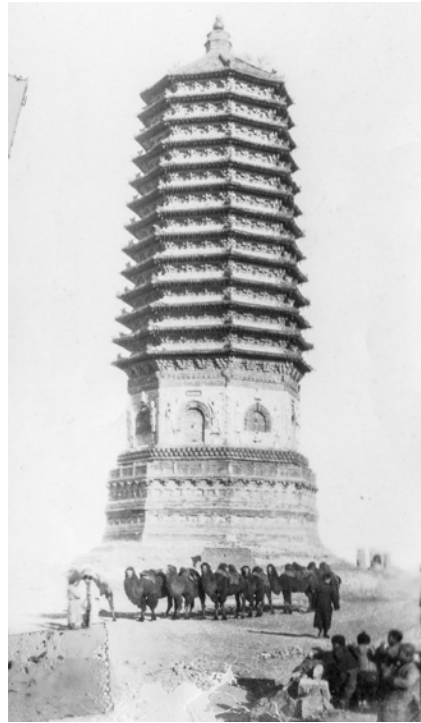
Left: Royal Barge



Right: Watch Tower of the Forbidden City



Jade Buddha,
Winter Palace



Thirteen Story Pagoda



Large Bronze Buddha,
Lama Temple

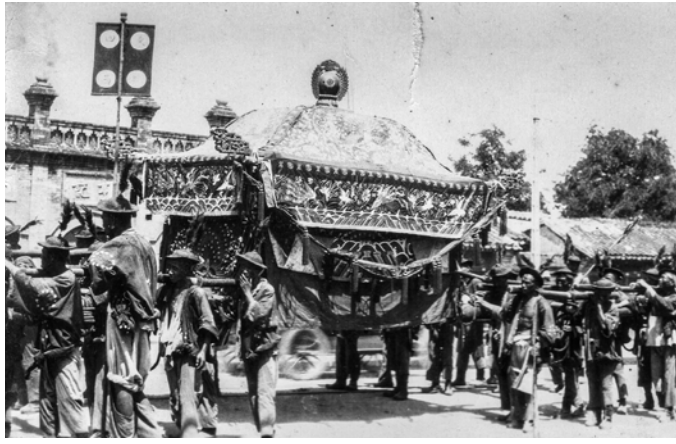


Entering the Hall Of Classics



Drum and Bell Tower





Left: Funeral Procession 18 Aug 34



Right: Evil Spirit Sweepers of the Funeral Procession



Left: Priests of the Funeral Procession



Right: Long Horns Music of the Funeral Procession



Left: Camel Train



Right: Donkey Cart



Left: Chinese Wedding Chair,
19 Aug 34



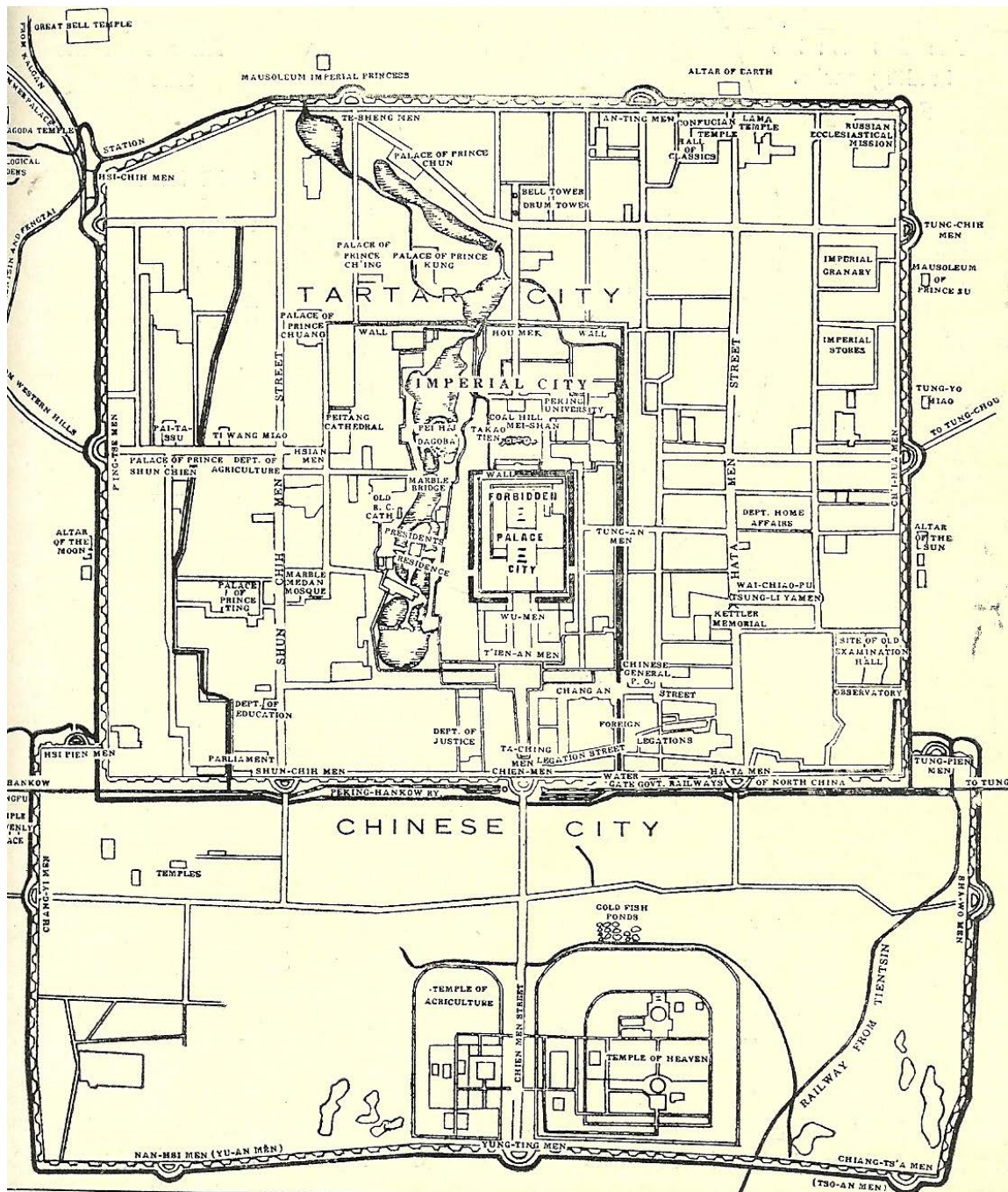
Right: Chinese wedding - the groom
going thru Tarter Wall
Peking, China
19 Aug 34



Coolies waiting for sailors at NCO (Non-
commissioned Officer) Club, Peking,
18 Aug 34



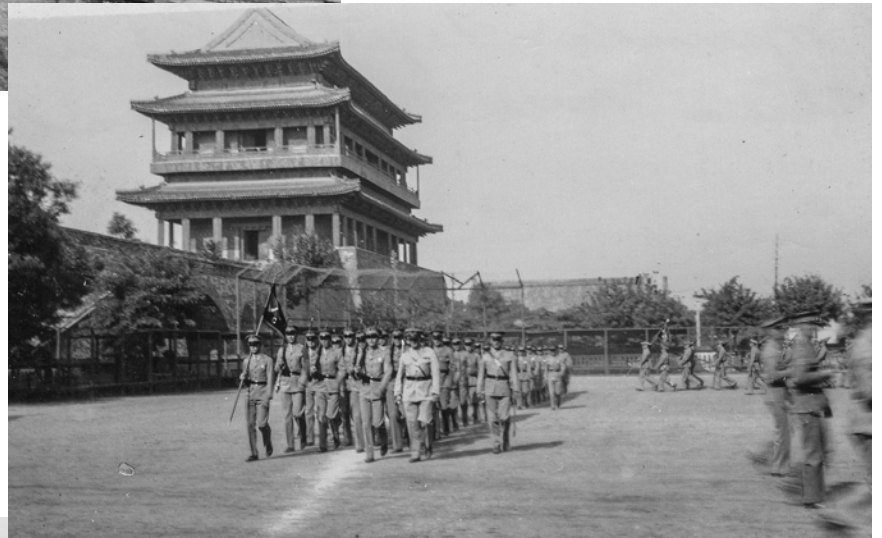
Below is a 1934 map of Peking showing location of many of the pictures shown here.



China Marines

Pictures of the US Marines 4th Marine Regiment, often referred to as the China Marines, which was stationed in Shanghai from 1927 to 1941 to protect American citizens in the International Settlement during the Chinese Revolution and the Second Sino - Japanese War.

Below U.S. Marines Inspection, Peking. 18 Aug 34.

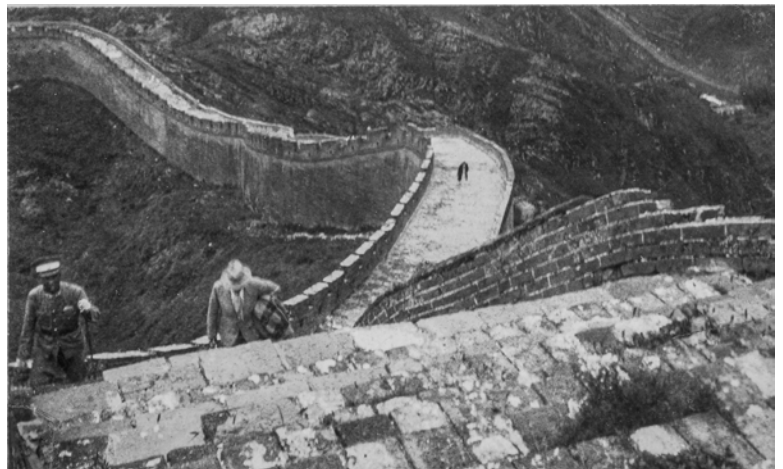
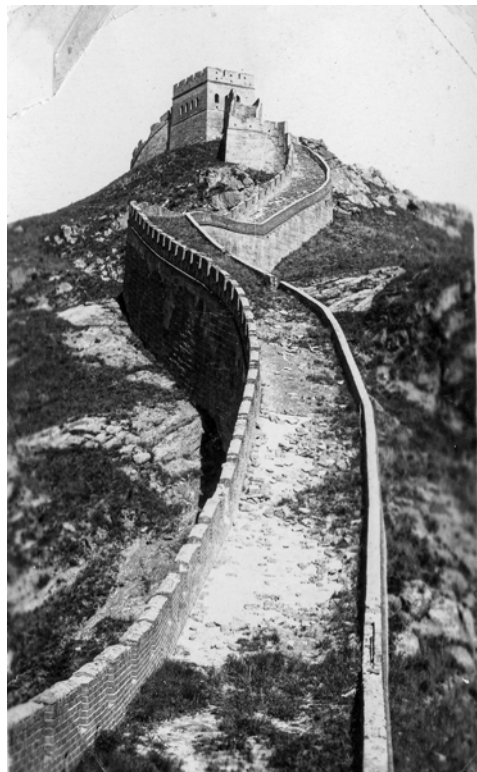


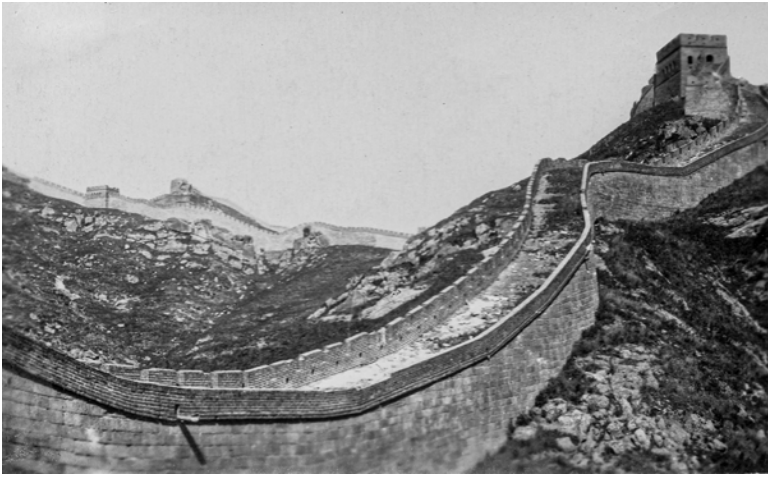
Trip to the Great Wall

21 August 1934



On the train heading to the Great Wall.





After the visit to Tangku, BARKER departed on the 27th and returned to the Philippines via Tsingtao (6-7 Oct.), Shanghai (9-29 Oct.), Amoy (31 Oct.-5 Nov.), and Hong Kong (6-19 Nov.). She arrived in Manila on 21 November. Following return to the Philippines, BARKER operated in the Manila area with visits to the local ports of Olongapo and Mariveles.

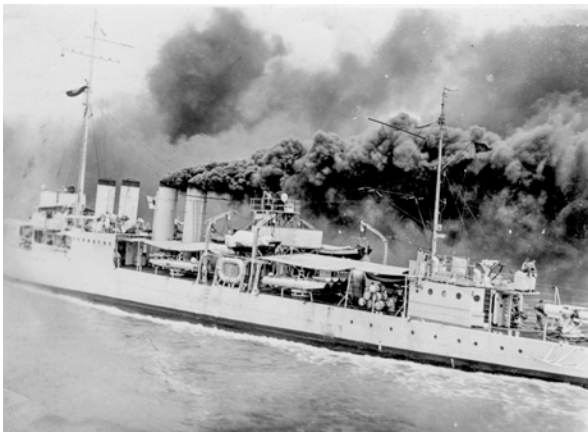
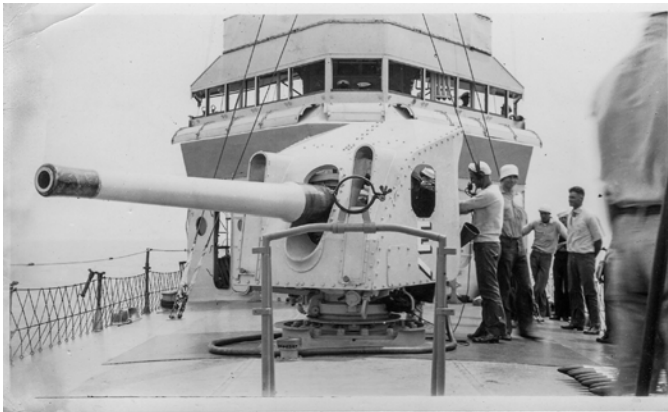


U.S. destroyers at Hong Kong.
25 Sept. 34

Naval Exercises

During periods at-sea, the destroyers engaged in training exercises to maintain proficiency.

Below: Gunnery exercises USS Barker (DD-213), 22 Jun 33.





High Speed Maneuvers, 25 Aug 35

1935

During the first few months of 1935, BARKER continued the pattern of operations in the Manila area with short visits to Olongapo, Mariveles and a short overhaul at the Navy Yard in Cavite. On 1 April she departed on the Northern Mindanao Survey which took her some 500 miles from Manila. In three days she surveyed thirteen locations. Stopping at Cebu (6-9 Apr.) and Iloilo (9-11 Apr.), BARKER returned to Manila on 12 April and then departed for China on 19 April.

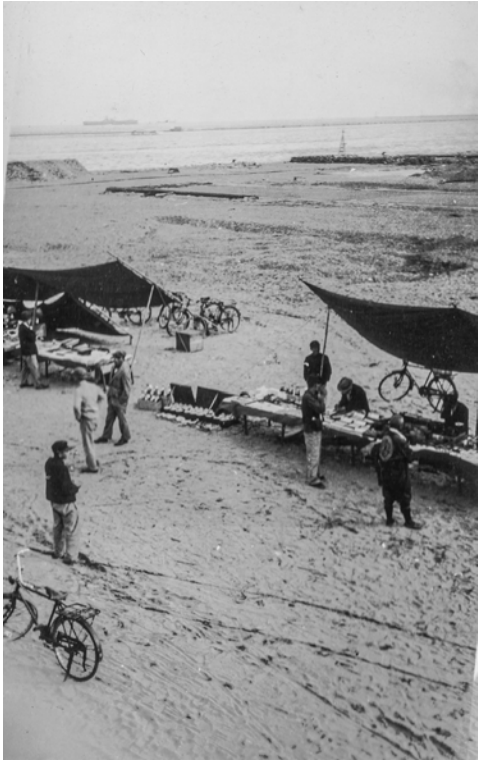


Left and below:
Machinist's Wharf, Navy Yard,
Cavite, Philippines, Mar 35



USS Barker making full power run
32 Knots off Chefoo China. Depth
Charge racks to the right. 28 June 35

The ship's first stop was Shanghai (23-30 Apr.) before proceeding to Kobe, Japan where she remained from 3 to 17 May. Returning to China, she arrived in Chefoo on 19 May and remained there until 21 September with the exception of three short port visits: Tankgu (9-18 July), Tsingtao (21-26 July) and Weihaiwei (6-9 Sept.). Barker then visited Amoy (25-29 Sept.) and Hong Kong (25-29 Oct.) before proceeding to French Indo-China (Vietnam) where she visited Halong Bay (14-15 Oct.), Haiphong (15-21 Oct.) and Saigon (24 Oct.-2 Nov.).



Japanese Merchants, Kobe Japan. May 35



Sampans at Mindanao, Philippines
Apr 35



Catholic Church, Boliangao
Mindanao, Philippines.
April 35



Dapitan, Min-
dano, Philippines
April 35



View of Chefoo China. Tower Hill to right.
29 Jun 35

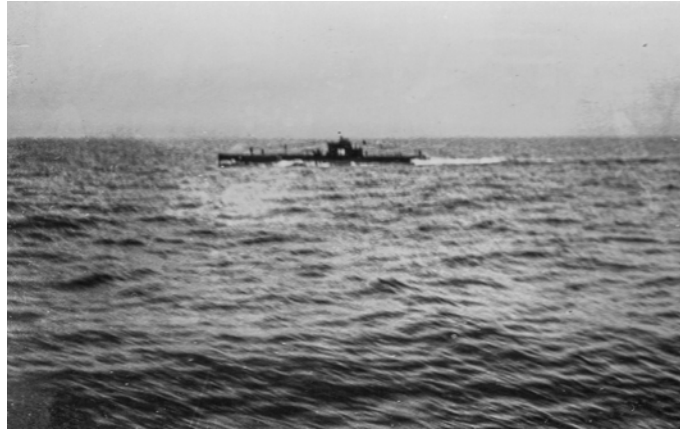


Black Hawk with USS Pillsbury, Smith Thomp-
son and John D. Edwards alongside. Chefoo
China. 20 Sept 35.



Above: Heading down the Peking River from Taugku, China. June 35

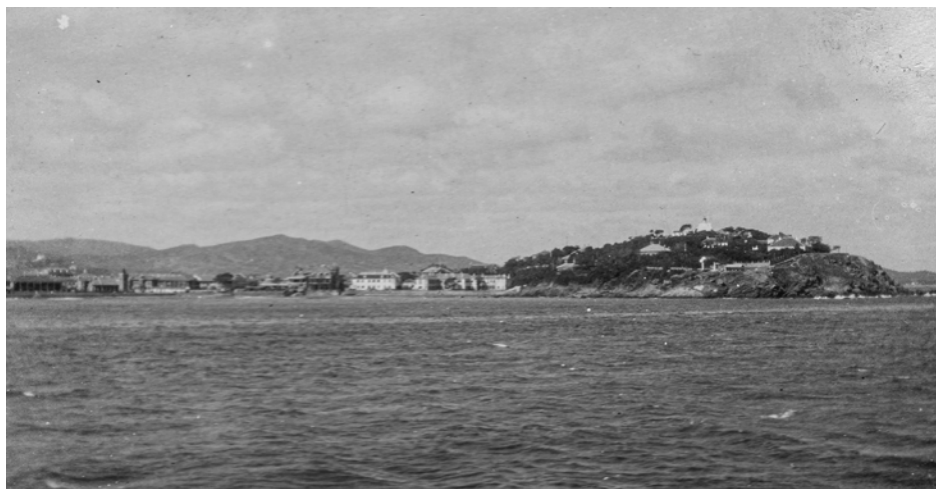
Below: S-38 off Tsingtao, China. July 35



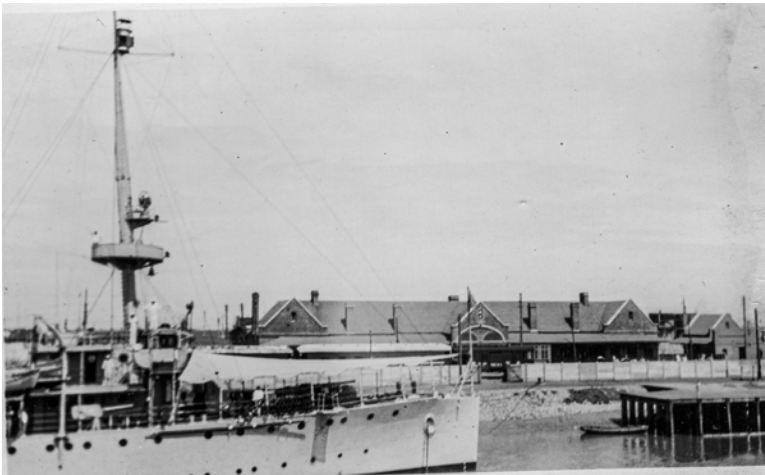
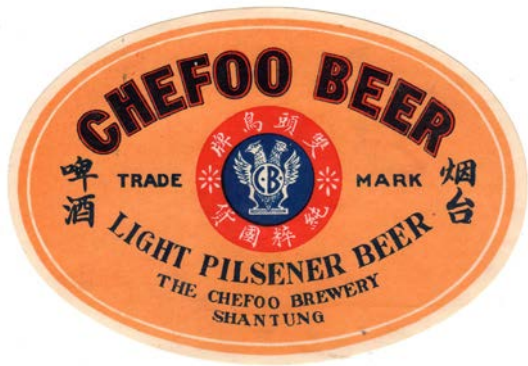
Left: Two Sampans - "Home Sweet Home to these Chinese", Peking River, Taugku, China. June 35



"Coolies carrying sand." French Compound. Taugku China. June 35



Left: view of Amoy China, 26 Sep 35



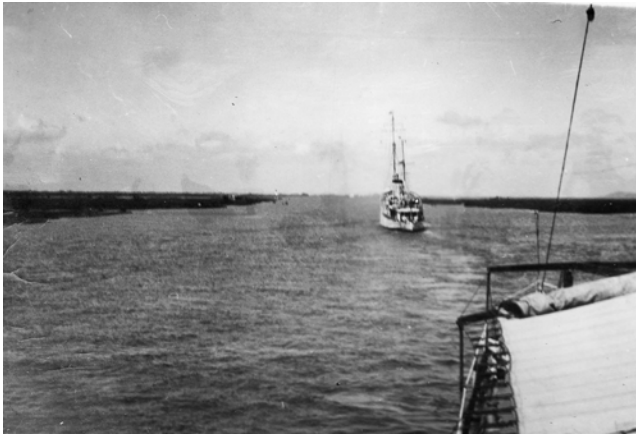
Gunboat USS Asheville (PG-21) alongside dock at Taugku, China (Taugku station in background). July 35. (Ed. Note: Early in World War II, she was sunk by Japanese surface forces on 3 March 1942.)



Full Dress Ship for Japanese Emperor's birthday, Shanghai, China Apr 35.



Left: USS Barker off Chefoo, China 29 Jun 35.



Above Left: Canal thru DINH Vu Island between KUA NAM TRIEU & KUA KAM. USS Whipple entering Haiphong, Tonkin, F.I.C. 15 Oct 35.

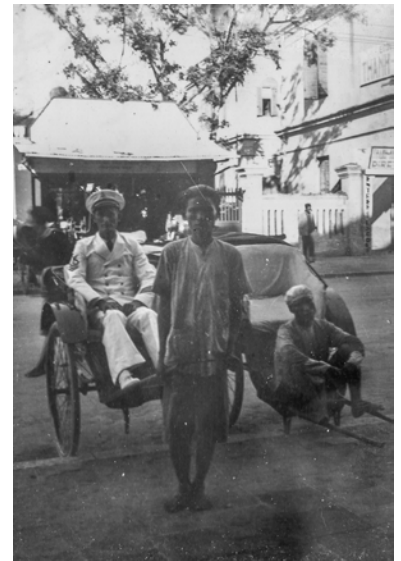


Above Right: Petty Officer Hoffman, Saigon, 27 Oct 35



Left: Saigon Street Food, 27 Oct 35

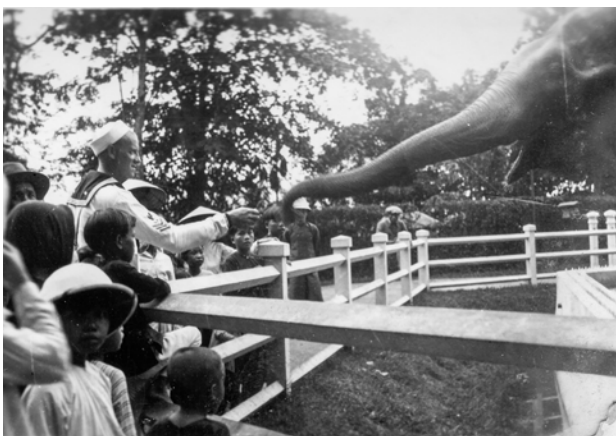
Right: QMC Sigler taking in the sights, Haiphong, Tonkin, FIC. 18 Oct 35



Left: Saigon Moulin Rouge Poster, 25 Oct 35

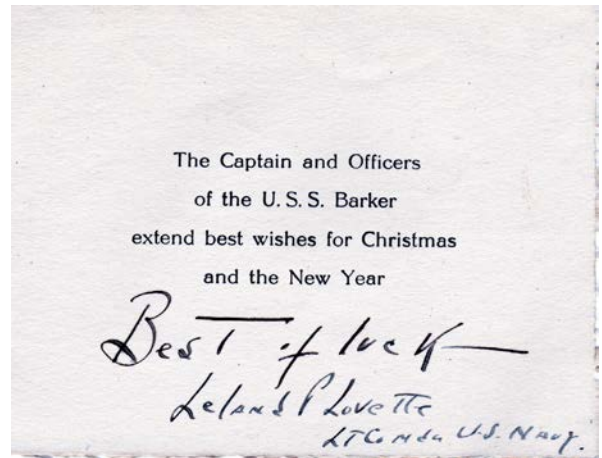


Above: Ox Cart, Saigon, 25 Oct 35

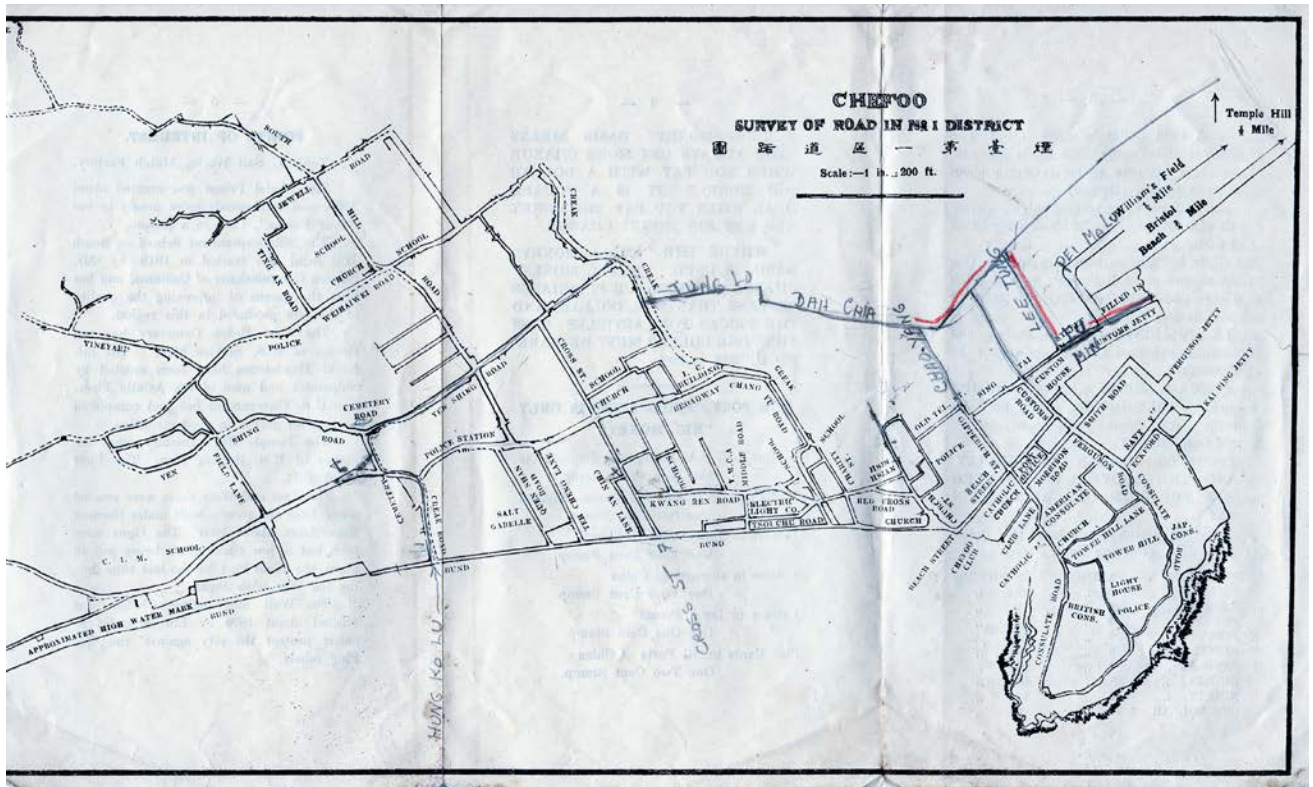


Left: Feeding elephant bananas at the zoo. Saigon, 25 Oct 35.

BARKER returned to Manila on 6 November and later that month conducted exercises with submarines in the local areas. On 21 November Signalman Mackin was transferred to the Naval Hospital in Canacao with a double hernia.



Christmas Greeting card signed by USS Barker Commanding Officer, LCDR Leland Lovette, who commanded BARKER from March 1935 until June 1936



Map of Chefoo, China

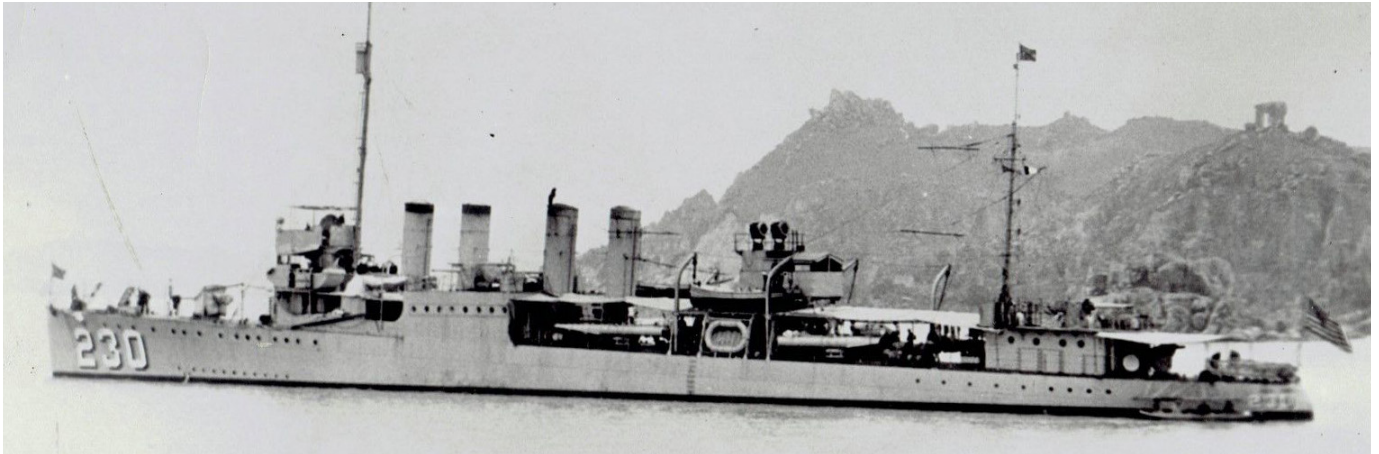
1936

He was released from the hospital on 11 January and returned to BARKER for further transfer to USS Black Hawk on 13 January, from which he was transferred to USS Paul Jones (DD-230) on 17 January.

USS Paul Jones (DD-230)

17 January 1936 - 14 July 1938

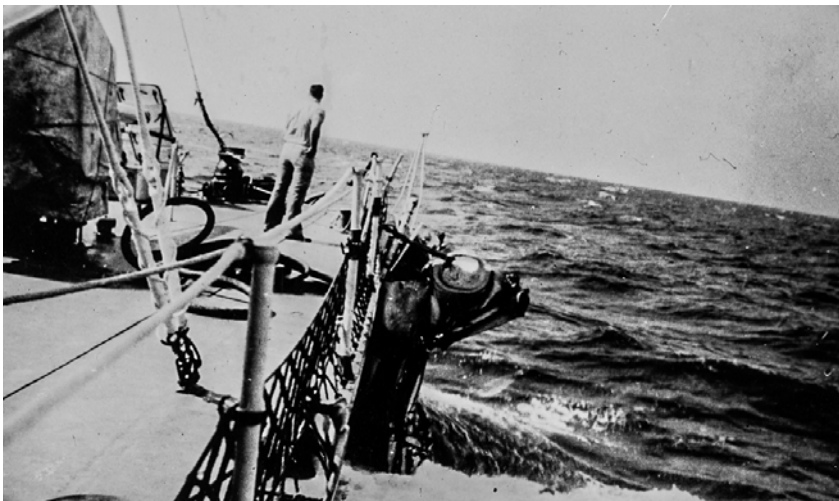
(31 months)



USS Paul Jones (DD-230) in an undated photo, probably in Chinese waters.
(Source: Navsource.org)

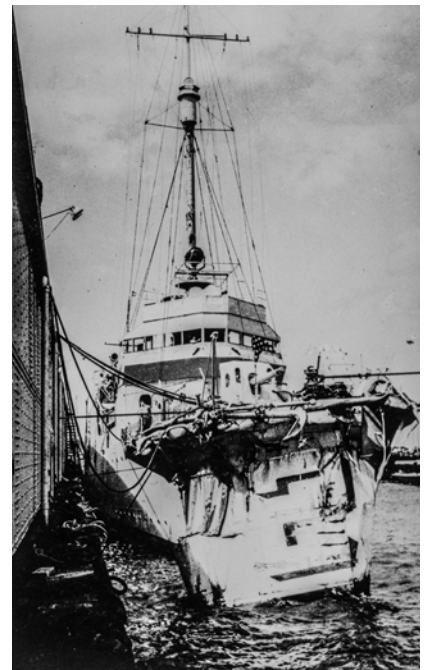
On 17 January 1936 Signalman Mackin reported to USS Paul Jones (DD-230), another Clemson Class destroyer, at Olongapo. PAUL JONES had been commissioned in 1920 and had been stationed with the Asiatic Fleet since 1923. Signalman Mackin entered the Naval Hospital at Canacao for examination from 18 - 25 January. PAUL JONES operated in local Philippine waters and ports towing targets for the army, undergoing annual inspection and conducting squadron maneuvers.

On 14 April while en route to Shanghai, destroyers Whipple and Smith Thompson collided doing severe damage to both ships. The squadron returned to Olongapo where Whipple and Smith Thompson were drydocked in the Dewey Drydock.



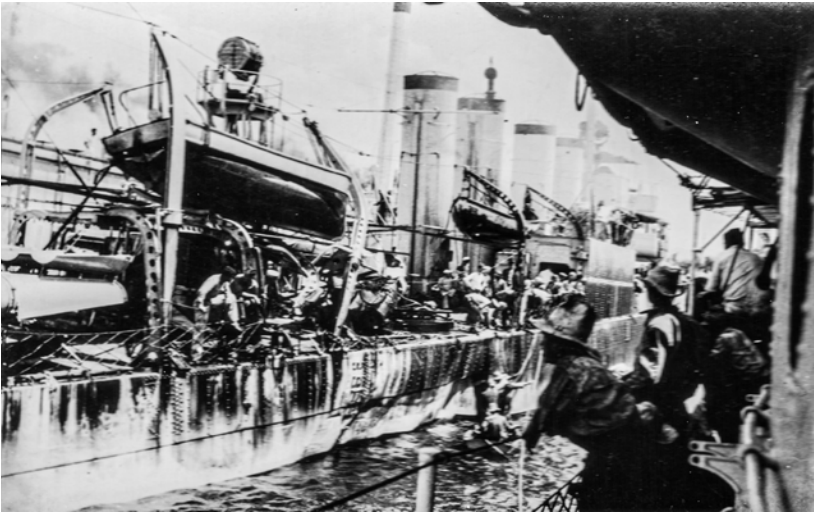
Above: Crew members inspect damage to the bow of
USS Whipple after collision.

Right: USS Whipple after arrival in port

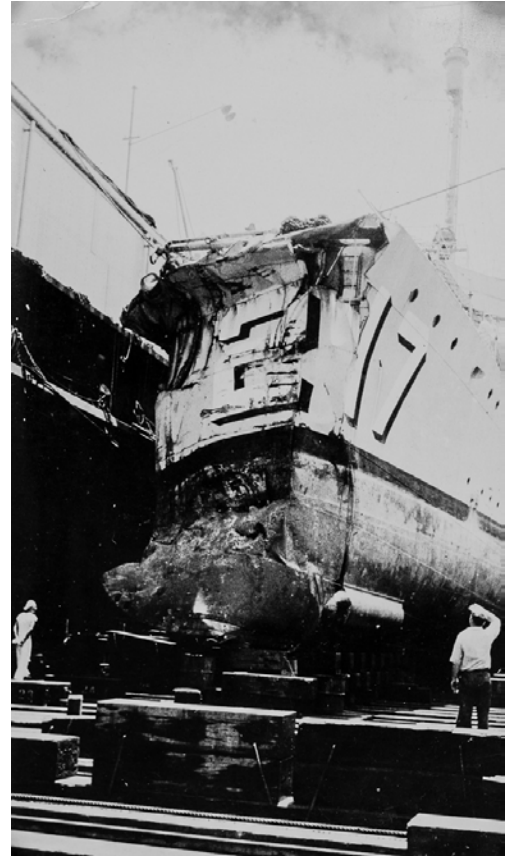




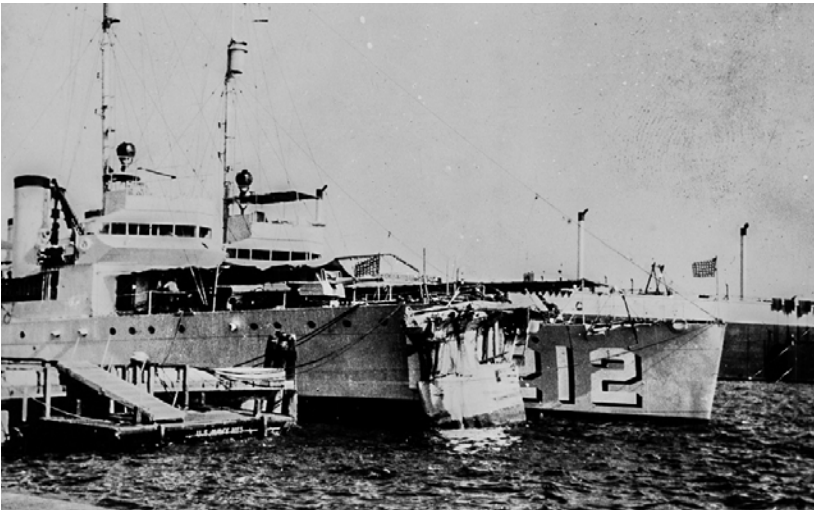
USS Whipple's damaged bow



Damage to USS Smith Thomson



USS Whipple in drydock



USS Whipple (DD 217) and USS Smith Thomson (DD 212) moored along side

Due to the damage to these ships, it was decided to remove the bow from SMITH THOMPSON and place it on WHIPPLE. SMITH THOMPSON was subsequently scuttled off of Subic Bay on 25 July 1936.

Probe Due In Collision Of 2 Destroyers

U.S.S. Whipple, Smith Thompson Accident Details Told

An official investigation into the circumstances surrounding the collision of the U.S.S. Smith Thompson and the U.S.S. Whipple, destroyers of the United States Asiatic Fleet, which occurred on the night of April 13, is now being conducted in Manila by American naval authorities, according to reports received in Shanghai yesterday.

Until yesterday, actual details of the collision were unknown in Shanghai but with the arrival of men from the Philippines who were aboard the two vessels at the time, a CHINA PRESS reporter contrived to obtain a fair account of what happened.

The Smith Thompson and the Whipple left Manila April 12 with the U.S.S. Black Hawk and other destroyers of the fleet, bound for Shanghai. They were scheduled to make a through run to this port without stopping at Hongkong. Maneuvers, as the vessels proceeded on their way north, had been ordered.

At about 7:30 p.m. on April 13, according to one CHINA PRESS informant, the Whipple was proceeding on a straight northerly course. Through the dusk, the watch on the bridge sighted what it thought was a ship to the port side. It being quite murky, it was impossible to make out the actual nature of the craft.

Too Near To Change Course
The vessel, it developed, was no

(Continued on Page 16, Col. 6.)

(Continued from Page 9, Col. 4.)

junk but the Smith Thompson, traveling at 10 knots, the same speed being made by the Whipple. At the time it was sighted, the Smith Thompson was too near for the Whipple to change her course, and the net result was the collision.

The Smith Thompson, acting on maneuver orders, attempted to pass the Whipple directly across the latter's bows. The Whipple struck her sister-ship on the starboard side forward. The impact was so ter-

rific that it bent the Smith Thompson's bow almost into a V-shape.

It is stated that the crew of the Smith Thompson actually lowered the life-boats before Lieutenant Commander E. H. Kincaid, commanding the damaged ship, could restore order on board. It is further stated that the crew in the engine and fire-rooms acted with the utmost bravery and speed in shutting off the engines and closing down the distillers. Everything was placed under control within two minutes, despite the fact that the engines, distillers, evaporators and other equipment was either wrecked or thrown completely out of alignment.

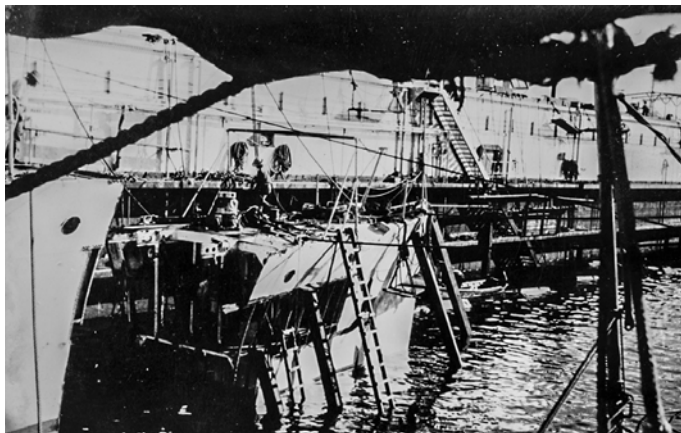
The Whipple, instead of buckling under the force of the impact, was thrown off to the left and almost turned over. The sea was unusually heavy, it was stated, with the result that it took some time to get the Smith Thompson around and in position to be towed back to Olongapo.

Whipple Holed

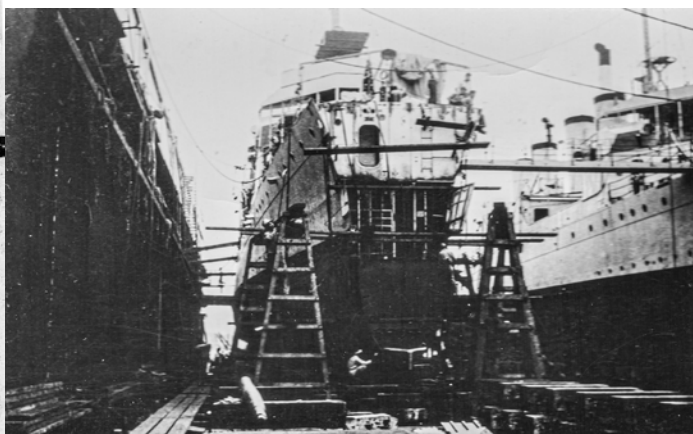
The Whipple was holed in the crash but not badly. The Smith Thompson, with her engines out of commission, was towed back to Olongapo by the Whipple and the U.S.S. John D. Edwards.

It is understood that the Smith Thompson will probably be placed out of commission since the estimated cost of repairs is in the vicinity of U.S. \$125,000. The Whipple is in the Dewey Drydock at Olongapo and it estimated that she will be ready for sea duty by the end of the summer.

In the meantime, Washington has ordered an official investigation with Rear-Admiral E. J. Marquat, commanding the 16th Naval District at Cavite, as head of the Board of Inquiry.



Smith Thompson afloat with her sunken bow shored up ready for Whipple to move over and set down on the blocks.



USS Smith Thompson in Dewey Drydock with bow removed



Landing Force, Olongao, PI. 7 Apr 36

PAUL JONES was underway for China again on 20 April, spending from 24 April to 13 May at Shanghai then underway and arriving at Chefoo on 15 May and mooring alongside BLACK HAWK. As in previous years, Chefoo became the main base of operations with several short underways for naval exercises and full power runs. Visits to other Chinese ports included Tsingtao (2-7 Aug. and 6-9 Sept.) and Tangku (1-10 Oct.). Underway from Chefoo for the last time on 14 October, she then worked her way south stopping in Shanghai (16 Oct.-2 Nov.) and Hong Kong (5-12 Nov.) before visiting Singapore from 16 to 23 November.

Underway on the 23rd, PAUL JONES crossed the equator at 105 deg. 04 min. E en route to Java in Company with Destroyer Division 15 with Commander Destroyer Squadron 5, CAPT H. A. McClure, embarked in PAUL JONES.



Pollywogs, sailors who have not crossed the equator, during the traditional Crossing the Line ceremony to become Shellbacks. 23 Nov 36



She proceeded to visit Tandjong Priok, Java (25 Nov.-2 Dec.), Soerabaja, Java (3-7 Dec.), Sanur Roads, Bali (8-11 Dec.) and Balikpapan, Borneo (13-15 Dec.) before heading back to the Philippines stopping at Zamboanga (17-19 Dec.) and Iloilo (20 Dec.) and Sangley Point (21 Dec.) before arriving in Manila on the 21st.

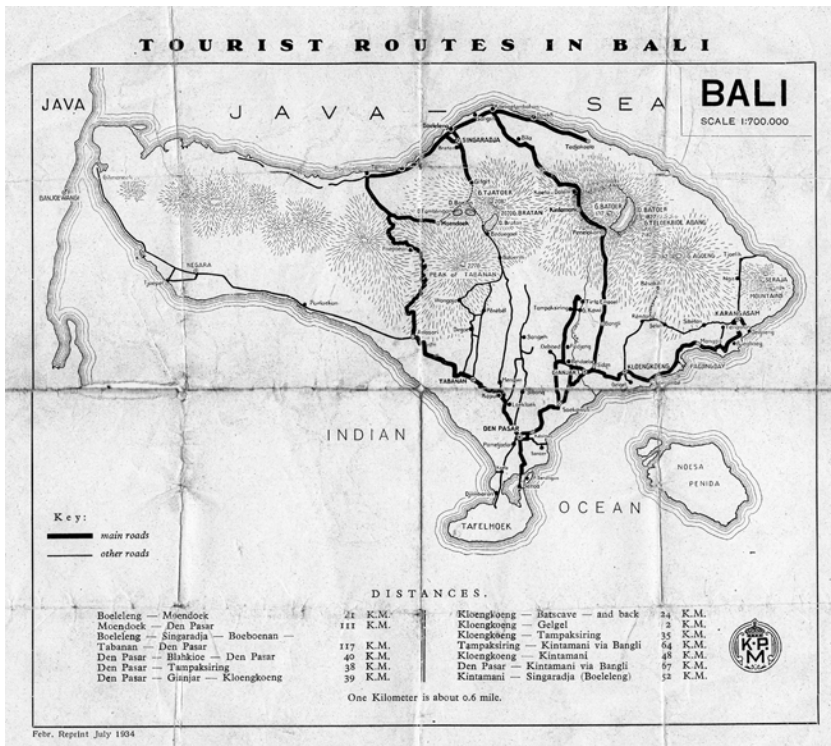


Approximate track of USS Paul Jones from Hong Kong to Manila, November - December 1936



Above Left: Liberty Party going ashore at Sanur Roads, Bali. 9 Dec 36

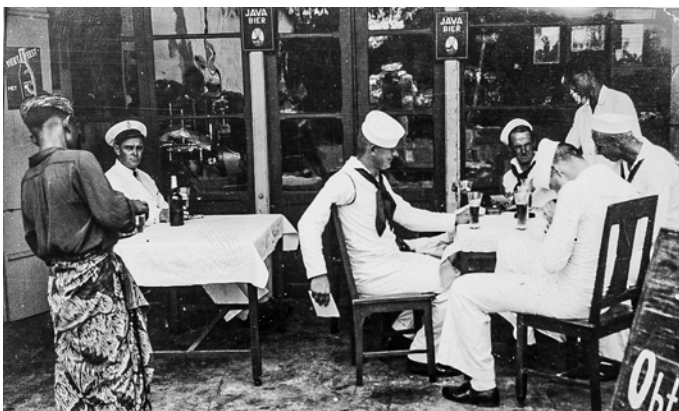
Above Right: Nordfelt, Korzenowsk & Fidler, Denpasar, Bali 9 Dec 36



Tourist Map of Bali



Sacred Dancers, Sanur Roads, Bali 9 Dec 36



Left: Sailors on Liberty, Denpasar, Bali 9 Dec 36

Museum

BALI

Das Wunderland von Niederländ. Indien

Bali ist nur 12 Stunden dampfen von Surabaya ablegen. Dampfer der Kon. Paketvaart-Maatschappij bieten in jeder Woche drei Mal Gelegenheit dieser interessanten Insel einen Besuch zu bringen, was getan werden kann durch einen drei-vier-fünftägigen oder längeren Ausflug. Bei einem kurzen Aufenthalt empfiehlt es sich die Reise-Coupons zu gebrauchen die das Hotel Satrya ausgiebt, wobei keine Extra-Auslagen entstehen und die das Hotel Satrya nur allein als „Service“ seinen Gästen anbietet.

Für Deutsche vor allem, ist es ratsam bei Reisen nach Bali sich zu wenden an die Deutsche Firma N. V. „Sahamy“ in Surabaya (Java) Pasarbesar I (die Direktion des Hotel Satrya) die bereitwilligst alles regelt und die besten Informationen über Bali erteilt.

Sollten bei Ihnen Pläne bestehen die interessante Insel Bali kennen zu lernen und wollen Sie diese in ihrer Ursprünglichkeit sehen, so möchten wir Ihnen raten, Ihren Entschluss bald aus zu führen, denn auch Bali kann auf die Dauer der fortschreitenden europäischen Kultur und Ihren Sitten und Gebräuchen keinen Widerstand halten.

Sicher, noch immer träumen die prächtigen Tempel da eben so als früher im Schatt.in der jahrhundertalten Waringin-bäume, noch immer spiegeln sie sich eben so schön in den glänzenden Wassern der Reisfelder,

doch wo früher nur die kleinen, zähen bali-schen Lastpferde vorbeitrippelten, längs schmalen Fusspfaden, da schurren nun die Autos über asphaltglatte Wege.

Das Abendland hat mit seinem Angriff begonnen und der Ausgang kann nicht zweifelhaft sein. Wenn auch der zähe Erhaltungstrieb des Orients hartnäckig Widerstand bieten wird, auf die Dauer wird vieles, was schön ist, unwiderrücklich zu Grunde gehen.

BALI
HOTEL SATRYA
 DEN PASAR (BALI)
 FÜR INFORMATIONEN: N. V. SAHAMY,
 PASAR BESAR 1 SURABAJA (JAVA)

BALINESISCHES MÄDCHEN IM TEMPEL SATRYA




Brochure from Hotel Satrya, Bali. As Bali was part of the Netherland Indies, presumably the brochure is in Dutch

Sacred Balinese Dancer, Senur Roads, Bali
 9 Dec 36



Women of Bali, Denpasar, Bali 9 Dec 36



Denpasar, Bali 9 Dec 36



Marketplace Denspar, Bali 9 Dec 36



1937

During the first three months of 1937, PAUL JONES conducted many short term operations out of the local Philippine ports of Manila, Olongapo and Sangley Point. The longest period in port was 5 to 23 February in Manila for an overhaul by tender USS Black Hawk (AD-9) and from 25 February to 4 March for an annual inspection. On 11 March PAUL JONES embarked Philippine Vice President Omena to the flagship USS Augusta (CL-31). Sergio Osmeña was later to become President of the Philippines during World War II.

PAUL JONES got underway for China on 6 April, arriving in Amoy on the 8th. Her visit to China was short this time, spending a only a day and half in Amoy (8-10 Apr.), a day and a half on the Yangtze River (11-12 Apr.) and a day in Shanghai (12-13 Apr.) before beginning the 1100 mile transit back to Manila, arriving on 16th. After only such a short time in China, the return to the Philippines was unusual and she spent from 17 May to the 21st in overhaul at the Navy Yard at Cavite and from the 21st to the 26th in drydock at Olongapo and fumigated ship on the 27th before departing again for China.

The ship's first port of call this time was Woosung (30-31 May) before making brief stops in Shanghai (31 May) and Tsingtao (2 June) and arriving in Chefoo on 3 June. PAUL JONES spent the next month doing daily and short term operations out of Chefoo conducting squadron maneuvers and battle practice with other destroyers. On 6 July she shifted to Tsingtao and conducted operations with submarines until the 10th. She then visited Shanghai (11-15 Jul.) and Tsingtao (16-17 Jul.) before returning to Chefoo on the 17th and conducted daily operations, mainly AA (anti-aircraft) practice.

On July 4th, Signalman Mackin reenlisted for four more years.

On the 24 July she left for Vladivostok, U.S.S.R. in company with USS Augusta (CA-31), flagship of the Asiatic Fleet with Admiral Yarnell embarked, and three other destroyers, USS Whipple (DD-217), USS Alden (DD-211), and USS Barker (DD-213), passing through the edge of a typhoon en route. The ships visited the city from 28 July to 1 August.



Vladivostok, U.S.S.R., 27 July 37



View of visiting U.S. naval squadron at Vladivostok, Russia, 26 July -1 August 1937, in the harbor. The stern of one U.S. destroyer can be seen to the left of the picture while the other three are in line broadside to each other and the USS Augusta (CA-31), to the left of center. The four destroyers are: USS Paul Jones (DD-230), USS Whipple (DD-217), USS Alden (DD-211), and USS Barker (DD-213). (Naval History and Heritage Command photo)





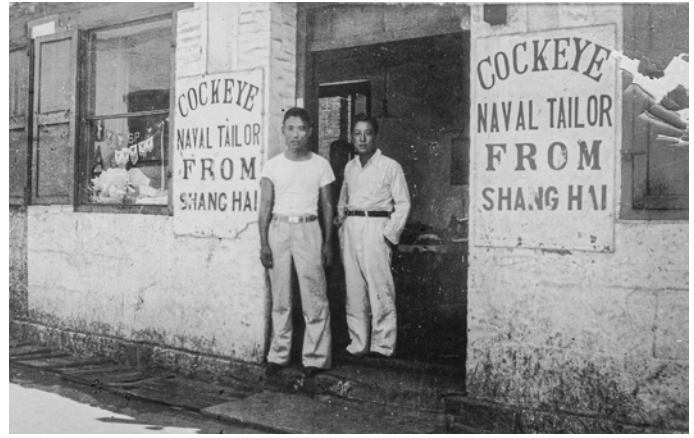
Vladivostok Harbor, 29 Jul 37



Russian Submarine, Vladivostok, USSR
29 Jul 37



View of Chefoo, China



Naval Tailor, Chefoo, China

These were the first United States naval vessels to visit that port since the closing of the naval radio station there in 1922. As Admiral Yarnell later wrote, “The visit of this force evidently has meant a great deal to these people,” as both officers and men were lavishly entertained. (From history.navy.mil)

PAUL JONES returned to Chefoo on 3 August began another period of daily exercises with other destroyers until 26 September. She then visited Taku (27 Sept.) and Pehtaiho (28 Sept.) before returning to Chefoo on 28 September. She began her trip back to the Philippines on 8 November departing Chefoo, visiting Shanghai (11-17 Nov.), Amoy (18 Nov.) and Swatow (19 Nov.) before arriving in Mariveles, P.I. on 21 November.

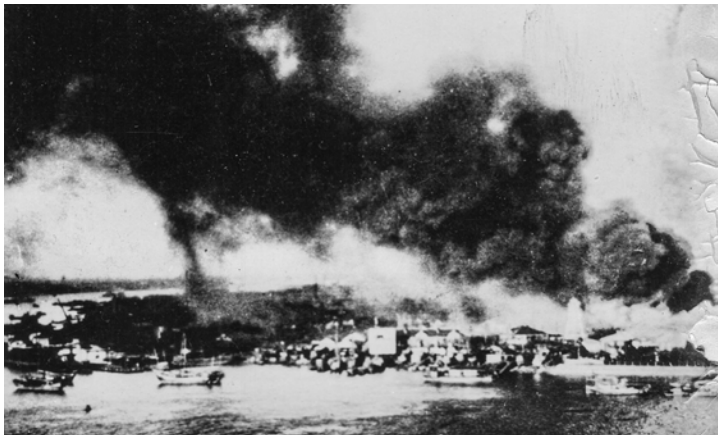
During the visit to Shanghai, PAUL JONES was witness to the Japanese invasion of Shanghai.

The conflict had begun on 13 August when the army of the Chinese Nationalist Party attempted to eradicate the Japanese troop presence in downtown Shanghai. The first phase lasted until 22 August after which the Japanese launched a series on amphibious landings on the coast north of Shanghai and the two armies fought a house-to-house battle with the Japanese attempting to gain control of the city and the surrounding regions. The last phase of the battle from 27 October to the end of November 1937, had the Chinese army in retreat in the face of Japanese flanking maneuvers, and the ensuing combat on the road to China’s capital, Nanjing. [Wikipedia]

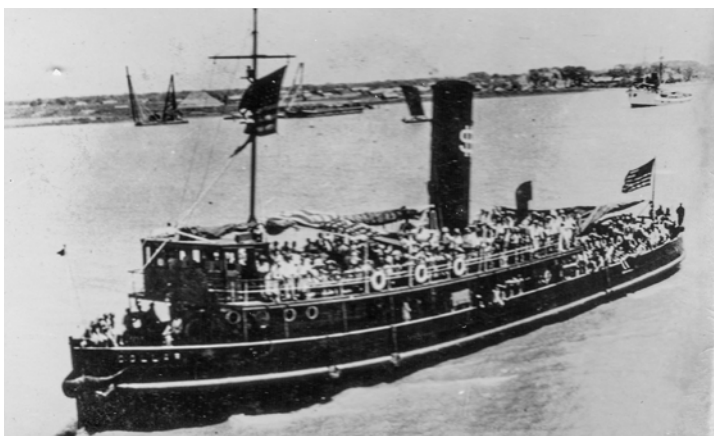
In view of these hostilities, USS Augusta, after initially making Tsingtao following the visit to Vladivostok, sailed for Shanghai on the morning of 13 August 1937 in order to protect American interests there.

AUGUSTA reached Shanghai the following day, and sailed up the Whangpoo River. En route to her moorings, she passed many Japanese warships, principally light cruisers and destroyers, who duly rendered the prescribed passing honors to Augusta’s embarked admiral.

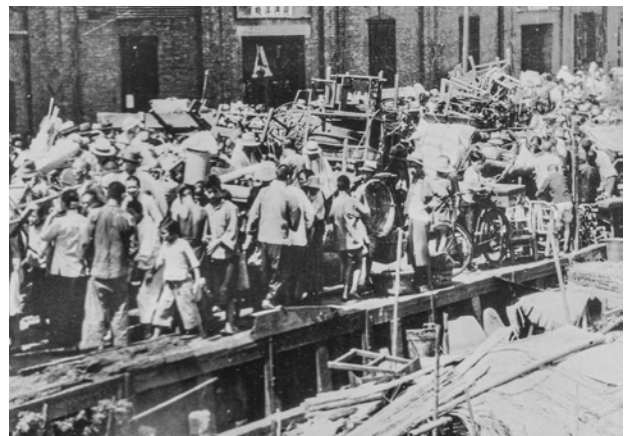
On 18 August, AUGUSTA unmoored and shifted further upstream and moored off the Shanghai Bund. She would remain in that mooring, in a prominent position off the famous “Bund” into January 1938, observing the Sino-Japanese hostilities at close range. Initially, there was the problem of evacuating Americans from the war zone. American merchantmen called at Shanghai to do so, passengers travelling downstream to waiting steamships on the Dollar Line tender, guarded by Sailors from Augusta’s landing force. The flagship’s Marine detachment, meanwhile, went ashore to aid the 4th Marines in establishing defensive positions to keep hostilities out of the neutral enclaves. On 20 August 1937, while the flagship’s crew gathered amidships on the well deck for the evening movies, a Chinese anti-aircraft shell landed amongst the sailors, killing one and wounding several. Ten days later, Chinese planes bombed the American Dollar Line SS President Hoover off the mouth of the Whangpoo River, with one death and several wounded. [US Naval History and Heritage Command]



Shanghai, September 1937



Dollar Line Tug loaded with American and other foreign refugees evacuating Shanghai. Sept 37



Chinese Refugees trying to evacuate Shanghai. Sept 37



USS Augusta moored in the Whangpoo River at Shanghai. Sep 37



USS Augusta's deck - One sailor killed here while waiting for the movies



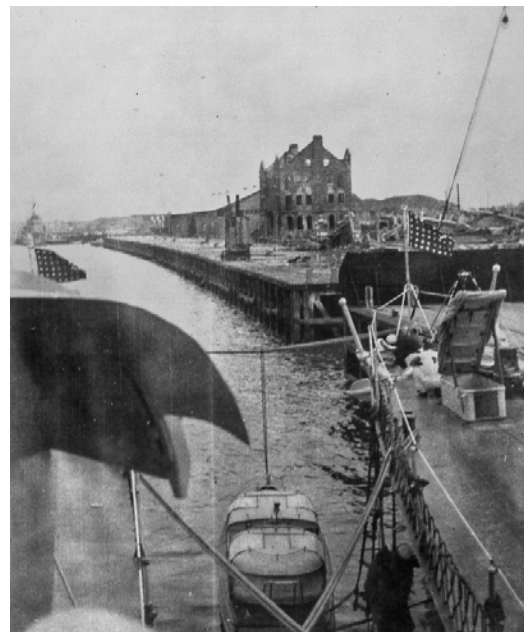
British and American Marines near Soochaio Creek Bridge Broadway Mansion Hotel rear. Shanghai. 28 Sept 37



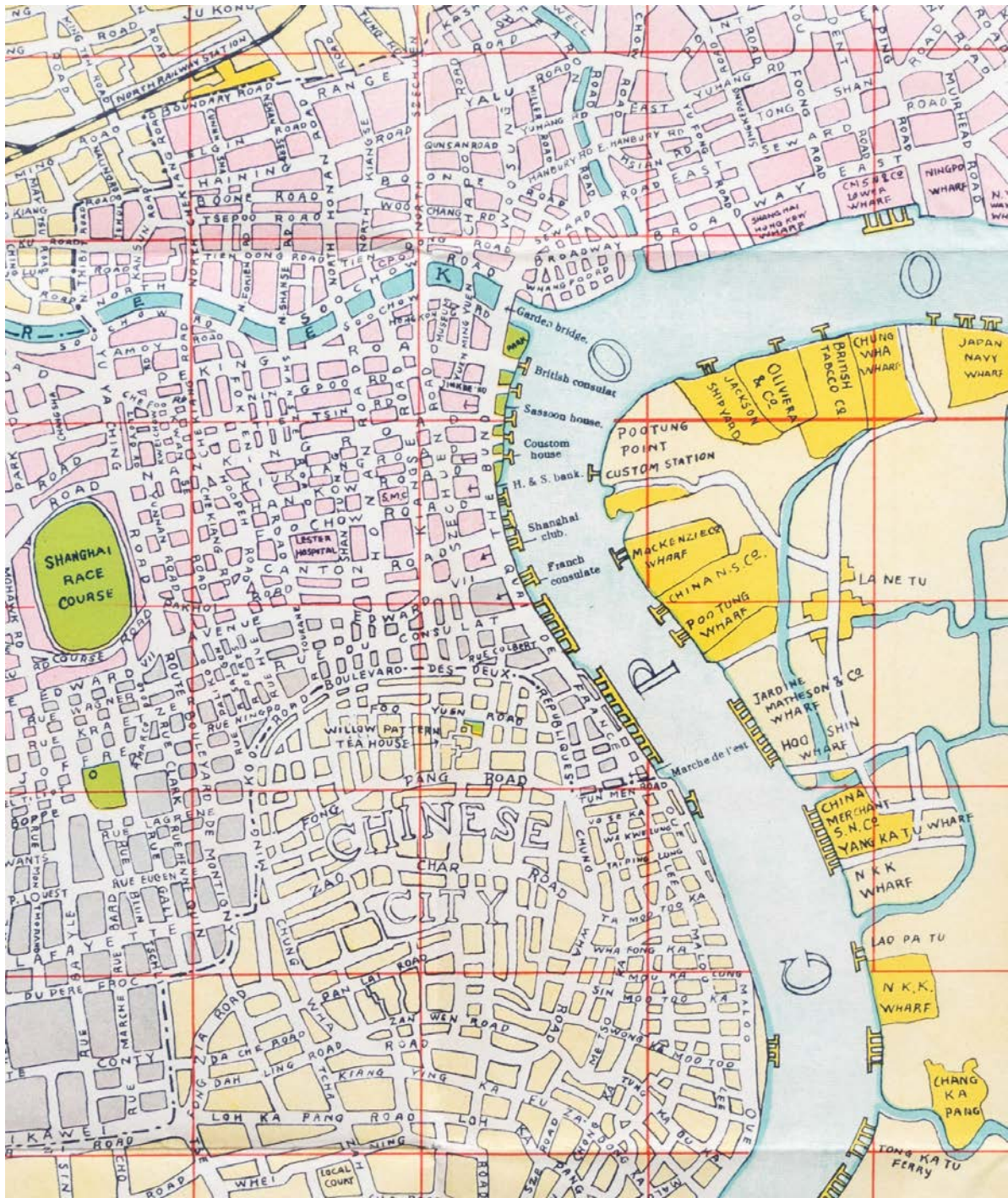
The Bund - International Settlement Shanghai, China. 13 Nov 37



Japanese gunboat at Pootung (across the river from), Shanghai, China. 12 Nov 37

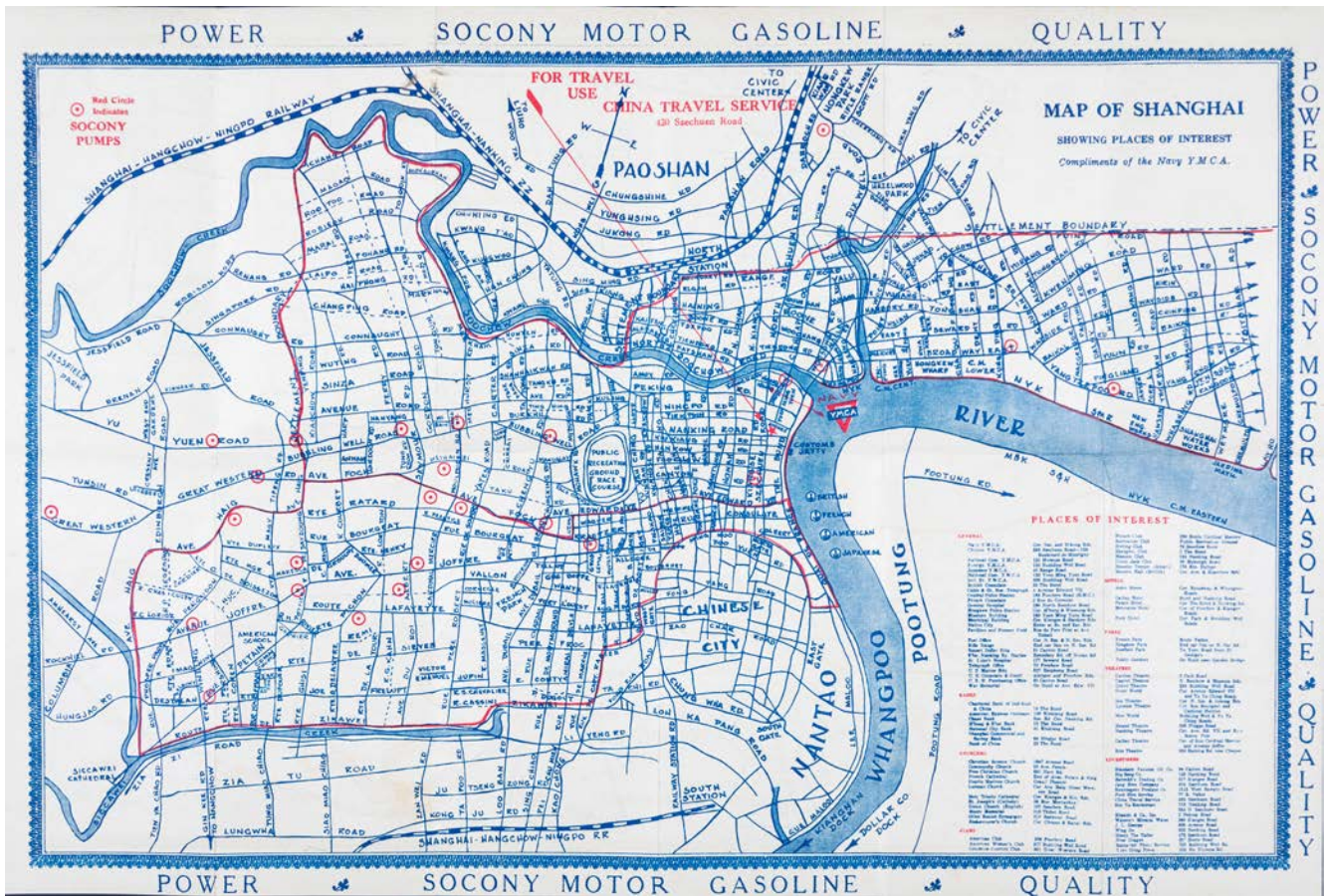


Right: N. Y. K. office building at Pootung China, Whangpoo River. 15 Nov 37



Enlarged Map of Shanghai

The ship stopped at Sangley Point, Philippines on 21-23 November before arriving in Manila later the same day on the 22nd. For the remainder of 1937 PAUL JONES conducted daily/short term local operations out of nearby ports.



YMCA map of Shanghai

1938

The start of the new year continued the same pattern of operations conducting a variety of naval exercises including anti-aircraft practice, submarine exercises and exercises with other destroyers of the division and squadron. Commander Destroyer Squadron Five was embarked during portions of this time period while conducting these exercises. In early April the ship proceeded to the vicinity of the Philippine island of Palawan and commenced naval exercises with other destroyers of Divisions 13 and 15 and supported by BLACK HAWK. Over the next two months they conducted operations near Palawan, Jolo, Leyte, and Mindanao.



The main drag looking toward the dock, Marigosatubig, Mindanao. 8 May 38





Left: Municipal Building Provincial Road Dapitan, Mindanao P.I. 28 Apr 38



Right: PAUL JONES sailors on there way to being disappointed (there was no beer) Dapitan, Mindanao PI. 28 Apr 38

Most of this time was spent at sea with periodic refuelings conducted by fleet oilers USS Pecos (AO-6) and USS Ramapo (AO-12). PAUL JONES spent from 7 May through the 19th alongside USS Black Hawk (AD-9) and then continued with squadron battle practice exercises. On 16 June she left Philippine waters and arrived in Paknam, Siam on the 21st. They visited Bangkok from the 22 to the 27th of June.



King's Palace Bangkok, Siam.

25 June 38



Bangkok, Siam. 25 June 38



Snake Farm Bangkok, Siam.
25 June 38



Milking time on the snake
farm, Bangkok, Siam.
25 June 38



Temple of the Emerald Buddha.



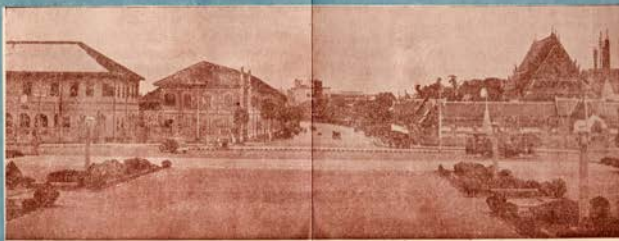
Wat Pa, the temple of the large Reclining Buddha.

BANGKOK

WHERE THE WORLD AND THE AGES MEET

"Bangkok is a Capital unlike any other in the world, a huge city of vivid contrast where the world and the ages meet, where in enjoyment of the comfort of every modern amenity the tourists may yet regard the life of centuries past unaltered in the slightest degree. In Bangkok a spectacle unbelievable as a dream is before him, a panorama of color like a theatrical extravaganza, a hundred thousand times multiplied. Though he has sought and failed to find the East of his dreams all the way from Suez to Shanghai, it awaits him in Bangkok, for Bangkok is the Capital of Siam and Siam is the very heart of the East."

—Mark T. Greene,
in the Christian Science Monitor.



A panoramic view of a street scene in Bangkok, taken from the Memorial Bridge.



One of the buildings of the Chulalongkorn University.



Wat Dusitnadesin, the Marble Temple.

SOME FACTS ABOUT SIAM

Siam is a country of about the same size as France. According to the latest census the population of the kingdom is about 14,600,000; the population of Greater Bangkok, the Capital, is approximately one million.

ADMINISTRATION.

Until June 24th, 1932, the Government of Siam was an absolute monarchy but following the coup d'etat on that day, Siam established a democratic regime, with the King assuming the status of a Constitutional Monarch and an Assembly of People's Representatives exercising legislative powers. More than five years have now elapsed since the constitutional form of government was established and the country has been passing through the period of transition with remarkable peace and progress.

RELIGION.

The national religion of Siam is Buddhism and the King is the Defender of the Faith. Buddhist Shrines (called "wats" in Siamese) are numerous in every part of the Kingdom. It is a religious duty, but a purely voluntary one, on the part of every Siamese to enter a Monastery at some period of his life for the cultivation of his religious life and education. The most significant feature of the country is the absolute freedom of religion allowed to all.

CLIMATE.

The long stretch between the northern and southern frontiers of Siam accounts for the variation of the climate in different parts of the country. In the cold season, November to February, the temperature in Chiangmai, the Northern Capital often registers as low as 45° F while the mean temperature in Bangkok is about 80° F. March, April and May are the summer months in Siam. The temperature in Bangkok and most places during these months are almost identical with the summer temperature in the eastern cities of the United States, Boston, New York and Philadelphia, but the air in Bangkok is much drier and the heat never becomes oppressive, even to those accustomed to more temperate climes.



The rainy season sets in about the middle of May and lasts until about October. Occasional showers help to lower the temperature and purify the air. Nature is at its best in this season.

RESOURCES AND TRADE.

The most important sources of Siam's wealth are rice, teak, rubber and tin. Rice is the main agricultural product and the main export commodity—and Siam Rice is acknowledged the world's best. Other agricultural products include tobacco, pepper, coconuts, cotton, dye products etc. Paddy and teak being the most abundant produce of the land, rice mills and saw mills are numerous in Bangkok and elsewhere in the country. Rural industries like silk and cotton weaving, lacquer work etc., thrive in various parts of the kingdom.



COMMUNICATIONS.

Communication systems in Siam have developed considerably during the past two decades and the Government is actively engaged in further construction and improvements. Already the Royal State Railways of Siam, applauded by many a distinguished visitor as one of the best systems in the Orient for efficiency of service and smoothness of running, operate throughout the length and breadth of the Kingdom. An extensive highway construction programme is now in full swing. Water transportation in Siam, along the main rivers and the innumerable canals which flow into them, has also developed extensively. Travelling along the rivers and canals is a great treat as one passes through pic-



turesque natural sceneries everywhere.

SEA AND RAIL.

Bangkok is connected with the world ports by steamship lines. Wherever one starts, one comes to Bangkok either from Singapore, Penang, Hongkong or Saigon and regular steamship lines carry on direct service between Bangkok and these ports. Those who come to Siam via Penang (Prai) may travel up the Peninsula to Bangkok by the smooth Diesel driven International Express of the Royal State Railways, a distance of 1167 kilometres being covered in less than twenty-seven hours.

ALSO AN AIR CENTRE.

Besides, Bangkok is ideally located for air passengers, being the busiest international air junction in this part of the world. Three great air services—the Dutch, British and French lines, pass through Bangkok and there is a plane bound for any city from Bangkok almost any day of the week. Also for travelling within the country, one may utilize air transport, as an internal airmail and passenger service is being carried on by a state-subsidized enterprise. The airport at Don Muang, on the outskirts of Bangkok, has a most modern concrete run-way and landing field and the Siamese Aviation Department affords all possible facilities for visiting airplanes and airmen.

ALL MODERN FACILITIES.

In Bangkok, the visiting tourists and business men find every facility for residence, sight-seeing and making business contacts. There are four large and up-to-date hotels; places of sight-seeing and entertainments are numerous and the schedule of tariff is moderate in all cases.



INTERESTING CITIES

AYUDHYA the ancient Capital of Siam, is a city of great historic interest and scenic beauty. Ayudhya was founded in the fourteenth century and was destroyed in the eighteenth century after having been the capital of Siam for over 400 years. The ruins of the old Palace, the Elephant Kraal and the gigantic sitting Buddha (second largest in the world) are among the main attractions.

LOPBURI was an important city as early as the seventh century. It was here that King Narai received in audience the ambassadors of King Louis XIV of France. Its great pagodas and ruins indicate to a large extent the influence of western civilization prevailing in Siam at that time. Lopburi to-day is assuming a new role as an important military headquarters. The city is being modernized in every way and the contrast between the old and the new is very striking in this ancient city. Lopburi has a large elephant Kraal for the capturing of elephants.

CHIENGMAI, the northern capital, is one of the most colorful cities in South-eastern Asia. Greater Chiangmai contains over 640,000 people and yet the city is cosy and quiet. The population is active, polite and hospitable and its young women are among the prettiest. For travellers who are longing to see an Asiatic city unchanged by Western influence, it is recommended that Chiangmai be included in the itinerary.

NAKON PATOM is the seat of the famous Patom Chedi, the biggest stupa of its kind in the world. The Chedi contains a sacred relic of the Buddha which is much revered by Buddhists all over the world.

HUA HIN ON SEA, the Deauville of Siam is one of the most popular seaside resorts. During the summer months Hua Hin serves as a rendezvous for the elites of Siam, Malaya and other neighbouring countries. Its golf course is one of the best east of Suez.

For full information on interesting cities and towns which are numerous throughout the length and breadth of Siam, travellers are advised to communicate with the Bureau of Tourist Promotion, Bangkok.



After the visit she returned with Destroyer Division 13 to Manila on 1 July. The ship then began operations in the local areas.

During this time period Signalman Mackin was commended by his command as follows:

“June 13: Commended for the nicety and expertness with which he steered this ship during the fueling at sea exercise this date.”

“June 18: The especially keen eyesight of this man is worthy of note in his record. He has repeatedly demonstrated his ability to sight objects at sea at long ranges an appreciable length of time before those objects could be seen by another person.”

On 14 July 1938 Signalman Mackin was transferred to USS Black Hawk in Manila.



Manila, P.I.. Feb 38



New World Bar. 13 Jun 36



USS Paul Jones Ship's Party. 12 Jul 39
(Navy History and Heritage Command Photo)

USS Black Hawk (AD-9)

14 July 1938 - 30 August 1939

(13 1/2 months)



USS Black Hawk (AD-9) moored at Chefoo, China in the late 1930's, with USS Paul Jones (DD-230), John D. Ford (DD-228), Peary (DD-226), and USS Heron (AM-10) alongside.
(US Naval History and Heritage Command photo # NH 95960)

BLACK HAWK was underway the next day on 15 July for Hong Kong arriving three days later on the 18th.

During this passage on 16 July 1938, Signalman Mackin was issued an acting appointment to Chief Petty Officer.

After spending five days in Hong Kong, BLACK HAWK was underway for Chefoo arriving on the 24th. Chief Mackin was then assigned to the Permanent Patrol in Chefoo until 9 September when he embarked his old ship, USS Paul Jones, as part of the COMDESRON Five staff. The next day the ship moved to Tsingtao. On the 15th she was underway for Hong Kong, arriving on the 20 September. During the nearly 1,400 mile transit she conducted maneuvers with BLACK HAWK, PECOS, Destroyer Division 13, PERRY and PILLSBURY. PAUL JONES departed Hong Kong on 27 September headed for Manila arriving on the 29th. In Manila Chief Mackin transferred to USS Black Hawk with COMDESRON Five on 3 October.

BLACK HAWK was underway on 9 October and spent from the 10th to 20th at Malampaya Sound near the island Palawan, then returned to Manila on October 22.

COMDESRON Five again embarked on USS Paul Jones from 27 December 1938 to 27 January 1939 and returned to BLACK HAWK.



PERMANENT APPOINTMENT CHIEF PETTY OFFICER, UNITED STATES NAVY

NAVY DEPARTMENT
BUREAU OF NAVIGATION
WASHINGTON, D. C.

John Joseph Mackin

5035861

is hereby appointed a

Permanent

Chief Signalman

in the

United States Navy from July 16, 1939

He is, therefore, carefully and diligently to discharge all the duties of his rating, and is to obey the orders and directions which he shall receive from his superiors in rank, according to the rules and discipline of the Navy; and all petty officers, seamen, and others under his command are strictly charged and required to be obedient to his orders.

This appointment to continue in force only during his present enlistment, unless continued by reenlistment within three months from date of Honorable Discharge.

H.M. Briggs, Commander, USN.

FOR THE Chief of Bureau.

N. Nav. 140

U. S. GOVERNMENT PRINTING OFFICE

4-7090

R. L. D.

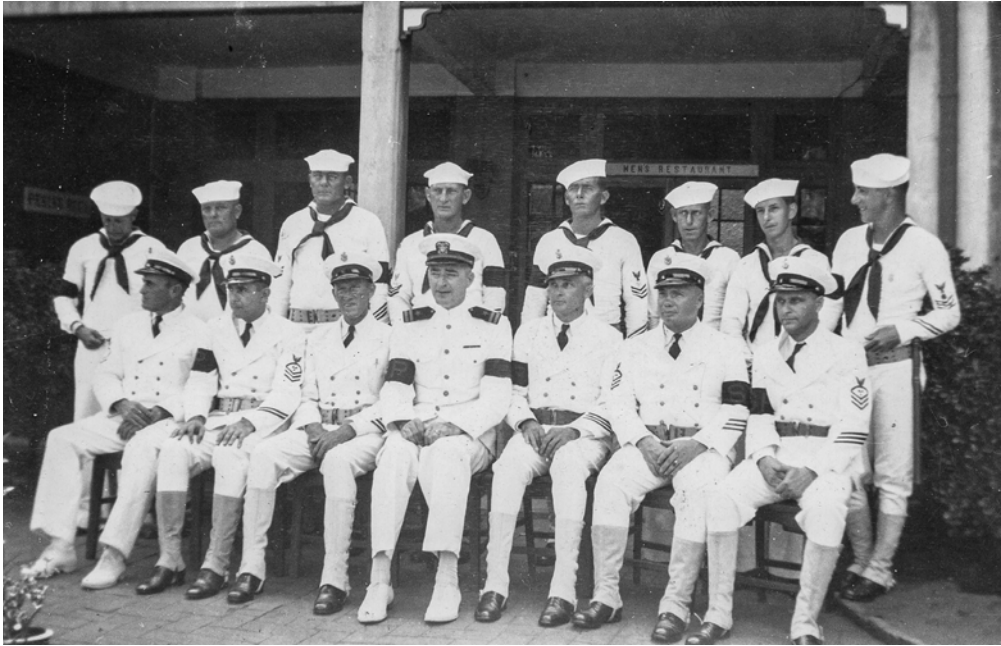
1939

Black Hawk returned to cruising the Philippines when she departed Manila on 10 April 1939. Returning to the city on 22 May, she remained there until 3 June, when she sortied for China. Arriving at Hong Kong on the 5th, she stood there until 7 June, then continued on to Shanghai (11-16 June), before arriving at Chefoo on 18 June. After seven weeks in port, the ship got underway for a visit to Shanghai (13-19 August), before making a brief return to Chefoo on 20 August. [history.navy.mil]

During the period from 16 June to 20 August Chief Mackin was assigned to Permanent Shore Patrol at Chefoo, China and on 20 August returned to BLACK HAWK. On 10 August he was commended by the Senior Shore Patrol Officer Chefoo for having performed his patrol duties during a difficult period (3 July 39 to 3 August 39) with intelligence and zeal, and in accordance with the best traditions of the Naval Service. The exact nature of the "difficult period" is not documented.

On 18 August he was issued Permanent Appointment as Chief Signalman effective 16 July 1939.

Departing Chefoo on 20 August, BLACK HAWK spent the next five weeks cruising the Chinese coast making multiple port visits during that time. On 11 August Chief Mackin received orders transferring him back to the United States. He transferred from BLACK HAWK on 26 August 1939 having spent 8 years 2 months and 23 days with the Asiatic Fleet.



Permanent Patrol Chetfoo. Jun-Aug 39

Chefoo, China.
3 August 1939.

From: Senior Patrol Officer.
To: Commanding Officer, U.S.S. BLACK HAWK
Via: Officer Administering Patrol.

Subject: Commendation of permanent shore patrol.

1. The following members of the permanent shore patrol have been on duty with me for the past month:

IRWIN, D.W. CBmkc, U.S. Navy.
HEMINGER, D.A. CTM, U.S. Navy.
HARPER, E.W. CMSmth, U.S. Navy.
MACKIN, J.J. CSM, U.S. Navy.
OLDHAM, C.W. GMlc, U.S. Navy.
LYONS, J.P. Mldr lc, U.S. Navy.
KELLY, E.H. SFlc, U.S. Navy.
SMITH, N.G. SMLc, U.S. Navy.
SCHORR, J.W. EMlc, U.S. Navy.
JONES, T.P. RMLc, U.S. Navy.
SCHAEFFER, J.E. RM2c, U.S. Navy.
ZECHMANN, J.L. RM3c, U.S. Navy.
GRANT, J.W. Pm2c, U.S. Navy.
DEITCH, H.E. Sealc, U.S. Navy.

2. They have discharged their duties in a difficult period with intelligence and zeal, and in accordance with the best traditions of the Naval service.

3. It is recommended that suitable notations be placed in their service records.

G.J. BALLREICH

Return to the States - WWII

His return to the States on USS Chaumont (AP-5) began on 26 August 1939 at Chinwangtao, China.

At the time CHAUMONT was a personnel transport ship that made frequent trips across the Pacific to various ports in the Far East, including Shanghai, and supported the Marine Corps units stationed there. She was involved with the Japanese invasions of that city described earlier in this book. In 1932 from Manila she embarked the 1,000 men of the Army's 31st Infantry Regiment and sailed for Shanghai arriving on 5 February. In the 1937 invasion she rushed the 6th Marine Regiment to Shanghai to reinforce the the 4th Marine Regiment which was defending the International Settlement during the Japanese effort to seize the city. In 1943 during World War II, she was converted to a Hospital Ship, re-named USS Samaritan (AH-10) and earned four battle stars for her service.

Chief Mackin's transport to the states took almost two months. During the transit the ship made several stops: Chinwangtao (25-26 Aug. and 27-30 Aug.), Taku Bar (26-27 Aug. and 30 Aug.), Chefoo (1 Sept.), Tsingtao (2 Sept.), then returning to Shanghai, on 4 September. Remaining there until 12 September, she shifted to Hong Kong (15-16 Sept.), before steaming to Manila (18-20 Sept.), en route to the United States via Guam (25-26 Sept.) and Honolulu (7-9 Oct.), reaching San Francisco, on 14 October. He transferred to Receiving Ship San Francisco on 16 October awaiting orders.

On 6 November he embarked USS Philadelphia (CL-41) in San Francisco for transportation to the Santa Barber Channel on 8 November and transfer to his new duty station, USS Concord (CL-10).

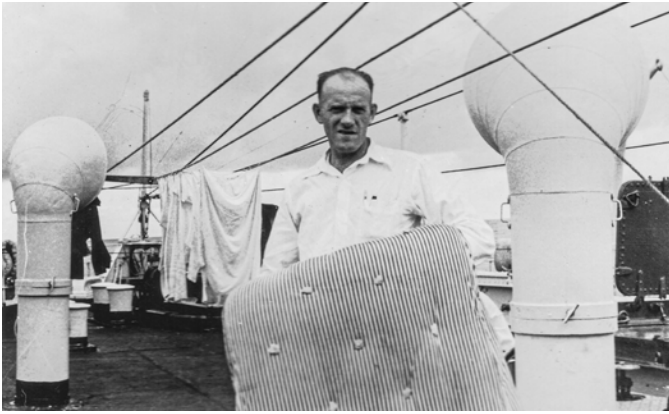
Naval Training Station Newport



Chaumont in Chinese waters during the 1930s.
(Naval History & Heritage Command Photograph)



Chaumont arriving at Shanghai
with the Sixth Marine Regiment. 19 Sept.37.
(Naval History & Heritage Command Photograph)



Enroute Guam to Honolulu, USS Chaumont
4 Oct 39. "Piping down the dream sack."



Mormon Temple Honolulu, Hawaii 8 Oct 39



Sightseers from USS Chaumont at Mormon
Temple grounds Honolulu, Hawaii. 8 Oct 39



14 Year Old Hula Dancer. 8 Oct 39



US Army Band playing "Aloha" to USS Chau-
mont on departure. 9 Oct 39



Right: USS Chaumont departing
Honolulu. 9 Oct 39



Diamond Head, Honolulu, Hawaii taken from USS Chaumont. 9 Oct 39



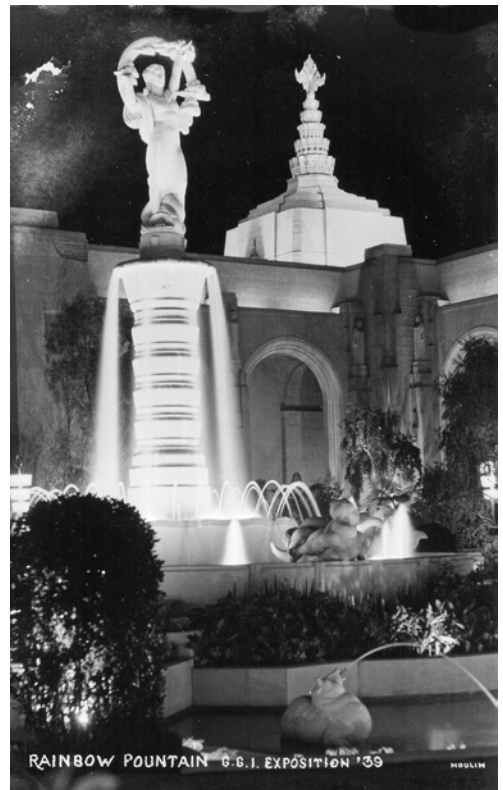
Passing under the San Francisco - Oakland Bay Bridge. 16 Oct 39

When he arrived in San Francisco the Golden Gate International Exposition was nearing the end of its first season which lasted from 18 February 1939 through 29 October 1939. It was also opened the next year from 25 May through 29 September 1940.

The Exposition was intended to be a World's Fair to celebrate the completion of the Bay Bridge and Golden Gate Bridge finished in 1936 and 1937 respectively. It was held on Treasure Island, an artificial island built for the Exposition.

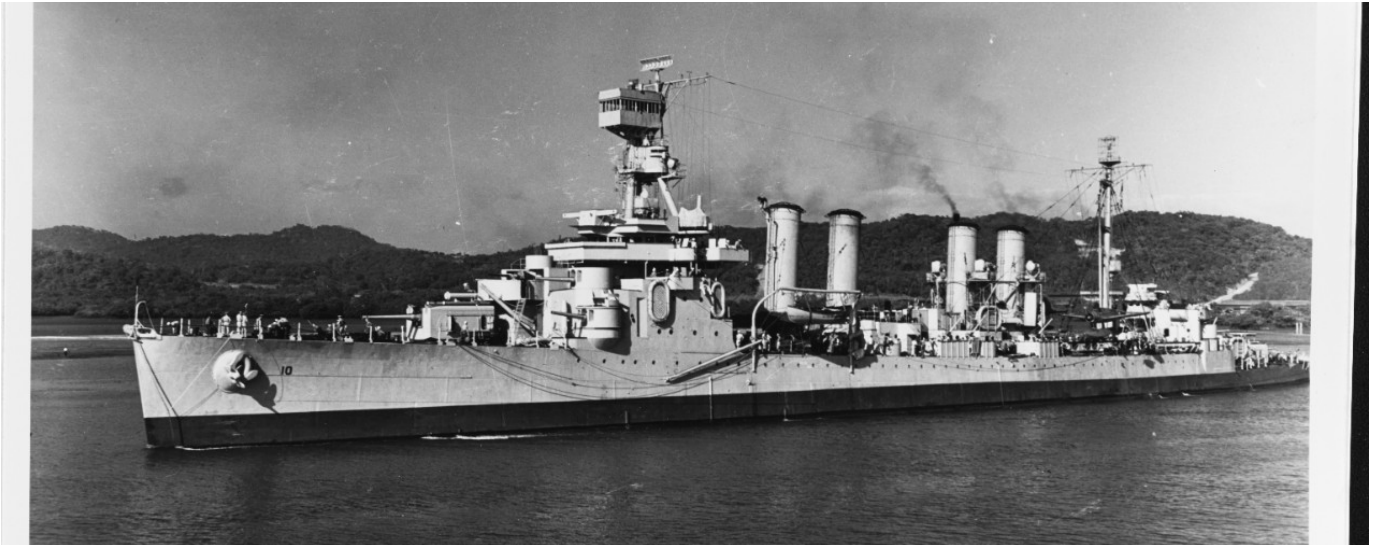
The following pictures are from his collection and appear to be commercially produced postcards.





USS Concord (CL-10)

8 November 1939 - 21 February 1943
(27 1/2 months)



Port bow view of USS Concord (CL 10) off the Mare Island Navy Yard, 9 February 1942.
(U.S. National Archives, Photo #19-N-28438)

USS Concord (CL-10) was an Omaha-class light cruiser, originally classified as a scout cruiser, commissioned in 1923. She had spent the first nine years of her career in the Atlantic and then transferred to the Pacific.

Initially the ship operated out of the west coast, but on 1 April 1940 her home port was changed to Pearl Harbor. She began training operations and convoy duty. In January 1941 she escorted a convoy with USS Chaumont to Midway, Wake and Guam before returning to Pearl Harbor in mid-February. On 9 March she was underway escorting a convoy with newly commissioned attack transport USS William P. Biddle (APA-8). They crossed the equator on 13 March at Longitude 165-40W observing the traditional Shellback initiations.

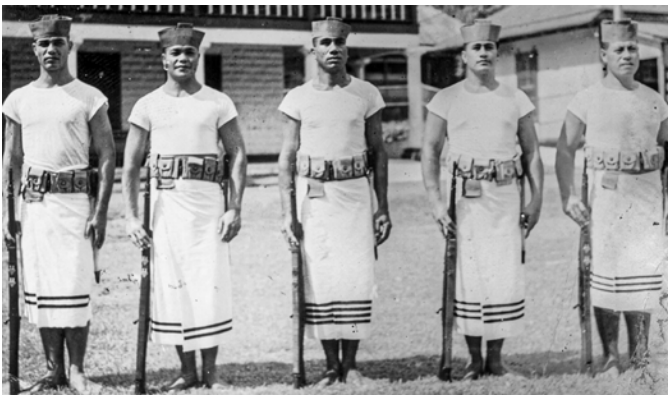


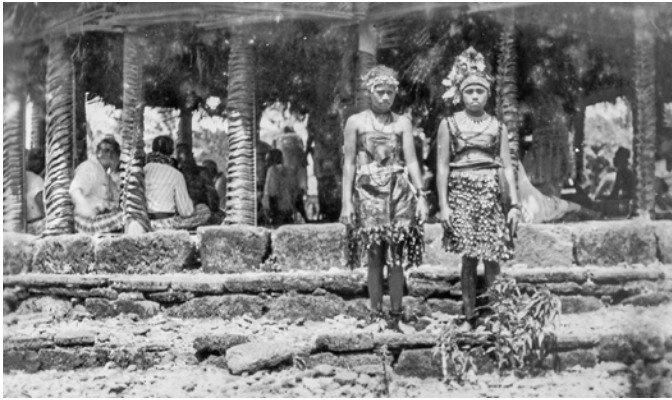
Crossing the Line. 3 Mar 41



Crossing the Line 3 Mar 41

Their destination was Pago Pago, Samoa arriving on the 15th. BIDDLE's mission was to deliver 24 officers and 405 enlisted men of the composite infantry-artillery unit which was the first unit of the Fleet Marine Force to serve in the Southern Hemisphere during World War II.[Wikipedia] After a five day port call, the convoy left on the 20th to return to Pearl Harbor on 26 March.





CONCORD resumed fleet exercises and training throughout the rest of the spring and into the summer. On 31 August she was underway with “destination unknown”. On 1 September, the crew was notified that the ship’s destination was Balboa, Canal Zone to form a new command, the Southeast Pacific Force. The directive to CINCPAC Admiral Kimmel:

CINCPAC CONSTITUTE THE SOUTHEAST PACIFIC FORCE CONSISTING OF TWO 7,500-TON LIGHT CRUISERS AND DISPATCH IT TO BALBOA. FOR TASK PURPOSES THIS FORCE WILL OPERATE DIRECTLY UNDER CNO AFTER ENTERING THE SOUTHEAST PACIFIC SUB AREA AS DEFINED IN WPL 46 PAR. 3222 EXCEPT WESTERN LIMIT IS LONGITUDE 100 WEST. WITHIN THE PACIFIC SECTOR OF THE PANAMA NAVAL COASTAL FRONTIER AND WITHIN THE SOUTHEAST PACIFIC SUB AREA THE COMMANDER PANAMA NAVAL COASTAL FRONTIER AND COMMANDER SOUTHEAST PACIFIC FORCE WILL IN COOPERATION AND ACTING UNDER THE STRATEGIC DIRECTION OF THE CHIEF OF NAVAL OPERATIONS EXECUTE THE FOLLOWING TASK: DESTROY SURFACE RAIDERS WHICH ATTACK OR THREATEN UNITED STATES FLAG SHIPPING.

CONCORD arrived at Balboa on 14 September and was underway on the 18th. On 20 September she crossed the equator once again and returned to Balboa on 3 October.

On 14 October 1941 Chief Mackin reenlisted for four years while the ship was at Balboa and was granted 45 days reenlistment leave. He embarked USS Nitro

(AE-2) for transportation to the states, arriving in San Diego on the 29th. His notes indicate traveling through Los Angeles, New Orleans, Flomaton, AL, Jacksonville, and Savannah before arriving in Charleston, SC on 2 November where he remained until the 28th. He arrived in New York on 1 December. He made a couple of short visits back and forth to Philadelphia. On 7 December, the day of Pearl Harbor, he left New York at 11:40 PM to return to USS Concord which was now in overhaul at Mare Island Naval Shipyard in Vallejo, California, arriving on 11 December.

Shortly after returning, he was detailed to participate in the launching of USS Sperry (AS-12) on 17 December. These orders were signed by the Executive Officer, CDR Wm. W. Behrens, who had been his division officer some fourteen years earlier on USS Whitney.

CL10/P16-4/MM

U.S.S. CONCORD

Mare Island, California,
December 16, 1941.

From: Commanding Officer, U.S.S. CONCORD.
To : MACKIN, John Joseph, 503-58-61, CSM(PA), USN.
Subject: ORDERS.
Reference: (a) SOPA ltr., SOPA/S6/(1402) of December 13, 1941.

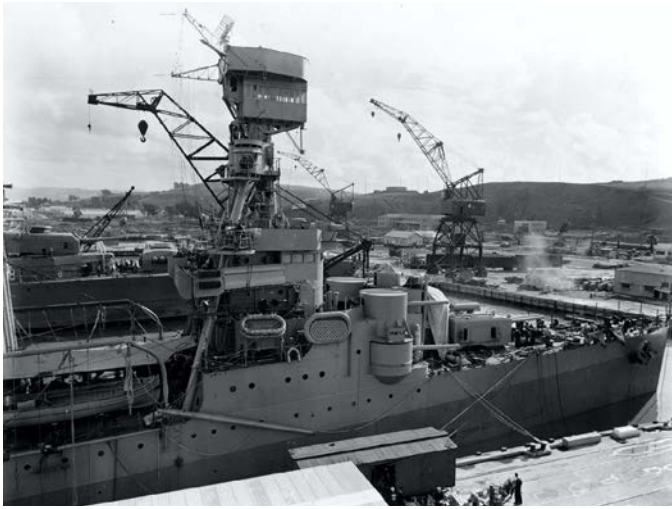
1. In accordance with reference (a), immediately upon receipt of these orders, you will take charge of the below named men, proceed and report to Commander A. S. PITRE, USN, Navy Yard, Mare Island, California for special launching instructions of the U.S.S. SPERRY.

BLOOM, Charles Aaron, 213-39-29, CSM(PA), USN.
MARION, Ellis Milton, 368-31-99, SMLc., USN.
WORSLEY, William Edgar, 262-24-43, SMLc., USN.

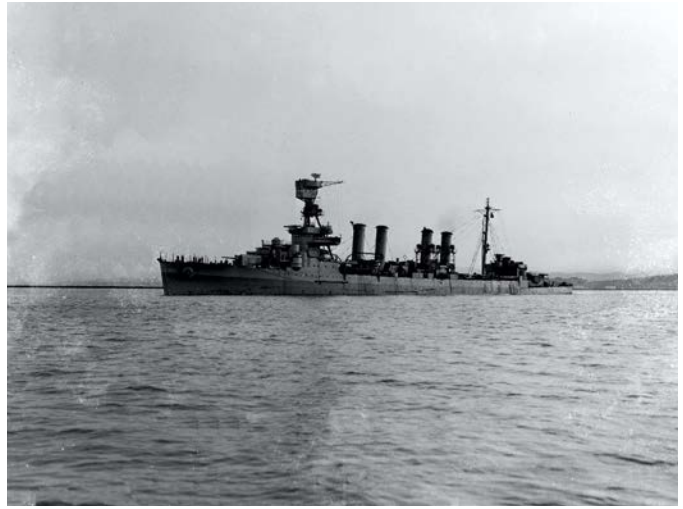
2. Uniform will be dress blue baker. All signalmen will be equipped with hand semaphore flags.

3. Upon completion of this special instruction, you and the men in your charge will return to this ship and resume your regular duties.

Wm. W. Behrens.
Wm. W. BEHRENS.



USS Concord (CL-10) at Mare Island Navy Yard, 7 February 1942.
(U.S. National Archives Photo #19-N-28437)



Port bow view of USS Concord (CL-10) off the Mare Island Navy Yard, 9 February 1942.
(U.S. National Archives, Photo #19-N-28438)

CONCORD remained in overhaul until 26 February and then resumed her Southeast Pacific Force operations. She escorted convoys to Bora Bora, exercised in the Canal Zone, and cruised along the coast of South America and to the islands of the southeast Pacific, serving from time to time as flagship of her force.



Change of Command; from CAPT Sowell to CAPT Chambers, 13 July 1942. The officers are (from left to right) CDR Beherens, CDR Elliot, CAPT Sowell, CAPT Chambers. (From the collection of Fred M. Larson, Navsource.org)



USS CONCORD (CL-10) leaves Pier 18 at Balboa, Canal Zone, for a South Pacific destination, 6 January 1943.

On 16 January 1943 he was appointed to the rank of Boatswain by the Secretary of the Navy and subsequently received orders to detach from USS Concord (CL-10) and await further orders.

After completion of his physical, his promotion occurred on 27 February. He detached from CONCORD at Balboa, Canal Zone. He reported to newly designated attack transport USS Thomas Jefferson (APA-30) which had just returned from delivering troops to New Caledonia and before that had operated in the Atlantic Theater in the Battle for North Africa.

THOMAS JEFFERSON transported Boatswain (Bos'n.) Mackin to New York to the Third Naval District on March 17th awaiting further orders.

ADDRESS REPLY TO
THE SECRETARY OF THE NAVY
AND REFER TO INITIALS
AND No.

NAVY DEPARTMENT
WASHINGTON

BuPers Jacket No.
188989

16 JAN 1943

To: Boatswain John J. Mackin, USN.

Via: Commanding Officer, U.S.S. CONCORD.

Subject: Appointment for temporary service.

Reference: (a) Act of Congress approved July 24, 1941 (U. S. Code (Supp. 1), Title 34, Secs. 350-350j).
(b) Section 5, Act of Congress approved June 30, 1942 (Public No. 639 - 77th Congress).

1. Pursuant to the provisions of reference (a), the President of the United States hereby appoints you a
Boatswain
in the Navy for temporary service, to rank from the 1st day of November, 1942.

2. By reference (b), this appointment, unless expressly declined, is regarded for all purposes as having been accepted on the date of this letter, without formal acceptance or oath of office. The date of rank stated in this appointment is for the purpose only of establishing your order of precedence.

For the President:
Frank Knox
Secretary of the Navy.

Registered No. 60-1 :

The lowest number of same date takes rank.

A. J. Chandler
Registrar.



USS Thomas Jefferson (APA-30) (Navsource.org Photograph 100303007)

204
Received
FEB 25 1943
CAPTAIN'S OFFICE
U. S. S. CONCORD
JAN 23 1943

In reply address not the signer of this letter, but Bureau of Naval Personnel, Navy Department, Washington, D. C. Refer to No. *188989*

NAVY DEPARTMENT
BUREAU OF NAVAL PERSONNEL
WASHINGTON, D. C.
80323

From: The Chief of Naval Personnel.
To: Boatswain
John J. Mackin, U.S.N.,
U.S.S. Concord.

Via: Commanding Officer.

Subject: Change of duty.

1. Upon the acceptance of your temporary appointment as boatswain, in the U.S. Navy, you will regard yourself detached from duty on board the U.S.S. Concord, and from such other duty as may have been assigned you; will proceed to a port in the United States and upon arrival further proceed and report to the commandant of the nearest naval district, for temporary duty pending further assignment.
2. The Secretary of the Navy has determined that this employment on shore duty is required by the public interests.
3. You will advise the Bureau of Naval Personnel, the naval district at which you report and the date of arrival.

Randall Jacobs
RANDALL JACOBS

Copy to:
Com., Cruiser Div. 3.
C.O., U.S.S. Concord.

CL10/MACKIN/(230) U.S.S. CONCORD 10-rhd

FIRST ENDORSEMENT February 27, 1943.

From: Commanding Officer.
To: Boatswain John J. Mackin, U.S.Navy.

1. Delivered and detached this date. You will report to Commandant 15th Naval District for issuance of transportation.

I.R. Chambers
I.R. CHAMBERS

U.S.S. CONCORD February 27, 1943
Advanced one month pay (202.50) which has been charged on my roll
J.H. Taylor, Jr.
Lieut. (JG) USN



Left: Chief Signalman Rating Badge



Right: Service stripes indicating over 20 years service

What is a Boatswain?

The Boatswain rank was a warrant officer who supervised the deck force in the execution of major seamanship functions and the maintenance of topside, rigging and deck gear. This included supervision of such operations as anchoring, mooring, fueling, towing, transferring of personnel and cargo, and the operation and maintenance of ship's boats.

Warrant officers ranked between Chief Petty Officer and Commissioned Officers. They were highly skilled officers who possessed specialized technical knowledge in their field.

The Boatswain actually dates back to the year 1060 in the Royal Navy and was one of four warrant specialties authorized at the founding of our Navy in 1794.

Right: Collar Devices of Chief Boatswain



Left: Shoulder Board of Boatswain



Above center: Shoulder Board of Chief Boatswain

Right: Shoulder Board of Chief Boatswain for the Service Grey uniform of WW II



Request for Shore Duty

While attached to CONCORD, Chief Mackin submitted requests for shore duty. His twenty years in the Navy at this point had been continuous sea duty. Replies to two such requests are filed in his records. Below is a reply to his request of 17 December 1940. He had submitted a previous request on 29 January 1940, just a few months after reporting to CONCORD.

In reply address not the signer of this letter, but Bureau of Navigation, Navy Department, Washington, D. C.
Refer to No.

Nav-630-LGC
MM-503 58 61

(P16-3)

NAVY DEPARTMENT
BUREAU OF NAVIGATION
WASHINGTON, D. C.

Received
FEB 16 1941
CAPTAIN'S OFFICE
U. S. S. CONCORD

January 21, 1941.

From: The Chief of the Bureau of Navigation.
To: Commanding Officer, U.S.S. CONCORD.

Subject: MACKIN, John Joseph, CSM(PA), USN -
Requests shore duty.

John J. Mackin

Reference: (a) Man's request dated December 17, 1940.

1. Receipt of reference (a) is acknowledged. Inform the above named man that his request has been placed on file for consideration when the necessity arises for a man of his rating on the duty requested.

C. W. Nimitz,
Chief of Bureau.
W. H. Lloyd
W. H. LLOYD,
By direction.

From the letter below it appears that he communicated with now Captain Lovette who had been his Commanding Officer on USS Barker (DD-213) in 1935. Captain Lovette at this time is head of the Navy's Public Affairs Office in Washington, D.C.

SECRETARY OF THE NAVY

OFFICE OF PUBLIC RELATIONS

WASHINGTON

OOR-A (4227)

SEP 14 1942

My dear Mackin:

You certainly have had a long long period at sea. I understand and sympathize with your natural desire to be transferred to shore duty, and I have investigated the matter of how you should go about it.

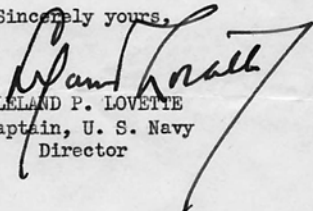
The Bureau of Naval Personnel, I have found, stopped ordering enlisted men by name to shore duty more than a year ago. The best thing for you to do now is to make application through your commanding officer to the Commander, Service Force, or Subordinate Commander, Atlantic Fleet, for consideration for shore duty when the next quotas for such duty are set up.

I am sincerely sorry that I can do nothing for you directly, but there is no alternative, so far as I can learn, to the procedure I have outlined. It is my earnest wish that this will put you on the right track and help you get what you want.

Thank you for your kind observations and good wishes on my new assignment. I hope the days ahead will be as pleasant as those which have passed--many of which are recalled by your letter.

With best wishes, I am

Sincerely yours,


LELAND P. LOVETTE
Captain, U. S. Navy
Director

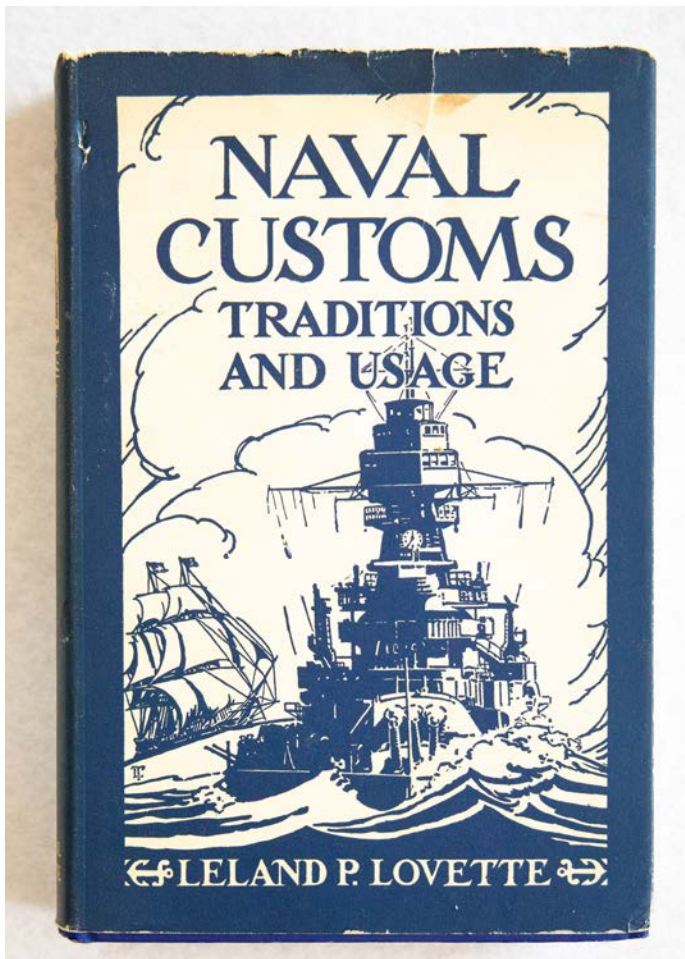
Mr. John J. Mackin, C.S.M.
U. S. S. Concord
c/o Postmaster
New York, New York





Captain Lovette pictured in 1942 while serving as the head of the Navy's Public Relations organization. (NHHC Photo # 80-G-K-13934). Captain Lovette would go on to retire as a Vice Admiral.

As a Lieutenant Commander, Lovette was also the author of the book *Naval Customs Traditions and Usage*. This book was first published in 1934 with subsequent editions published in 1936 and 1939. The preface to the second edition was written in Chefoo, China while he was Commanding Officer of USS Barker (DD-213).



On 23 March, about a week after reporting to the Commandant of the Third Naval District in New York, Boatswain Mackin received orders to USS Osprey (AM-56). He detached that same day and reported to USS Osprey at Naval Operating Base Norfolk on 1 April.

USS Osprey (AM-56)

1 April 1943 - 8 April 1943

(1 week)



USS Osprey (AM-56) circa 1943 (Navsource.org photograph)

USS Osprey (AM-56) was a Raven-class minesweeper. Commissioned in 1940, she had participated in Operation Torch, the landings in North Africa in November of 1942. By 1943 she was assigned coastal patrol out of Norfolk.

Boatswain Mackin quickly found his orders changed. On 6 April, less than a week after reporting aboard, he received new orders, this time directing him to report to the Superintendent, U. S. Maritime Service Training Station at Hoffman Island, New York. He detached OSPREY on 8 April and reported to the Maritime Service Training Station on 13 April.

The next year, USS Osprey, while participating in the Normandy invasion on 5 June 1944, was struck by a mine and lost.

US Maritime Service Training Station

13 April 1943 - 7 June 1944

(14 months)

The US Maritime Service Training Station was part of the United States Maritime Service which was established in 1938 to train merchant seamen in anticipation of the many merchant ships and personnel that would be needed to carry war supplies to support the war effort. During this period it came under the supervision of the War Shipping Administration. This command was one of several such training stations and was located on Hoffman Island, an 11 acre artificial island located near Staten Island.

Boatswain Mackin was assigned duties as Signal Officer and Navigation Officer.

Shortly after arriving he received the following note from now Captain Behrens, his Executive Officer on CONCORD and his Division Officer on WHITNEY, who was now at the Bureau of Naval Personnel. After leaving the Bureau in November 1943, Captain Behrens commanded USS Houston (CL-81) and was awarded the Navy Cross for extraordinary heroism against the Japanese in 1944. He retired in 1947 in the rank of Rear Admiral.

In reply address not the signer of this letter, but Bureau of Naval Personnel, Navy Department, Washington, D. C. Refer to No. P-242-ED

NAVY DEPARTMENT

BUREAU OF NAVAL PERSONNEL


WASHINGTON, D. C.

May 8, 1943.

Dear Mackin:

I am delighted to know that you are pleased with your duty at the Maritime Training Service, Hoffman Island. I rather guessed it was close to your home. I know you will do a good job.

With best wishes,

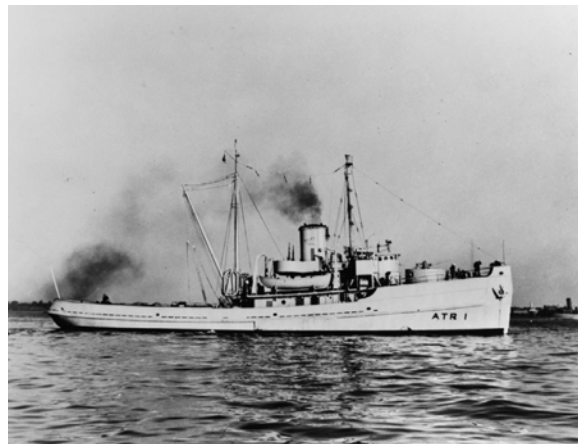


Wm. W. Behrens,
Captain, U.S.N.



Staff Picture, US Maritime Training Station Hoffman Island.
(Bosn Mackin seated front row far right)

On 3 June 1944 the Chief of Naval Personnel issued orders to Boatswain Mackin to detach from duty at the Maritime Service Training Station and report via the Third Naval District to USS ATR-1, an Auxiliary Tug Rescue. He detached on 7 June and by the time he reported to Third Naval District on the 12th his orders had changed, now to report to the Naval Net Training Depot in Tiburon, California.



USS ATR-1 (Naval History and
Heritage Command Photograph NH
83871)

ADDRESS REPLY TO
COMMANDANT THIRD NAVAL DISTRICT

AND REFER TO:

HEADQUARTERS OF THE
COMMANDANT THIRD NAVAL DISTRICT
FEDERAL OFFICE BUILDING, 90 CHURCH STREET
NEW YORK 7, N. Y.

188989
DHq-9b-LW

12 June 1944

From: The Commandant, Third Naval District.
To: Boatswain John J. Mackin, U. S. N.
Subject: Orders.
Reference: (a) BuPers despatch 101747 June 1944.

1. Reference (a) is quoted herewith for your information and compliance:

"BOSN JOHN J MACKIN 188989 ORDERS THREE JUNE MODIFIED PROCEED TIBURON CALIF REPORT NAVNETDEP TIBURON CALIF TEMPORARY DUTY UNDER INSTRUCTION X AUTHORIZED TEN ADDITIONAL DAYS DELAY REPORTING TIBURON CALIF DELAY TO COUNT AS LEAVE KEEP BUPERS AND NEW STATION ADVISED ADDRESS X SECNAV HAS DETERMINED THIS EMPLOYMENT ON SHORE DUTY REQUIRED BY PUBLIC INTEREST"

2. Delivered. Detached.

7 - JUL 1944

U. S. NAVAL NET DEPOT, TIBURON, CALIF.

Paid Mileage from NEW YORK NY
to Tiburon, California, in the amount of
\$ 159.40 on PV No. 4-45

H. E. HART
By direction

Copy to
CO, NavNetDep
Tiburon, Calif.
File

JOHN A. DONEHO, LT. (SG) USN, DISBURSING OFFICER

End-1

UNITED STATES NAVAL NET DEPOT
AND NET TRAINING SCHOOL
Tiburon, California

30 June 1944

To: Boatswain John J. MACKIN, USN.

- 1. Reported this date.
- 2. There are no public quarters available for occupancy by your dependents.

By direction of the Commanding Officer: T. HARDER, Lieut., USNR.,
PERSONNEL OFFICER.

TELEPHONE RECTOR 2-9109



I hereby certify that in obedience to these orders I departed New York, NY 21 June 1944 via rail on T/R4424499 PRR(CHI)C&NW(OMAHA)UP(OGD)SP and arrived San Francisco, Calif. 25 June 1944; departed San Francisco via Gov't owned boat 30 June 1944 and arrived Tiburon, Calif. 30 June 1944.

DISBURSING OFFICE, THIRD NAVAL DISTRICT, NEW YORK, NY, 6/12/44. Issued T/R4424499 on PENN RR for one 1st class ticket from New York, NY to San Francisco, Calif. Via: PRR (CHICAGO)C&NW(OMAHA)UP(OGDEN)SP(FRISCO)

J. J. Mackin
Boatswain USN

John J. Mackin
Boatswain USN

Naval Net Training Depot

30 June 1944 - 30 September 1944

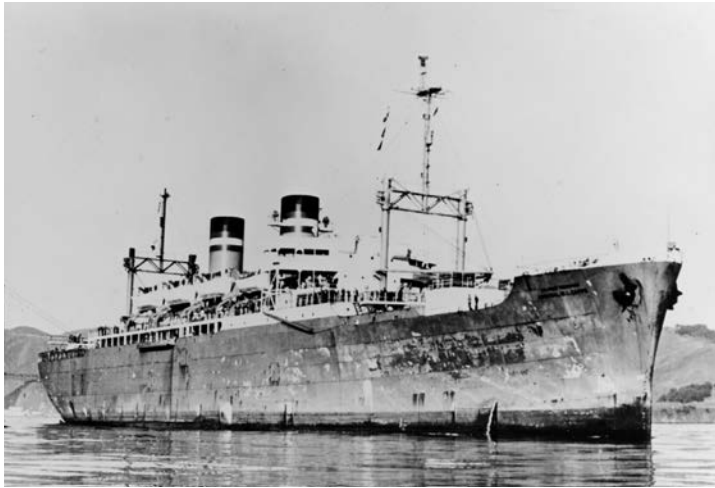
(3 months)

The Naval Net Training Depot's purpose was to train personnel on the the Navy's net laying ships. A net layer's primary function was to lay and maintain steel anti-torpedo or anti-submarine nets. Nets could be laid around an individual ship at anchor, or around harbors or other anchorages. Net laying was potentially dangerous work, and net laying seamen were experts at dealing with blocks, tackles, knots and splicing. As World War II progressed, net layers were pressed into a variety of additional roles including salvage, troop and cargo transport, buoy maintenance, and service as tugboats.

On arriving at the training depot he was promoted to Chief Boatswain, a Commissioned Officer rank, on 21 July with a date of rank from 1 June 1944.



After the three month course of instruction, he received orders from BUPERS, issued on 19 October, to detach and report to Commandant 12th Naval District for transportation to net laying ship USS Chestnut (AN-11) located in Noumea, New Caledonia. He reported in to the Naval District on 3 November and on 20 November embarked the on newly commissioned personnel transport ship USS Admiral W. P. Crapps (APA-121) for the over 6,000 mile voyage to New Caledonia. New Caledonia at this time was the main South Pacific base of the United States Navy and also housed some 50,000 troops.



The transport ship arrived in New Caledonia on 7 December and he reported to USS Chesnut (AN-11) the next day.

USS Chestnut (AN-11)

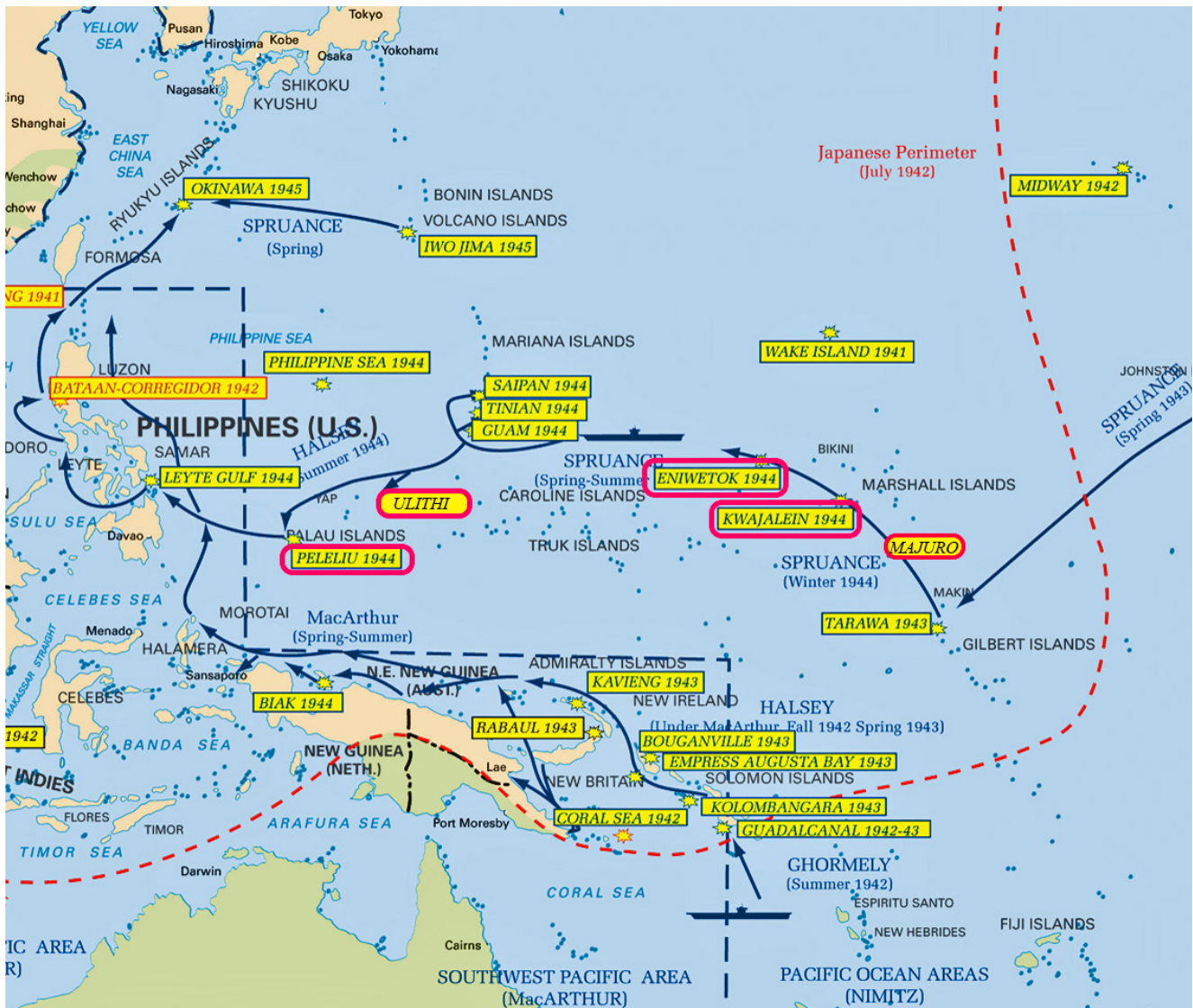
8 December 1944 - 15 December 1944
(1 week)

USS Chestnut (AN-11/YN-6) was an Aloe-class net laying ship which and served the Navy during war with her protective anti-submarine nets.



USS Chestnut (AN-11)
(Navsource.org photograph)

The Service Squadron was a unit of Service Force Pacific whose role it was to set up mobile, forward bases to refit, repair and resupply navy ships closer to their area of operations and thus reduce time in transit for resupply and repair. As the front moved westward these bases would move along with the fleet. In June 1944 the main forward operating base had shifted to Ulithi Atoll in the Caroline Islands with previous bases having been established at Majuro, Kwajalein, and Eniwetok Atolls in the Marshall Islands, Manus Island in Western Carolines and Kossoi Passage in the Palau Islands. By February of 1945 the Service Force would have over 1,400 vessels.



Map showing location of Mobile Logistic Bases along with major battles of the Pacific Theater

Upon arriving at the Service Squadron, Chief Boatswain Mackin was assigned temporary duty to proceed to Auckland, New Zealand and report to the Administrative representative there for verbally assigned temporary duty.

Pl6-4/00/(06)
Serial 1149p

UNITED STATES PACIFIC FLEET
SOUTH PACIFIC FORCE
SERVICE SQUADRON

ram

138989

15 December 1944.

SECOND ENDORSEMENT to
Comseronsopac orders,
serial 1127p, dated
12 December 1944.

From: The Commander Service Squadron, South Pacific
Force.
To : Chief Boatswain
John ~~J.~~ Mackin, U.S. Navy.
Subject: Temporary duty.
Reference: (a) ALNAV #80.
(b) ALNAV #166.

1. Reported and detached this date. Your basic orders are hereby modified in that you will further proceed via first available government transportation, including air, standard baggage allowance, PRIORITY THREE, to Auckland, New Zealand, and upon arrival report to the Administrative Representative, Commander South Pacific Area and South Pacific Force, Auckland, New Zealand, for temporary duty as verbally designated, upon the completion of which you will proceed via first available government transportation, including air, to such port as the Commander Service Squadron, South Pacific Force may be, and upon arrival report to that officer, for further assignment to duty.

2. A per diem is authorized in accordance with references (a) and (b), regardless of mode of travel.

Copy to:
Bupers
Cincpac
Comservpac
Comsopac
RepComsopac (USJPB Auckland)
F.R.O., NAVY 131.

Paul Hendren
PAUL HENDREN.

USS YF-1038

23 December 1944 - 22 February 1945
(2 months)



YF-1038 shortly after launch in Auckland, NZ. 7 Oct 44.
(RNZAF photo Mariners Museum photo PN1194)

Chief Boatswain Mackin reported to Commander South Pacific Representative New Zealand on 18 December. His verbal instructions from the U.S. Joint Purchasing Board Liaison Officer, LCDR A. C. Bushey, were to report to Commanding Officer, YF-1038 and to remain on board until it arrived at the port in which the Commander Service Squadron, South Pacific Force was located. From his notes it appears that his role was to assist in equipment check out, trials, shake-down and training of the crew.

So what type of vessel is a YF? The Navy classifies a YF as a self-propelled covered lighter. A lighter is defined in Wikipedia as a flat-bottomed barge used to transfer goods and passengers to and from moored ships. YF-1038 was 102 feet in length with a 23 foot beam and capable of 250 ton load. Nominal crew was one officer and fifteen crew. The accompanying picture shows a completed lighter underway.

USS YF-1038 was still under construction at this point by Seagar Brothers, a New Zealand construction company, and was placed in service on 20 December. Chief Boatswain Mackin reported aboard on 23 December at Hobson's Warf. The Commanding Officer was LTJG R. E. Pulver. A statement in his files indicates some controversy with placing this vessel in service. YF-1038 got underway on 24 December at 1400 hours (2 PM) and at 1835 (6:35 PM) broke down on one engine some fifty miles from Auckland. Returning to port on one engine and only able to do about three knots, they arrived at 0905 (9:05 AM) the next morning, Christmas Day. Statements in his files indicate that the Liaison Officer put extraordinary pressure on the command to get underway without sufficient trials,

testing and training. He had restricted the crew to the ship on the 23rd when the ship was not ready to get underway that day. Other problems existed with the ship: watertight doors did not dog properly and insufficient anchor chain was aboard.

After repairs were made YF-1038 got underway for the second time on the morning of 26 December. She arrived in Noumea, New Caledonia on 31 December. On 4 January 1945 YF-1038 went alongside the nearby ship repair dock and remained there until 4 February. The details of the repairs are unknown, but it might be reasonable to conclude that they were there to repair the deficiencies from the construction period.

The ship was underway from Noumea on 2 February and made her way to Tonga (7-8 Feb.), Purvis Bay of Florida Island in the Solomons (8-9 Feb.), Seeadler Harbor of Manus Island in the Admiralty Group (14-16 Feb.). This route took the ship past Guadalcanal and the Solomon Islands, the location of bitter fighting earlier in the war.



Another covered lighter, YF-338, underway in the Great Lakes, (Navsource.org photo from Bowling Green University Historical Collection of the Great Lakes)

Upon departure from Seeadler Harbor, YF-1038 became part of a convoy joined by USS Crater (AK-70) and two submarine chasers, USS PC-1601 and USS PC-1603 as escorts. The log from USS PC-1603 is available in the National Archives and it shows the track of the convoy on the way to Ulithi. The convoy arrived at the Uru-shi Anchorage of the Ulithi atoll in the Western Carolines on 21 February. Just three months later PC-1603 was the target of a Kamikaze attack off Okinawa.

Ulithi was the advanced base of the Service Squadron at this time. After the Battle of Leyte Gulf in October of 1944, over 700 ships were anchored here.

Chief Boatswain Mackin detached from YF-1038 on 24 February.



USS PC-1603 (Navsource.org Photo)



USS Crater (AK-70) (Navsource.org photo)

U.S.S. PC 1603
Care Fleet Post Office
San Francisco, Calif.

CONFIDENTIAL WAR DIARY (Cont'd) Page 4

15 February 1945
Moored in Seeadler Harbor, Manus. Took aboard frozen and dry provisions. Underway this afternoon to receive and to deliver guard mail.

16 February 1945
Anchored in Seeadler Harbor, Manus. Topped off water tanks at 1334 and made departure from Seeadler Harbor to sortie with Manus-Ulithi convoy No. 24-45 (USS CRATER, USS PC 1603, USS PC 1601, USS YF 1038) in accordance with CNB Manus movement order 460-45 of 16 February 1945 in compliance with CINCPAC Adv. Hq. dispatch 150422 of February 1945. This was a last minute change of orders cancelling previous orders directing this ship as well as the USS PC 1601 to proceed with convoy of other patrol craft to Guadalcanal. OTC in USS CRATER (AK 70). Screen commander in USS PC 1603. Convoy speed 8 knots, base course from harbor 332⁰T. Assumed station 030⁰ Relative, distance 4,000 yards from the CRATER. USS PC 1601 took a similar position on left flank. Patrolling station at 2 knots in excess of convoy speed.

Hour	Latitude	Longitude
2000	01 ⁰ 38' S	147 ⁰ 09' E

17 February 1945
Enroute to Ulithi as before.

Hour	Latitude	Longitude
0800	00 ⁰ 25' N	146 ⁰ 04' E
1200	00 ⁰ 08.4' N	145 ⁰ 42.5' E
2000	00 ⁰ 41.5' N	144 ⁰ 52.6' E

18 February 1945
Enroute as before.

Hour	Latitude	Longitude
0800	02 ⁰ 03.6' N	144 ⁰ 13.8' E
1200	02 ⁰ 45' N	143 ⁰ 34' E
2000	03 ⁰ 33.3' N	142 ⁰ 39' E

19 February 1945
Enroute as before.

Hour	Latitude	Longitude
0800	04 ⁰ 42.5' N	142 ⁰ 15' E
1200	05 ⁰ 53' N	142 ⁰ 10' E
2000	05 ⁰ 43' N	141 ⁰ 43' E

20 February 1945
Enroute as before.

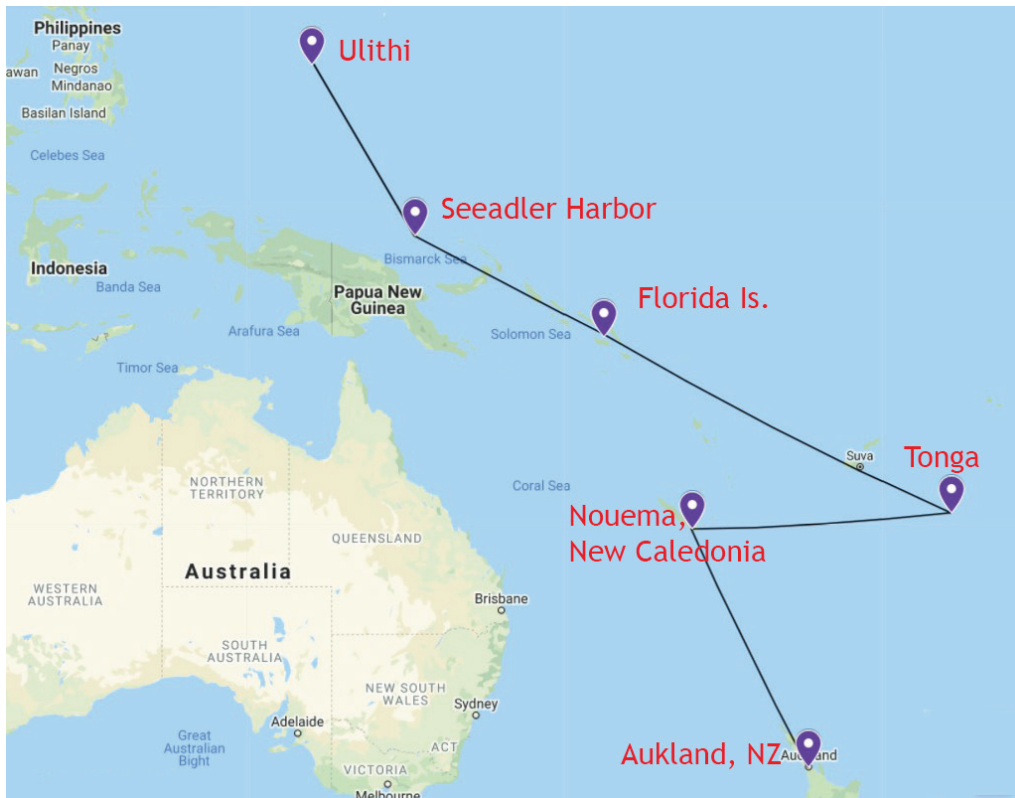
Hour	Latitude	Longitude
0800	06 ⁰ 56.5' N	141 ⁰ 00' E
1200	07 ⁰ 34.2' N	140 ⁰ 20.5' E
2000	08 ⁰ 30.4' N	139 ⁰ 49.2' E

4

Excerpt fro Deck Log of PC-1603.



Ulithi Atoll north anchorage and Sorlen Island, November 1944 after the Battle of Leyte Gulf. (US Navy photo from National Archives collection)



Overall Track of USS YF-1038 Dec 44 - Feb 45
(Google Maps annotated)

Commander Service Force, Pacific Fleet

28 February 1945 - 22 April 1945

(2 months)

After detaching from YF-1038 Chief Boatswain Mackin reported to the Navy Advanced Base there for air transportation to Pearl Harbor. Departing on 26 February, he flew stopping at Falalap Island, Guam, and Kwajalein. After departing Kwajalein his aircraft spent some time searching in the vicinity of Wotje atoll for Lieutenant General Millard Harmon, Jr. whose plane had gone down the day before. Chief Boatswain Mackin's plane landed at Hickham field on Oahu late on 27 February having set clocks back one day en route after crossing the International Date Line. He reported into Commander Service Force Pacific the next morning.

While he spent almost two months on this staff, the details of his duties there are not known.

On 20 April he was ordered to and reported aboard USS Vent (ARS-29), a rescue and salvage ship. This assignment was short-lived, however, as he was admitted to the hospital on 22 April.



12 March 1945 at Pearl Harbor



USS Vent (ARS-29) (Navsource.org photo)

Hospitalization

April 23, 1945 - September 4, 1945
(4 months)

He entered the Hospital in Hawaii on 22 April. On 15 May he began a transfer stateside, boarding the S.S. Matsonia at Honolulu which arrived in San Francisco on 20 May, whereupon he was transferred the Navy Regional Hospital there. He remained there for nine days and on the 29th he began traveling to New York. Upon his arrival in New York, he was admitted the US Naval Hospital Brooklyn on 3 June. He remained in the hospital until 4 September.

Electron Tag & Label Co., E. F. Oil.
25506
U. S. NAVY MEDICAL DEPARTMENT
UNIT SAIL
PATIENT'S IDENTITY TAG

NAME *Mackin, John J.*
RATE & BRANCH *Ch. Bos. U.S.N.*
DIAGNOSIS *Valvular, Heart Disease*

TYPE OF CASE	QUARTERS
STRETCHER <input type="checkbox"/>	CABIN No. _____
AMBULATORY <input checked="" type="checkbox"/>	BUNK No. _____
PSYCHO. <input type="checkbox"/>	COMPT. No. _____
	BUNK No. _____

PLEASE CHECK To Be Filled In
By Unit Sail.

TIE THIS TAG TO PATIENT'S WRIST

MIMEOGRAPH FORM 1 (ONE)

NAME *Mackin, John Joseph* WARD *19*
RANK OR RATE *Ch. Bos 'in 16571.*
DIAGNOSIS *Wroular Heart Disease, Mitral*
RELIGION *Cath* *Stowais*
WHERE FROM *Comanpac, Administ. Adm. Ship*
SHIP OR STATION *Adm. 4-22-45*
OPERATION _____

Bed. P. 10

17 September 1945 - 5 February 1946
(5 months)

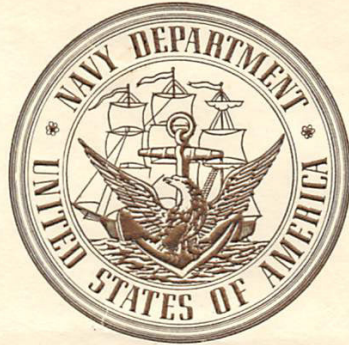
On 17 September he reported in to the US Naval Training Station Newport, R.I. for duty at the Large Ship Pre-Commissioning Training Center, but on 3 October was admitted to the hospital again. On 15 October he traveled to Washington, D.C. to appear before the US Navy Retiring Board and then returned to duty at Training Station Newport.

On November 24, 1944 he married Helen Stasiun in Dickson City, PA.



On 22 January 1946 he was notified of the action of the Retiring Board to place him on the retired list and on 5 February he received orders to home to await pending action on their retirement proceedings. He was placed on the retired list effective 1 April 1946, thus completing twenty six and a half years of naval service.

THE
President of the United States of America



Expresses the sincere appreciation of his fellow-citizens for the loyal service rendered by

CHIEF BOATSWAIN JOHN JOSEPH ANTHONY MACKIN, USN, (RETIRED)

on active duty in the United States Navy during World War II.

In testimony whereof I am privileged to bestow this

Certificate of Satisfactory Service

Done in the City of Washington, D.C. this first
 April *Nineteen hundred and forty-six.*



For the President:

James Forrestal
Secretary of the Navy

Decorations



Good Conduct Medal - Awarded for each four years of infraction free service.



Yangtze Service Medal - Awarded for service on shore at Shanghai or in the valley of the Yangtze River between the dates of 3 September 1926 to 21 October 1927 and 1 March 1930 to 31 December 1932.



China Service Medal - awarded to Navy, Marine Corps and Coast guard personnel for service in and around China before and after World War II.



American Defense Service Medal - awarded to military service members who had served on active duty between 8 September 1939 and 7 December 1941.



American Campaign Medal - awarded to military members who served in the American Theater of Operations during World War II.



Asiatic-Pacific Campaign Medal - awarded to members of the Armed Forces in World War II who served in the Asiatic-Pacific Theater from 1941 - 1945.



World War II Victory Medal - Awarded for service in the armed forces from 7 December 1941 and 31 December 1946

Family and Friends

Thomas and Rose Mackin were married on 21 June 1896. They had five children: Helen, known as Nellie, born in 1897, Alice born in 1899, John born in 1900, Thomas born in 1903, and Agnes born in 1907.

Nellie married William Schneider, known as Willie, in 1917 and they had three daughters: Helen Patricia, known as Pat, born in 1920, Jean born in 1922, and Marion born in 1927.

Alice Married Harry Kruck in 1928. They had two daughters: Evelyn born in 1930 and Alice in 1933.

Thomas married Alice Collins in 1933. They had two sons: Thomas born in 1934 and John in 1937.

Agnes married Patrick McDonald in 1943. They had no children.

During his time in the Navy, John Mackin frequently received photographs from his family some of which are shown below.



4 July 1924



Jean 28 mos. 1924



"Ma and Evelyn" 1931



Evelyn Kruk with mom Alice.
June 1931.
(Rec'd. at Chefoo, China,
6 Sept. 31)



Evelyn Kruk with mom Alice.
October 1931
(Rec'd. at Chefoo China,
6 Sept. 31)



Rose Mackin 1932



Evelyn Kruk with mom Alice.
12 March 1932



Jean and Patricia 1933



Marion 1933



Thomas Jr. 8 1/2 months.
14 July 1935. (Rec'd. 29
Aug. 35 at Chefoo China)



Alice Kruck "6 months - a
sweetheart kid any one could
have and a dream." (Rec'd. 1
June 34 at Chefoo China)



"The Shack"
(Home of Nellie and Willie Schneider in Williston
Park, NY) 12 December 1936



Jean and Tricia Haloween Party. 1931

The pictures below are from what appears to be a family outing in July 1942. While most of the pictures are annotated with names, it is not clear how several people are related. In particular in the bottom photographs, the only person recognized is in the lower left, Helen (Nellie) Schneider. The unidentified persons may be from Rose Mackin's side of the family, the Mahoney's.



"The Family" July 1941. (Left to right standing: Rose Mackin, William Schneider, Agnes Mackin, "Nell"?, Jean Schneider, "Frank"?, Helen (Nellie) Schneider, bottom: Pat and Marion Schneider)



"Agnes and Rose" July 1941



"The Family" July 1941



Joe, Nell and John. July 1941



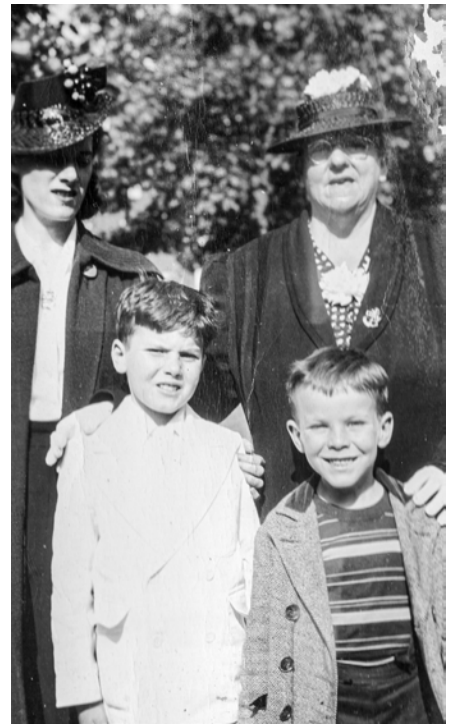
Nell and Frank July 1941



Tom and John.
1942



Alice and Thomas.
17 May 1942



"Nana, Agnes, Thomas, John"
17 May 1942



Taken April 1942 (probably
Jean) (Rec'd. 22 May 1942 at
Balboa, C.Z.)



Pat and Ed MacFarlane
Married Christmas 1942

Friends in San Francisco, 1940.



Bill Tscheinen & Marg Martens, "Screwy Hats" at Cliff House, San Francisco. 25 February 1940



Walter Martens, Marge Martens, & Eddie Tscheinen at Cliff House, San Francisco. 25 February 1940



Walter Martens at The Corral - Bayshore Hwy. between Sunnyvale & San Mateo 17 March 1940



Eddie Tscheinen, Billye Tscheinen, Marge Martens at Aquatic Park, 25 February 1940



Delonge, Marge Martens, Alex, Billye Tscheinen at Fountaingrove Winery, Santa Rosa, CA 3 March 1940

These photos are all labeled "Mother's Day, May 1942" but the persons in the pictures are not identified, but it seems likely that they are family of some relation. Pictures were received 30 October 1942 at Balboa, C.Z.



Mother's Day, May 1942



Mother's Day, May 1942



Mother's Day, May 1942

These are pictures of a family apparently from Modesto, California and date between 1942 and 1944. Pictures taken on 26 June would have been just before he started Net Training School in Tiburon. His uniform is as Boatswain in Navy Officer Grey - a short lived uniform during World War II.



Ruth.
Modesto, CA 26 June 1944



Lorry and Akii.
Modesto, CA. 26 June 1944



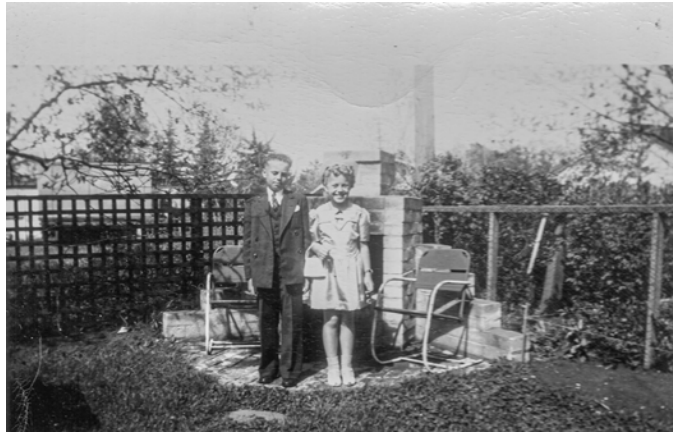
Lorraine Stein.
(Rec'd. 14 May 44 at Hoffman Is.)



Dick in Uniform
(Rec'd. 17 Oct 42 at Balboa, C.Z.)



Taken 12 June 1942
(Rec'd. at Balboa, C.Z. 2 Sept. 42)



5 April 1942.
(Rec'd. 21 May 42 at Balboa, C.Z.)

These are pictures of a wedding without any indication of who the participants are. The license plate on the car is New York 1948.



