



Scuttlebutt

VOICE OF THE PATRIOTS POINT VOLUNTEERS ★ ISSUE 46 ★ WINTER 2020



Happy Holidays Everyone.

Thank you for your dedication and service to Patriots Point Naval and Maritime Museum. I hope over the Holiday season you get time with family and friends to make memories. I would be remiss if I did not congratulate Team Navy for their win over Army. I would like to wish you and yours a happy and joyful holiday season and a blessed New Year. Please keep our service members, veterans, and their families in your prayers, as we freely celebrate the season. See you at the Point.

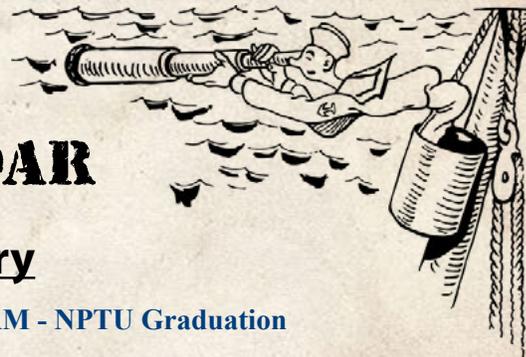
Woody Caine Named the Patriots Point 2019 Distinguished Volunteer of the Year



Woody's award was presented by our Executive Director, Larry Murray, at the volunteers' dinner cruise, an annual event sponsored by SpiritLine Cruises and the Yorktown Foundation.

Woody is a Retired Army Lieutenant Colonel, a Vietnam combat veteran and a professor at the Citadel. He volunteers in the Vietnam Experience, building and refurbishing exhibits, often with his personal artifacts. You'll find him at the Vietnam Experience on Thursdays, Saturdays, and Sundays, as well as any time he has an opportunity to speak with visitors about the nation's cherished veterans of 'that crazy old Asian war.'

ON THE RADAR



January

- 24 8 AM - NPTU Graduation
- 31 8 AM - NPTU Graduation

February

- 19-23 Rise Above – Traveling exhibit of the history and lessons of the Tuskegee Airmen

March

- 13 Volunteer & Staff Golf Tournament
- 27 8 AM - NPTU Graduation

(NPTU = Nuclear Power Training Unit)



USS *Yorktown* and its avenging strike on the Japanese garrison on the American island of Wake.

By Major Ralph Stoney Bates, Sr., USMC (Ret)

USS *Yorktown* CV-10 entered combat for the first time as she departed Pearl Harbor on 22 August, 1943, bound for Marcus Island, arriving early on the morning of 31 August. Marcus is located halfway between Tokyo, Japan and Pearl Harbor, Hawaii. It was the furthest east of any of the Japanese prewar owned islands. She launched her aircraft strikes on Marcus Island for most of the day and returned to Pearl Harbor, Hawaii in the late evening of 7 September.

On 29 September 1943 *Yorktown* departed Pearl Harbor to conduct more combat operations. This time, at the top of the list was avenging the loss of Wake Island. On 5 October, she began two days of air strikes on the Japanese forces occupying Wake Island. After those air raids, she moved east for the night and resumed those air raids early on the morning of 7 October striking installations and troops all day long. That evening, she began the voyage back to Pearl Harbor. It was particularly satisfying to strike the Japanese forces, which had captured the American Island from American Marines in one of the epic battles of the Pacific War.

The following article originally published in September 2019 by the *Marine Corps Gazette*, the professional magazine of the Marine Corps, was written by Volunteer Stoney Bates..

Devereux of Wake Island

“... There they are . . . away on the horizon . . . they were ships . . . I passed the word to prepare for battle . . . My order to all hands was . . . Hold your fire until I give the word.”

During the darkest and most frightening days of World War II, a handful of United States Marines, joined by a small group of Guam Chamorro Pan American Airways employees and a hundred or so volunteer civilian construction workers of Morrison Knudsen Engineering, stopped a Japanese invasion fleet in its tracks. They also shot down a couple dozen or more Japanese aircraft, and made a second invasion landing force pay an incredibly high price to take control of an advanced naval base by the name of Wake Island. During those fifteen days, Major James P.S. Devereux's Marines gave the Japanese their first military defeat, disrupted the Japanese timetable of conquest, and inspired a nation, by demonstrating for the world Marine Corps pride, determination and tradition.

In the years that followed, Wake Island became a source of legend, lore, and— of truth, typical of the lyrics contained in this ditty:



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PATRIOTS POINT

★ VOLUNTEERS ★

Devereux of Wake Island cont.

Wake Island: From "Tell it to the Marines", Oscar Brand

*December the seventh we heard about Pearl,
We knew we'd be next on the list.
The men of our Corps four fifty no more
All swore to the death to resist.*

*Chorus: Wake Island, Wake Island,
It's not even marked on the map
Our Corps raised her name into honor and fame
When they stopped the advance of the Japs.*

*Cut off from supplies with no hope of aid
We sighted the first Japanese,
With thousands of troops and a task force of ships
They thought they could take us with ease.*

*They sent in their subs, their ships and their planes
They shelled us by day and by night,
Surrender they said, we laughed at their threats
We're only beginning to fight.*

*Our four hundred fifty cost six thousand Japs
Our fighters downed twenty eight planes,
We sank two destroyers and one submarine
Six others got shelled for their pains.*

*Our plan was to fight to the very last man
But Deveraux gave this command,
There's a thousand civilians I can't sacrifice
We'll have to surrender our band.*

*As we lay down our arms on the twenty third day
The Japs cheered the news of defeat.
But they could not believe a few crummy Marines
Had stopped the whole Japanese fleet.*

We don't hear that song much anymore. Certainly, not as much as I did as a young Marine private first class aboard the USS *Renville* (APA-227) on my way across the Pacific toward my first actual duty station. In its own simple way, it tells the story of the battle of Wake Island with a few historical errors. It was the 8th of December, not the 7th as Wake is across the International Date Line. A Navy Commander Winfield Scott Cunningham surrendered Wake Island to the Japanese, not Major Devereux. And, those Marines also sank a Japanese cruiser. Now, from ditty to story:

On 7 December 1941, the Japanese bombed, strafed, and torpedoed the US Territory of Hawaii, sinking or damaging most of the American naval fleet in the Pacific. That event plunged the United States into World War II. At almost the same time, the American islands of Guam and Wake, Manila and Clark Airbase in the Philippines, Hong Kong, Malaya, Thailand, and the Dutch East Indies were attacked by Japanese forces. Things looked grim. The United States and its allies were reeling under the blows from a fanatical foe in the Pacific and Asia. Never before had a nation attacked other nations on such a wide scale, and in such coordinating fashion. The Japanese had a time-table. Those Marines of Wake Island were the first to interrupt their time-table.

Wake Island consists of three small splits of sand, coral, shrub brush and miniature trees, 2,500 miles from the nearest American Territory of Hawaii, 1,500 miles from the American Territory of Guam, and only 600 miles from the nearest Japanese territory of the Kwajalein Islands. It is one of the most remote islands on earth. In the 1930s, Wake Island was mostly known as a way-station for Pan American Airway's flying boats taking wealthy airline passengers from the United States to



Wake Island

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PATRIOTS POINT

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Devereux of Wake Island cont.

and from the Orient, via Hawaii, Wake, and Guam. Then in January 1941, under an executive order signed by President Roosevelt, the Navy began construction of an air base, submarine base, and Naval Station on Wake and Midway Islands. Several hundred civilian construction workers descended onto Wake Island to begin construction that would never be completed.

In August 1941, the Navy Department ordered a Marine Defense Battalion to deploy to Wake for its defense. In charge of this undermanned and underequipped battalion was a wiry, mustached, 120 pound, 38 year-old, career Marine by the name of James Patrick Sinnott Devereux (February 20, 1903 – August 5, 1988), a Marine since 1923, he was the Commanding Officer of the 1st Defense Battalion during the defense of Wake Island in December 1941. He was captured on Wake Island and became a prisoner of war, along with his officers and men, plus all but 98 of the civilians, after a 15-day battle with the Japanese.

Devereux was born in Cabana, Cuba, where his father, a U.S. Army surgeon, was stationed. Later, the family moved to Chevy Chase, Maryland, where young Devereux attended the Army and Navy Preparatory School in Washington, D.C., and later, the Tome School at Port LaVilla in Lausanne, Switzerland, then, while his father was assigned to Vienna, Austria. He wrapped up his formal education at Loyola College of Baltimore.



He enlisted in the Marines in 1923, and was commissioned in 1925. After an unassuming, but normal career as a Marine, Devereux faced the most awesome challenge any Marine, indeed, any military man could face. Alone, with some hope, but no anticipation of reinforcements, he would face the onslaught of thousands of Japanese naval infantry (Marines), surface warships, land-based and carrier-based aircraft fresh from their onslaught, and victory against Guam, and Pearl Harbor.

The naval governor surrendered Guam at 0830 on 10 December, after 500 Japanese naval infantry landed at 0300 on the same day. The Guam Marines were angry and devastated by the surrender order, but grudgingly complied with it. Devereux knew none of this. The mighty Pacific fleet lay in ruins at Pearl Harbor. He also knew little to none of this. He only knew he was a Marine Major responsible for the defense of this outpost, and, “with the help of God and a few Marines,” he was going to defend it.

Many articles and books have been written about Wake Island. One of the first was in 1942 by Alexander Griffin, published by Howell, Soskin, titled *Here Come the Marines*. The first chapter of that book is titled “Send Us More Japs.” It also projects one of the myths of Wake Island. The “Send us some more Japs,”ⁱⁱ allegedly sent from Wake in response to an earlier message, “What do you need or want?” sent from Pearl Harbor was nothing more than several disjointed words within a coded message drafted and sent by two cryptographers on Wake. Cunningham has stated, *I sent no such message.*ⁱⁱⁱ

Major Devereux wrote the book *The Story of Wake Island* in 1947, after being released from Japanese captivity at the end of World War II. His personal accounts of the defense of Wake Island and the years of captivity are straightforward and gripping. Just a few short years ago (2003) one of the latest books, *Given Up For Dead*, by Bill Sloan, was painstakingly researched, including interviews with numerous survivors of the Wake Island battle and the prisoners of war who endured years of mistreatment as captives of the Japanese. Both military and civilian recollections, from both sides of the battle, captivate the reader. There are more books, but most are broad sweeps of the battles, while this one is gun position and foxhole focused.

Unfortunately, Wake Island has faded from the forefront, overshadowed by more recent combat encounters involving significant events of our United States Marines such as Guadalcanal, Iwo Jima, Inchon, Chosin, Hue, Fallujah, etc. , yet, Wake Island deserves more than a footnote in history, as does its Marine commander, Major James Devereux.

When Major Devereux’s men arrived on Wake in August 1941, little in the form of fortifications had been accomplished. The thousand or so civilian construction workers were concentrating on their primary mission, the naval air station development. The Marines were equipped with World War One weapons and field equipment. The big guns for fixed

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PATRIOTS POINT

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Devereux of Wake Island cont.

defense were mostly five inch naval guns, on down to .30 cal. machine guns. It sounded like a formidable array of weapons; however, they lacked such basic defensive equipment as barb wire, workable radios, range finders, detection devices, and other critical items such as spare parts. *But, the Marines came to fight. What they lacked in equipment and personnel they made up for in sheer guts and ingenuity.*^{iv} Major Devereux arrived in October to take command of the battalion as other reinforcements continue to arrive. Somehow, instinctively he knew it was when, not if, the Japanese would attack. He went to work immediately. He had men fill sandbags and prepare revetments; all the while he had been ordered to take the responsibility to refuel flight after flight of the new B-17 bombers on their way to the Philippines. Though he did have some assistance from the thousand plus construction workers, most of the defensive preparations for defending the island from attack, and refueling those aircraft bound for the Philippines, fell on the shoulders of the small band of Marines.

Just a scant few days before the Japanese attack on Wake and Pearl, VMF 211, a Marine fighter squadron of F-4F Grumman Wildcats joined the defense of Wake, as did a naval officer by the name of Winfield Scott Cunningham. Cunningham was designated as commanding officer of the naval air station under construction, As such all military and naval personnel fell under his command. His only claim to fame, like the Navy commander of Guam, is that he ordered the surrender of his command to the Japanese. However, unlike Guam, Wake put up a fight, an epic and heroic fight.

The first air raid on Wake came only a few hours after the attack on Pearl Harbor. The sound of the roaring surf drowned out the approaching enemy aircraft exiting from a dense rain squall.

Four aircraft of VMF 211 were on patrol, but missed the approaching Japanese aircraft. The remaining aircraft were on the ground. No revetments had been completed. That first air raid wiped out most of VMF 211s aircraft. They had no spare parts. Almost daily bombings continued to pound the Island. As the bombers would detect a gun position and home in on it, after the aircraft flew away, Devereux would order the gun relocated, which would take several nighttime hours to accomplish. In addition, he constantly reviewed with his officers the prime locations for anti-aircraft and field gun positions to take advantage of possible landing areas and ship approaches toward the island. After each bombing raid he would repair and reassess his dwindling assets. He was eventually down to four fighter aircraft and most of the aviation personnel had been killed or wounded. Lacking sufficient military personnel to man all his shore gun batteries, he trained civilian volunteers to man at least one gun position supervised by one Marine. Even though ten of the Chamorro airline employees were killed in the bombings, the remaining, along with many civilian construction workers volunteered to assist Marines defending the island. Devereux needed them. They hauled ammunition, prepared and served food, and performed dozens of critical tasks to assist the Marines. Some fought as infantry.



On 11 December the Japanese made their first attempt to take Wake Island from the Marines. In the early morning, before daylight, Marines spotted the Japanese fleet. Devereux anticipated its arrival. In the early dark hours he issued "battle stations," followed by a clear and concise order to not fire until he gave the order. He also ordered Major Putnam, the squadron commander, "Don't take off until I open fire." He hid his defenses assets and outfoxed the enemy.

As the Japanese fleet opened fire, moving closer and closer to the island, not one Marine fired a shot, although many of the officers and gunners were begging Devereux to be allowed to do so. Each field phone call to Corporal Brown, Devereux's communications operator in the command post, received the same reply, *Hold your fire 'til the major gives the word.*^{vi} As some warships were only at 4,000 yards range, and Japanese troops began to move from decks of transport vessels onto landing barges, there had been no return fire from the island. Marines were scanning the skies for Japanese aircraft to appear to support the landings of Japanese troops, none were seen. No aircraft appeared. The Japanese fleet commander

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★ VOLUNTEERS ★



Devereux of Wake Island cont.

grew bolder. Apparently, he thought all big guns on the island had been silenced, and the aircraft destroyed.

The enemy was right in our front yard. The time was 0610. I gave the order to 'Commence Firing!'^{viii}

On cue, the big guns opened fire at less than point blank range. The Japanese invasion fleet had been caught flat-footed. Marine gunners laid shell after shell into these ships as they began panic withdrawals. Transports, still laden with troops embarking into landing barges were torn apart by shell fire followed by attacks from above by fighters of VMF 211 following the ships far out to sea. For some unknown reason, the fleet had no accompanied air-cover. *The best estimates we could make then of the enemy's losses was one light cruiser, two destroyers, one gunboat, and one transport sunk, with the loss of two or three thousand Jap lives.*^{viii} The first attempt to take Wake Island resulted in a defeat for the Japanese. They would be back.

Every day brought wave after wave of bombing and strafing Japanese aircraft. As bombings continued, it was noticed that the land based bombers were eventually joined by carrier based fighters. Marine fighters rose to challenge the enemy as long as they had flyable aircraft. Soon, all Marine aircraft were damaged beyond repair. Marine aviation personnel became infantrymen. Oddly, on the 22nd of December the Japanese took the day off. So, did the Marines. Most were dazed from lack of sleep. Devereux gave his men a much needed break. It was their last break. He tried to get some much needed sleep also. *In the years to come, most Wake Islander survivors agreed that the night of December 22-23, 1941 was the darkest they could ever remember.*^{ix}

It was still early the night of December 22, when lookouts began reporting "a hell of a lot of lights" northwest of the island.^x Devereux and his men watched until the lights faded. They were on 100% alert as the night darkened and the weather began to kick up. In the early morning darkness of 23 December 1941, the enemy struck at numerous points. At 1:20 AM, machine guns on Wilkes Island opened fire.^{xi}

Similar to the earlier landings on Guam, under cover of darkness, Japanese ships and landing boats had beached at four points on Wake Island. Japanese naval infantry were ashore. Troop barges and two grounded destroyers were discharging more troops. They were so close that the five inch naval guns could not be brought to fire on them. Machine guns and a single three inch anti-aircraft gun bore into the enemy troops. The three inch gun took on the two beached destroyers still laden with enemy troops attempting to get off the ships. Those destroyers burst into flame as shell after shell hit them and they began to explode. Fighting raged all around Wake Island. The Marines began to fall back, while at the same time, inflicting a terrible slaughter on the advancing Japanese. While he still had communications, Devereux exercised command and control of the defense of the island. Soon, he began to lose communications. At dawn Japanese aircraft appeared.

With the loss of land-line communications, Devereux lost the ability to know the situation at his various strongpoints. . . . *the breaks in communications were a bitter handicap.*^{xii}

At some time in the morning, Major Devereux reported the situation, as he knew it, to Commander Cunningham. Cunningham's reply shocked the major. *"Well, I guess we'd better give it [the island] to them."*^{xiii} Cunningham had sent an earlier message to Pearl Harbor, "Enemy on Island. The issue is still in doubt." Now, Major Devereux had been ordered by Commander Cunningham to surrender. It was during the process of getting the surrender order out to his men that the major discovered many of his Marines' positions were still holding out, and one position (Wilkes Island) was actually advancing against the invaders driving them out to sea. He had a difficult time convincing his men that they were surrendering. By sunset on 23 December 1941, all Marines, sailors, and soldiers had surrendered, and all civilians had been ordered to cease resisting. They were all prisoners of war, but the senior Japanese naval infantry officer who commanded the landing force had other ideas.

It was an expensive victory for the Japanese. By their own admission, Wake Island cost them 11 naval ships, 29 planes, and more than 5,700 men killed. The American losses were a dozen planes and 96 dead.^{xiv} The enormous losses suffered

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PATRIOTS POINT

★ VOLUNTEERS ★

Devereux of Wake Island cont.

by the Japanese landing forces was apparently humiliating to its commander. Violent arguments would occur between this landing force commander and the overall Japanese fleet commander about the disposition of all the American prisoners. Had the senior fleet commander not prevailed it is believed that all, or most of the American prisoners would have been killed. The civilians and enlisted men were treated very harshly for several days. Only after the protest of Major Devereux, were the men allowed more humane treatment by the Japanese.

All military and civilian personnel, except 98 civilian construction workers, were eventually shipped off to prison camps, most in China, some in Japan, and later in Manchuria. Major Devereux always acted as the commanding officer of his Wake Marines. He was sometimes subjected to brutality, and suffered the deprivations of prison conditions the Japanese have been noted for during World War II; however, he remained in charge of his men.

The 98 civilians kept on Wake Island for slave labor were executed by the Japanese in 1944.

The defense of Wake Island has often been called “The Pacific Alamo.” It was more than that. It was a time and a place in history that continues to define the United States Marine Corps. Did Major Devereux make mistakes? Yes. He admits he did. But his accomplishments far outweigh his errors. With his late arrival on the island, possessing antiquated equipment and weaponry without necessary sights and range finders, shortage of personnel, and constant rumors of a relief convoy that never appeared, he prepared for, and put up a defense that will live forever in the annals of military history. A little over 500 Marines, a couple of soldiers and a few sailors, along with some civilian volunteers, shattered the first arriving invasion fleet and severely degrading a second invasion fleet by damaging a destroyer, gutting two beached destroyers, and killing almost 500 Japanese Marines and sailors. His losses on the 23rd of December were 26 men which included 12 civilians.

Major James P. S. Devereux accomplished his mission. He defended Wake Island until ordered to surrender.

He retired as a brigadier general in 1948, served four terms as a United States Congressional Representative from Maryland, kept close contact with his men from Wake, raised thoroughbred horses in his final years, and died in 1988.

ⁱThe story of Wake Island, James P. S. Devereux, Col. USMC, Ace Books, 23 W. 47th St, NY, NY, Copyright 1947, p.69

ⁱⁱ Here Come The Marines, Alexander R. Griffin, Howell, Soskin Publishers, Inc., Copyright 1942, p18

ⁱⁱⁱ Given Up For Dead, Bill Sloan, Bantam Books, Copyright 2003, p.196

^{iv} An American Shame, Ralph Stoney Bates, Sr., Create Space Publishing, Copyright 2016, p. 30

^v The Story of Wake Island, p. 79

^{vi} The Story of Wake Island, p.72

^{vii} The Story of Wake Island, p.72

^{viii} The Story of Wake Island, p. 79

^{ix} Given Up For Dead, Bill Sloan, p. 263

^x The Story of Wake Island, p.131

^{xi} The Story of Wake Island, p. 124

^{xii} The Story of Wake Island, p. 141

^{xiii} The Story of Wake Island, p. 156

^{xiv} The Story of Wake Island, p. 181

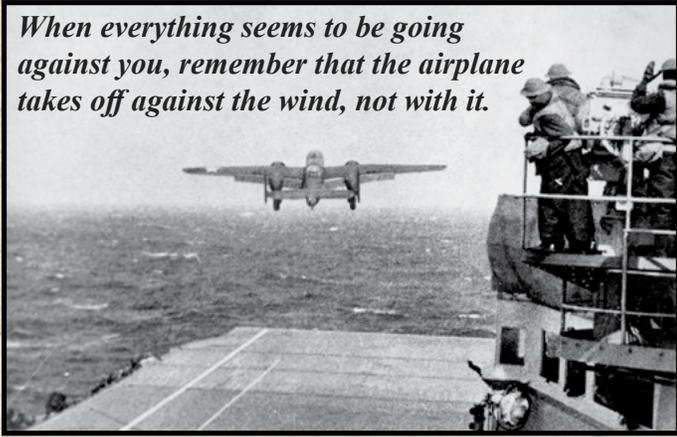
PATRIOTS POINT

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QUOTE OF THE QUARTER

When everything seems to be going against you, remember that the airplane takes off against the wind, not with it.



Two Volunteers Reach Longevity Milestones



Cindy Signorelli

5 years in November 2019



Tom Valentukonis

5 years in May 2019



DID YOU KNOW

Did you know that Patriots Point has a YouTube channel and a Facebook page? YKTV is the place to find all kinds of videos both informational and funny.



<https://patriotspt.org/YouTube>

<https://Facebook.com/PatriotsPoint.org>



Great way to stay informed!





PATRIOTS POINT

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Peter Tobin

Peter was born in New York City and grew up in Bethesda, MD. He moved to the Boston area for college and received a B.A. in English from Boston College in 1977. He met his wife Cathy, when they were both students at

Boston College. They were married in her hometown of Milton, MA, in 1982. They have three grown children, Laura and twin boys Nick and John. In 2016 Peter and Cathy moved from the Boston area to Mount Pleasant.

Peter's 37 year career was spent in the book business working in sales and sales management. He began in customer service and eventually worked his way into a Vice President position. He retired in 2015.

He enjoys the outdoors and likes exploring the Lowcountry with regular rides on his road bike, as well as long walks. They recently "adopted" a four-year-old rescue poodle, Peggy. In addition

to being retired he has three unpaid jobs, a reading tutor at Cainho School in Berkeley County on Tuesdays, Lowcountry Food Bank on Thursdays and Patriots Point on Fridays.

Peter became a Patriots Point volunteer in January 2017. He admitted to being apprehensive when Mike Fowler suggested he sign up and volunteer, since he is not a veteran and did not know if he could contribute anything. As Peter explains it, "my father and his two brothers served proudly in WWII. I think of him whenever I am at PP. I have met interesting people with fascinating stories at Patriots Point, both staff and volunteers, as well as the countless visitors who share some of their histories with us. From these interactions, I have developed a better appreciation for the commitment, rewards and sacrifice so many have made and continue to make for this country. It is obvious from their reactions and comments that people, especially veterans, love Patriots Point, and feel welcome, at home. This is especially true of Vietnam vets, who in many cases did not receive the respect they deserved when they did what our country asked them to do and serve in the war. I love the conversations. Driving the shuttle is a blast; I have a spiel I deliver to acclimate visitors and get them started. It's fun."

Volunteers Passing



David (Coastie) Millman, passed away in October 2019. He had been hit by a car while crossing a street and he never regained consciousness in the hospital. David was buried at sea with honors by the United States Coast Guard. Joined the Volunteers in September 2016, Coastie will be remembered as friendly and very knowledgeable, always wanting to do more for the Yorktown, especially in contributing to the accuracy of the ship's archives and exhibits.



Ed Walker, passed away on Veterans Day Nov. 11, 2019. As a volunteer, Ed was active in the Charleston Amateur Radio Society and an avid supporter of the Clamagore. At the time he was volunteering, there were radio transmitter/receivers on all three ships. Ed was an Episcopal Priest and also volunteered as a Chaplain at the Charleston Port and Seafarer's Society.





Patriots Point Volunteers Visit National Naval Aviation Museum in Pensacola FL



16 Oct 19 – National Naval Aviation Museum, Pensacola, FL. Patriots Point Volunteers and Executive Director Larry Murray stand in front the KC-130F that then Lieutenant Jim Flatley landed aboard USS Forrester (CV-59) on Oct 30, 1963. The Hercules was retired after a long career, most recently flying in support of the Global War on Terrorism in the Middle East. The Museum plans to restore and display the aircraft, commemorating RADM Flatley's bold and unique contribution to Naval Aviation history.



Bill Watkinson and Connie Reynolds with family at Thanksgiving. The Volunteers wish our beloved Hellcat pilot a joyous holiday.



The Yorktown CV-10 - What Does “CV” Stand For?

Andy Toth

United States Navy hull classification codes

The U.S. Navy's system of alpha-numeric ship designators, and its associated hull numbers, have been for several decades a unique method of categorizing ships of all types: combatants, auxiliaries and district craft. Though considerably changed in detail and expanded over the years, this system remains essentially the same as when formally implemented in 1920. It is a very useful tool for organizing and keeping track of naval vessels, and also provides the basis for the identification numbers painted on the bows (and frequently the sterns) of most U.S. Navy ships.

The ship designator and hull number system's roots extend back to the late 1880s, when ship type serial numbers were assigned to most of the new-construction warships of the emerging "Steel Navy". During the course of the next thirty years, these same numbers were combined with filing codes used by the Navy's clerks to create an informal version of the system that was put in place in 1920. Limited usage of ship numbers goes back even earlier, most notably to the "Jeffersonian Gunboats" of the early 1800s and the "Tinclad" river gunboats of the Civil War Mississippi Squadron.

It is important to understand that hull number letter prefixes are not acronyms, and should not be treated as abbreviations of ship type classifications. Thus, "DD" does not stand for anything more than "Destroyer". "SS" simply means "Submarine". And "FF" is the post-1975 type code for "Frigate." Also BB – battleship, DE – destroyer escort.

The hull classification codes for ships in active duty in the United States Navy are governed under Secretary of the Navy Instruction 5030.8B (SECNAVINST 5030.8B).

The origin of the two-letter code derives from the need to distinguish various cruiser sub-types:

Cruiser CA = armored (1921-1931) heavy (1931-)

Cruiser CB = large

Cruiser CC = battle (prior to 1961) command (1961-)

Cruiser CL = light

Cruiser CV = aviation

The "CV" designation was originally derived from cruisers, since aircraft carriers were seen as an extension of the sea control and denial mission of cruisers. Aircraft carriers are ships signed primarily for the purpose of conducting combat operations by aircraft which engage in attacks against airborne, surface, sub-surface and shore targets. The "CV" hull classification symbol does not stand for "carrier vessel". "CV" possibly derives from the cruiser designation, with the v for French *voler*, "to fly".

English translation of 'voler'

1. [*avion, oiseau*] **to fly**

voler de ses propres ailes (*figurative*) **to stand on one's own two feet**

2. [*objet*] **to fly**

voler au vent **to fly in the wind**

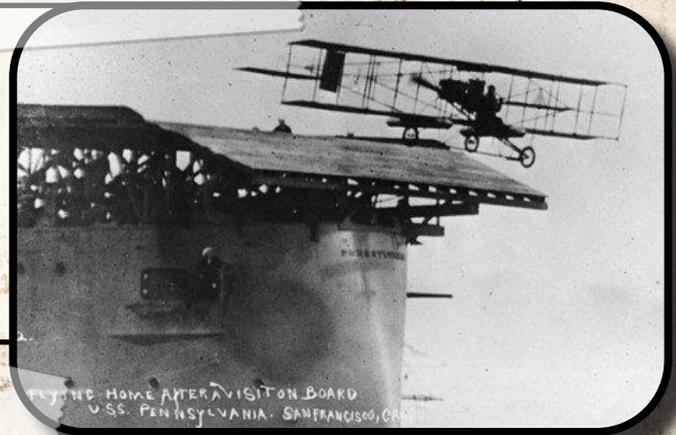
voler en éclats **to be smashed to smithereens**



It Happened On This Date

Jan 15, 1943: The Pentagon, the headquarters for the Department of Defense is dedicated.

Jan 18, 1911: Exhibition pilot Eugene B. Ely lands his Curtiss Pusher Model "D" aircraft on the armored cruiser USS *Pennsylvania*, which had been fitted with a special 119-foot-long wooden platform with makeshift tailhook system. Ely's feat marks the first-ever airplane landing aboard a ship.



Jan 20, 1914: A naval aviation unit from Annapolis, Md. arrives at Pensacola, Fla. aboard the battleship USS *Mississippi* and the bulk-cargo ship USS *Orion* to set up a flying school. The "Cradle of Naval Aviation" is born.

Jan 21, 1903: The Militia Act of 1903 is passed, establishing federal standards and greater federal control over state militias, essentially creating the modern National Guard.



Jan 22, 1954: First Lady Mamie Eisenhower breaks a bottle of champagne across the bow of USS *Nautilus* (SSN-571) in Groton, Connecticut, launching the world's first nuclear-powered submarine.





PATRIOTS POINT

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Three Million More People Will Get Military Shopping Benefits

Starting January 1, 2020 all service-connected disabled veterans, Purple Heart recipients, former prisoners of war and primary veteran caregivers will be eligible to shop at commissaries and exchanges, and officials from three federal agencies are preparing the way.

The newly eligible customers will also be able to use certain morale, welfare and recreation activities.



It's the largest patronage expansion in more than 60 years. The fiscal 2019 National Defense Authorization Act expanded the pool of eligible shoppers. Because the expansion also applies to Coast Guard facilities, the Department of Homeland Security has been involved.

The law also included Medal of Honor recipients, but they already had shopping privileges. Previously, veterans with 100 percent service-connected disabilities were able to shop; now all with service-connected disabilities can shop. The benefit extends to MWR programs that are "revenue-generating facilities," according to the law.

<https://www.militarytimes.com/pay-benefits/2019/07/22/heres-how-3-million-more-people-will-get-military-shopping-benefits/>





Volunteer Seminars Launched

This fall we kicked off the new monthly Volunteer Seminar Series in the lounge. The seminars will give each of us the opportunity to lead discussion on topics of interest or personal expertise and experience that will enrich and enhance our ability to represent Patriots Point.



The inaugural seminar was led by Dave Shuler on 31 October. Dave spoke on the history of the Medal of Honor and stories of Medal recipients that he has collected over the years as a volunteer.



The second seminar was presented by Fred Sieber on 18 December. Fred relayed interesting history and facts about Oceanography and military applications of oceanographic science, based on his lifelong career studies and experience.

New volunteer Paul Baumgart will spearhead the seminar series going forward. A patented Stoney Bates led repartee is in the hopper for January.





USS YORKTOWN FOUNDATION UPDATE

Hello Friends!

I hope everyone has a wonderful Holiday season and your New Year will be off to a great start.

The USS Yorktown Foundation had a very successful 2019! We raised a total \$475,000 for Patriots Point Naval and Maritime Museum, and increased our expenditures on exhibits and programs by 32%. We supported 16 special events at the Museum, and provided full or partial funding for 12 new or upgraded exhibits. At the same time, our net income increased by 97%, and our operating expenses were down by 10%. We also provided \$53,000 in scholarships for 1375 underserved students from 30 schools in 17 counties.

We are very excited about continuing to grow and support the Museum’s mission in 2020. We are pleased to announce a new Patriots Point Volunteer Fund, created in partnership with Volunteer Coordinator Thom Ford, and Volunteers Rich Mady, Bernie Magdelain, Dennis Karpf, Renata Sierzega, and Foundation Board members and Volunteers Kent Hutchinson and Mike Sudzina.

The Volunteer Fund is a restricted account to be managed by a committee of Volunteers in coordination with the Foundation Board of Directors. This committee, with input from the Volunteer team, will be able to identify and explicitly support exhibits, educational activities, and any other cause of their choosing. This fund was kick-started by a generous cash donation by Rich Mady, and a legacy gift from Thom Ford.

Please visit the new Foundation website, ussyorktownfoundation.org, to learn more about our programs. You can also easily make a donation to the Volunteer Fund (or any other program) on the Donate page- just check the box for Volunteer Fund.

Thank you for all you do for Patriots Point!

Allison Hunt

Executive Director



Allison Hunt serves as Executive Director and can be reached by phone at 843.881.5925, by email at allisonhunt@ussyorktownfoundation.org, or by dropping by the Administrative Office landside.



PATRIOTS POINT

★ VOLUNTEERS ★

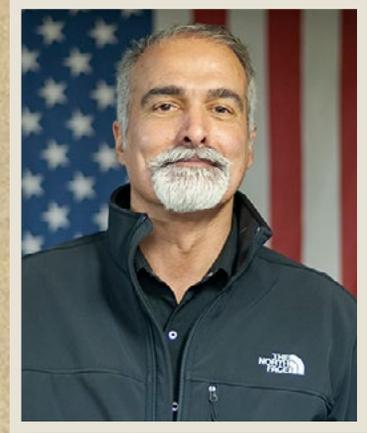


PATRIOTS POINT
Home of the USS YORKTOWN (CV-10)
Volunteer Department

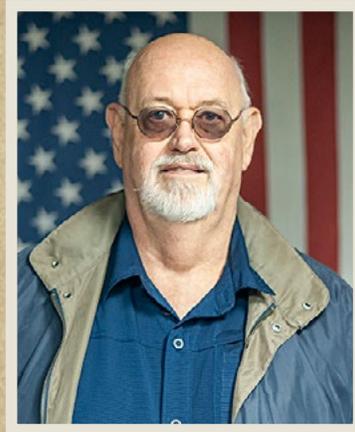
*** WELCOME NEW VOLUNTEERS ***



Candy Anderson



David Anderson



Ron Rotzco



Jim Irons



Paul Baumgart



www.PatriotsPoint.org

Scuttlebutt

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