

National Park Service
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Historic Furnishings Report

Boston National Historical Park
Boston, Massachusetts
USS Cassin Young

USS Cassin Young



APPROVED:

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Superintendent, Boston National Historical Park
October 14, 2004

National Park Service
U.S. Department of the Interior



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Sarah H. Heald
Staff Curator

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National Park Service, 2005

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Acknowledgments

Many people have provided assistance to the benefit of this Historic Furnishings Report (HFR), and I am grateful for their generous help. At Boston National Historical Park, Chief of Interpretation Bill Foley and Chief of Cultural Resources Marty Blatt set wise parameters for the scope of this project and encouraged their staff to support it. Many of the interpretive staff provided me tours and access to the various *Cassin Young* compartments, many of which were “behind the scenes,” and provided terrific context for understanding the workings of the destroyer. Of particular and critical help were Vince Kordack and Bill Casey, who spent many hours of their busy workdays in the compartments with me, showing me objects and spaces, raising important issues, and explaining the history and functions of the ship. They also provided answers to my streams of e-mail and voice-mail queries, not all of which came at convenient seasons. Their depth of knowledge and patient explanations made it possible for me to fathom the operations of this ship. They also conducted research in the park archives, adding further material to support the HFR. Interpretive Ranger Dan Gagnon scanned all of the photographs that came from the 1950s Cruise Books. Preservation Specialist Steve Carlson provided additional historical context and understanding for the destroyer. Museum Specialist Phil Hunt provided ongoing archival assistance both during my site visits and when my questions trickled in from a distance; he conducted object research as such queries came up;

and he systematically recorded the inventory, which serves in a modified form as the backbone of the object list in the List of Recommended Furnishings portion of this report. His help, too, was tremendously appreciated, as was his wry sense of humor, which always kept things in proper perspective.

At the neighboring Museum Services Center, Nancy Waters’ savvy allowed me to step into this project-in-progress on the right foot and in the right direction. Laurel Racine provided helpful review comments on the draft.

At Harpers Ferry Center (NPS), Scott Harmon (now at the U.S. Naval Academy), Bill Brown, and John Brucksch initiated this project and provided a strong base upon which to build. Harmon’s 1984 book, *U.S.S. CASSIN YOUNG (DD-793): A Fletcher Class Destroyer*, provided a wealth of information as did Naval Academy Museum Curator Robert Sumrall. Fellow Curators Mary Grassick and Carol Petravage reviewed the first draft of this report and provided constructive comments, questions, and insight. Thanks are also due to Carol Petravage for navigating this report through government contracting and design and printing to its final format. Curators-in-training Emily Hooper, Thomas and Connor Foulds, and Emma Herrin lent their exacting eyes for a close examination of Cruise Book photographs. Editor Trese Smelser worked on early versions of the HFR, provided helpful continuity to the project, and assisted in capturing feedback while in

meetings both on and off the ship. As always, illustrator Steve Patricia was a pleasure to work with.

Additionally, this project offered me the opportunity to work with two most helpful and experienced Navy veterans. Wilbert Wiggs, of Frederick, Maryland, spent the end of World War II as a Gun Director and Fire Officer on USS *Porterfield*, another *Fletcher*-class destroyer. Mr. Wiggs recalled the *Fletchers* as “suicide” ships because they were so vulnerable and encountered so many kamikazes; he also recalled the experience of South Pacific typhoons in a *Fletcher*, having weathered the waves as the destroyer went “under two

[waves] and over one” until the storms subsided. His experience provided considerable context and meaning to my work with *Cassin Young*. And finally, Capt. John H. Hooper, the last Commanding Officer of *Cassin Young*, graciously shared his recollections of the ship’s furnishings and operations and exercised considerable care and precision in his recollections to ensure accuracy for his ship’s posterity.

Sarah H. Heald
Staff Curator, Harpers Ferry Center
National Park Service
August 2004

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Administrative Information

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Administrative Data

by Vincent M. Kordack, Lead Ranger, Boston National Historical Park

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Boston National Historical Park was established in 1974 to “preserve for the benefit and inspiration of the people of the United States . . . certain historic structures and properties of outstanding national significance located in Boston, Massachusetts and associated with the American Revolution and the founding and growth of the United States.”¹ Most sites within the park deal with aspects of 18th-century history in Boston, but closure of the Boston Naval Shipyard in 1974 allowed for the preservation of a 30-acre portion of the Charlestown unit of the shipyard as part of the new national historical park. This was consistent with designation of the Boston Naval Shipyard as a National Historic Landmark in 1966.

The Charlestown portion of the park, when established, consisted of numerous buildings and structures; USS *Constitution*, which is maintained and crewed by the U.S. Navy, was the sole warship within the park. In 1978, the National Park Service acquired the *Fletcher*-class destroyer USS *Cassin Young* (DD-793) from the U.S. Navy. Although *Cassin Young* was not built there, 14 other *Fletcher*-class destroyers identical to *Cassin Young* were constructed at Charlestown during World War II. Throughout the 1950s, *Cassin Young* visited the Navy Yard for refits and overhauls. Thus, the destroyer fits directly into the park’s General Management Plan objective of enabling visitors “to compare and contrast the roles of the two warships and the changes in yard activity”² over its long history.

In October 1979 *Cassin Young* was moved into Dry Dock 1 to facilitate rehabilitation and restoration of the warship. Eighteen years in the “mothball fleet” left the destroyer marred with peeling paint, severe rust, and missing parts and weapons, along with extensive marine fouling and metal corrosion over most of the underwater hull. Led by Project Manager Al Phelps, a combination of park maintenance staff, contractors, and volunteers sandblasted and repaired all exterior areas, reactivated electrical and air-handling systems, reinstalled ordnance and lifelines, restored a number of compartments, and installed a new heating plant. This last procedure involved removing most fixtures from the aft Crew Water Closet (WC), Washroom (WR), and Shower compartments (B-111ALM) to accommodate eight conventional oil-fired furnaces. Remaining space in this area became the “paint locker” for use by the park maintenance staff and volunteers. Two other compartments, specifically 2-157-1 Crew’s Quarters C-201L and 40-millimeter ammunition storage compartment C-201L (Supply and Disbursement Office B-0101-L after 1958 refit), were reserved as the winter and summer office/work spaces for use by park maintenance staff and volunteers. The Torpedo and Ordnance Workshop (B-110E) directly off the Quarterdeck became the space used by the park

1 Boston National Historical Park Act of 1974, Public Law 93-431, October 1, 1974, 88 Stat. 1184.

2 *Charlestown Navy Yard: General Management Plan, Vol. II.* (Boston: National Park Service, Boston National Historical Park, 1980).

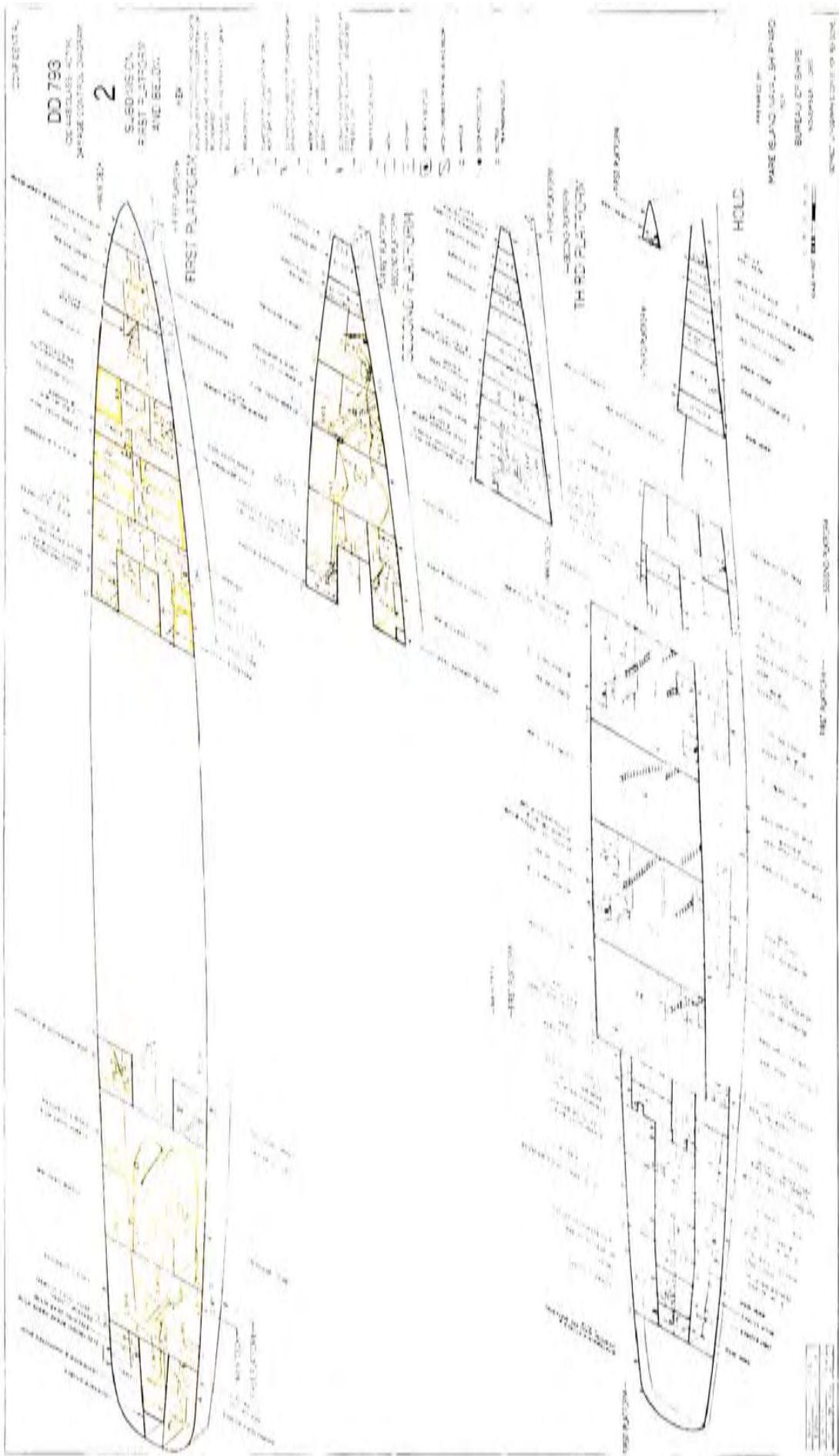


Figure 1 “DD 793 Damage Control Diagram 2, Subdivision First Platform and below,” November 1958.

rangers interpreting the warship. After emerging from Dry Dock 1 in spring 1981, *Cassin Young* opened to the visiting public in June of that year.

The past 23 years have seen ongoing rehabilitation of systems aboard the warship, including full restoration of the aft Engine Room, partial restoration of the forward Engine Room and both Fire Rooms, and installation of fire and water sensors and motion detectors as part of the park-wide monitored security system. All structural elements were taken out to completely restore all Officers' Staterooms in 1990–91. A comprehensive inspection of virtually all compartments, spaces, and voids took place in 1991–92 to remove historic parts and items left aboard when *Cassin Young* was mothballed. This material, along with that removed when the warship arrived in 1978, is maintained as part of the park's museum collections. Additional large-scale restoration projects likely will occur when the dry docking of *Cassin Young* again takes place within the decade.

In 1986 *Cassin Young* was designated a National Historic Landmark (NHL) as part of an NHL theme study of warships associated with World War II in the Pacific. *Cassin Young*, USS *Kidd* (DD-661), and USS *The Sullivans* (DD-537) are the three remaining *Fletcher*-class destroyers in the United States at present. Only *Kidd* has fully retained her World War II appearance and ordnance. *Cassin Young* had extensive structural fabric altered or added during her various refits in the 1950s. Since the warship now reflects her appearance from service during the Cold War in the 1950s, her significance to that theme period should be evaluated and, if appropriate, the NHL and National Register documentation for *Cassin Young* should be amended to extend the period of significance to 1960.

Since completion of dry docking in 1981, two park maintenance staff have been assigned full-time to work aboard *Cassin Young*. These full-time employees have usually been former shipyard workers bringing their skills from previous employment to the job of maintaining the destroyer. Additional support is available on an as-needed basis from other elements of the park maintenance and cultural resources divisions, but, without question, the warship depends on the efforts of volunteers to keep it in pristine working order. In fiscal year 2003, 13,376 hours of volunteer time were logged aboard, but fiscal year 2004 saw only 11,201 hours of volunteer work done on the warship. The decline in total hours sadly reflects the fact that most volunteers are veterans of service in World War II and/or the Korean War. Their future inability to work aboard *Cassin Young* will severely cripple the park's maintenance and repair of the warship.

The park Interpretive Division has recently taken the lead in facilitating support of onboard maintenance and acquisition of period historic furnishings for *Cassin Young*. Monies from the division's Volunteers-in-Parks account have purchased critically needed equipment and materials to allow volunteers and park maintenance staff to more effectively maintain the warship. With divisional monies and assistance from the Cassin Young Association, rangers and volunteers have been able to strip parts, equipment, and period furnishings off the rapidly dwindling number of 1940s- and 1950s-era Naval vessels. Over the past three years, six trips to either the former Philadelphia Naval Shipyard or the James River Reserve Fleet in Virginia have yielded tremendous results. Materials essential for both maintenance and accurate re-furnishing of the destroyer have been obtained on these salvage runs. Hopefully, the park and the Cassin Young Association will be able to continue funding trips in conjunction with implementation of the approved HFR for *Cassin Young*.

Interpretive Objectives

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The 2002 draft Long Range Interpretive Plan (LRIP) for Boston National Historical Park notes the need for a shift in the interpretation of *Cassin Young*. Traditionally interpreted solely as an object in and of itself, the LRIP calls for the destroyer to be “used as a tool to interpret the Navy Yard.”³ Historically furnishing the ship to its 1958 appearance will assist in emphasizing this focus on the larger significance of the Charlestown Navy Yard because *Cassin Young* completed its last overhaul in the Yard in fall 1958. The late 1950s furnishings and interpretation, too, will better support the park’s fourth interpretive theme, which highlights the Charlestown Navy Yard and its role as one of the six original U.S. Navy yards. Interpreting to this period will also illustrate the LRIP’s subtheme a.: “the Charlestown Navy Yard helped to develop and implement new technology to meet the changing needs of a changing navy.”⁴

Although this HFR does not recommend furnishing all of the compartments on *Cassin Young*, those included in this study are both most easily accessible and broadly representative of compartments in the ship. Together, they represent a balanced picture of the varied functions and activities that took place on board.

Although all ordnance would have been removed from ships in the South Boston Navy Yard prior to docking in Charlestown, for interpretive purposes representative types of ammunition are called for in this HFR in a few areas of the destroyer. Likewise, the 40-millimeter guns were removed in the South Boston Annex of the Navy Yard, but to allow the public today to understand the function and industrial activity of the Charlestown Navy Yard it is recommended that a portal crane be positioned by the ship holding one of the 40-millimeter mounts, as if it had just been removed from *Cassin Young*. This will leave one mount at the destroyer and the other positioned on the pier.

3 Long Range Interpretive Plan: Boston National Historical Park-Draft. (Boston: National Park Service, Boston National Historical Park and Harpers Ferry Center Division of Interpretive Planning, 2002), 38.

4 Ibid., 6.

Operating Plan

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Visitors to *Cassin Young* view the ship either in a self-guiding fashion or accompanied by a park interpreter. Ranger-led tours are offered on the hour at 11 a.m., 2 p.m., and 3 p.m. during the summer and are subject to change during the rest of the year due to staffing, budget, and weather constraints. Group size is limited to 12 people. If touring the ship on one's own, access is only to the Main Deck and aft Berthing; ranger-led tours go above deck two levels as well as below deck to the Second Platform (Figures 1 and 2). Special tours of the ship are also available, including Fantail talks and programs done as special events such as reunions or Harborfest.

Generally, ranger-led tours take the following route through the destroyer: Beginning on the Quarterdeck the tour proceeds up the starboard side of the ship. The tour then proceeds down the interior ladder into the main Crew's Mess (two decks down) and then forward through the Crew's Quarters. The group then proceeds up the forward ladder to the next deck, which takes the group through the Chief Petty Officers' Mess, Mount 51 Handling Room, and Officers' Country (quarters), and past the Internal communications (I.C.) and Plotting Room. The tour then proceeds up the ladder to the Main Deck area and concludes there next to the starboard whale boat davits. Tour routes do vary, however, and some ranger-led tours begin on the ship's Bridge and then proceed down into the forward third of the ship, ending at the same location as the typical tour. Other ranger-led tours start on the Fantail or up on the 01 level of the ship before proceeding to the Bridge and down into the ship and ending on the Main Deck.

Prior Planning Documents

Planning documents affecting the use and management of *Cassin Young* are:

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Boston Naval Shipyard: An Alternative for Development. National Park Service, 1975.

Charlestown Navy Yard: General Management Plan, Vol. II. National Park Service, Boston National Historical Park, 1980.

Draft Long Range Interpretive Plan: Boston National Historical Park. National Park Service: Boston National Historical Park and Harpers Ferry Center Division of Interpretive Planning, 2002.

Sedovic, Wally. Draft Historic Structures Report. Document 457/D6118, Boston National Historical Park, February 1982.

Historical Information

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A Note on Sources

Most of the primary sources used for this HFR are in the National Park Service's Boston National Historical Park Archives.

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Photographs

Photographs account for a large portion of the documentation of the furnishings for *Cassin Young*. The bulk of the photographs are in the four Cruise Books from the destroyer's major cruises outside the North Atlantic during the 1950s. The Cruise Books contain brief histories of the ship and its cruises, as well as plentiful photographs both of divisions with their officers and "candid" of seamen at work or relaxing. Just as with domestic snapshots, historic furnishings appear incidentally in the background and foreground of many of these images.

When *Cassin Young* came to Charlestown and the National Park Service in 1978, the park undertook an extensive photographic survey of the ship. These 1978 images document the destroyer's appearance; most compartments were disheveled, as was typical of a "mothballed" vessel. For purposes of this report they assist in determining when certain changes took place on board, as well as serving as a reminder of how thorough a refitting and refurnishing project was undertaken by the first generation of NPS caretakers prior to opening the ship to the public in 1981.

A handful of other photographs were found during the course of the historic furnishings research, including color slides from Capt. John Hooper, the destroyer's last Commanding Officer, and a few overall views of the destroyer in the National Archives.

Drawings

With every overhaul or major structural change to a ship, the U.S. Navy maintained current plans, called a Booklet of General Plans. The original USS *Cassin Young* Booklet of General Plans was not located for this report, nor were the plans from its 1953 overhaul. The three later overhaul plans (1955, 1957, and 1958) were located and employed, however, documenting the changes and general appearance of the destroyer in the late 1950s, its period of interpretation (see CD, Appendix A for these General Plans). Although these plans did not note many changes that took place—considering them too minor or beyond the scope of such general plans—they do reveal a number of important alterations not otherwise documented in the photographic or written record of the destroyer.

Government Documents

As federal property, Navy ships typically were subject to thorough paperwork, documenting alterations, purchases, and repairs. Those records extant in the archives of Boston National

Historical Park provided further documentation for furnishings for *Cassin Young*. The Arrival Conference Charts (*see Appendices C and E*) detail work expected to be done during the scheduled overhaul. Caution must be used, however, because not all of the work actually took place, and it often cannot be determined what was and was not done.

In addition, Weekly Sanitary Reports, Alteration Approval Records, and Departure Report Alterations (*see Appendix D*) provided specific documentation about *Cassin Young* furnishings and use.

Time did not permit research at NARA in Waltham, Massachusetts, for Supply Availability Listings prior to decommission of *Cassin Young*. These, or Availability Listings for other *Fletcher*-class destroyers decommissioned at the end of the 1950s, may contain information pertinent to *Cassin Young* historic furnishings.

Oral Sources

Transcribed oral interviews in the park archives provided a wonderful resource that enriches this HFR. Although the interviews were conducted with 1940s and 1950s *Cassin Young* veterans alike, the time constraints of this project focused on the late 1950s period of interpretation. Furthermore, although Capt. John Hooper is among the transcribed interviewees, regular e-mail correspondence with Capt. Hooper in 2002–03 allowed the opportunity to ask numerous specific questions that otherwise could not have been entertained.

Suggestions for Future Research

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Time and budget constraints impose limits on research. Many areas of the destroyer and its history are difficult to understand because of a lack of information. These topics are suggested here so as not to be overlooked; they should add to a more complete understanding of *Cassin Young* and its historic furnishings.

Segregation is an important theme in 1950s American history. As in other areas of American life, segregation was part of the military experience and hence, desegregation is a story of interest. In light of this, how were U.S. Navy personnel units structured officially and informally in the 1950s, and how did this manifest itself on *Cassin Young*? Were divisions and/or berthing compartments segregated? How and when did this change? A quick look at division photographs in *Cassin Young*'s 1950s cruise books suggests that people of color were not in the more technical jobs onboard; this observation is too cursory to be construed as a pattern, but it does suggest a potential research topic.

Other areas of future research related to *Cassin Young* and its historic furnishings are more technical or very specific, but nonetheless merit mention so that the ship's historic furnishings are not misleading.

- *Quarterdeck and other deck areas.* Specific objects and areas needing additional research include: duty rosters, Plans of the Day, operations manuals, and passes; helmets; whale boats (2); depth charges; decoy devices; antisubmarine torpedo launchers in wooden cradles; podiums and possibly boards with photos of relevant officers; builder's plate; external markings such as the DESRON logo and medals on Bridge. Similarly, staff should identify objects added by the Park Service for interpretive purposes that are historically inaccurate.
- *Sound-powered telephone headsets.* How many sound-powered telephone headsets should be added to the Bridge and Pilot House furnishings and where were they located?
- *Ammunition Handling Room 53.* What was kept in the large, graduated, 3-bracket fixtures?
- *Staffing.* Which division of the Gunnery Department manned the depth charge racks? Which division manned the K-guns? Which division manned the hedgehogs?
- *Windlass Room.* This HFR contains an inventory of items—mostly built-ins—currently in the Windlass Room. Further research is needed to determine what was housed there. A standard allowance list or compartment checklist for a *Fletcher*-, *Sumner*-, or *Gearing*-class destroyer of the late 1950s might be found at the National Archives or the Naval Historical Center.

- *I.C. and Plotting Room.* Changes to the I.C. and Plotting Room are likely more complex than reflected in the research for this report; additional research is needed.
- *Steering Gear Room.* Evidence was scant for furnishings for the Steering Gear Room, especially damage control items. Any additional documentation would be helpful.
- *Compartments with potential for future research and refurnishing not included in this project:* Arm's Locker and original Ship Store.

Analysis of Historic Occupancy

Introduction

Cassin Young, a *Fletcher*-class destroyer built in 1943, was a member of the U.S. fleet until decommissioned on April 30, 1960.⁵ The ship was named for Capt. Cassin Young, who received the Medal of Honor after Pearl Harbor and was killed in November 1942 during the Naval Battle of Guadalcanal. Constructed in San Pedro, California, as part of the wartime push to boost American Naval power in the Pacific, *Cassin Young* served during the last two years of the war and saw action in almost every major Pacific battle of the war in 1944 and 1945. *Cassin Young* suffered two kamikaze strikes during these years, and at the close of the war was undergoing repair from the second of these hits. Reactivated during the Cold War years, the destroyer served from 1950 until her final decommission a decade later. She was docked at the Philadelphia Naval Yard until the National Park Service acquired *Cassin Young* in 1978 to add to its resources in the Boston National Historical Park's Charlestown Navy Yard. The Navy Yard, historically known as the Boston Navy Yard and later, the Boston Naval Shipyard, had constructed 14 *Fletcher*-class destroyers during World War II, and indeed *Cassin Young*, by then part of the Atlantic Fleet, received four overhauls in Charlestown dry docks during the 1950s.⁶

World War II and Destroyer Design

The frequent changes we have come to experience as the norm in the late 20th- and early 21st-century due to rapid development of electronics and technology were just starting to take place during the Second World War.⁷ Such responsive redesign and integration of new technologies are well illustrated in American destroyer design during World War II,

- 5 *Cassin Young* was one of 175 *Fletchers* built during the war. The *Fletchers* were the most numerous of all the American destroyers in the war and were widely known and famous for their actions. Their design made them smaller, sturdier, and faster than their predecessors, and their swift production during the war was a noted accomplishment of American industry.
- 6 Originally known as the Boston Navy Yard, in November 1945 the yard became the Boston Naval Shipyard, which is what it was called during the 1950s when *Cassin Young* underwent overhauls there. For purposes of simplicity and consistency, this historic furnishings report uses the term Charlestown Navy Yard throughout; the yard has been known as the Charlestown Navy Yard since 1974.
- 7 Although naval warfare was transformed in the 20th century due to technological change, Ronald H. Spector argues "technological determinism is an inadequate method of explaining the evolution of war in the 20th Century." Spector suggests that social and psychological factors were perhaps of equal importance because navies with similar weapons systems used them in different ways. Ronald H. Spector, *At War At Sea: Sailors and Naval Combat in the Twentieth Century* (New York: Viking, 2001), v–vi.

Figure 3: *Cassin Young* in camouflage, “Broadside View, San Pedro,” January 1944. BNHPA C1578, Acc. C142, Box 1-125.



and *Cassin Young*, as representative of *Fletcher*-class ships, reveals much of this story.⁸ Ship historian Alan Raven noted that the *Fletchers* were “a stunning example of World War II warship standardization and mass production.”⁹ *Fletcher*-class destroyers were under construction in December 1941 when the United States entered World War II after the Japanese attack at Pearl Harbor, and a total of 175 *Fletchers* were commissioned between 1942 and the end of the war.

The *Fletchers* were faster and more agile destroyers than their forerunners so as to keep up with the other new ships in the American Navy. They contained the latest radar for both air- and surface-searching, and were thus equipped to give early warning of attack by air and to fill the new destroyer role of “radar picket” for the Navy.¹⁰ To house all of the new electronic equipment yet remain relatively swift in the water, the *Fletchers* carried fewer 5-inch guns and torpedoes than their predecessors. This initially made them somewhat unpopular, but eventually they “proved to be the most successful American destroyers of World War II . . . because their design . . . was fairly conservative. . . . They were the *first* American destroyers to ‘get it right,’ in that hull, plant, and armament all complemented each other and performed to the optimum.”¹¹

8 See J. Scott Harmon, *U.S.S. Cassin Young (DD-793): A Fletcher Class Destroyer* (Missoula, MT: Pictorial Histories Publishing Company, 1984), Alan Raven, *Fletcher-Class Destroyers* (Annapolis: United States Naval Institute, 1986), and Norman Friedman, *U.S. Destroyers: An Illustrated Design History* (Annapolis: Naval Institute Press, 2004) for thorough discussion of how *Cassin Young* and other *Fletcher*-class destroyers fit in the context of the development of American destroyers and Naval design.

9 Raven, *Fletcher-Class Destroyers*, 4.

10 *Ibid.*, 4–12. The quick speed of the destroyers and their radar equipment made them ideal pickets, operating out ahead of their task groups and using radar to detect enemy presence.

11 *Ibid.*, 14.



Figure 4: Crew on deck with 5-inch guns in background, ca. 1944–45. BNHPA C1630, Acc. C91, Box 1-125.

World War II and Service of *Cassin Young*

Commissioned on the last day of 1943, *Cassin Young* and her crew underwent four months of training at Pearl Harbor before entering actual assignment in April 1944.¹² In fall 1943 the United States had gone on the offensive in the Pacific and by spring, as *Cassin Young* joined the fleet, preparations were underway to attack the Mariana Islands in the central Pacific Ocean. Over the next five months, commanded by Earl T. Schrieber, she saw regular service screening battleships, rescuing aviators, and fighting with various task forces in defense against Japanese kamikaze attacks, as well as more mundane tasks such as carrying mail, escorting transports, and assisting with night illumination.

Organization of Work Onboard

Though the ship was small in size, *Cassin Young* was manned by a crew of 306 enlisted men with 19 officers. Its operation was complex but well orchestrated via the Naval hierarchy. “It takes a well-trained crew to get guns, radar, and engines working together so that the ship becomes an efficient fighting machine.” Experienced and skilled destroyer men functioned as a team.

At the top of the destroyer’s organization is the commanding officer, a commander or sometimes a lieutenant commander, who by tradition is called “captain.” He is responsible for the ship as a whole, her navigation, operation, battle performance, and the well-being of the crew. He is assisted by the executive officer—the “Exec” or X.O.—who acts as an administrative manager for the captain. The “Exec” is next in command and assumes command of the ship if the captain is killed in action or otherwise unable to perform his duties.

Under the executive officer are the various department heads, officers responsible for particular functions of the ship. [During World War II,] destroyers had five departments: gunnery, construction and repair, navigation, engineering, and supply. Each of these departments was sub-divided into one or more divisions. [Cassin Young also had a] medical officer on board, who reported to the executive officer.

12 The following summary of *Cassin Young*’s service during the war is drawn from Harmon, *U.S.S. Cassin Young (DD-793)*, 19–33.

Gunnery Department: *The gunnery officer headed the three divisions that were the very reason for the destroyer's existence. The First Division manned the ship's primary battery, the five 5-inch guns. [The] Second Division was responsible for the maintenance and operation of the 40 millimeter and 20 millimeter anti-aircraft guns. The men in these two divisions were rated gunner's mates (GM). The third division was fire control, or F Division, composed of fire control men (FC), who manned the gun directors, as well as sonar men (SoM) and torpedo man's mates (TM).*

Construction and Repair Department: *Under the first lieutenant the repair division maintained the ship's hull and boats. The boatswain's mates (BM) and carpenter's mates (CM) in this division carried on the skills and traditions of the old sailing navy as adapted to the new, . . . such as working with rope and line. . . . [Additionally, Construction and Repair had] the never-ending chore of painting the hull to protect it from the effects of sea and weather. . . . The first lieutenant was also the damage control officer responsible for correcting battle or accidental damage to the ship and for maintaining the water tightness of the hull.¹³*

Navigation Department: *. . . [Duties of the navigation department included determining] the ship's position, directing her course safely from one place to another—even though the two places might be merely uncharted spots in the ocean—and communicating with people outside the ship. . . . The navigation division was headed by the navigator, assisted by the quartermasters (QM). Their responsibility was to know where the ship was going, by whatever means were available: piloting when close to shore, celestial navigation using the sun and stars, or electronic devices such as radar.*

The communications division was manned with specialists with a variety of skills: signalmen (SM) who knew the use of flags and flashing light, radiomen (RM), and yeomen (YM), who were the ship's clerical force.

Engineering Department: *One of the largest departments in any ship is manned by people who—it was said—rarely saw the sun. Under the engineer officer, . . . the department was composed of four divisions. The machinist's mates (MM) in the main propulsion, or M, division worked in the engine rooms, operating and maintaining the main propulsion turbines and associated equipment. The fire rooms and boilers were the realm of the water tenders (WT) of the boiler, or B, division. This was the hottest, hardest, and dirtiest job in the ship, but also the most vital. All power for propulsion, generating electricity, and distilling fresh water was created by the boilers. If they ceased working the ship engines died.*

The engineering department also included the electrical, or E, division whose electrician's mates (EM) were responsible for the electrical distribution throughout the ship, the electrical gyro-compass, boat batteries, and battle lanterns. The auxiliary, or A, division had a miscellany of skills and jobs: care of the many pumps in the ship, air conditioning and refrigeration equipment, and the maintenance of the boat engines.

13 The Construction and Design Department was eliminated after the war and its functions were placed under the Engineering Officer.

*Supply Department: The supply officer had many responsibilities: he was in charge of the cooks and stewards, food preparation, the ship's laundry, and the barber shop. He also kept pay records for the crew, maintained an inventory of spare parts, and made arrangements for provisions, clothing, and all other supplies needed by the ship.*¹⁴

Wartime Recreation

Although routine work and combat accounted for the bulk of the crew's time, life on board *Cassin Young* was not without diversion. In fact, such breaks were critical in the context of the heavy fighting they saw during the Second World War. Navigator Ted Finnegan recalled the island breaks in the South Pacific:

We used to go to these islands every once in a while, whenever they could get men ashore, they would use any opportunity to do that, just to get them off the ship and let them run around an island or something. And of course you could never drink aboard ship . . . there were usually two or three ships that would join up and send their men ashore, and the idea would be just to go out and relax, have some beer and have a cook-out, have some steaks.¹⁵

Additionally, the ship usually had three movies on board that could be shown when in port. Films were screened both on the Forecastle and the Fantail.¹⁶

War in the Pacific Ocean

With its full complement of crew and officers, then, in September 1944 *Cassin Young* “moved to the forefront of the naval offense in the Pacific,”¹⁷ entering action in the Philippine Sea as part of Task Group 38.3. By mid-October, as American forces returned to the Philippines, Cmdr. John W. Ailes III relieved Cmdr. Schrieber on *Cassin Young*. *Cassin Young* then went on to support Task Group 38.3 carriers in the Battle of Leyte Gulf, the largest naval battle in history. During this battle the Japanese bombed USS *Princeton* (CVL-23), a light aircraft carrier in the task group. *Cassin Young* was involved in its firefight and rescued 120 of her crew when *Princeton* sank. By late November Leyte was sufficiently secured by the United States that Task Force 38 was given its next assignment, in Luzon, the northernmost of the Philippine Islands, to assist in preparations for the Allied invasion of the Philippines. In mid-December, as American Naval forces worked on the assault of northern Luzon, a devastating typhoon struck. Three destroyers sank and there was great loss and damage to many other ships and planes. Nearly 800 men in all drowned, but *Cassin Young* was fortunate not to lose any of her crew.

Cassin Young and Task Group 38 continued action in the Formosa and Luzon area into January 1945. In mid-January they experienced more bad weather in the South China Sea while refueling. *Cassin Young* navigator, George T. Finnegan, recalled going for days without knowing their location; “[we] were far out from the fleet; you couldn’t exchange information by

14 The description of the division work and duties that precedes is taken from Harmon, *U.S.S. Cassin Young* (DD-793), 16–18 with permission and only minor editorial changes.

15 George T. Finnegan, interview by Peter Steele, May 18, 1979, transcript, 25-26, USS *Cassin Young* Oral History Project, Boston National Historical Park Archives (henceforth BNHPA).

16 Charles Tripi, interview by Ray Bloomer, August 23, 1980, transcript, 25, USS *Cassin Young* Oral History Project, BNHPA.

17 Harmon, *U.S.S. Cassin Young* (DD793), 21.

radio or otherwise. . . . You were operating completely on your own.” Finnegan noted that Captain Ailes would come to the chart room frequently and “ask me, ‘Honestly, do you know where we are?’ And I would tell him, ‘Honestly, no I don’t. We’re in the South China Sea somewhere.’”¹⁸

By late January the Allied Forces were starting on the offensive toward the islands of Japan itself. *Cassin Young* received a new fighter-director to keep current with the latest technology and was painted ocean blue for camouflage. In mid-March she was assigned radar picket duty and screening for Task Force 54, and on March 26 the group began bombing Okinawa in preparation for landing. When the Allies landed on Okinawa on April 1, 1945, the fighting became still more intense. Assigned radar picket duty, *Cassin Young* drove off air attacks and shot down Japanese kamikazes for five days in early April.¹⁹ Two of *Cassin Young*’s fellow radar pickets received three kamikaze hits each and ultimately sank on April 6. After a brief rest, *Cassin Young* returned to radar picket on April 8, and on April 12 saw even more intense fighting. One Japanese plane hit the destroyer’s foremast and upper radar, and its bomb shrapnel and debris scattered all over the deck, damaging her Forward Engine Room. Compared with other ships, *Cassin Young* suffered only minor damage, yet one Torpedo Man was killed and 59 other crew members were injured.²⁰

By the first of June, *Cassin Young* had been repaired, her crew had undergone training exercises, and she was back in the waters around Okinawa, where the battle had continued. The destroyer, however, was plagued by problems in her starboard reduction gears, and these difficulties sent her back to Saipan for another month of repair work. In mid-July *Cassin Young* returned to Buckner Bay near Okinawa, where, aside from weathering a typhoon, things were relatively quiet and patrols routine. By the end of the month she was back on radar picket and fought off night attacks. One of her fellow radar pickets was not so fortunate and *Cassin Young* assisted with rescue efforts of that destroyer, which eventually sank.²¹ A day later *Cassin Young* suffered her second kamikaze strike, which would take her out of action for the duration of the war.

On July 30, while *Cassin Young* was on radar patrol at the entrance to Buckner Bay, there were reports of planes in the air; the crew had been called to General Quarters, but there was considerable confusion as to whether or not an approaching plane was friendly, or even if there was more than one plane. *Cassin Young*’s outboard hanging starboard whaleboat was hit first, and the plane came crashing into the destroyer aft of the Emergency Diesel Generating Room. The forward Fire Room was destroyed by the explosion. George T. Finnegan

18 Finnegan, interview, BNHPA.

19 *Cassin Young* shot down three kamikazes, one on April 1 and two on April 6, 1945. Other kamikazes remained in flight and the Combat Air Patrol assigned to her intercepted and shot down three or four enemy planes. USS *Cassin Young* War Diary 31 December, 1943 to 30 November, 1945, 6-7. National Archives and Records Administration (microfilm, BNHPA).

20 On April 12 six kamikazes attacked both *Cassin Young* and USS *Purdy* (DD-734); the two destroyers shared credit for downing two of the attackers. Additionally, *Purdy* downed one herself, while *Cassin Young* was credited with downing three, including the one that hit the foremast. USS *Cassin Young* War Diary 31 December, 1943 to 30 November, 1945, 6-7. National Archives and Records Administration (microfilm, BNHPA).

21 USS *Callaghan* (DD-792), sister ship of *Cassin Young*, and USS *Pritchett* (DD-561) were on duty with *Cassin Young*. *Cassin Young* shot down two kamikaze during this action and picked up the Captain and 125 survivors of *Callaghan*, which sank two hours after being hit.

recalled, “there was pandemonium on the deck, . . . they were trying to get people out of the fire room and still secure the ship so that there wouldn’t be any further extension of the damage.”²² Trapped in the boiler room, the entire watch died. All radio and radar equipment was destroyed, and 40-millimeter ammunition, torpedoes, and other explosives were dumped to avert additional damage. Twenty-two men lost their lives and 45 were wounded. *Cassin Young* was the last warship to be hit by kamikazes during operations at Okinawa, and following emergency repairs, she headed back to San Pedro in early August 1945.

In the course of her more than 18 months of service during World War II, *Cassin Young* received full or partial credit for downing at least 11 kamikazes,²³ suffered two direct air strikes, and lost 23 men. For her outstanding performance at Okinawa the destroyer received the Navy Unit Commendation. Repair work in California was finished in May 1946, and the ship entered the reserve fleet until the Korean War.

Post-World War II and the Korean War

In June 1950 North Korea invaded South Korea and *Cassin Young*, as part of the reserve fleet, was recommissioned on September 7, 1951, to assist the United Nations forces supporting South Korea.²⁴ The 1940s destroyer received new electronic equipment and quickly moved into training exercises and testing of her crew. Early in 1952 *Cassin Young* began duty in the Atlantic Ocean, based in Newport, Rhode Island. She conducted exercises in Narragansett Bay but also well to the south in Cuba, Panama, and Puerto Rico.

In the fall she entered the Charlestown Navy Yard for a four-month overhaul.²⁵ The Charlestown Navy Yard was one of 11 U.S. Naval shipyards in the mid-1950s. Although the quantity of work in Charlestown had peaked during the World War II years, then risen somewhat again during the Korean War, the 1950s generally marked the beginning of a steady decline in the labor force at the Charlestown Navy Yard.²⁶ The work done there was nonetheless crucial to the nation’s defense, just less in volume, in part due to changes in electronics and technology, in part to changes in naval warfare, and in part to the global political situation. Indeed, the Charlestown Navy Yard had become the center for Naval electronic equipment repair for the East Coast, and hence for all sonar and other antisubmarine warfare equipment.²⁷

In the postwar years, well into the 1950s, the Charlestown Navy Yard continued to specialize in work on destroyers and destroyer escorts.²⁸ Between 1946 and 1955 the Charlestown Yard conducted more than 300 destroyer overhauls; *Cassin Young* accounted for two of those. Following World War II, destroyer-type ships were the vessel category most frequently worked on by the Charlestown workers, with more than one-third of their work in 1953 performed on

22 Finnegan, interview, BNHPA.

23 USS *Cassin Young* War Diary 31 December, 1943 to 30 November, 1945. 6-7. National Archives and Records Administration (microfilm, BNHPA).

24 Unless otherwise noted, the summary of the destroyer’s 1950–1960 history that follows relies largely upon Harmon, *U.S.S. Cassin Young (DD-793)*, 34–40.

25 *Cassin Young* was in Charlestown for overhaul from October 18, 1952 to January 6, 1953.

26 Frederick R. Black, *Charlestown Navy Yard, 1890–1973: Cultural Resource Management Study No. 20*, Vol. II (National Park Service, 1986), 661.

27 Black, *Charlestown Navy Yard*, 707–708.

28 William Gordon, ed. *Charlestown Navy Yard* (National Park Service, 1995), 72.

Figure 5: Officers playing cribbage, Ward-room Messroom, left, Lt. Cmdr. James R. Vallely, and right, Ens. Robert N. Davies, ca. August 1959. Courtesy of Capt. John Hooper.



destroyers and nearly half in 1955.²⁹ *Cassin Young* thus represents typical work undertaken by the Charlestown Navy Yard in the 1950s.

The 1952 overhaul was significant because it was the first time *Cassin Young* had been worked on in Charlestown, and it was her only overhaul that was part of a formal Navy program; SCB-74 upgraded *Fletchers* to Cold War-era requirements, making the destroyers sufficiently modern for 1950s warfare.³⁰ As Alan Raven asserted, *Fletcher* destroyers were modern ships, yet they were nonetheless obsolete after World War II. They “lacked the necessary internal volume to accommodate all the latest equipment that the war [World War II] had forced into development.”³¹ Destroyers no longer needed to fight off slow propeller planes, nor were they to engage surface ships via torpedo attack. Indeed, with Russian submarines fully submersible by the end of the war, new antisub equipment was necessary. For *Cassin Young* the shift to antisubmarine warfare required removal of the forward 40-millimeter guns, which had been a mainstay of World War II-era destroyer defense, and the addition of hedgehogs, whose depth bombs exploded when they came in contact with a submarine. Additionally, a tripod mast, which carried more and heavier electronic and radar equipment, replaced the pole mast.³² Following overhaul the officers and crew underwent training in Guantanamo Bay, Cuba, and in May 1953 were assigned duties with the Naval Training Station in Florida. Later that year, *Cassin Young* joined the 6th Fleet, serving in the Mediterranean, where “We conducted ASW [antisubmarine warfare] exercises all throughout the whole Mediterranean. . . honing your ability to combat submarines.”³³ She returned to U.S. waters by late December.

29 Black, *Charlestown Navy Yard*, 719. See Table 22.

30 After World War II the design of both new Naval construction and conversion of older vessels was established by the Ship Characteristics Board (SCB), which assigned design numbers that were widely used as a shorthand way of identifying Naval shipbuilding and conversion programs within the formal budgetary process and in Naval reference works. SCB-74 was the major conversion of *Fletcher*-class ships to meet 1950s warfare conditions. Boston Naval Shipyard converted the lead ship of this program, USS *Picking*. See Friedman, *U.S. Destroyers*, 118 and 121 for a description of the program.

31 Raven, *Fletcher-Class Destroyers*, 14.

32 See Harmon, *U.S.S. Cassin Young (DD-793)*, 35, for a thorough description of this overhaul.

33 Thomas J. Rudden, interview by Francy Bockhoven, August 13, 1983, transcript, 27, USS *Cassin Young* Oral History Project, BNHPA.

In May 1954, almost a year after the armistice, *Cassin Young* joined the 7th Fleet in the Pacific, operating briefly near the Philippines and patrolling the Korean coast by late July. By the end of November the destroyer had completed its assignment and returned to Newport. While maintaining combat readiness, monitoring Korean merchant shipping, and executing a regular schedule of exercises, *Cassin Young* had fired her guns only once during this period of service in the Pacific.

Social Life and Issues in the 1950s

Under less severe war stress than their 1940s predecessors, *Cassin Young* crew in the 1950s experienced more opportunities for “liberty” and entertainment such as playing cards (Figure 5). Movies remained ever popular and the ship had a library as well. Damage control man Anthony Marra recalled:

*we didn't pick up television at sea. . . . But we had movies every night . . . on the fantail [at the stern of ship] . . . during the winter we'd be in the mess hall down below. They had a screen and everything . . . 50 or 60 guys jammed in there, watching the movie . . . sometimes it was the same movie, 3 or 4 nights in a row. If it was bad weather we couldn't get alongside another ship to swap movies. . . . And there was a library. . . . A lot of books, pocket books, paperbacks to read.*³⁴



The era permitted more extensive seasonal celebration as well: at Christmas, trees decorated the Quarterdeck and the Crew's Mess (Figure 6).³⁵ *Cassin Young*'s itinerary during the 1950s allowed the men opportunity

Figure 6: Mess Deck with Christmas tree, 1956–57. BNHPA, “Mediterranean Cruise, USS *Cassin Young*,” Box 182.

- 34 Anthony Marra, interview by Peter Steele and Lionel Shapiro, May 16, 1979, transcript, 20-22, USS *Cassin Young* Oral History Project. Another crew member, Bill McGee, recollected, “I think we saw the *Caine Mutiny* at least 9 times in a four month period! . . . we would never get a real first-run movie. We used to trade off butter for a good movie . . . rather than a 1939 John Wayne movie or something!” Bill McGee, interview by Francy Bockhoven, July 25, 1980, transcript, USS *Cassin Young* Oral History Project, BNHPA.
- 35 “They normally had two Christmas trees aboard each year . . . one outside on the quarterdeck, about 6’ tall at least. With various colored electric lights, no other decorations. One year it was on the 01 level, tied onto the area of the torpedo crane, when they were moored starboard side to a pier. The other tree was in the crews’ mess, with the same type of electric light decorations. At least one year this tree was about as tall as the overhead would allow.” Anthony Marra, interview by Peter Steele, October 17, 1979, transcript. Peter Steele, “Note to File,” December 11, 1984, *Cassin Young* Vertical File, drawer 2, BNHPA.

to visit ports worldwide. Capt. John Hooper recalled the in-port routines: “of course, all the sailors were interested in liberty. We had port and starboard liberty . . . one group of people would have the duty one day, while the other group would have liberty the next day.”³⁶ As the four Cruise Books from her Mediterranean and world cruises attest, the destroyer saw ports ranging from England, Italy, and Greece to Hong Kong and Bahrain. Her crew visited tourist sites and sporting events, and sponsored meals for children along the way (Figure 7).

During these years when struggles for integration played an important role in American domestic politics and life, the racial makeup and circumstances of our country were mirrored on board the ships of the U.S. Navy. It has been suggested that the berthing areas were segregated during World War II, and that on *Cassin Young* the First Platform compartment that today is the Barber Shop was where African American crew members slept. The author has not been able to pursue this line of research for the HFR enough to draw any reliable conclusions, but examination of the make-up of the various divisions may indicate patterns of employment on the ship. If such patterns existed it is highly unlikely that they would be unique to *Cassin Young* but rather would be representative of such trends in the Navy as a whole. Indeed, for example, Rear Admiral Thomas J. Rudden, Commanding Officer of *Cassin Young* for a year and a half in the mid-1950s, noted one such pattern when interviewed in 1983.

*A steward was assigned to a part of the ship as part of the ship’s company. An extremely high percentage of them were Filipino. At one time they were all black. And then they shifted over to Filipino. . . . And they would mostly serve the wardroom. One might be assigned to the captain, take care of the captain’s needs. . . . At that . . . point in time, there was a waiting list of Filipinos that would be a four-hundred year supply! That’s how popular it was! . . . a very popular rate for Filipino people . . . it led to citizenship, which was one reason why.*³⁷



Figure 7: Mess Deck, children’s party, 1956–57. BNHPA, “Mediterranean Cruise, USS *Cassin Young*,” Box 182.

36 Capt. John Hooper, interview by Margaret Driscoll, August, 1982, transcript, BNHPA.

37 Rudden, interview, BNHPA.

Overhaul Work in the Charlestown Navy Yard

In spring 1955 *Cassin Young* again entered the Charlestown Navy Yard for overhaul. The destroyer first off-loaded her ammunition at Hingham in the South Boston Annex of the Charlestown Navy Yard and then went to Charlestown for actual work.³⁸ Maintaining a military fleet requires regular maintenance and overhauls. A ship's crew can do some of this labor, but specialists must undertake other aspects of the work.

Time in the yard characteristically included repainting, major mechanical work, and modernizing both strategic and domestic elements on any given ship. Major changes to *Cassin Young* in 1955 continued to focus on the shift away from World War II destroyer practice and included removal of three of the ship's four depth-charge tracks and projectors, shortening of the mast, and the addition of new surface-search radar, AN/SPS 10. Additionally, the aft corners of the Navigation Bridge Deck were removed, and ultimate UHF equipment was installed as part of the SPS-28 air-search radar. Charlestown Navy Yard workers upgraded the ship with a host of "habitability," or domestic, improvements at this time as well. "Rearrangement and improvements" took place in the following compartments: Crew's Mess, Food Service line and facilities, Scullery, Wardroom Mess, CPO (Chief Petty Officer) Mess, and Forward Crew's Head and Washroom. Ventilation was improved and fluorescent lighting was introduced in many areas; individual bunk lights were added in the Wardroom Staterooms and CPO Berthing.³⁹ It was estimated that *Cassin Young*'s 1955 overhaul would cost \$191,000, with habitability improvements accounting for about half of the expense.⁴⁰

39

Cassin Young and the Cold War

Following renovations, the destroyer headed to Cuba for refresher training. Propeller and boiler difficulties disrupted the exercises, but by fall she had returned north for more drills off the New England coast. *Cassin Young* shipped out to the Mediterranean as one of 15 ships in its task group in February 1956. There they participated in routine exercises with Greece's Royal Hellenic Navy. In mid-April 1956 *Cassin Young* shifted to duty in the Red Sea and a month later headed back to the United States. Once in New England, the destroyer's crew installed washdown gear to assist in the event of atomic or chemical warfare. Although the washdown piping and nozzles are no longer on *Cassin Young*, they were standard equipment during the Cold War years. Damage Control Man Marra recalled:

*There was a very fine spray that was supposed to be turned out. Actually, it was salt water from the fire mains. It was turned on in chemical warfare attack to wash the ship down, from any atomic blast or any radiation that we would get. We'd just engulf the whole [exterior] ship in a spray, mist-like . . . from the bridge all the way down to the main deck. [Did you ever have to use it?] We turned it on, just to see how it would operate, in exercises.*⁴¹

38 Anthony Marra, interview by Peter Steele, May 16, 1979, transcript, 57, USS *Cassin Young* Oral History Project, BNHPA; and Charles W. Snell, compiler, "The Odyssey of the Destroyer USS *Cassin Young* (DD793), September 7, 1951–April 29, 1960: Extracts from the Deck Logs of the Vessel" (National Park Service, 1979), 20, "Appendices" 1958 Itinerary.

39 "Arrival Conference Chart," February 3, 1955, 4700.2 Arrival Conference Charts, 1954–55, USS *Cassin Young* Operational Archives, Record Group (RG) 3, Oversize, Box 2, File 15, BNHPA; and "Records of Overhaul," sheet 3/23, 4700.2; Records of Overhaul, March 23, 1955–June 22, 1955, USS *Cassin Young* Operational Archives, RG 3, Box 74, Folder 9, BNHPA.

40 Chief, Bureau of Ships, to Chief, Bureau of Ordnance, Commander, Boston Naval Shipyard, December 3, 1954, 4700.2, RG 3, Part 2/4 Box 74, Folder 9, BNHPA.

41 Marra, interview, May 16, 1979, transcript, 60–62, BNHPA.

Additionally, amid the anxieties of the Cold War—era, Navy procedures called for personnel to remain below waterline following atomic attack, and ships at sea kept farther apart than in the past so as to minimize exposure in the event of radioactive fallout.⁴²

In July 1956 Egyptian President Abdul Nasser nationalized control of the Suez Canal and tensions between Egypt and Israel made a Middle Eastern war appear imminent. *Cassin Young* was sent back to the Mediterranean in November as part of the United States' increased Naval force. The crew spent two months in intensive antisubmarine and anti-aircraft warfare practice, but tensions subsided, and in February the destroyer returned to Rhode Island.

In June 1957 the ship again entered the Navy Yard in Charlestown.⁴³ Major work done in this overhaul included enclosing the Open Bridge and updating the Pilot House, as well as installing still newer radar (AN/SPS-28) and sonar. Changes to both the Crew and CPO Berthing reflected the smaller crew manning the ship by the late 1950s, and the replacement of the crew's Main Deck trough toilets with WCs indicates the shifting times and need for improved facilities in the Navy.⁴⁴

Following the overhaul, training in Cuba was plagued by engineering problems, but the ship went on to a variety of assignments in 1958—one in the Caribbean, another off Newfoundland, and a third in the Mediterranean and Baltic with the Sixth Fleet. In August 1958 *Cassin Young* reentered the Charlestown Navy Yard for yet another overhaul.⁴⁵ Her communication and electronic equipment was upgraded, the now well obsolete, 40-millimeter guns were removed, and the passage outside the Scullery was fully converted to a passage with a new Ship's Store.⁴⁶ Other habitability changes included installing tile flooring on the decks of the Berthing Compartments. Yeoman Theodore George Johndrow recalled the considerable difference made by such a seemingly mundane change:

*They put tile on the decks in the berthing spaces, and they completely renovated the mess decks and everything. It really made a big difference! Because when you got up in the morning and slapped your flat feet out on that cold, clammy, wet steel deck in the morning, that you could hardly stand up on, because of the condensation from everybody breathing down there. Because you didn't have any ventilation down there, to speak of, in the berthing spaces.*⁴⁷

Command of *Cassin Young* passed to Lt. Cmdr. John H. Hooper from Cmdr. Clifton B. Cates, Jr., on September 4, 1958. Following refresher training at Guantanamo Bay, *Cassin Young* returned to Rhode Island in early December. The Berlin Crisis in fall 1958 had prompted an

42 Malcolm Muir, Jr. *Black Shoes and Blue Water: Surface Warfare in the United States Navy, 1945–1975*. (Washington, D.C.: Naval Historical Center, 1996), 38–39. See also *The Blue-jackets' Manual*. 16th ed. (Annapolis: The United States Naval Institute, 1960). Chapter on "ABC Defense" begins on 376. Damage Control Officers had film badges and dosimeters to monitor radiation on board.

43 *Cassin Young* was in overhaul from June 12, 1957 to September 12, 1957.

44 "Booklet of General Plans," 1957, S0103-432372, USS *Cassin Young* Design & Construction Drawings, Series I, RG 3, Plates 3 and 7–9, BNHPA.

45 *Cassin Young's* 1958 overhaul in Charlestown dated from August 8 to October 4.

46 "Booklet of General Plans," 1958, Plates 3–6; and Harmon, *U.S.S. Cassin Young (DD-793)*, 39–40.

47 Theodore George Johndrow, interview by Diane Diamond, August 14, 1983, transcript 11, USS *Cassin Young* Oral History Project, BNHPA.



Figure 8: Capt. Hooper administering “Oath of Office” to newly commissioned officer in Wardroom Messroom, ca. 1959. Courtesy of Capt. John Hooper.

increased American presence in the Mediterranean, and in March 1959 the destroyer rejoined the Sixth Fleet there. During her extended stay on this assignment, *Cassin Young* received the Battle Efficiency “E” award in recognition of excellent performance. Despite the admirable performance, former Chief Engineer Gary MacDougal recalled the condition of the ship as “pretty poor,” attributing the situation to “underspending.” He noted, “I think we did a lot to make it useable but . . . it was old. We submitted more requests for the shipyard than any other ship.”⁴⁸

Regardless of conscientious officers and crew, by the late 1950s, technological and electronic changes made it increasingly difficult to retain older ships in the U.S. Naval Fleet. Additionally, expectations for living standards had risen. As historian Malcolm Muir, Jr., noted, “as more commodious ships entered the fleet in the 1950s, sailors regarded service in the older destroyers as a real hardship. One officer complained to the CNO in 1962, ‘In the World War II ships, creature comfort is positively non existent. The essential element of privacy, so important to human dignity, is almost wholly lacking.’”⁴⁹ Unable to accommodate both personal needs and the new equipment required to keep her current for Naval warfare, in fall 1959 *Cassin Young* entered the Charlestown Navy Yard in preparation for inactivation.⁵⁰ In February the destroyer headed south to be moth-balled at the Norfolk Naval Shipyard, and on April 29, 1960, the ship was again put on reserve in the Atlantic Reserve Fleet.

48 Gary MacDougal, interview by Francy Bockhoven and Peter Steele, June 18, 1980, transcript, 31, *USS Cassin Young Oral History Project*, BNHPA.

49 Muir, *Black Shoes*, 15–16.

50 *Cassin Young* spent three weeks in the yard in November 1959. The destroyer underwent an “interim availability,” the most limited work the yard offered. Among other things, major systems on the ship were tested and necessary repairs were undertaken, the hull was cleaned, and ordnance repairs were performed. Black, *Charlestown Navy Yard*, 790.



Figure 9: *Cassin Young*, January 15, 1958. NARA RG 428-N-1046479. Washington, D.C.

***Cassin Young* and the National Park Service**

In October 1974 Congress included a portion of the recently disestablished Boston Naval Shipyard within the new Boston National Historical Park under its long-time unofficial name of Charlestown Navy Yard. Elements of the new park's interpretive themes recognized the Yard's "functional role in relation to the U.S. Navy," and the significance of USS *Constitution* and the history of the Naval yard.⁵¹ Recognizing the significance of the 20th-century history of the Charlestown Navy Yard, four years later the Army Reserves towed *Cassin Young* from Philadelphia to Charlestown during training exercises, and the ship was placed on indefinite loan to the National Park Service.⁵² The Charlestown Navy Yard had constructed 14 *Fletcher*-class destroyers during World War II and conducted overhauls and repairs on such ships, including *Cassin Young*, over the years. Returning *Cassin Young* to Charlestown helped the National Park Service better interpret the complete history of the Charlestown Navy Yard.

Rather than restore the ship to its original appearance, the Park Service determined to rehabilitate the destroyer, retaining the many changes it underwent in the Charlestown Navy Yard in the 1950s. Interpretation of the World War II years was still deemed vital, however, and to this end, many 1940s features were reintroduced. The ship was in sound structural shape, but it underwent three years of work in preparation for public visitation. Curator Peter Steele wrote a few years after the ship opened to the public:

A multitude of stored parts were reattached in their proper location, including air-search radar, surface-search radar, gun director radars, gun directors and homing torpedo launchers. Other equipment and parts

51 Boston Naval Shipyard: An Alternative for Development (National Park Service, 1975), 92.

52 Linda Canzanelli, "Welcome Aboard the U.S.S. *Cassin Young*," *The Broadside* (National Park Service, Boston National Historical Park, Winter 1979); and *Charlestown Navy Yard: General Management Plan*, "Loan Agreement between Department of the Navy and Department of the Interior, April 1, 1978." See Appendix D, 67, 1980. "Loan Agreement between Department of the Navy and Department of the Interior," April 1, 1978, as printed in Appendix D, 67, *Charlestown Navy Yard: General Management Plan* (Boston National Historical Park).

*were acquired, from bunk frames and mattresses to quadruple 40mm gun mounts, 21-foot torpedoes, depth charges, inflatable life rafts, and a wooden, 26-foot motor whaleboat.*⁵³

Docked today in the Charlestown Navy Yard at Pier One East, just north of *Constitution*, *Cassin Young* has been open to visitors since 1981. Maintained by the National Park Service and an exceptionally dedicated crew of volunteers, many of whom presently are veterans of the Second World War, the destroyer provides the opportunity for learning about Naval history, World War II, the Cold War, and the work and significance of the Charlestown Navy Yard. In the absence of a historic resource study and with only a cursory draft historic structures report, this HFR more fully documents the history of *Cassin Young*, focusing specifically on its historic furnishings. The report also provides the National Park Service the opportunity to select a consistent period of furnishings and appearance for the destroyer so as to present an accurate historic restoration for the public.

43

53 Peter Steele "To Rehabilitate a Warship," *CRM Bulletin*, Vol. 7, No. 2 (July 1984), 11.

Furnishings Plan

45

Evidence of Compartment Use and Furnishings with Lists of Recommended Furnishings and Implementation Suggestions

47

This portion of the HFR presents evidence of room use and furnishings compartment by compartment on *Cassin Young*.⁵⁴ Where documentation permitted, this portion of the HFR includes a summary of each compartment's history, physical changes, and major furnishings and furnishings changes. In all cases exact locations of furnishings may need to be confirmed when these Lists of Recommended Furnishings are put in effect.

Although each compartment, historically and when in use, held far more than this report recommends, it has been decided to primarily present the compartments as the Navy would have upon inspection with all “ship shape” and little out and about and visible. For example, binoculars appear in Figure 12 and would have been in regular use on the Bridge and in the Pilot House; when not in use, however, they would not have been left out on a surface but put away in a secure spot. In some compartments, such as the Wardroom Mess, a number of smaller furnishings have been called for as there is space to securely include them and they help convey the common activity of the compartment without appearing that they were typically left lying around.

The General Plans for *Cassin Young* are limited in their scope; historic photographs are fairly uncommon, as is written documentation.⁵⁵ In the absence of such citable evidence both for *Cassin Young* and for comparable destroyers, extant furnishings from the late 1950s and earlier are often the only evidence upon which a compartment's historic furnishings could be based. Park interpretive staff have provided their sense and guidance as to what is historically accurate, but as a result, this HFR may err on the side of “under-furnishing” the spaces. Should additional documentation surface in the future, furnishings could be added as evidence and use merit.

Historic furnishings listed in the “Recommendation” column of the Lists of Recommended Furnishings typically are acquired from antiques dealers or contractors specializing in reproduction furnishings. For a 20th-century Naval vessel, however, there are also Inactive Reserve Fleet ships, for example, USS *Des Moines*, from which objects may be acquired.

For current operations and safety purposes there is an active sound system on *Cassin Young*. This system should be located as inconspicuously as possible so as not to conflict with the historic furnishings or the unit's operation.

Staffing, budget, and overhaul plans will in part determine how the HFR for *Cassin Young* is implemented. Should the entire report not be implemented of a piece, this report recommends certain priority compart-

54 As noted in the “Overview and Interpretive Objectives” of this report, *Cassin Young* has more compartments than included in this HFR. The compartments for which there are Lists of Recommended Furnishings are generally those open to the public at present.

55 See the “Note on Sources” section of this report for more extensive information.

ments due to interpretive and historic furnishings need. Top priority should be refurbishing the aft Crew Berthing Compartments, making them fully accurate and accessible to self-guiding tours. Although not available other than on NPS-led tours, Forward Crew Berthing should be addressed simultaneous with aft because the same basic furnishings are needed and it will be most cost-effective to treat all berthing compartments at the same time. The next priority should be compartments on the Main Deck—those seen by all visitors to the destroyer, whether on a self-guiding or NPS tour. In particular the Wardroom Messroom, Wardroom Pantry, and the Captain's In-Port Cabin should be addressed first. Third on the priority list are the Crew's Mess and the Ship's Store, both on the Second Platform. At this time it is best not to further prioritize the remaining compartments as there are many different variables at play; circumstances will likely change and they will need to be taken into account when prioritizing.

48

It should be noted that when these recommendations are implemented in aft Crew Berthing, the small exhibit on crew life presently located there will be removed. Relocating this exhibit, or an updated version thereof, to the Main Deck will allow greater public access; it could be placed in the mount 54 Handling Room.

02 Level

Bridge

Compartment Use, History, and Furnishings

When a ship was underway, the Officer of the Deck and the Junior Officer of the Deck positioned themselves on the Bridge. Unless the weather was especially bad—very cold or in the midst of a hurricane—these Watch Officers did not stay in the Pilot House. They kept their watch from the Bridge Wings or the Open Bridge forward of the Pilot House. From this prime vantage point the Watch Officers had a good view of the sea forward of the destroyer and easy access to the Bridge Wings. Open bridges were added to Naval design during World War II because it was found in combat that the Captain needed more freedom to move from side to side of the ship. The necessity of passing through the Pilot House not only slowed him

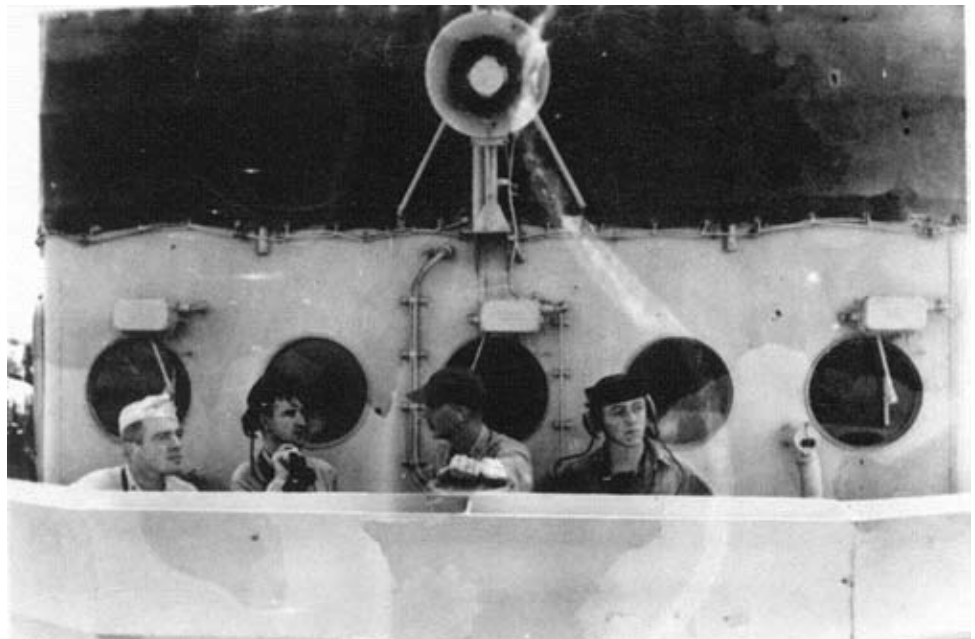


Figure 10: Men on the Bridge, ca. 1944–45. BNHPA C1638, Acc. C80, Box 1-125.



Figure 11: Refueling at sea, ca. 1952–54. BNHPA C1595, Acc. C 213, Box 1-125.



Figure 12: Officers on Open Bridge, 1954. BNHPA, Acc. 16, from “Cassin Young Cruise Book Photos” folder.

down, but in a rapidly changing situation, he could not keep his eyes on a target. The Open Bridge forward of the Pilot House gave the Captain the freedom to maneuver himself and the ship.

The Open Bridge had the tools necessary for the Officer of the Deck to handle the ship safely. The radar repeater, with the conical rubber hood shown in Figures 12 and 13, showed the relative position of the ships and aircraft around one’s own ship. The compass repeater (above the radar repeater in Figure 13) allowed the Officer of the Deck to check his course; the allidade on the compass permitted a more accurate bearing of an object than could be obtained from the radar. Additionally, at sea there would probably be a “maneuvering board”—tables of paper approximately 12 inches square with a circular grid printed on them—readily available. The Junior Officer of the Deck used these on the small table (just beyond the officer in Figure 13) to calculate the closest point of approach of another ship. When steaming in formation, it was necessary to keep the ship within prescribed limits of the assigned range. The maneuvering board could thus be used to calculate the course and speed necessary for the ship in the event of a formation change.

A second compass repeater, on the port Bridge Wing, was called a pelorus (Figure 14). It was used in conjunction with an allidade device to sight and obtain a bearing on a ship, aircraft, or navigation mark. If the ship was entering or leaving port a member of the piloting team would use the pelorus to take bearings on navigational marks and relay the bearings to the Quartermaster, who plotted the bearings on a chart. The point where two or more simultaneous bearings crossed gave a “fix,” pinpointing the ship’s position. The pelorus was also used to avoid collisions by determining the movement of another ship relative to one’s own. If a series of bearings showed movement toward the Bow, the tar-



Figure 13: Officer on Open Bridge, 1956. BNHPA, “Mediterranean Cruise,” Box 182, folder 5.



Figure 14: Officer at pelorus, Open Bridge, 1956–57. BNHPA, “Mediterranean Cruise, USS *Cassin Young*,” Box 182.

get would pass ahead of you; if the bearing fell aft, the target would pass astern.

The aft portion of the Bridge was known as the Signal Bridge, where various means of communication, such as signal flags, louvered flashing light, and semaphore were stored and used. Even at the time that *Cassin Young* was decommissioned, these low-tech means of communications were still used, despite the fact that radios had been in use since World War I. Signal flags and semaphore were used in daytime, flashing light at night. These had limited range, and outside that range could not be picked up by an enemy and did not reveal the destroyer’s presence, an important consideration in wartime. Many of the maneuvering orders were sent by flags or light, and experienced Officers of the Deck interpreted the signals without the aid of the Signalmen. The Signalmen, however, were an essential backup and confirmation of the Officer of the Deck’s understanding of the signal.

Chronology of Changes to Bridge

- 1955—“provide standard type (AN/SPA-4) radar repeaters in open bridge and pilot house”⁵⁶
 - “remove aft corners of Navigation Bridge deck”⁵⁷
- 1957—“rearrangement of Open Bridge and pilot house”⁵⁸

Bridge Figures: 10–16

- 56 “Completed Ship Alterations,” November 6, 1953, 9020.2, Completed Ship Alterations, 1954–59, USS *Cassin Young* Operational Archives, RG 3, Box 113, Folder 20, BNHPA; and “Arrival Conference Chart,” February 3, 1955, 4700.2, RG 3, Oversize Box 2, File 15, BNHPA.
- 57 “Records of Overhaul,” 4700.2, Records of Overhaul, March 23, 1955 – June 22, 1955, RG 3, Box 74, Folder 9, sheet 7/23, BNHPA.
- 58 “Completed Ship Alterations,” August 1957, 9020.2, Completed Ship Alterations, 1954–59, RG 3, Box 113, Folder 20, BNHPA.

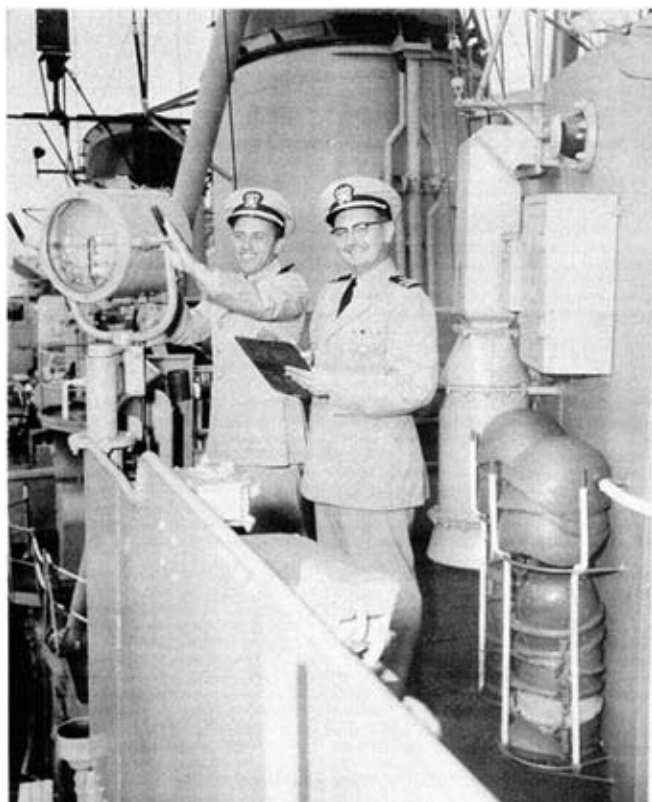


Figure 15: Officers on Open Bridge, starboard, 1956. BNHPA, “Mediterranean Cruise,” Box 182, folder 5.



Figure 16: Open Bridge with signal flags, 1956–57, “Mediterranean Cruise, USS Cassin Young,” BNHPA, Box 182.

List of Recommended Furnishings

A number of items on the Bridge should be removed for the winter months when visitation is lower and weather will contribute to their more rapid deterioration. These include the signal flags and bags, helmets, coffee pot, and pots.

LOCATION	OBJECT	EVIDENCE	RECOMMENDATION
Forward Bridge	Compass repeater	Extant in compartment	Use extant object.
	Conical rubber hood on radar repeater	Figure 13	Acquire and secure to repeater.
	Rudder angle dial	Extant in compartment	Use extant object.
	Engine telegraph repeater	Extant in compartment	Use extant object.
	Range azimuth finder	Extant in compartment	Use extant object.
Forward Bridge —Port	Dials	Extant in compartment	Use extant object.
	Mark 37 sonar director	Extant in compartment	Use extant object.
Forward Bridge —Starboard	Phone	Extant in compartment	Use extant object.
	Public address box	Extant in compartment	Use extant object.
Forward Bridge —Aft	Sound-powered phone	Extant in compartment	Use extant object.

	Books and manuals , on 2 aft bulkhead shelves; bars to secure books on shelves	Book shelves extant in compartment	Acquire 2 shelf bars; acquire/reproduce books and manuals* and 2, 29-inch-wide shelves.
Port Bridge	Signal lamp	Extant in compartment	Use extant object.
	Circular socket	Extant in compartment	Use extant object.
	Telephone stowage boxes , 4	Extant in compartment	Use extant object.
	Azimuth compass	Extant in compartment	Use extant object.
Starboard Bridge	Signal lamp	Extant in compartment	Use extant object.
	Circular socket	Extant in compartment	Use extant object.
	Signal flag cleats	Extant in compartment	Use extant object.
	Beacon switch manual key	Extant in compartment	Use extant object.
	Captain's chair	Extant in compartment	Use extant object.
	Gyro repeater azimuth compass	Extant in compartment	Use extant object.
	Voice tube	Extant in compartment	Use extant object.
	Phone box headsets	Extant in compartment	Use extant object.
Aft Bridge	Helmets , 10–15, in rack	Figures 15-16	Acquire and secure to ship.
	Flags , in signal bags	Figures 15-16	Acquire and secure to ship; remove seasonally.
	Coffeepot , in windshield, port side, near signal bags	8/27/02 Hooper to Heald e-mail	Acquire and secure to ship.

*Appropriate topics and titles: book of flag signals, radio/telephone procedures, zig-zag patterns, notice to mariners, night order book; *Jane's Fighting Ships*; Watch Officer's guide; telephone lists for offshore calls to Navy Yard; *Cassin Young* yard work schedule.

Compartment Use, History, and Furnishings

The Pilot House was the command center of a ship; it was intimately connected with the Bridge that surrounded it, but from the Pilot House itself the ship was directed and steered. Here, the Officer of the Deck, his assistant, the Junior Officer of the Deck, and the watch personnel tended to their duties, ensuring the safety of the ship, and navigating and maneuvering in accordance with the directives of the Commanding Officer. There were generally four lookouts on duty with each watch; one on each wing of the Bridge, one forward on the Bow, and one aft on the Fantail. They kept their eyes open for ships, aircraft, debris, people in the water, or anything that appeared unusual. The Lookouts, Messenger, and Helmsmen rotated their duties periodically throughout the watch, and more frequently during bad weather. In particularly bad weather no Lookouts were assigned to positions exposed to the weather.

53

Other members of the watch team were the Boatswain's Mate of the Watch, several Lookouts, the Helmsman and Lee Helmsman, and a Messenger. The Helmsman was the individual who actually steered the ship. The helm was a large brass disk with a wooden rim. A rudder angle indicator, or pointer, told the Helmsman how far over the rudder was at a particular time. The Helmsman steered according to directions of the Conning Officer, either the Officer of the Deck or the Junior Officer of the Deck, whoever was giving the maneuvering orders at the time.

The 1953 photo of a *Cassin Young* Helmsman (Figure 17) shows part of the magnetic compass and one of the iron compensating spheres in the foreground. A magnetic compass was necessary in the event of a gyro compass failure. Since a magnetic compass did not depend on electricity, it could be used in an emergency. Above and behind the Helmsman are the polished brass ends of speaker tubes that connected the Helmsman's station with the Bridge Wings and the top of the Pilot House. The Captain or Officer of the Deck used voice tubes to relay messages to the Helmsman without going to the door of the Pilot House or having another person relay the message—an asset when maneuvering in difficult situations requiring a rapid response. The clipboard behind the Helmsman shows how *Cassin Young*'s crew conducted routine business. In all likelihood the clipboard held the Plan of the Day, which gave the times for important events of the day such as reveille, meals, and exercises. Indeed, Figure 18 shows the Boatswain's Mate of the Watch making an announcement over the 21



Figure 17: Helmsman, Pilot House, 1953. BNHPA, "Mediterranean Cruise," Box 182, folder 3.

MC, the Captain's shipwide speaker system. To his left a clipboard is handily available.

In Figure 19 the Lee Helmsman, whose duty it was to indicate to the men in the Engine Rooms the desired engine speed using the engine order telegraph, is in the foreground. This device told the men in the Engine Rooms not only the general speed but also indicated the exact number of revolutions per minute that was desired for the ship's propellers.

54

In the Pilot House were three alarms: the general, chemical, and collision alarms. They were painted in bright colors: red, green, and yellow. Each morning these were tested, with an announcement made beforehand to warn the crew. On a destroyer such as *Cassin Young*, General Quarters (red alarm—all men at their battle stations) was expected to be set within three minutes.

The General Plans recorded changes in the Pilot House in both 1957 and 1958. The upholstered chair and locker were added on the starboard side in 1957, and the next year the chair was moved slightly aft to accommodate the addition of the Single Sideband Radio (SSB-1).⁵⁹

Chronology of Changes to the Pilot House

- 1955—"provide standard type (AN/SPA-4) radar repeaters in open bridge and pilot house"⁶⁰
- 1957—"rearrangement of Open Bridge and pilot house"⁶¹

Pilot House Figures: 17-19

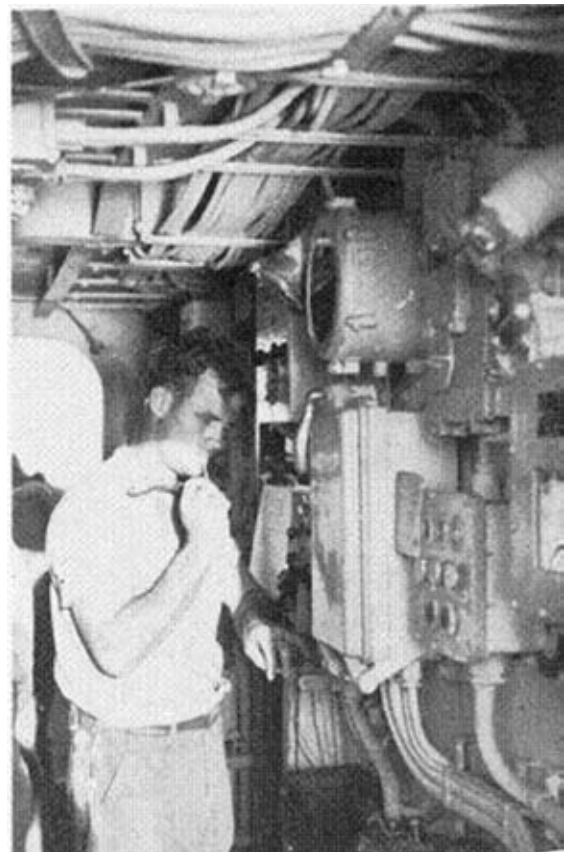


Figure 18: Boatswain with pipe, Pilot House, 1954. BNHPA, Acc. 16, from "*Cassin Young* Cruise Book Photos" folder.

Figure 19: Lee Helmsman, Pilot House, 1953. BNHPA, "Mediterranean Cruise," Box 182, folder 3.

59 "Booklet of General Plans," 1957 and 1958, S0103-432372, USS *Cassin Young* Drawings, Series I, RG 3, Plate 5, BNHPA.

60 "Completed Ship Alteration," November 6, 1953, 9020.2, Completed Ship Alterations, 1954-59, RG 3, Box 113, Folder 20, BNHPA; and "Arrival Conference Chart," February 3, 1955, 2, 4700.2 Arrival Conference Charts, 1954-55, RG 3, Oversize, Box 2, File 15, BNHPA.

61 "Completed Ship Alteration," August 1957, 9020.2, Completed Ship Alterations, 1954-59, RG 3, Box 113, Folder 20, BNHPA.

List of Recommended Furnishings

A few fixtures that postdate the 1958 period of interpretation need to be removed from the Pilot House. These items are:

- the socket below the clock, port bulkhead; install conventional electrical outlet in visually unobtrusive location for NPS maintenance
- the former TV monitor box and radio equipment on the chart table.

LOCATION	OBJECT	EVIDENCE	RECOMMENDATION
Deck	Chair	Extant in compartment	Use extant object.
	Drafting arm , on chart table	Sleeve to receive drafting arm extant	Acquire.
	Engine telegraph	Extant in compartment	Use extant object.
	Helm	Extant in compartment	Use extant object.
	Compasses	Extant in compartment	Use extant object.
	Protractor and manuals , 2, on chart table	Standard furnishing for compartment	Acquire and secure to table.
	Rudder degree dial	Extant in compartment	Use extant object.
Overhead	Spyglasses , 2, in holders attached to overhead	Holders extant in compartment	Acquire and secure to holders.
	Overhead lamp	Extant in compartment	Use extant object.
Forward bulkhead	Mugs , inside pigeon holes	Extant empty pigeon holes	Acquire.
	Grease pencil for Plexiglas tactical situation board, above chart table	Extant Plexiglas	Secure Plexiglas and acquire grease pencil; record of tides, weather, etc.
	Phones , 2	Extant in compartment	Use extant object.
	Circular socket with plastic cap	Extant in compartment	Use extant object.
	Clinometer	Extant in compartment	Use extant object.
	Wall-mounted desk	Extant in compartment	Use extant object.
	Navigation lamp , on wall-mounted desk	Sleeve to receive lamp extant	Acquire.
	Circular socket	Extant in compartment	Use extant object.
	Wind direction and speed dials	Extant in compartment	Use extant object.
	RCA SSB-1 radio-comm. equipment	Extant in compartment; Plate 5, 1958 Booklet of General Plans	Use extant object.
Starboard	Reproducer ⁶²	Extant in compartment	Use extant object.
	Circular socket with brass cap	Extant in compartment	Use extant object.
Aft bulkhead	Sound-powered phone	Extant in compartment	Use extant object.

62 A reproducer was the amplifying portion of an audio system used in various compartments throughout the destroyer.

LOCATION	OBJECT	EVIDENCE	RECOMMENDATION
	Clipboards, 2 , one hanging over voice frequency, other in location to be determined	Figures 17–18; 8/27 and 8/29/02 Hooper to Heald e-mail ⁶³	Acquire and secure to ship.
	Running lights control panel	Extant in compartment	Use extant object.
	Circular sockets with plastic caps, 6	Extant in compartment	Use extant object.
	Phones, 6	Extant in compartment	Use extant object.
	Radio set controls	Extant in compartment	Use extant object.
	Heater	Extant in compartment	Use extant object.
56	Navigational beacon control panel	Extant in compartment	Use extant object.
	Switch boxes	Extant in compartment	Use extant object.
	Circular sockets	Extant in compartment	Use extant object.
	Speaker/amplifier, 2	1 knob not extant	Acquire.
	Public address microphone and board	Extant in compartment	Use extant object.
	Pitometer	Extant in compartment	Use extant object.
	Public address amplifier power	Extant in compartment	Use extant object.
	Casualty steering control	Extant in compartment	Use extant object.
	Damping switch	Extant in compartment	Use extant object.
	Heater control	Extant in compartment	Use extant object.
	Gyro compass alarm	Extant in compartment	Use extant object.
	Collision alarm	Extant in compartment	Use extant object.
	General alarm	Extant in compartment	Use extant object.
Port	Navigational radar	Extant in compartment	Use extant object.
	Speaking tube	Extant in compartment	Use extant object.
	21 MC	Extant in compartment	Use extant object.
	Clock	Extant in compartment	Extant reproduction object remains.
	Navigation lamp	Extant in compartment	Use extant object.
	Intercom control box	Extant in compartment	Use extant object.
	Chart table	Extant in compartment	Use extant object.
	Loudspeaker	Extant in compartment	Use extant object.
	Reproducer	Extant in compartment	Use extant object.

63 “I’m sure that I had a clipboard available on the bridge [in the pilot house] to hold current effective information relating to events both internal and about the formation of the ships in company. Also, a clipboard for drafting a message(s) to be sent by the ship via radio/visual or verbal, over one of the voice frequencies which we were guarding.” E-mail Capt. John Hooper to Sarah H. Heald, August 29, 2002, National Park Service, Harpers Ferry Center, Department of Planning and Research, Harpers Ferry, WV (henceforth HFC).

Compartment Use, History, and Furnishings

The Captain's Sea Cabin was very utilitarian, in contrast to his In-Port Cabin, where there was a comparative sense of luxury. The Sea Cabin's primary purpose was as a sleeping space for the Captain while the ship was at sea. The Captain had to have ready and quick access to the Bridge at all times, and in an emergency, the distance from his cabin on the Main Deck might be too far, particularly given the necessity to negotiate two ladders. Additionally, the Sea Cabin became the Captain's principal accommodation in the event that an officer senior to the Captain was riding the ship, in which case the ranking officer berthed in the In-Port Cabin. Captain Hooper noted that most of the Commanding Officer's belongings were kept in the In-Port Cabin with just a "small amount of gear up on the sea cabin."⁶⁴

57

A 1954 document, marked "completed," suggests that the Captain's Sea Cabin and the Sonar Room on *Cassin Young* were switched, in all likelihood to provide greater space for the growing needs of sonar technology. Some modifications to the Sea Cabin may have taken place subsequent to the change, since the berth described in the 1954 Alteration Approval Record is not extant in the cabin today.⁶⁵

Chronology of Changes to the Captain's Sea Cabin

- 1954—[marked "completed"] "BRIEF: REARRANGEMENT OF CAPTAIN'S SEA CABIN. . . . In order to utilize available space to the utmost, install a hinged type berth which can be raised in the stowed position and relocate the desk and chair under the berth as requested. . . . This shipalt should be reported complete with the accomplishment of the interchanging of the Sonar Control Room."⁶⁶

Captain's Sea Cabin Figures: None

List of Recommended Furnishings

A brass hook on the door postdates the 1958 period of interpretation and should be removed from the Captain's Sea Cabin.

LOCATION	OBJECT	EVIDENCE	RECOMMENDATION
Overhead	Overhead lamp	Extant in compartment	Use extant object.
Forward bulkhead	Lamp	Extant in compartment	Use extant object.
	Phone	Extant in compartment	Use extant object.
	Switchboard indicator	Extant in compartment	Use extant object.
Starboard bulkhead	Lamp	Extant in compartment	Use extant object.
	Folding desk	Extant in compartment	Use extant object.
Aft bulkhead	Books and manuals on shelves, with bars to secure books in place	9/6/02 Hooper to Heald e-mail	Acquire 2 shelf bars; acquire or reproduce books and manuals and 5–10 popular fiction paperbacks to fill 2 29-inch-wide shelves.

64 Capt. John Hooper, interview, BNHPA.
65 "Alteration Approval Record," October 8, 1954, 9020.2, Alteration Approval Records, USS *Cassin Young* Operational Archives, RG 3, Box 113, Folder 20, BNHPA.
66 Ibid.

LOCATION	OBJECT	EVIDENCE	RECOMMENDATION
Port	Bunk with mattress, pillow, sheet, blanket, Navy bedspread	Standard furnishings for extant bunk	Acquire reproduction mattress, sheets, pillow, blanket, and bedspread.
	Shower sandals at foot of bed	Standard furnishing for Sea Cabin	Acquire reproductions.
Washroom	Mirror	Extant in compartment	Use extant object.
	Cabinet	Extant in compartment	Use extant object.
	Sink	Extant in compartment	Use extant object.
	Toothbrush, bar of soap, toothpaste, shaving gear	Standard furnishing for bathroom	Acquire soap, toothpaste, shaving gear; use toothbrush BOSTC 00138.
	Jacket , foul weather, with "Captain" stenciled on back, on Washroom door hook	Standard furnishing for Captain's Sea Cabin; Figure 12	Acquire reproduction.
	Towel , white terrycloth, and wash cloth , on door rack	Standard furnishings for bathroom	Use extant door rack; acquire textiles.

Fire Control Station

No documentary evidence found for this compartment.

Sonar Control Room

Compartment Use, History, and Furnishings

The use of sonar for underwater surveillance was standard by the 1930s, and two crew members monitored the electronic equipment from this compartment. It appears that *Cassin Young's* Sonar Room was originally in a neighboring compartment but was switched to this larger space in 1954 as the technology expanded.⁶⁷ Two units extant in the compartment display Boston Shipyard labels. The Data Distribution Panel on the forward bulkhead contains a label, "Made by Boston Shipyard," and the amplifier units for the Mk5 attack director have tags attached to them indicating they were calibrated in the Boston Naval Shipyard.⁶⁸

Chronology of Changes to Sonar Control Room

- 1958—"install model AN/SQS-4 Sonar"⁶⁹

Sonar Control Room Figures: None

⁶⁷ Ibid.

⁶⁸ The tags read: "calibrated by Boston Shipyard 1R 787."

⁶⁹ "Completed Ship Alterations," May 19, 1958, 9020.2, Completed Ship Alterations, 1954–59, RG 3, Box 113, Folder 20, BNHPA.

List of Recommended Furnishings

Assorted equipment is stored in Sonar Control at present. A more secure storage space, and one not historically furnished, should be designated for this equipment. A box of lights and a spare phone need to be removed from Sonar Control.

LOCATION	OBJECT	EVIDENCE	RECOMMENDATION
Deck	Seats , fixed, 2, mid-compartment	Extant in compartment	Leather seats and backs need conservation.
Overhead	Lamps , overhead, 2	Extant in compartment	Use extant object.
Forward bulkhead	21 MC	Extant in compartment	Use extant object.
	Data distribution panel	Extant in compartment	Use extant object.
	Sonar set control	Extant in compartment	Use extant object.
	Magnetic controller	Extant in compartment	Use extant object.
Starboard	Range/bearing indicator	Extant in compartment	Use extant object.
	Azimuth range	Extant in compartment	Use extant object.
	Mark 6 control panel	Extant in compartment	Use extant object.
Aft bulkhead	Attack director	Extant in compartment	Use extant object.
	Sonar receiving set , AN/SQR-8 with headset and breastplate	Extant in compartment	Use extant object.
	Sonar set , AN/SQS-4 with headset and breastplate	Extant in compartment	Use extant object.
	Rudder angle dial	Extant in compartment	Use extant object.
	Engine order equipment	Extant in compartment	Use extant object.
	Sonar depth dial	Extant in compartment	Use extant object.
	Sound-powered telephone switch box	Extant in compartment	Use extant object.
	Port MT ready switch	Extant in compartment	Use extant object.
	Starboard MT ready switch	Extant in compartment	Use extant object.
	Log indicator	Extant in compartment	Use extant object.
Port	Boxes	Extant in compartment	Use extant object.
	Vent set	Extant in compartment	Use extant object.
	Speaker arm	Extant in compartment	Use extant object.

01 Level

Radio Central

Compartment Use, History, and Furnishings

Radio Central, along with the nearby Coding or Crypto Room, was a highly classified area, for which appropriate security clearance was required for admission. In these rooms, all of the radio messages came to the ship, or were sent from the ship. Incoming messages were typed and placed on a clipboard and routed to the Captain and others as appropriate. Many messages in and out of Radio Central were coded, including even simple things, such as orders for a ship to be somewhere at a certain time. Coded messages were deciphered in the Crypto Room and the key to decoding the messages was changed every day. Routine messages were routed on a schedule, but priority messages, requiring immediate action, were delivered to the Captain as soon as they were decoded and typed.

This compartment is one that seems to have been relatively untouched over the years since *Cassin Young* was decommissioned, and much of the historic radio equipment remains.

Chronology of Changes to Radio Central

- 1958—“NT-23146 located on supervisor’s desk in radio central”
—“TBL-7, #7068, radio central; replace with AN/SRT”⁷⁰

Radio Central Figures: 20–21



Figure 20: Radio Man at typewriter, 1956–57, “Mediterranean Cruise, USS *Cassin Young*,” BNHPA, Box 182.

70 “Completed Ship Alterations,” July 7, 1958, 9020.2, Completed Ship Alterations, 1954–59, RG 3, Oversize, Box 2, Folders 17, 22, and 28, BNHPA.

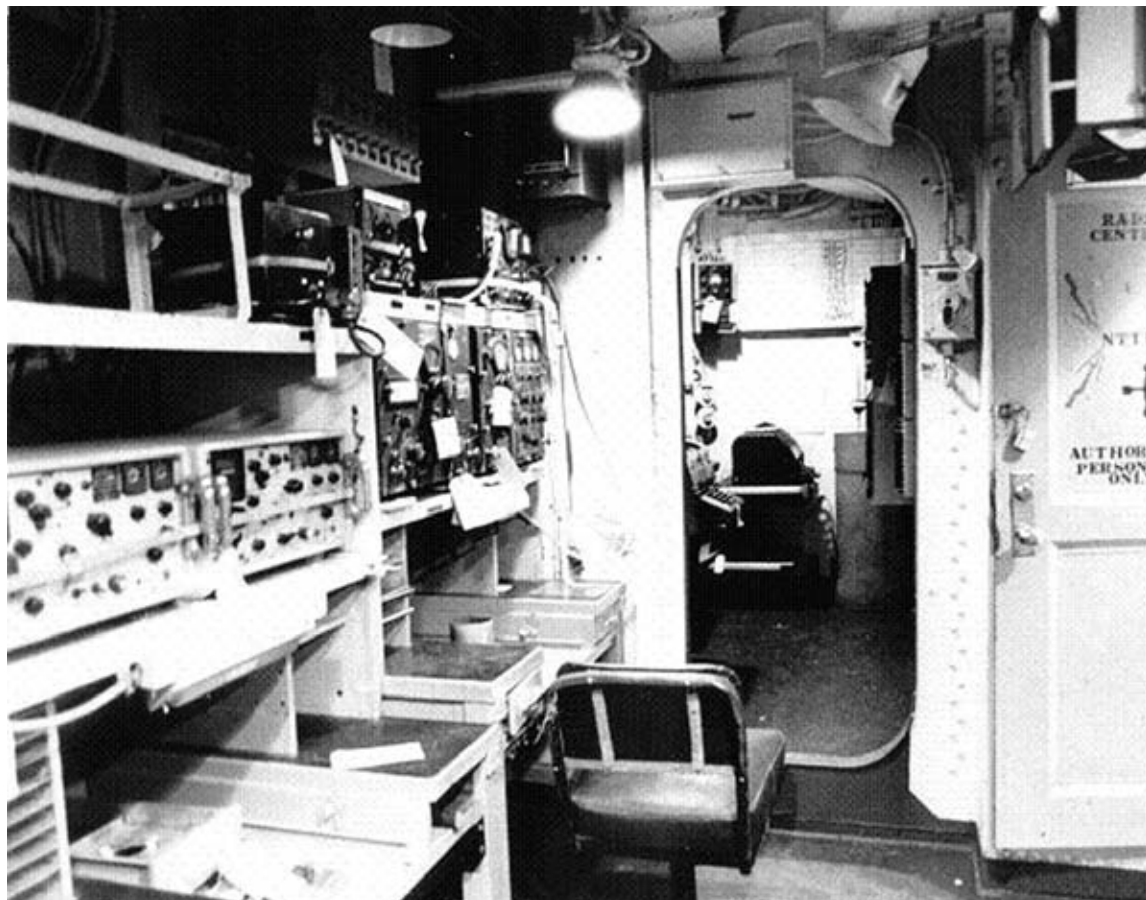


Figure 21: Radio central, 1978. BNHPA 1978 Survey, Roll 13, No. 32.

List of Recommended Furnishings

Modern items used for operating the radios today should be kept out of sight so as not to confuse the visiting public.

LOCATION	OBJECT	EVIDENCE	RECOMMENDATION
Forward Radio Central	Overhead lamp	Extant in compartment	Use extant object.
Deck	Chairs, 2	Extant in compartment; Figures 20 and 21	Acquire chair identical to extant chair; conservation of extant chair upholstery needed.
Forward bulkhead	Radio-teletype equipment	Extant in compartment; Figure 21	Use extant object.
	Current regulator	Extant in compartment	Use extant object.
	Plexiglas chart on bulkhead	Figures 20 and 21	Acquire reproduction and mark with grease pencil.
Starboard bulkhead	Switch panels	Extant in compartment; Figure 21	Use extant object.
	Door	Extant in compartment	Use extant object.
	Reproducer	Extant in compartment	Use extant object.
Port bulkhead	Long desk	Extant in compartment; Figure 21	Use extant object.

LOCATION	OBJECT	EVIDENCE	RECOMMENDATION
	Pigeonholes , metal, with spare parts	Extant in compartment	Use extant object.
	Teletype machines , 2	Extant in compartment; Figure 21	Use extant objects.
	Teletype terminal set	Extant in compartment	Use extant object.
	Frequency shift converters , 2	Extant in compartment	Use extant objects.
	Comparator	Extant in compartment	Use extant object.
	Rectifier power unit	Extant in compartment	Use extant object.
	Radio receivers , 2	Extant in compartment	Use extant objects.
	Radio phone adapter	Extant in compartment	Use extant object.
	Radio transmitter	Extant in compartment	Use extant object.
	Radio receiver	Extant in compartment	Use extant object.
	Antenna loading coil	Extant in compartment	Use extant object.
	Meter field	Extant in compartment	Use extant object.
	21 MC	Extant in compartment	Use extant object.
Aft Radio Central	Overhead lamps , 5	Extant in compartment; Figure 21	Use extant objects.
Port	Desks , 2, with typewriters , 2, chairs , 2, and lamps , 2	Extant in compartment; Figures 20 and 21	Use extant objects. Conservation of chair upholstery needed.
	Butt can	Figure 21	Acquire reproduction or period piece.
	Radio logs in typewriters	Figure 20	Acquire reproductions.
	Desk files	Extant in compartment	Use extant objects.
	Papers in desk files	Standard furnishing for office desk	Acquire reproductions.
	Coupler transmitter	Extant in compartment	Use extant object.
	Monitor	Extant in compartment	Use extant object.
	Power supply	Extant in compartment	Use extant object.
	Radio receivers , 3	Extant in compartment	Use extant objects.
	Frequency shift converter	Extant in compartment	Use extant object.
	Frequency indicator	Extant in compartment	Use extant object.
	Electrical filter assembly	Extant in compartment	Use extant object.
	Rectifier power amplifier	Extant in compartment	Use extant object.
	Telegraph key	Extant in compartment	Use extant object.
	Radiophone adapter	Extant in compartment	Use extant object.
	Radio receiving sets , 2	Extant in compartment	Use extant objects.
	Rectifier power unit	Extant in compartment	Use extant object.

LOCATION	OBJECT	EVIDENCE	RECOMMENDATION
	Shelf with books and manuals	Extant in compartment; Figure 21	Reproduce select manuals and books as listed in Acc. 26 Inventory, pp. 323, 327–332, 336, 339, 341–342; shelf is 23 inches wide.
	Transmitter group	Extant in compartment	Use extant object.
	Telephone	Extant in compartment	Use extant object.
	Switchboard indicator	Extant in compartment	Use extant object.
Starboard	Radio receiving sets, 6	Extant in compartment	Use extant objects.
	Radio transmitters, 3	Extant in compartment	Use extant objects.
	Battle lantern , under speaker-amplifier system	Hardware extant in compartment	Acquire reproduction or period piece.
	Emergency Supply Manual control	Extant in compartment	Use extant object.
Aft	Power supply panels	Extant in compartment	Use extant objects.
	Nitrogen bottle holders, 2 , AN/SRT-15	Extant in compartment	Use extant objects.
Forward	Compartment check-off list	Hardware extant in compartment	Acquire reproduction check-off list.
	Dial instrument	Figure 20	Acquire reproduction or period piece.
	Clipboard and paper(s) , on forward bulkhead	Figure 20	Acquire reproduction or period clipboard and papers.
	Fire extinguisher	Hardware extant in compartment	Acquire reproduction or period piece.

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Passage 01-72

List of Recommended Furnishings

LOCATION	OBJECT	EVIDENCE	RECOMMENDATION
	Compartment check-off lists, 2 , on Chart Room door	Hardware extant in compartment	Acquire reproductions, 8-1/2 x 11 .
	Compartment check-off list , port side, by stairs	Hardware extant in compartment	Acquire reproduction, 8-1/2 x 11 .

40-Millimeter Mounts

Use, History, and Furnishings

Like all *Fletcher*-class destroyers, *Cassin Young* originally had ten 40-millimeter antiaircraft guns mounted on its decks. These guns worked in coordination with the ship's full complement of 5-inch and 20-millimeter guns and were a vital part of mid-20th-century Naval warfare. During *Cassin Young*'s post-World War II tenure the 40-millimeter guns continued to be maintained. In her 1955 Charlestown Navy Yard overhaul, gun No. 42 was repaired, and replotting adjustments were made to a number of the guns with the installation of the new AN/SLR-2 radar. Repairs to 40-millimeter mounts slated for as late as the June 1958 overhaul of the ship were cancelled, and in fact the guns—no longer of practical use—were removed from the destroyer at the South Boston Navy Yard in August of that year prior to the ship entering the Charlestown Navy Yard for its final overhaul.⁷¹ Comparison of the 1955, 1957, and 1958 Booklets of General Plans not only shows the removal of the 40-millimeter guns, but the renaming of a few compartments that came with their removal.⁷² The National Park Service reintroduced some 40-millimeter antiaircraft guns to the ship in the early 1980s as part of the Park Service's renovation of the ship in preparation for public visitation.

Chronology of Changes to the 40-Millimeter Mounts

- 1955—"repair 40mm mount # 42"⁷³
 - “install AN/SLR—2 equipment (includes replotting firing cut out cams on 2 40mm quads, 1 40mm twin and 2 5"/38 mounts)”⁷⁴
- 1958—for 1 40MM Twin mount MK1 Mod. 2: “Strengthen the firing mechanism cover side plates to prevent the plates from distorting and cover door from sagging . . . Remove firing mechanism cover (spray shield) from 1 40MM . . . install re-inforcing ribs to side plates of frame assembly. . . . Weld . . . reinstall spray shield(s) on carriage . . . Cancel; reason: Deslant Action”⁷⁵
 - “Repairs to 40 MM Mounts—Cancelled [n.d.] - for 3 mounts (#'s 41 (quad Mk. 4); Mt. 42 (Quad Mk. 4); Mt. 43 (Twin Mk. 1 Mod. 2))—most repairs focus on train brakes and anticipators and elevation adjusters”⁷⁶
 - “Removal of gun foundations & blanking of holes after removal of 40 MM guns. . . . After removal of 40 mm guns burn off and remove gun ring foundations clean deck blank holes in deck in way of removed gun rings. Install lap patches to empty shell disposal openings. Install lap patches to holes in deck after removal of cable areas.”⁷⁷

List of Recommended Furnishings

Because 40-millimeter guns were not on *Cassin Young* in fall 1958, it is recommended that they be removed as part of the refurnishing of the ship to this later time period. Although they were actually removed at the South Boston Navy Yard, the park would like to exhibit a gun on the adjoining pier at the Charlestown Navy Yard as if it was being removed. This would both enhance the industrial feel of the yard and retain on view a World War II-era gun so critical to the destroyer, its history, and its interpretation.

71 Bernard Cooney, interview by Francy K. Bockhoven, February 12, 1980, transcript, 34, USS *Cassin Young* Oral History Project, BNHPA.

72 “Booklet of General Plans,” 1955, 1957, and 1958, S0103-432372, plates 3, 4, 5, and 6, USS *Cassin Young* Drawings, Series I, RG 3, BNHPA.

73 “Records of Overhaul,” 4700.2, Records of Overhaul, March 23, 1955 – June 22, 1955, RG 3, Box 74, Folder 9, sheet 6/23, BNHPA.

74 Ibid., sheet 8/23.

75 “Job Order,” June 3, 1958, Records of Overhaul, RG 3, Part 4/4, Box 75, Folder 3, BNHPA.

76 “Job Order,” June 23, 1958, Records of Overhaul, RG 3, Part 4/4, Box 75, Folder 3, BNHPA.

77 “Job Order,” August 29, 1958, Records of Overhaul, RG 3, Part 4/4, Box 75, Folder 3, BNHPA.

Hedgehogs

Use, History, and Furnishings

Antisubmarine weapons—hedgehogs—were added to *Cassin Young* in the post-Second World War years and were certainly on the ship by 1952–54, as they are evident in a refueling photograph of the destroyer (Figure 11; the hedgehogs are the long, narrow projectiles clustered together at an angle on the left side of the photograph).⁷⁸ As *The Bluejackets' Manual* described, hedgehogs made direct hits on submarines, exploding on contact. “Strictly a surface ship’s weapon, they are propelled forward in patterned groups by a gun-firing charge.”⁷⁹

Chronology of Changes to Hedgehogs

- 1955 and 1957—MK 11 PROJ P/S located between Navigating Bridge and No. 2 5-inch gun⁸⁰
- 1958—Same hedgehogs, but location changed to aft and to the side of the Navigation Bridge.⁸¹

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Hedgehogs Figure: 11

List of Recommended Furnishings

Cassin Young would not have had any ammunition on board while in the Charlestown Navy Yard but rather would head to Hingham when going out to sea to have ammunition loaded. To help the visiting public better understand the workings of the destroyer, however, it is recommended that hedgehogs be displayed on board the ship.

78 Hedgehogs are also noted in the “Booklet of General Plans,” 1955, 1957, and 1958, plates 3, and 6, USS *Cassin Young* Drawings, Series I, RG 3, BNHPA.

79 *The Bluejackets' Manual*, 16th ed., 266.

80 “Booklet of General Plans,” 1955, 1957, plates 3, and 6, USS *Cassin Young* Drawings, Series I, RG 3, BNHPA.

81 “Booklet of General Plans,” 1958, plate 3, USS *Cassin Young* Drawings, Series I, RG 3, BNHPA.

Main Deck

5-Inch Guns

Compartment Use, History, and Furnishings

Like all *Fletcher*-class destroyers, *Cassin Young* originally had a total of five 5-inch guns centrally mounted on the Main Deck and the 01 level of the ship. The largest of the gun types arming the destroyer, they used semifixed ammunition and could fire a 54-pound projectile more than 8.5 miles at an elevation of 45 degrees. When not in use, the barrel adjustment mechanics were shrouded (Figures 3 and 4) to protect them from the sea elements.

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The 5-inch guns were dual-purpose weapons—that is, they fired at surface targets or they were elevated up to 85 degrees to fire on aircraft. With the complete enclosure of the gun, it became too heavy to be trained and elevated by hand. Within the gun house were motors that helped do this heavy work. Assisting to find the target and aim the guns was the gun director, which was mounted atop the Pilot House. The director had both optical range finders and radar. Information from the director was fed to the gun fire computer in the I.C. Room, then sent to the guns so as to determine where to aim to “lead” the target to a hit.

Until World War II, if the ship’s crew was firing at an airplane, the computer also had to estimate how much time it would take after firing until the projectile was close to the aircraft. It was necessary manually to set, or “cut” the fuzes to the correct time, which might be in hundredths of a second. One of the great inventions of the war was the VT, or variable time fuze, which had a small radio transmitter and receiver built into the nose of the projectile. When the gun was fired, the shock broke a small vial of electrolyte, which the spinning of the projectile forced into a small battery. The projectile then began transmitting a radio signal. When the projectile came within range of an aircraft, the signal bounced off the plane and the receiver in the projectile detected the reflected signal. When the projectile was within the lethal kill radius, it exploded. Therefore, it was no longer necessary to calculate the time of flight between gun and airplane. This weapon became vitally important as multiple air attacks became more and more common during the war.

Eleven crew members manned the gun house of each 5-inch gun. Crew loaded shells and explosives that were hoisted up from the Handling Room below into the gun, and all was ready in the event of electronic problems and the need to manually fire the gun.

Chronology of Changes to 5-Inch Guns

No major changes appear to have been made to *Cassin Young*’s 5-inch guns. The reference that follows appears to be typical of the ongoing maintenance the guns required.

- 1958—conditions noted (mounts 51–55) about “train and elevation response” of each gun; either “satisfactory, rough, or not within paper limits.” “Action: correct deficiencies.”⁸²

5-Inch Gun Figures: 3–4 (all exterior, no interior images)

82 “Memorandum from Code 290 to Code 221 Subj: USS *Cassin Young*—Report on Dynamic Test and Error Recordings of 5 /38 Caliber Mounts,” September 5, 1958, 4700.2, Records of Overhaul, RG 3, Part 4/4, Box 75, Folder 3, BNHPA.

List of Recommended Furnishings

The gun houses of mounts 51 and 55 are on the Main Deck, and although the public can not enter them, they may be viewed from a small platform a few steps up from the deck. This report recommends that both gun houses remain open for visitors to see, since they are at opposite ends of the ship and the Main Deck is open for the public to visit unescorted. The park should consider adding supplemental lighting to these spaces to make the interiors more easily seen by the public. All the 5-inch guns on *Cassin Young* should be shrouded, as they would have been when not in use.

LOCATION	OBJECT	EVIDENCE	RECOMMENDATION
Overhead	Emergency lights , red, 5	Extant in compartment	Use extant objects.
	Sound-powered phone trumpet	Extant in compartment	Use extant object.
Port	Heaters	Extant in compartment	Use extant objects.
	Projectile rack	Extant in compartment	Use extant object.
	Hoist switch	Extant in compartment	Use extant object.
Starboard	Circular sockets	Extant in compartment	Use extant objects.
	Training elevation indicator switch	Extant in compartment	Use extant object.
	Auto-parallax	Extant in compartment	Use extant object.
	Telephone selector switch	Extant in compartment	Use extant object.
	Heater	Extant in compartment	Use extant object.
	Fire and load switches	Extant in compartment	Use extant objects.
	Train indicator regulator	Extant in compartment	Use extant object.
Forward bulkhead	Deflection indicator adjustment	Extant in compartment	Use extant object.
	Gun	Extant in compartment	Use extant object.
	Hoist	Extant in compartment	Use extant object.
	Gun elevator	Extant in compartment	Use extant object.
	Reproducer	Extant in compartment	Use extant object.
Aft bulkhead	Switches	Extant in compartment	Use extant objects.
	Battle lanterns , 2	Extant in compartment	Use extant objects.
	Circular socket	Extant in compartment	Use extant object.
	Heater	Extant in compartment	Use extant object.

Repair Lockers

Compartment Use, History, and Furnishings

Cassin Young's repair parties for damage control on board the destroyer used Repair Lockers. There are four Repair Lockers on the Main Deck of *Cassin Young*, and the destroyer had three repair parties. The forward-most Repair Locker (No. 1) is just forward of the Wardroom Messroom on the port side. It held equipment to handle battle or accidental damage forward of the forward bulkhead of the foremost Fire Room. Repair 2 is also in the forward portion of the ship, and it primarily housed materials for casualty power operations. Repair 3 was for correcting damage to the ship aft of the aft Engine Room, and Repair 5 was concerned with casualties in the engineering spaces. The Damage Control Assistant directed all emergency repairs from Damage Control Central, the passage outside Repair Locker 5.⁸³ The different Repair Lockers were stocked with a wide array of emergency and repair equipment, all of which was used when fighting damage, putting out fires, controlling flooding, plugging holes, providing first aid, or correcting the listing of the ship due to too much water taken in on one side. By the 1950s equipment for handling atomic, biological, and chemical warfare was present as well.

Chronology of Changes to Repair Lockers

No major changes appear to have been made to *Cassin Young*'s Repair Lockers. Stocking of each Repair Locker undoubtedly changed over the years, but no specific evidence of such changes was found while researching this report.

Repair Lockers Figures: None (see Appendix F for a completed, April 1959, check-off list for Repair 2.)

List of Recommended Furnishings

Cassin Young Repair Lockers appear to be well furnished, although, to date, time has not permitted a thorough inventory of them, nor has research revealed a solid understanding of their exact contents in 1958. In essence they should contain standard repair and firefighting gear such as “handy-billies” (handheld water pumps), protective clothing, plugs, and the like. The lists that follow reflect the most recent inventory of these lockers.

Repair Locker 1 (Repair Party Locker A-1021/2A)

LOCATION	OBJECT	EVIDENCE	RECOMMENDATION
Port	Exhaust cover , ventilation fan	Extant in compartment	Use extant object.
	Cylinder deck , to hedgehogs, overhead	Extant in compartment	Use extant object.
Starboard	Shelf , holding brass nozzles , hose fittings and fitting tools , small, heavy coupling hammer	Extant in compartment	Use extant objects.
	Fire extinguisher , brass	Extant in compartment	Use extant object.
	Hose attachments , long brass	Extant in compartment	Use extant objects.
	Brass nozzles	Extant in compartment	Use extant objects.

83 E-mail, Hooper to Heald, August 12, 2002, HFC.

LOCATION	OBJECT	EVIDENCE	RECOMMENDATION
	Coil of canvas hose	Extant in compartment	Use extant object.
	Shelves, short, 4, holding gas masks and oxygen canisters on top 2 shelves	Extant in compartment	Use extant objects.
	Sledges, mauls and damage control "corks," on bottom 2 short shelves	Extant in compartment	Use extant objects.
	Hose attachments, longer brass	Extant in compartment	Use extant objects.
	Overhead Lamp	Extant in compartment	Use extant object.

Repair Locker 2

The forward Repair 2 area was part of a passage just aft of the Captain's Inport WC and Shower. Unlike the other Repair Lockers on the Main Deck, this was more of a station than an actual repair storage area. Two sets of emergency power cables were kept here on racks. Appendix F is a check-off list for Repair 2, but it is unclear where all of the enumerated items would have been located in the actual passage.

LOCATION	OBJECT	EVIDENCE	RECOMMENDATION
	Emergency power cables, 2	Rack extant in compartment	1 power cable extant, acquire second emergency power cable and hang on rack.

Repair Locker 5

LOCATION	OBJECT	EVIDENCE	RECOMMENDATION
Port	Gas masks	Extant in compartment	Use extant objects.
	Shore and plug kits in canvas sacks	Extant in compartment	Use extant objects.
	Brass cables with hooks	Extant in compartment	Use extant objects.
Starboard	Shelf, holding wood shims and asbestos gloves	Extant in compartment	Use extant objects.
Forward bulkhead	Hose bin with several hoses	Extant in compartment	Use extant objects.
	Shelves, with oxygen breathing apparatus canisters, brass nozzles	Extant in compartment	Use extant objects.
	Axes, sledges, wrenches, mallets, red helmets, gas masks	Extant in compartment	Use extant objects.
	Tool belts, tool boxes	Extant in compartment	Use extant objects.
Overhead	Overhead lamp	Extant in compartment	Use extant object.
	Circular socket	Extant in compartment	Use extant object.

Aft Repair Locker 3

According to its door label, this Repair Locker housed asbestos firefighting equipment. This shallow locker will remain closed and thus unfurnished.

Wardroom Messroom

Compartment Use, History, and Furnishings

The Wardroom Messroom served multiple functions on *Cassin Young*: officers' dining room, conference room, lounge, movie theater, and if necessary, operating room. Two seatings of each meal were served in the Wardroom to accommodate the change of shifts and the number of officers on board. The Captain ate with the officers and presided at the head of the table. The Executive Officer sat at the Captain's right hand, with officers alternating back and forth across the table in order of rank. A white tablecloth and silverware lent an air of style to the setting, and as 1st Lt. MacDonald recalled, "We ate a little better! . . . We would have special dinners once in a while, and of course we kicked in. They gave us a food allowance."⁸⁴

Figure 22: Officers en route to observe a NATO exercise, Wardroom Messroom, ca. August 1959. Courtesy of Capt. John Hooper.



Figure 23: Officers playing cards in Wardroom Messroom (left to right): Lt. Cmdr. James R. Vallely, Executive Officer; Ens. Robert N. Davies, Supply Officer; Ens. Francis Henry, Damage Control Officer; Ens. Patrick D. Joynt, Asst. Engineering Officer; Lt. (jg) Warren D. Richards, Communications Officer; and Lt. (jg) Thomas B. Worthen, Anti-submarine Officer, August 11, 1959. Courtesy of Capt. John Hooper.



84 Don MacDonald, interview by Francy K. Bockhoven, August 14, 1983, transcript, USS *Cassin Young* Oral History Project, BNHPA.



Figure 24: Officers on couch, Wardroom Messroom, left, Ens Gary McDougal, and right, Lt. (jg) Jack Hall, ca. August 1959. Courtesy of Capt. John Hooper.

The stewards serving the officers were usually Filipino or African American, as were the cooks. The stewards wore white mess jackets when both serving and working in the Pantry. In addition to waiting on the officers, they were responsible for cleaning the table and changing the tablecloth as well as emptying ashtrays and restowing magazines on a daily basis. Once a week the stewards polished the silverware and changed any slipcovers in use.⁸⁵ Generally, slipcovers were

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Figure 25: Wardroom Messroom, possibly *Cassin Young* recommission, ca. 1952. BNHPA, “from framed photo in NA/NH file.”

⁸⁵ “Supply Department Order No. 12, Subj: Instructions to Personnel of the Stewards Branch” n.d. [ca. 1958–59], 4400, *USS Cassin Young* Operational Archives, RG 3, Box 60, Folder 7, BNHPA.

used for more formal occasions to cover the Wardroom's chairs and cushions on the two couches. By at least the late 1950s, Capt. Hooper recalled, the slipcovers were white with brown piping (Figures 23, 27 and 28).⁸⁶ Other than for special occasions, these covers would have been removed when *Cassin Young* was at sea.

For meetings in the Wardroom, a green baize cloth covered the table, but silver was still present, as the situation merited (Figure 22). In the evening, more than any other time during the day, the Wardroom Mess hosted officers as they relaxed, reading or playing cards, listening to a record, watching a movie, or if in port, the television.⁸⁷ A U.S. Navy Motion Picture Transfer and Inventory Record for *Cassin Young* for March 1957 indicated the types of movies viewed, although it is not known if these were exclusively for officers or crew, or seen by all. In a period of two weeks, this record showed 11 movies brought on board to screen.⁸⁸ Popular card games included cribbage (Figure 5) and bridge. The incidental ashtrays and cigarettes in a number of the Wardroom photographs betray the smoking habit common of the era. In a closed space like the Wardroom, when there were a number of officers present, there would often be a haze of cigarette smoke floating in the upper half of the compartment.

86 E-mail, Hooper to Heald, June 9, 2002, HFC.

87 Although a television was present in the Wardroom Mess (Figures 20 and 23), it is not clear that it was actually used often. Captain Hooper recalled, "it was 'useless' while at sea once the ship was out of sight of land, and I can't remember ever watching any program on it." E-mail, Hooper to Heald, June 9, 2002, HFC.

88 "U.S. Navy Motion Picture Transfer and Inventory Record," March 31, 1957, 4440.2, USS *Cassin Young* Operational Archives, RG 3, Box 61, Folder 9, BNHPA. Among the movies listed were *The Scarlet Spear*, *Football Bowl Games*, *23 Paces to Baker Street*, *Bhowani Junction*, and *The Revolt of Mamie Stover*.



Figure 26: Officer with record player in Wardroom Messroom, 1956–57, "Mediterranean Cruise, USS *Cassin Young*." BNHPA, Box 182.



Figure 27: Officer in Wardroom Messroom, 1956–57, "Mediterranean Cruise, USS *Cassin Young*." BNHPA, Box 182.

During General Quarters, or at any other time of emergency, the Wardroom could be converted to an operating room. The only known time that this occurred on *Cassin Young* was during the Second World War when they were unable to transfer a crew member with appendicitis to a larger ship. *Cassin Young*'s doctor, Lt. Eugene S. Sevensma, later recalled his

*first appendectomy at sea. . . . It was not practical because of nightfall and heavy seas, to transfer the person to a larger ship the Captain was given permission to 'proceed on independent course and station,' which meant that he would leave the Task Force, and steer a course that would create the least roll and pitch to the ship. The Pharmacist Mates and I started to make preparations to do the surgery in the wardroom. . . . The patient was then transferred to the Captain's stateroom on the main deck next to the wardroom.*⁸⁹

Research indicates only a few changes in furnishings in the Wardroom Mess over the years that *Cassin Young* saw service, but its World War II appearance would have been a bit more formal than it was by the mid-1950s. In its original configuration a few of the case pieces in the Wardroom, while utilitarian and metal, had mahogany and other wood decorative elements.⁹⁰ In 1955 the destroyer's Wardroom Mess received new furnishings when the Navy refurbished a number of vessels of the same class; a "MEREDITH type wardroom table and serving table" replaced the earlier pieces, and the floor was redecked with "fire retardant linoleum tile."⁹¹ These are thought to be the fixed furniture extant on the destroyer today.



Figure 28: Officer in Wardroom Messroom, 1956–57, "Mediterranean Cruise, USS *Cassin Young*." BNHPA, Box 182.

89 "Cassin Young 50th Anniversary Commemorative Booklet, *Cassin Young*," Vertical file, drawer 1, Lt. Eugene S. Sevensma, "The Appendectomy," BNHPA.

90 The serving table and linen locker had a "mahogany fiddle board," and a 36 x 74 bookcase boasted "pilasters and solid panels." The serving table likely was where the present serving table is on the aft bulkhead; the location of the bookcase is not known. The Jamestown Metal Corporation made these pieces of furniture. "Design and Construction Records," April 13, 1943, 3450, "S" Map Case 14, Drawer 1, Folder 3, Sheet 18-101, BNHPA.

91 The term "MEREDITH type" refers to the mid-1950s alterations to USS *Meredith*, a *Gearing*-class destroyer that received a wide range of "improvements" as a test of upgrading destroyer livability for officers and crew alike. "All the factors that go to make a ship a home," included fluorescent lighting, seating with backs on benches in messes, new paint colors to brighten appearance, improved crew washrooms, lockers and bunks. The goal was to increase efficiency on board and to keep re-enlistment rates high. See "Fighting Ships: They're Still Snug But a Better Fit," *All Hands: The Bureau of Naval Personnel Information Bulletin*, (January 1954), 2–6. *Cassin Young* received many of these MEREDITH type alterations in its 1955 overhaul. The *Cassin Young* Wardroom Messroom may have had rugs on the deck prior to 1954, as some destroyers in its class did. The 1954 paperwork also noted: "All existing wardroom rugs should be removed." "Alteration Approval Record," April 27, 1954, 9020.2, RG 3, Box 113, Folder 20, BNHPA. The cost for materials in this rearrangement was \$2,067, while the total price was \$8,572. "Departure Report Alterations," 1955, USS *Cassin Young* Operational Archives, RG 3, sheet 13/23, BNHPA.



Figure 29: Wardroom Messroom, 1978. BNHPA 1978 Survey, Roll 23, No. 35.

In the early 1950s 1st Lt. Don MacDonald made a mahogany case to display the sword and Congressional Medal of Honor donated to the destroyer by Cmdr. Cassin Young's widow.⁹² As Figure 8 shows, the case hung on the forward bulkhead of the Wardroom, surmounted by a bronze ship's plaque mounted on a mahogany shield. Assorted other furnishings in the Wardroom Mess appear in historic photographs of the compartment. The World War II-era durable Navy china with blue band and anchor continued to be used through the end of the 1950s (Figures 22 and 26). In addition to silver and slipcovers, fashionable curtains hanging at the portals and doorways distinguished the compartment. Indeed, just like the style on land, the textiles on board reflected changing design trends, as seen in the abstract and asymmetrical shapes of the postwar curtain fabric (Figure 27), which by the late 1950s was replaced by a more staid brown and beige plaid (Figures 5, 22–23).

Comparison of the Booklets of General Plans indicates virtually no major changes in the compartment between 1955 and 1958. A shelf was added to the forward corner, port side, in 1957. It was labeled "PHO" and may have been for the phonograph (there is no indication via other hardware that a phone was ever in this corner), but a television set appears on this corner shelf in photographs from the period (Figures 22 and 27). A moveable coffee table of the same style as the built-in Wardroom furniture was between the two starboard-side couches by at least 1955 (Figures 5 and 23).⁹³

Wardroom Messroom Figures: 5, 8, 22–29

⁹² Marra, May 16, 1979, transcript, 58–59. Don MacDonald, interview, Arsen Charles, January 21, 1985, Note to file [write up of phone conversation], "Cassin Young—Ship Furnishings" Folder, *Cassin Young* Vertical File, drawer 1, BNHPA.

⁹³ "Booklet of General Plans," 1955, plate 7, *USS Cassin Young* Drawings, Series I, RG 3, BNHPA.

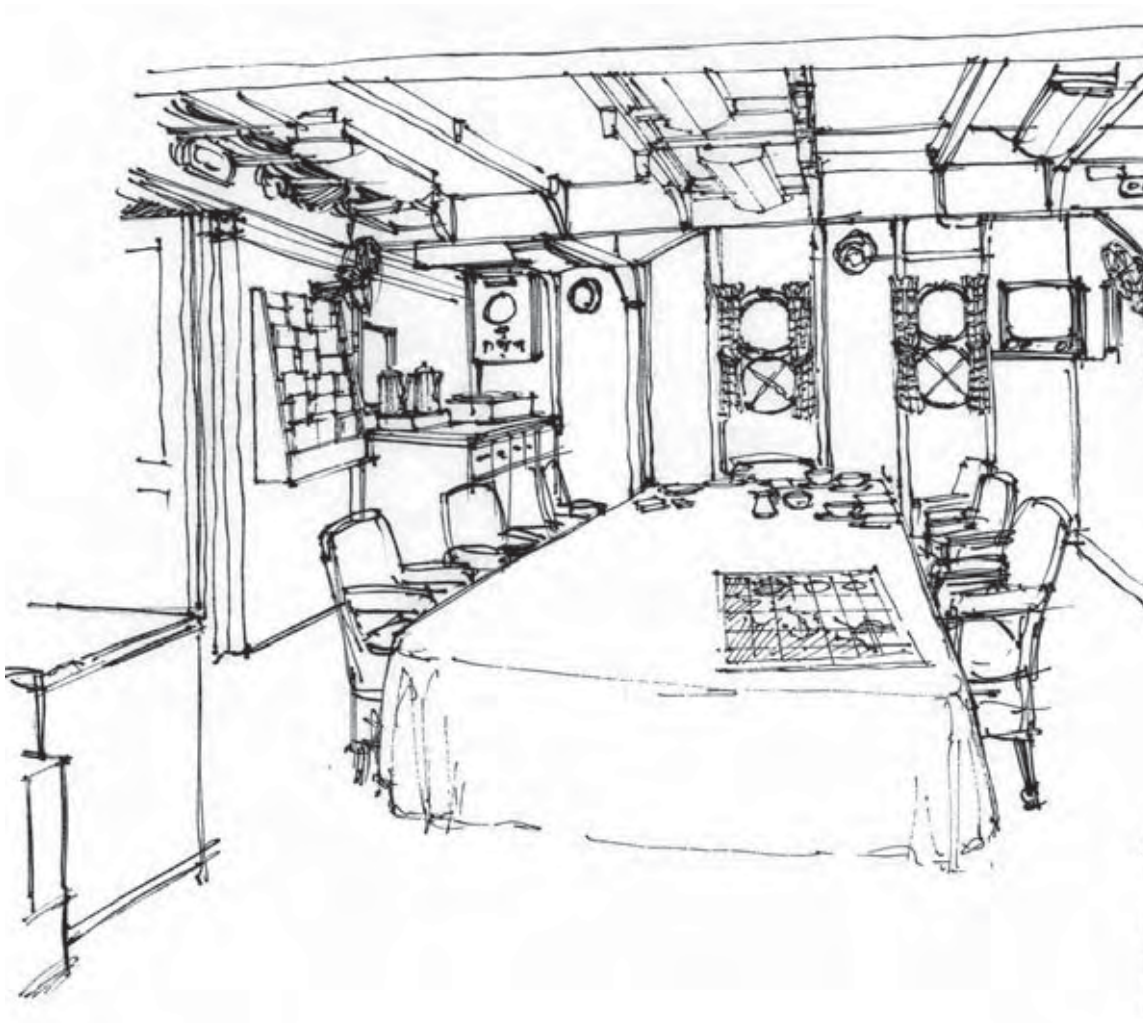


Figure 30: Wardroom Messroom as it will appear after refurnishing to 1958. Illustration by Steven N. Patricia.

List of Recommended Furnishings

The modern public address system and “wayside” panel on the forward bulkhead should be removed, as should the operating lamp, as it would only have been installed when actually in use. Moveable stanchions should be acquired to demark visitor pathway and provide security for reproduction objects. The Wardroom Mess is furnished as it might have appeared, with officers having coffee and discussing their departure from the Charlestown Navy Yard after its 1958 overhaul.

LOCATION	OBJECT	EVIDENCE	RECOMMENDATION
Overhead	Fluorescent lights , 8	Extant in compartment; Figure 8	Use extant objects.
	Emergency lamps , red 2	Extant in compartment	Use extant objects.
Mid-compartment	Mess table	Extant in compartment; Figures 5 and 22–28; Booklets of General Plans (hereafter “Booklets”) 1955, 1957, 1958	Use extant object.
	Table cover , green felt	Extant in compartment; Figures 5, 22, and 24	Acquire reproduction.
	Chart , Boston harbor	Logical furnishing for interpretive scenario	Acquire reproduction.

LOCATION	OBJECT	EVIDENCE	RECOMMENDATION
	Coffee cups partially filled with artificial coffee, saucers, teaspoons, napkins , 3 each	Logical furnishing for interpretive scenario; Figures 22, 25, and 26	Acquire period pieces and artificial coffee.
	Cream and sugar bowls with artificial cream and sugar, sugar tongs	Logical furnishing for interpretive scenario; Figures 22, 25 and 26	Acquire period pieces and artificial cream and sugar.
	Ash trays , 2, with artificial cigarettes	Logical furnishing for interpretive scenario; Figures 5 and 22–24	Acquire or reproduce.
	Package of cigarettes	Logical furnishing for interpretive scenario; Figures 5 and 22–24	Acquire or reproduce Winston cigarette package.
	Cigarette lighter	Logical furnishing for interpretive scenario; Figure 24	Acquire period piece.
	Chairs , 8, arm	Figures 22-24 and 27-28	Use chairs presently in compartment.
Forward bulkhead	Corner shelf	Figures 22 and 27; Booklets 1957, 1958	Use extant object.
	Television , on corner shelf	Figures 22 and 27	Acquire.
	Framed item , possibly “framed Unit Commendation award Cassin Young DD-793 signed by James Forrestal, Secretary of Navy”	Figure 22; 1960 Stowage Plan	Acquire or reproduce.
	Fans , 2	Figures 8 and 22	Acquire, paint same color as bulkhead.
	Cassin Young’s sword and medal of honor in mahogany case	Figure 8; Marra interview	Use sword BOSTC 00224; acquire or reproduce medal of honor and case.
	Plaque , battle efficiency “E,” Destroyer force, U.S. Atlantic Fleet	Figures 8 and 22; 1960 Stowage Plan	Use original shield presently in Crew Berthing exhibition.
	Couch	Booklets 1955, 1957, 1958; Figures 23 and 24	Use extant object; reupholster.
	Throw pillows , 2, on couch	Figures 23 and 24	Acquire reproductions with upholstery to match couches.
	Framed print of painting , over couch, “Bremerhaven Marine Academy”	Figure 5; 1960 Stowage Plan	Acquire or reproduce.
Starboard bulkhead	Curtains , 2 pair, brown and beige plaid with solid brown tie-backs , for portholes	Figures 5 and 23; 1980s reproduction of original curtain presently in Captain’s In-Port Cabin	Acquire reproductions based on accs. BOSTC 171 and 223 (original) and BOSTC 277 (reproduction), cat. BOSTC 00265 and 00273.
	Portieres for door to Main Deck	Figures 5 and 23; 1980s reproduction of original curtain presently in Captain’s In-Port Cabin	Acquire reproductions based on accs. BOSTC 171 and 223 (original) and BOSTC 277 (reproduction), cat. BOSTC 00265 and 00273.
	Screen door	Figures 5 and 23	Acquire or reproduce.
Aft bulkhead	Serving table with drawers and cabinets under window to Pantry	Booklets 1955, 1957, 1958; Figure 24	Use extant object.

LOCATION	OBJECT	EVIDENCE	RECOMMENDATION
	Framed photograph of Capt. Cassin Young	1960 Stowage Plan	Acquire or reproduce; [possibly at Norfolk Shipyard or Naval Services Ctr., Arlington, VA].
	Coffee-warmer , 2-burner, on serving table	Figure 26	Acquire.
	Coffee pots , 2, on coffee warmer	Figure 26	Acquire.
	Magazine rack , 6 rows	Extant in compartment	Use extant object, 29 inches wide.
	Magazines to stock rack	Logical furnishing for interpretive scenario	Acquire or reproduce.
	Portieres on door to passage	Extant hanging hardware; Figures 5 and 23; reproduction of original curtain presently in Captain's In-Port Cabin	Acquire reproductions based on accs. BOSTC 171 and 223 (original) and BOSTC 277 (reproduction), cat. BOSTC 00265 and 00273.
	Radio , set in wall	Extant in compartment; Booklets 1955, 1957, 1958	Use extant object.
	Thermometer	Extant in compartment	Use extant object.
	Fans , 2	Extant in compartment	Use extant objects; paint same color as bulkheads.
	End table , at end of couch	Extant in compartment; Booklets 1955, 1957, 1958; Figures 23 and 24	Use extant object.
	Ashtrays , 2, on end table	Figures 5, 23, and 24	Acquire.
	Couch	Booklets 1955, 1957, 1958; Figures 23 and 24	Use extant object; reupholster.
	Throw pillows , 2, on couch	Figures 5 and 24	Acquire reproductions with upholstery to match couches.
	Book shelves , 2	Figure 24	Acquire or reproduce.
	Books for book shelves, hard cover	Figure 24	Acquire or reproduce books, including <i>A Sailor's Life</i> , popular fiction, <i>Reader's Digest</i> condensed books, titles published by the Naval Institute Press, and books with reference letters in white on spine.
Port bulkhead	Speaker/amplifier	Extant in compartment; Figures 26 and 28	Use extant object.
	Clock	Extant in compartment; Figures 26 and 28	Extant reproduction object remains.
	Framed, autographed photograph of Chief Naval Officer, Admiral Burke	1960 Stowage Plan	Acquire or reproduce.
	Reproducer	Extant in compartment	Use extant object.
	Curtains , 2 pair, brown and beige plaid with solid brown tie-backs, for portholes	Figure 22; reproduction of original curtain presently in Captain's In-Port Cabin	Acquire reproductions based on accs. BOSTC 171 and 223 (original) and BOSTC 277 (reproduction), cat. BOSTC 00265 and 00273.

Wardroom Pantry

Compartment Use, History, and Furnishings

Perhaps no place on the ship more exemplified the need for organization and having everything in its proper place than the Wardroom Pantry. In this tight, efficient space, the officers' food was prepared. The cooks then passed the prepared food through to the stewards at the serving table in the Wardroom. The Pantry gives an appreciation of the close quarters in which many of the crew worked and how neatly everything had to be stowed when at sea. Everything—plates, cups, silverware—was stowed so that it was safe from the rolling and pitching of the ship. Inspection was conducted on a weekly basis to ensure that the Pantry remained clean and sanitary.



Figure 31: Crew in Wardroom Messroom Pantry, 1956. BNHPA, “Mediterranean Cruise,” Box 182, folder 5.

Nothing in the written record indicates that any changes were made to the Wardroom Pantry over the course of *Cassin Young*’s service.⁹⁴

One historic image of the compartment (Figure 31) shows how the space was stocked in 1956 and also reveals two fixed furnishings not in the compartment today—a fan on the aft bulkhead and stainless steel shelving for cups and saucers on the port bulkhead above the sink. It is not known when or why these were removed, but in the absence of evidence supporting their removal, they should be reintroduced so as to present a more fully furnished Pantry.

At some point since the National Park Service has had possession of the destroyer, a window was cut through the aft bulkhead to provide a look into Combat Information Central (CIC) for interpretive purposes. This window should be filled back in. A Plexiglas barrier should be installed at the entry to the Pantry so that the small furnishings of a fully stocked space will remain securely in place for all visitors to view.

Wardroom Pantry Figure: 31

List of Recommended Furnishings

The chrome-plated towel dispenser on the aft bulkhead postdates 1958 and should be removed; likewise, the opening in the aft bulkhead should be covered.

LOCATION	OBJECT	EVIDENCE	RECOMMENDATION
Overhead	Overhead lamps, 2	Extant in compartment	Use extant objects.
	Emergency lamp, red	Extant in compartment	Use extant object.
Port	Sink	Extant in compartment	Use extant object.
	Dish rag, hanging on sink	Figure 31	Acquire dish rag.

⁹⁴ The Booklets of General Plans show no changes to the compartment from 1955 to 1958.

LOCATION	OBJECT	EVIDENCE	RECOMMENDATION
	Counter with storage/draining space below	Extant in compartment	Use extant object.
	Plate rack with plates and saucers	Extant in compartment; Figure 31	Acquire plates and saucers.
	Potato chip bags, 2	Figure 31	Acquire bags.
	Cup and saucer rack with cups and saucers	Figures 22 and 31	Acquire rack and cups and saucers.
	Glass racks with large tumblers	Rack extant in compartment; Figure 31	Acquire tumblers.
Forward bulkhead	Counter with drawers and cabinets	Extant in compartment	Use extant object.
	Coffee can, can opener, coffee filters	Appropriate furnishings for coffee having been served in adjoining Wardroom	Acquire coffee can, can opener, coffee filters.
	Glass rack with parfait glasses	Extant in compartment; Figure 31	Acquire parfait glasses.
	Shelving with plates, serving bowls, water pitchers, sugar bin, with dry goods glass jars	Extant in compartment; Figure 31	Acquire plates, serving bowls, water pitchers, sugar bin, and glass jars.
	Refrigerator	Extant in compartment; Figure 31	Use extant object.
Starboard	Door, with check-off list	Hardware extant in compartment	Reproduce check-off list.
Aft bulkhead	Fan	Mounting hardware extant in compartment; Figure 31	Acquire fan.
	Vent exhaust	Extant in compartment	Use extant object.
	Call box for stewards	Extant in compartment	Use extant object.

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Passage A-102LAC

No documentary evidence was found for this compartment, other than the three 1950s Booklets of General Plans. The Booklets indicate no change in the passage.

List of Recommended Furnishings

LOCATION	OBJECT	EVIDENCE	RECOMMENDATION
Overhead	Overhead lamps, 2	Extant in compartment	Use extant objects.
	Emergency lamp, red	Extant in compartment	Use extant object.
Port	Plexiglas window (plotting board) to CIC with hinged cover and wall hook	Extant in compartment	Use extant object.
	Circular socket	Extant in compartment	Use extant object.
Starboard	Coat hooks	Extant in compartment	Use extant objects.
	Reproducer	Extant in compartment	Use extant object.
	Red emergency lamp	Extant in compartment	Use extant object.
	Switches and connection boxes	Extant in compartment	Use extant objects.
Forward bulkhead	Circular socket	Extant in compartment	Use extant object.

Compartment Use, History, and Furnishings

Immediately aft of the Wardroom Pantry was CIC, the fighting center of the ship. Developed during World War II to combat surface, subsurface, and air targets simultaneously, CIC is an indication of how complex naval warfare became during the war. With the possibility of attacks from such varied sources as other ships, aircraft, and submarines, a new way of analyzing threats emerged. It was no longer possible for the Captain, or any single individual, to evaluate a target and direct the ship's weapons to engage it. Indeed, to defend against the multiple attacks, there were multiple weapons that could be brought to bear. Submarines could be hit with torpedoes, depth charges, or hedgehogs. Surface targets could be opposed with guns, both the five-inch main battery and the 40-millimeters, or they could be attacked with torpedoes. The guns also defended against air attacks.

In CIC all of the information needed for attack or defense was plotted and evaluated. Information from radar and sonar was fed to CIC, where the targets' courses and speeds could be plotted. *Cassin Young's* course and speed were also known. Due to lack of space, the seaman who consolidated all of this information actually stood in the passage outside CIC, and using headphones, recorded the data on a Plexiglas board for those within to read. Notably, this meant he had to write backwards with his grease pencil to be read from inside CIC.

In the Combat Information Center another device, the "dead reckoning tracer," was used to plot other ships and targets. The tracer looks like a large glass-covered table covered with paper (Figure 33). A mechanism within the table used information on the ship's course and speed and moved a lighted dot in accordance with that information. Data on the various targets were plotted relative to the lighted dot. This plot gave a fairly true indication of the real maneuvers of one's own ship and the targets around it.

During World War II and throughout the 1950s when *Cassin Young* was in service, it was most common for a destroyer's Captain to remain on the Bridge during General Quarters (all hands at battle stations). Most Commanding Officers felt it was best to be out in the open to evaluate the threats to the ship and to combat them. An evaluator, one of the more senior and experienced officers, would take station in CIC to analyze the information and pass it to the Captain. By the last decades of the 20th century the Captain's General Quarters station moved to inside CIC.



Figure 32: Combat Information Central, 1954. BNH-PA, "World Cruise, USS *Cassin Young*," Box 182, folder 5.

Figure 33: Dead Reckoning Tracer, Combat Information Central, 1956–57. BNHPA, “Mediterranean Cruise, USS *Cassin Young*,” Box 182.



Only a handful of changes to *Cassin Young*'s CIC were found in the written and pictorial record in the course of research for this HFR. It is likely that far more changes took place, however, since radar and sonar technology evolved continuously through the 1950s.

Chronology of Changes to CIC

- 1953—Jan. 1953 “CIC Rearrangements”⁹⁵
- 1955 and 1956 (12/15/55 and 2/28/56)—“install engine order telegraph in C.I.C.”⁹⁶
- ca. 1957—Comparison of 1955 and 1957 plans shows a fourth piece of radar added to the recessed area of CIC and the location of one of the radars changed to accommodate the additional radar.⁹⁷
- 1957—marked “completed”-“BRIEF: INSTALL MODEL AN/SPS-28 AIR SEARCH RADAR”⁹⁸

CIC Figures: 32 and 33

List of Recommended Furnishings

LOCATION	OBJECT	EVIDENCE	RECOMMENDATION
Overhead	Incandescent lights with metal shade, 2	Extant in compartment; Figure 32	Use extant objects.
Port	Loudspeaker	Extant in compartment; Figures 32 and 33	Use extant object.
	Bearing range indicator	Extant in compartment; Figure 33	Use extant object.
	Target bearing indicator	Extant in compartment	Use extant object.
	Range indicator	Extant in compartment; Figure 33	Use extant object.
	Speed in knots dial	Extant in compartment	Use extant object.

⁹⁵ “Completed Ship Alterations,” 9020.2, Completed Ship Alterations, 1954-59, USS *Cassin Young* Operational Archives, RG 3, Box 113, Folder 20, BNHPA.

⁹⁶ Ibid.

⁹⁷ “Booklet of General Plans,” 1955, and 1957, plate 7, USS *Cassin Young* Drawings, Series I, RG 3, BNHPA.

⁹⁸ “Alteration Approval Record,” September 12, 1957, 9020.2, RG 3, Box 113, Folder 20, BNHPA.

LOCATION	OBJECT	EVIDENCE	RECOMMENDATION
	Clipboard with papers , on bulkhead	Figure 32	Acquire.
	Fan	Figure 32	Remove painted fan extant in compartment today and mount unpainted fan in location seen in Figure 32.
	Clock	Figure 33	Acquire.
Starboard	Dim-light screen	Extant in compartment	Use extant object.
	Multicircuit switch box with circular socket	Extant in compartment	Use extant object.
	Sliding door to passage	Extant in compartment	Use extant object.
Mid-compartment	Dead reckoning tracer	Extant in compartment; Figures 32 and 33; Booklets 1955, 1957, 1958	Use extant object.
	Pencils , 2, on dead reckoning tracer	Figure 33	Acquire.
	Package of cigarettes , on dead reckoning tracer	Figure 33	Acquire.
	Paper , covering surface of dead reckoning tracer	Figure 33	Acquire.
	VK-4 Radar plan position indicator	Extant in compartment; Figure 33	Use extant object.
	MK-5 radar target designation indicator	Extant in compartment	Use extant object.
	Radar plan position indicator	Extant in compartment	Use extant object.
	Battle lanterns	Extant in compartment; Figure 33	Use extant objects.
Forward bulkhead	Edge-lighted status boards , 2	Extant in compartment; Booklets 1957 and 1958	Use extant objects.
	Plexiglas plotting boards , 2 (1 on passage wall, 1 on Pantry wall)	Extant in compartment; Booklets 1957 and 1958	Use extant objects.
	Plexiglas screen to Pantry	Extant in compartment; Booklets 1957 and 1958	Use extant object.
	Speaker/amplifier	Extant in compartment	Use extant object.
	Radio set control	Extant in compartment	Use extant object.
	Selector switch	Extant in compartment	Use extant object.
Aft bulkhead	Transceiver switchboards , 3	Extant in compartment	Use extant objects.
	Speaker/amplifier	Extant in compartment	Use extant object.
	Phones , 4	Extant in compartment	Use extant objects.
	Control Radio sets , 3	Extant in compartment	Use extant objects.
	AF amplifiers , 2	Extant in compartment	Use extant objects.
	Plexiglas status board	Extant in compartment; Booklets 1957 and 1958	Use extant object.

LOCATION	OBJECT	EVIDENCE	RECOMMENDATION
Recessed area, middle of aft bulkhead	Indicator range	Extant in compartment	Use extant object.
	Control radar	Extant in compartment	Use extant object.
	Mixer amplifier, 2	Extant in compartment	Use extant objects.
	Control indicator	Extant in compartment	Use extant object.
	AN/SPA-4A radar plan position indicator	Extant in compartment	Use extant object.
	Amplifier—magnetic control	Extant in compartment	Use extant object.
	Interconnecting box	Extant in compartment	Use extant object.
	Overhead light	Extant in compartment	Use extant object.

Captain's In-Port Cabin

Compartment Use, History, and Furnishings

The Captain's Cabin on the Main Deck of *Cassin Young* is called “in-port” because it was rarely used while at sea. In comparison to the accommodations of the other officers, the In-Port Cabin was rather luxurious. It had curtains over the porthole, a little more space, and its own bathroom complete with shower and head. As Captain John Hooper, the last Commanding Officer of *Cassin Young*, noted in a 1982 interview, his belongings were, “mostly kept in [my] inport cabin,” with just a small amount in the smaller Sea Cabin.⁹⁹

Cassin Young's commander also used his cabin as an office. Figure 34 shows Captain Cates working at his In-Port Cabin desk; there were wooden letter trays on the desk that were labeled with what appear to be an “O” and a “P,” probably for “Outgoing” and “Pending.”



Figure 34: Captain Clifton B. Cates, Jr., in his In-Port Cabin, 1956–57. BNHPA, “Mediterranean Cruise, USS *Cassin Young*,” Box 182.

⁹⁹ Capt. John Hooper, interview, transcript, 4–5, BNHPA.

The Captain's Cabin was not always empty when the ship was at sea. On occasion the Division or Squadron Commodore would ride on *Cassin Young* and the Captain gave up his Stateroom to the Commodore. In emergencies the compartment could also provide a private space for a crew member. One such instance was documented during World War II after Lt. Eugene S. Sevensma, the ship's doctor, performed an appendectomy. Following the surgery, "the patient was transferred to the Captain's stateroom."¹⁰⁰

84 Receipts for the original furniture used in the In-Port Cabin indicate that in 1943 the compartment contained a "chiffonier with a locker and writing shelf," and a "bookcase and linen locker," both noted as having a "French Grey" finish. At some point subsequent to the 1940s these original pieces were replaced.¹⁰¹ Whether or not this change occurred simultaneous with the 1950s shifts in the cabin is not known. According to the Booklet of General Plans, rearrangement of the cabin took place in 1957. The Captain's wardrobe was moved from the port to the starboard side of the cabin, a large armchair was added to the furnishings, and the desk was shifted forward along the starboard bulkhead to make room for the armchair.¹⁰² The historic photograph of the compartment, Figure 34, shows the arrangement just prior to these changes.



Figure 35: Captain's In-Port Cabin, 1978. BNHPA 1978 Survey, Roll 1, No. 3.

The curtain fabric used in the In-Port Cabin was identical to that used in the neighboring Wardroom on *Cassin Young*. A 1956–57 photograph of Captain Cates, at his desk in the In-Port Cabin (Figure 34) shows that the material in the portieres that provided privacy for the WC was the same as that used elsewhere on the destroyer at this time (Figure 27). Likewise, reproduction brown and plaid porthole curtains are extant in the cabin today, and they are identical to the fabric visible in the 1959 color photographs of the Wardroom Mess (Figure 5).

A comment in a 1980s interview noted there was green carpet in the compartment in the early 1950s.¹⁰³ No other evidence about flooring has been found, but it is likely that this remark referred to a green linoleum or vinyl floor, rather than carpet.

Captain's In-Port Cabin Figures: 34 and 35

100 "Cassin Young 50th Anniversary Commemorative Booklet," Vertical file, drawer 1. Lt. Eugene S. Sevensma, "The Appendectomy," BNHPA.

101 Comparison of the dimensions of the present and 1943 furnishings indicates that the chest of drawers in the cabin now is wider but not as high as the chiffonier, and that the current wardrobe is larger than the 1943 bookcase and linen locker. "Design and Construction Records," April 14, 1943, Design and Construction Records "S," 3450, Map Case 14, Drawer 1, Folder 3, Sheets 5-101 and 18-101, BNHPA.

102 "Booklet of General Plans," 1955, 1957, and 1958, plate 7, USS *Cassin Young* Drawings, Series I, RG 3, BNHPA.

103 "The carpet in the Captain's in-port cabin was green." Arsen Charles January 21, 1985. Note to file, [write up of phone conversation with Don MacDonald who was on *Cassin Young* from 1951-53]; "Cassin Young—Ship Furnishings" folder in *Cassin Young* Vertical File drawer 1, BNHPA.

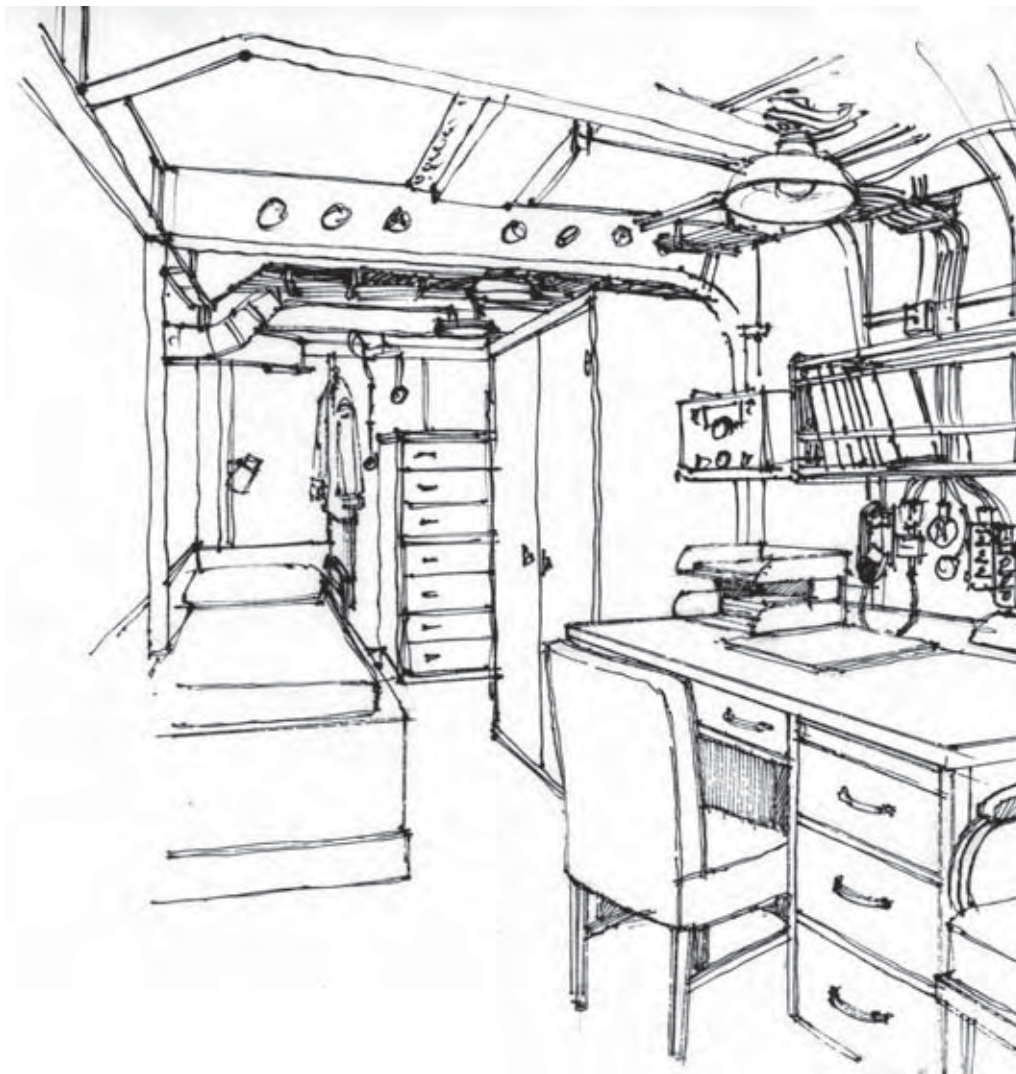


Figure 36: Captain's In-Port Cabin as it will appear after re-furnishing to 1958. Illustration by Steven N. Patricia.

List of Recommended Furnishings

The List of Recommended Furnishings for the Captain's In-Port Cabin calls for a slight rearrangement of the compartment based upon the Booklets of General Plans. It also calls for small items to be placed in the adjoining WC. To protect these smaller items, a Plexiglas barrier should be inserted at the doorway to the WC.

LOCATION	OBJECT	EVIDENCE	RECOMMENDATION
Overhead	Overhead lamps, 2	Extant in compartment	Use extant objects.
Port	Bunk, with drawers underneath	Extant in compartment	Use extant object.
	Mattress, pillow, sheet, blanket, navy bedspread (light blue cotton with lighter blue stripes and "fouled anchor" symbol in center) on bunk	Standard furnishings for extant bunk	Acquire reproduction mattress, sheets, pillow, blanket, and bedspread.
	Portieres on rod at door	Hardware extant in compartment	Omit due to proximity to public looking into compartment.
Starboard	Armchair , aft end of compartment	Extant in compartment; Booklet 1958	Use extant object.
	Desk , forward of armchair	Figures 34 and 35; extant in compartment; Booklet 1958	Use extant object.

LOCATION	OBJECT	EVIDENCE	RECOMMENDATION
	Letter trays, 2	Figure 34	Acquire.
	Framed photograph of Captain's family	8/27 and 8/29/02 and 3/4/03 Hooper to Heald e-mails	Reproduce.
	Papers , on desk	Standard furnishing for desk	Reproduce.
	Side chair , at desk	Extant in compartment; Figure 34	Use extant object.
	Slip cover , on side chair	Figure 34	Acquire.
	Shelves	Extant in compartment; Figure 34	Use extant object.
	Books and manuals , on shelves	Figure 34	Acquire based on 8/27 and 8/29/02 Hooper to Heald e-mails; 2 shelves: 29-1/2 inches wide and 10-1/2 inches high.
	Fan	Extant in compartment; Figure 35	Use extant object.
	Radio , on shelf	Extant in compartment; Figure 35	Use extant object.
	Phone	Extant in compartment; Figure 35	Use extant object; move forward and remount just forward of radio shelf.
	Switchboard indicator	Extant in compartment	Use extant object.
	Wardrobe , forward of desk	Extant in compartment; Booklet 1958; Figure 35	Use extant object.
	Curtains on porthole	Reproduction curtains extant in compartment; Figure 5	Reproduce, based on accs. BOSTC 171 and 223 (original) and BOSTC 277 (reproduction), cat. BOSTC 00265 and 00273.
Forward bulkhead	Chest of drawers	Extant in compartment; Booklet 1958	Use extant object.
	Circular socket	Extant in compartment	Use extant object.
	Blue uniform blouse with commander's stripes and service ribbons on hanger on bulkhead hook	Figure 34	Acquire or reproduce.
	Lamp , mounted on bulkhead at head of bunk	Extant in compartment	Use extant object.
Aft bulkhead	Portieres on rods at door to WC, pushed open to starboard side	Figure 34	Reproduce; use fabric based on accs. BOSTC 171 and 223 (original) and BOSTC 277 (reproduction), cat. BOSTC 00265 and 00273.
	Clock	Figure 34	Acquire.
Captain's WC-Port	Sink	Extant in compartment; Booklets 1958	Use extant object.
	Mirror and cabinet , above sink	Extant in compartment	Use extant object.
	Toothbrush, bar of soap, toothpaste, shaving gear	Standard furnishing for bathroom	Acquire soap, toothpaste, shaving gear, and toothbrush similar to BOSTC 00138.

LOCATION	OBJECT	EVIDENCE	RECOMMENDATION
	Towel, white terrycloth, and wash cloth , on aft bulkhead rack	Standard furnishing for bathroom	Acquire towel and wash cloth.
Captain's WC-Starboard	Shower curtain	Standard furnishing for bathroom	Acquire.

Passage A-108T

This passage, leading to the Barber Shop below, needs a compartment check-off list, 8-1/2 × 11.

Vegetable Prep

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Compartment Use, History, and Furnishings

No compartment-specific documentation was found for the Vegetable Prep area.

List of Recommended Furnishings

Due to visitor flow through this compartment, it is recommended that no additional furnishings be added to the Vegetable Prep space.

LOCATION	OBJECT	EVIDENCE	RECOMMENDATION
Overhead	Overhead lamps, 2	Extant in compartment	Use extant objects.
Forward	Switch box	Extant in compartment	Use extant object.
	Potato peeler	Extant in compartment	Use extant object.
	Work table	Extant in compartment	Use extant object.

Galley

Compartment Use, History, and Furnishings

The Galley was a relatively large compartment, or suite of compartments, much like an institutional kitchen. Here, the crew's meals were prepared. Dominating the scene were three large steam kettles, or coppers, in which much of the food was cooked. There were also ovens, mixers, and other food preparation tools. *Cassin Young* served 300–350 hungry men three times a day; additionally, sandwiches were made for those going on midwatch after midnight (see *Crew's Mess and Food Service* for more information on food and holidays).

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The volume and nature of work in the Galley depended upon the destroyer's schedule and port stops. If she was at sea for several weeks some of the prepared food was gone, which meant extra cooking. For example, bread was a staple and when the supply brought on board in the last port was eaten, it had to be baked fresh. Having served on *Cassin Young* in 1957 and 1958, mess cook Bill McGee recalled the round-the-clock baking. His frustration with the old equipment they used was also evident.

[We] bake[d] bread every night. That was about 100 loaves of bread a night. . . . We would work from seven o'clock in the evening to around eight o'clock the next morning . . . just putting out breads and pies and cakes and muffins and donuts

*. . . making 100 loaves of bread from scratch, with a beat-up mixing machine that was probably made in 1938.*¹⁰⁴

Figure 38: Cooks at oven in Galley, 1956–57. BNHPA, “Mediterranean Cruise, USS *Cassin Young*,” Box 182.



Figure 37: Cook slicing bread in Galley, 1956–57. BNHPA, “Mediterranean Cruise, USS *Cassin Young*,” Box 182.

¹⁰⁴ Bill McGee, interview by Francy Bockhoven, July 25, 1980, transcript, 2, BNHPA.

Regular use of the Galley equipment on *Cassin Young* necessitated frequent repairs and replacements.¹⁰⁵ The 1958 Booklet of General Plans indicated two major changes in the Galley during the overhaul of that year. A double oven replaced a standard oven at the port end of the bank of ovens, and a fryer was added at the starboard end, replacing an oven that had been there. The Engineering (Electrical) Work List for this overhaul justified this change and noted that the existing ovens had just been rewired in August 1957; “ranges require constant repair; does not keep proper heat, doors don’t close tightly.”¹⁰⁶

Sanitary concerns were of critical importance in the close quarters of a World War II-era destroyer. Amid the rigorous cooking schedule the Galley was a hot and wet environment with the constant cleaning taking place as well. A 1958 Supply Department Order spelled out the procedures for keeping the Galley in acceptable shape:



*These spaces shall be cleaned completely after each meal or use. Decks, shelves, sinks, and ranges will be completely scoured. Air vents and fans will be cleaned regularly, usually 2 or 3 times per week. . . . Drains and catch basins will be scalded daily and flushed with detergents and disinfectants periodically.*¹⁰⁷

Although the crew’s food was prepared in the Galley, the serving line was forward and two decks down. All food had to be carried by the mess cooks from the Galley to the steam line. Carrying hot food out on the Main Deck and down narrow ladders could be difficult in rough weather.

Galley Figures: 37–39

Figure 39: Cooks chopping vegetables in Galley, 1956–57.
BNHPA, “Mediterranean Cruise, USS *Cassin Young*,” Box 182.

105 Numerous repairs and changes were recorded for the Galley or Vegetable Prep space between 1955 and 1957:

Dec. 6, 1955 greased and repacked mixing machine

Nov 1, 1956 repair mixer machine

July 10, 1957 installed new mixer in galley

July 17, 1957 installed all new blades on potato cutter

July 18, 1957 changed oil in vegetable peeler

Aug. 20 1957 installed new blade and sharpener in meat slicer

Sept. 5, 1957 installed steam kettles in galley

“Galley Equipment,” 4700.2, Repair Log, 1951-58, USS *Cassin Young* Operational Archives, RG 3, Box 76, Folder 1, 169.

106 “Approved: 2 ranges with oven and 3 griddles, mfr. Edison General Electric Appliances Co. Volts 440 AC; 60 cycles.” “Engineering (Electrical) Work List,” July 23, 1958, 4700.2, Records of Overhaul, Part 2/4, Box 75, Folder 1, BNHPA.

107 “Supply Department Order No. 4,” 4400, Supply Dept. Orders, 1958, Box 60, Folder 7, BNHPA. Smoking and the residual cigarette butts were also a cleanliness concern in the Galley, and note was made in the weekly reports if there were cigarette butts on the deck. See “Medical Department Sanitary Inspection Report,” October 4, 1956, 6240.1, Weekly Sanitary Reports, RG 3, Box 93, Folder 23, BNHPA.

List of Recommended Furnishings

A Plexiglas barrier should be added at the door to the adjoining Provision Room, which adjoins the galley at aft, to ensure that the small galley items there remain in place.

Fully furnishing the Galley—with skillets, fry pans, baking pans, opened and unopened cans and all manner of cooking utensils—would be impractical due to public access. An interior wayside should be used there to help convey the activity in the compartment. Figures 38 and 39 could be placed on such a panel to show the Galley in use and feature items the public sees, complemented by other furnishings and images of crew members. Locating this panel near the port entry to the Galley would orient the visitor well and give the same viewpoint had by the photographer of Figure 39.

90	LOCATION	OBJECT	EVIDENCE	RECOMMENDATION
	Overhead	Overhead lamps, 9	Extant in compartment	Use extant objects.
	Port	Reproducer	Extant in compartment	Use extant object.
		Westinghouse switch	Extant in compartment	Use extant object.
		Fan	Figures 37 and 39	Acquire.
	Starboard	Steam kettles, 3	Extant in compartment; Booklets 1955, 1957, 1958	Use extant objects.
	Forward	Ovens, 5	Extant in compartment; Booklets 1955, 1957, 1958	Use extant objects.
		Fryer , at starboard end of bank of ovens	Booklet 1958	Acquire.
	Aft	Sink	Extant in compartment; Booklets 1955, 1957, 1958	Use extant object.
		Counter	Extant in compartment	Use extant object.
		Shelf above counter	Extant in compartment	Use extant object.
		Containers on shelf, such as baking powder, vinegar, lard	Figure 39	Acquire or reproduce and install behind Plexiglas to ensure security.
		Measuring cups , hanging from hooks above	Figures 37 and 39	Acquire and secure to hooks.
		Mixer	Extant in compartment; Booklets 1955, 1957, 1958	Use extant object.
		Condition check-off list in frame	Extant in compartment	Use extant object.
	Provision Room and Bread locker, aft of Galley	Counter	Extant in compartment	Use extant object.
		Shelves	Extant in compartment	Use extant objects.
		Meat slicer	Extant in compartment	Use extant object.
		Dough hook	Extant in compartment	Use extant object.
		Scales	Extant in compartment	Use extant object.
		Circular socket	Extant in compartment	Use extant object.
		Speaker amplifier	Extant in compartment	Use extant object.

Laundry

Compartment Use, History, and Furnishings

The small Laundry Compartment on *Cassin Young* was used primarily for cleaning officer's uniforms and ship supplies such as galley linens, towels, and bed sheeting. As Anthony Marra, who worked on the destroyer from 1955–58, recalled, destroyers did not have the capacity to do laundry for the entire ship, so the crew typically washed their own clothes—in salt water. As a result, they dressed for the most part in dungarees rather than dress blues.

*Your dress blues, you had to have them cleaned and pressed. They didn't have the facilities. They had a presser up there in the laundry, but they did mostly the chiefs' and the officers' clothes, shirts, like that. Once in a while they would do our uniforms.*¹⁰⁸

The bulk of the documented changes to furnishings in the Laundry Compartment on *Cassin Young* occurred in the 1957 overhaul at the Charlestown Navy Yard. The positions of Laundry's press and extractor were exchanged, and both the press and washer were replaced with new equipment.¹⁰⁹

Laundry Figure: 40



Figure 40: Laundry press, 1956–57. BNHPA, “Mediterranean Cruise, USS *Cassin Young*,” Box 182.

¹⁰⁸ Marra, interview, May 16, 1979, transcript, 11-12, BNHPA.

¹⁰⁹ *Cassin Young* 1950s “Repair Log” details the following:

Laundry Press—new press installed Aug. 1957

Laundry Dryer—American Laundry Machine Co.—18 × 36

Laundry Extractor—new extractor 1/25/54—Hoffman Machine Co. 17 basket—20lbs max.

Laundry washer—American Laundry Machine Co. 24 × 36 35 lbs, dry weight—new washer Aug. 1957.

“Laundry Equipment,” 4700.2, Repair Log, 1951-58, RG 3, Box 76, Folder 1, 27, BNHPA. Other documentation for the Laundry may be found in “Completed Ship Alterations,” 9020.2, Completed Ship Alterations, 1954–59, RG 3, Box 113, Folder 20 and “Booklet of General Plans,” 1955, 1957, and 1958, plate 7, BNHPA.

List of Recommended Furnishings

LOCATION	OBJECT	EVIDENCE	RECOMMENDATION
Passage into Laundry	Check-off list	Extant hardware to hold check-off list	Reproduce.
Overhead	Overhead lamps, 2	Extant in compartment	Use extant objects.
Forward bulkhead	Laundry extractor	Extant in compartment; Booklet 1958	Use extant object.
	Circular socket	Extant in compartment	Use extant object.
	Switch for extractor	Extant in compartment	Use extant object.
	Switch for tumbler	Extant in compartment	Use extant object.
Starboard	Washer	Extant in compartment; Figure 40	Use extant object.
	Press	Extant in compartment; Booklet 1958; Figure 40	Use extant object.
Aft bulkhead	Dryer	Extant in compartment	Use extant object.
	Motor control box	Extant in compartment	Use extant object.

Battery Charging Room

Battery Charging Room Figures: None

List of Recommended Furnishings

LOCATION	OBJECT	EVIDENCE	RECOMMENDATION
Overhead	Overhead lamps, 2	Extant in compartment	Use extant objects.
Port	Steel shelves	Extant in compartment	Use extant objects.
	Radio transmitter equipment	Extant in compartment	Use extant object.
	Radio phone adapter	Extant in compartment	Use extant object.
	Large circular sockets	Extant in compartment	Use extant objects.
	Coiled cable	Extant in compartment	Use extant object.
Starboard	Transformer	Extant in compartment	Use extant object.
	RF tuners, 8	Extant in compartment	Use extant objects.
	Voltmeter	Extant in compartment	Use extant object.
Forward bulkhead	DC supply breaker box	Extant in compartment	Use extant object.
	Power supply	Extant in compartment	Use extant object.
	Fire extinguisher , on wall bracket	Extant in compartment	Use extant object.
	"Safety Precautions" placard in metal frame—DESGEN	Extant in compartment	Use extant object.
	Switch box	Extant in compartment	Use extant object.

LOCATION	OBJECT	EVIDENCE	RECOMMENDATION
Aft bulkhead	Switch assembly	Extant in compartment	Use extant object.
	Heater	Extant in compartment	Use extant object.
	Antenna switch assemblies	Extant in compartment	Use extant objects.
	Hooks for coiled cable and cable	Extant in compartment	Use extant objects.
	Condition check-off list, 8-1/2 x 11 (on inside of door)	Frame extant in compartment	Reproduce.

Passage B-107CL/Damage Control Central

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Compartment Use, History, and Furnishings

Cassin Young's damage control crew was prepared for mitigating all manner of damage to the destroyer. At General Quarters the Midships Passage (B-107CL) served as Damage Control Central, the point from which repair and damage control were orchestrated. Here damage control diagrams were posted and phone lines could connect the Damage Control Officer with all the critical points in the ship. He and his assistants recorded any damage on the damage control diagrams. Like a fire chief, the Damage Control Officer directed the repair of damage, putting out fires, controlling flooding, or correcting the listing of the ship due to too much water on one side.

Damage Control Central Figures: None

List of Recommended Furnishings

LOCATION	OBJECT	EVIDENCE	RECOMMENDATION
Overhead	Overhead lamps, 3	Extant in compartment	Use extant objects.
Forward	Coiled cable, on wall hook	Extant in compartment	Use extant object.
	Switch boxes	Extant in compartment	Use extant objects.
	Battery charger	Extant in compartment	Use extant object.
	Reproducer	Extant in compartment	Use extant object.
	Bulletin board in case, damage control drawing	Extant in compartment	Extant case remains; reproduce 1958 damage control drawings.
	Alarm switches	Extant in compartment	Use extant objects.
	Circular socket	Extant in compartment	Use extant object.
	Switchboard indicators	Extant in compartment	Use extant object.
	Phone stowage box	Extant in compartment	Use extant object.
Aft	Phone	Extant in compartment	Use extant object.
	Coiled cable, on wall hook	Extant in compartment	Use extant object.
	Metal frames, 2, (empty) on wood panel	Extant in compartment	Use extant objects.

Emergency Radio Room

Compartment Use, History, and Furnishings

The Emergency Radio Room was usually unmanned except during General Quarters. Two other radio rooms on the destroyer handled routine radio communication, but the Emergency Radio Room had both sending and receiving equipment and its own power supply.

Other than the addition of a table to the room in 1957, no documentation specific to *Cassin Young* was found for this compartment.

Emergency Radio Room Figures: None

List of Recommended Furnishings

LOCATION	OBJECT	EVIDENCE	RECOMMENDATION
Overhead	Lights, 2	Extant in compartment	Use extant objects.
Forward	Switch panel	Extant in compartment	Use extant object.
Starboard	Radio receiving set	Extant in compartment	Use extant object.
	Radio transmitter	Extant in compartment	Use extant object.
	Radio receiver	Extant in compartment	Use extant object.
	Power panel	Extant in compartment	Use extant object.
	Phones, 3	Extant in compartment	Use extant objects.
	Transformer	Extant in compartment	Use extant object.
	Battle lantern	Extant in compartment	Extant in compartment; acquire missing handle.
	Speech amplifier unit	Extant in compartment	Use extant object.
	Radio receivers, 2	Extant in compartment	Use extant objects.
	PHILNAVSHYD signs—operating instructions for receivers and phones	Extant in compartment	Use extant objects.
Port	Battle lantern	Extant in compartment	Use extant object.
	Trunk	Extant in compartment	Use extant object.
	Public address grid current control	Extant in compartment	Use extant object.
	Radio transmitter	Extant in compartment	Use extant object.
Aft	Ventilation shaft	Extant in compartment	Use extant object.
	Connection boxes	Extant in compartment	Use extant objects.

Compartment Use, History, and Furnishings

Sick Bay on *Cassin Young* saw regular use during World War II primarily for minor injuries—breaks, abrasions, illnesses—but also to stabilize an injured man’s condition until he could be transferred to a larger ship with more extensive medical facilities. Medical Officer Dr. Eugene Sevensma recalled in the 1940s working with American pilots, having considerable equipment he never had to use, and also having narcotics kept in a locked safe. The destroyer crew would rescue pilots and take them first to Sick Bay

and take off their wet clothes. And they usually had a Mae West [vest] on, and all these pilots carried a .38 revolver. So I had all these .38 revolvers. At one point I must have had ten or fifteen of them, and I gave them away to people. . . . make sure they were okay medically and then put them up in a cabin somewhere until we were able to get them back to their own ship. . . . I had drills for drilling through people’s skull; I had rib instruments for doing chest surgery. Well, I really wasn’t expected to do that stuff, and I don’t know whose idea it was to put it on the ship in the first place, because my job was just to keep people alive to get them to the hospital. And so then your job is to stop bleeding and treat shock and things of this nature. . . . I had a safe in sick bay that we kept certain things in, such as alcohol, which came in gallon tins, and also morphine and other narcotics.¹¹⁰

Sick Bay would have seen less activity during the 1950s as the destroyer was not involved in active warfare. Minor medical concerns would have continued to be treated there however. In addition to treating routine accidents and illnesses, Sick Bay provided the crew condoms, free of charge.¹¹¹

¹¹⁰ Eugene Sevensma, interview by Francy Bockhoven, August 23, 1980, transcript, BNHPA.

¹¹¹ John T. Cerstvik to William L. Brown, III, August 13, 1999, Harpers Ferry Center (HFC).



Figure 41: Sick Bay, 1956–57. BNHPA, “Mediterranean Cruise, USS *Cassin Young*,” Box 182.

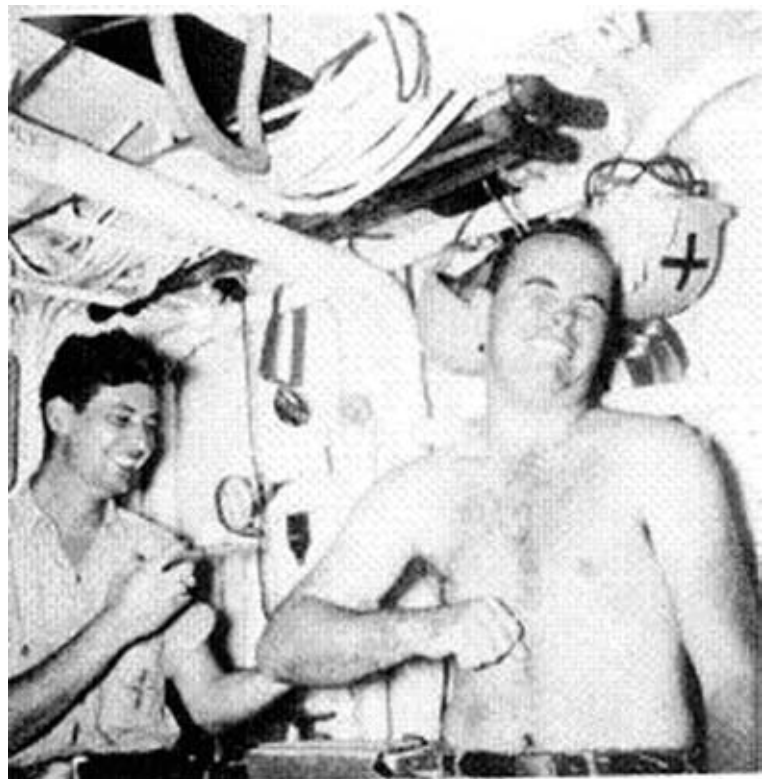


Figure 42: Crew member receiving shot, Sick Bay, 1953. BNHPA, “Mediterranean Cruise,” Box 182, folder 3.



Figure 43: Crew member receiving shot, Sick Bay, 1954. BNHPA, “World Cruise, USS *Cassin Young*,” Box 182, folder 5.

Figure 44: Checking crew member’s throat, Sick Bay, 1956–57. BNHPA, “Mediterranean Cruise, USS *Cassin Young*,” Box 182.



Cassin Young’s Booklets of General Plans indicated no change in the compartment between 1955 and 1958. A few minor alterations are evident when one compares the present compartment with its historic photographs; Sick Bay had multiple rows of shelving for bottles of medicines in the mid-1950s (Figure 43), and at some point after 1957 new faucets were installed at the sink.

Sick Bay Figures: 41–44

List of Recommended Furnishings

Sick Bay presently displays a number of medical instruments and equipment used for medical procedures. Although many of these implements may well have been used in the compartment, they would not have been left out unsecured on trays and counters. This plan calls for their removal—by virtue of not being included in the recommended furnishings—and only furnishings likely to be visible under ordinary circumstances are listed.

LOCATION	OBJECT	EVIDENCE	RECOMMENDATION
Overhead	M-1 steel helmets , white with red crosses, 2, hanging by their straps from pipes	Figure 42	Acquire.
	Wood crutches , pair	Figure 42	Acquire.
Port	Sink	Extant in compartment; Figure 44	Use extant object; acquire faucets as in historic photograph.
	Medicine bottle , wired between pipes at sink	Figure 44	Acquire.
	Doctor’s mirror , hooked on pipe	Figure 42	Acquire.

LOCATION	OBJECT	EVIDENCE	RECOMMENDATION
	Light bulb on cord , draped over pipe	Figure 42	Acquire.
	Sterilizer	Extant in compartment	Use extant object.
	Counter with cabinets and drawers	Extant in compartment	Use extant objects.
	Towel , on counter by sink	Figure 44	Acquire.
	Typewriter	Extant in compartment	Use extant object.
	500-volt connector	Extant in compartment	Use extant object.
	Circular socket	Extant in compartment	Use extant object.
Starboard	File cabinet	Extant in compartment	Use extant object.
	Cabinets under counter tops, 2	Extant in compartment	Use extant objects.
	Fan	Extant in compartment	Use extant object.
	Check-off list , 5 × 7	Mounting hardware extant in compartment	Reproduce.
Aft bulkhead	Autoclave	Extant in compartment	Use extant object.
	Towel , hanging on autoclave wheel	Figure 44	Acquire.
	Paper cup dispenser filled with paper cups	Mounting hardware extant in compartment; Figure 41	Acquire and install on original mount.
	Safe	Extant in compartment	Use extant object.
	Motor control	Extant in compartment	Use extant object.
Forward bulkhead	Antidote locker	Extant in compartment	Use extant object.
	Surgical table with head at forward bulkhead	Extant in compartment; Booklets 1955, 1957, 1958	Use extant object, placed in newly specified location.
	Blanket , on surgical table	Extant in compartment	Use extant object.
	Battle lantern	Mounting hardware extant in compartment	Acquire.

Compartment Use, History, and Furnishings

Administration of the destroyer's day-to-day activity took place in the Operations (Supply) Office. Paperwork for tasks such as keeping the crew fed and paid, keeping the ship stocked with spare parts, cooking and serving meals, cleaning clothes, and cutting hair all went through this compartment. Much as visitors experience it today, non-Supply Office staff conducted their business here from outside the office in the passageway. Cash was on hand here (*see Figure 45 with dollar bills in the foreground*) and a businesslike operation prevailed. As a 1958 Supply Department Order stated: "Outside personnel will be admitted to the Supply Office only when their business actually requires it. Normally, business of outside personnel will be conducted at the window."¹¹²

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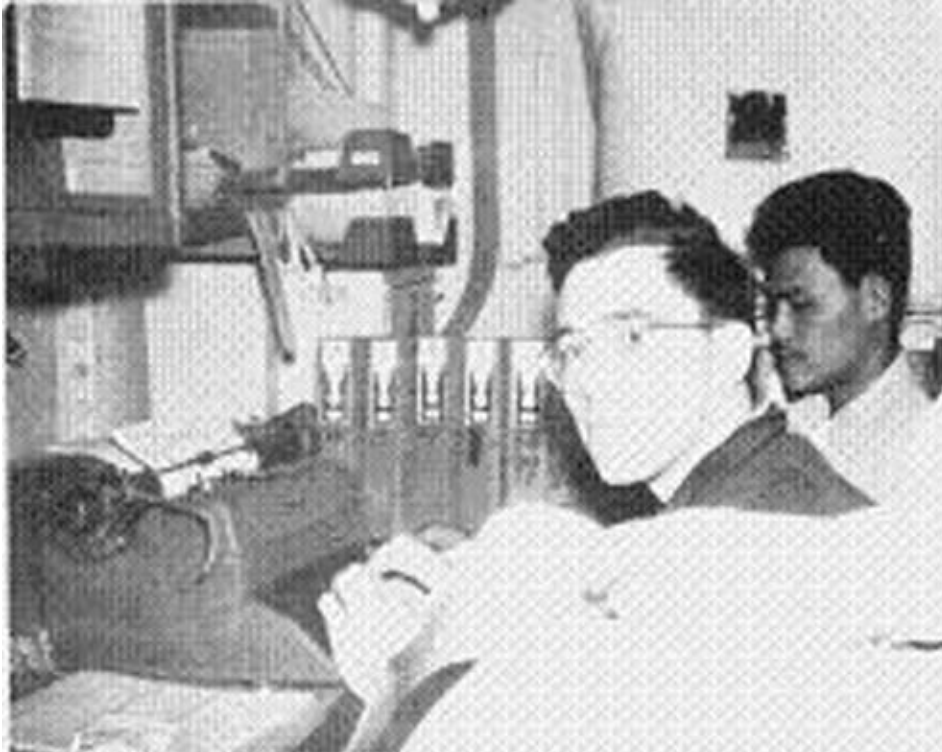


Figure 45: Operations Office, 1956–57. BNHPA, "Mediterranean Cruise, USS *Cassin Young*," Box 182.

The Booklets of General Plans from 1955 and 1957 indicated that the compartment was laid out much as it is today, but with the addition of a table and file cabinet at the aft end of the compartment. A piece of furniture, probably annotated as a Key Locker, was on the port side of the compartment.¹¹³ In the 1958 General Plan the compartment was shown as vacant and called the "Operations Office," whereas it was labeled "Supply Office" in 1955 and 1957. It is not clear what this 1958 change indicated, but it seems unlikely that this compartment was actually vacant and empty in 1958. For purposes of this HFR, then, it is recommend-

ed to present the space as documented in the slightly earlier General Plans, with the additional corroborating evidence provided in Figure 45, a 1956–57 photograph of the compartment.

The only other evidence pertaining to *Cassin Young*'s Operations Office came from the tender's work orders, which indicated ongoing mechanical problems with the typewriter in the office¹¹⁴ and a 1960 memo that listed an adding machine and a "calculating" machine for the Supply Office.¹¹⁵

Operations Office Figure: 45

¹¹² "Supply Department Order No. 3," 4400, Supply Department Orders, 1958, RG 3, Box 60, Folder 7, BNHPA.

¹¹³ The annotation on the General Plans appears to read "KEY LKR."

¹¹⁴ Both Royal and Remington typewriters were recorded in these work orders. "Tender Work Orders," July 1, 1959 and August 5, 1959, 4235.2, RG 3, Boxes 50 and 59, Folder 10, BNHPA.

¹¹⁵ "Equipment Not Covered in Ship's Allowance List," April 15, 1960, 4441, Operational and Logistics Records, Box 62, Folder 12, BNHPA. The complete listings read: "Machine, Adding and Subtracting, 13 in. listing carriage" and "Machine Calculating, listing or non-listing, 8 or 10 columns."

List of Recommended Furnishings

Access to the Operations Office should continue to be limited because of the small size of the office and its portable furnishings. Looking across the barrier while in the Midships Passage, visitors can view the space quite well.

LOCATION	OBJECT	EVIDENCE	RECOMMENDATION
Overhead	Overhead lights, 2	Extant in compartment	Use extant objects.
Port	Key locker	Booklets 1955, 1957	Acquire
Starboard	Counter/desk	Extant in compartment	Use extant object.
	Cabinet, 2-door, on wall above desk	Extant in compartment	Use extant object.
	Clipboards, 2, with Operations Office papers, hanging on cabinet doors	Figure 45	Acquire.
	Shelves	Extant in compartment	Use extant objects.
	Supply Department Order and Organization Book, on shelf	Supply Dept. Orders, 1958, C 1678 4400, Box 60, folder 7, BNHPA; Figure 45 shows that shelf was <i>not</i> filled	Reproduce.
	Chairs, 2, at desk	Extant in compartment	Use extant objects.
	Typewriter, on desk	Extant in compartment; Figure 45	Use extant object; remove 1 typewriter.
	Adding machine, on desk	1960 memo	Acquire based on 1960 specifications.
	Plan of the Day, in typewriter	Appropriate furnishing for office	Reproduce based on Plan of Day, 1959, 5000.4 Box 81, folder 8, BNHPA.
	Stamps rack and rubber stamps, on desk	Appropriate furnishing for office	Acquire.
	Typewriter eraser, on desk	Appropriate furnishing for office	Acquire.
	Letter trays, 2, with papers, on aft control box	Figure 45	Acquire.
Aft	Table	Booklets 1955 and 1957; Figure 45	Acquire.
	Calculating machine, on table	1960 memo	Acquire based on 1960 specifications.
	Notebooks, COSAL¹¹⁶, on table	Figure 45	Reproduce.
	File cabinet	Booklets 1955 and 1957	Based on available space, acquire 2- or 3-drawer cabinet, or cabinet for index or COSAL punch cards.
	Vent exhaust system	Extant in compartment	Use extant object.
	Control box	Extant in compartment	Use extant object.

116 Coordinating Shipboard Allowance List.

Quarterdeck and Other Deck Spaces

List of Recommended Furnishings

To be consistent with the 1958 period of interpretation and furnishing of *Cassin Young*, a number of items on the Main Deck need to be removed and/or replaced (see *Suggestions for Future Research*).

Ammunition Handling Room

Compartment Use, History, and Furnishings

There were five 5-inch gun mounts on *Cassin Young*, and on the deck below each mount was that gun's Ammunition Handling Room. When at General Quarters, these compartments were each manned with seven crew, working in close quarters to load projectiles and powder for the guns. This type of five-inch gun mount was introduced to the U.S. Navy in the late 1930s. In these mounts the shell and powder hoists to the gun were incorporated on its axis. Ready service projectiles and powder were kept in the Ammunition Handling Room, but these could be used rapidly. Additional ammunition was kept in separate magazines in the lowest depths of the ship, where it would be protected from the enemy's fire. Crews in the magazines fed the shells and powder into hoists that lifted them to the Handling Rooms where additional men transferred the rounds into the shell and powder hoists that then lifted the rounds into the guns. This loading system made it possible to enclose the mounts because rounds did not have to be handed to the loaders from outside the mount itself.

To ensure that the round exploded when it was supposed to, the gunfire computer set the fuzes to detonate the round after a certain amount of time. In *Cassin Young* gun mounts the fuzes could be set in the hoist while the round was on its way to the gun.

Ammunition Handling Room Figures: None

List of Recommended Furnishings

While in the Charlestown Navy Yard there would not have been any ammunition on board *Cassin Young*. For our current purposes of interpreting the appearance and function of the destroyer, however, this report recommends furnishing the centrally located Mount 53 Ammunition Handling Room so as to give the public a better understanding of how the ship looked and was used. Park interpreters will want to point this out to the public.

LOCATION	OBJECT	EVIDENCE	RECOMMENDATION
Overhead	Overhead lights, 4	Extant in compartment	Use extant objects.
Port	Vent set	Extant in compartment	Use extant object.
	Check-off list	Hardware extant in compartment	Reproduce list, 8-1/2 × 11".
	Projectile rack , stocked with powder casings	Extant in compartment	Extant rack remains; acquire powder casings and relocate materials presently stored here to Building 107.
	Vent set	Extant in compartment	Use extant object.
Starboard	Vent set	Extant in compartment	Use extant object.
	Switches and bell for hoist #3	Extant in compartment	Use extant objects.
	Phone , in bulkhead cradle	Extant in compartment	Use extant object.

LOCATION	OBJECT	EVIDENCE	RECOMMENDATION
	Projectile racks , stocked with projectiles	Extant in compartment	Extant racks remain; acquire projectiles.
	Storage container , with moveable square panels	Extant in compartment	Use extant object.
	Vent set	Extant in compartment	Use extant object.
	Switches , overhead lights	Extant in compartment	Use extant objects.
Mid-compartment	Hoist to turret No. 3, with 2 projectiles	Extant in compartment	Use extant objects.
Forward bulkhead	Heater	Extant in compartment	Use extant object.
	Rack for cable	Extant in compartment	Use extant object.
	Emergency power cables on rack	Extant hardware	Acquire or reproduce.
	Riser terminal	Extant in compartment	Use extant object.
	Battle lantern	Extant in compartment	Use extant object.
Aft bulkhead	Sprinkler	Extant in compartment	Use extant object.
	Fire extinguisher rack	Extant in compartment	Use extant object.
	3-bracket arrangement , large, graduated	Extant in compartment	Use extant object.

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Passage B-111ALM

List of Recommended Furnishings

LOCATION	OBJECT	EVIDENCE	RECOMMENDATION
Overhead	Overhead lamps , 2	Extant in compartment	Use extant objects.
	Emergency light , red	Extant in compartment	Use extant object.
Port	Heater	Extant in compartment	Use extant object.
	Transformer	Extant in compartment	Use extant object.
Starboard	Vent set	Extant in compartment	Use extant object.
Forward	Control box	Extant in compartment	Use extant object.
	Sprinkler control glass and dial	Extant in compartment	Use extant object.
	Mount and riser cables	Extant in compartment	Acquire 1 riser switch. Use extant cables.
	Riser terminal	Extant in compartment	Use extant object.
	Submersible pump connections	Extant in compartment	Use extant objects.
	Switchboard	Extant in compartment	Use extant object.
Aft	Ammunition hoist	Extant in compartment	Use extant object.

LOCATION	OBJECT	EVIDENCE	RECOMMENDATION
	Reproducer	Extant in compartment	Use extant object.
	Circular socket	Extant in compartment	Use extant object.
	Storage cupboard , 2-door, metal	Extant in compartment	Use extant object.
	Transformers , 3, over cupboard	Extant in compartment	Use extant objects.
	Hoist control switch	Extant in compartment	Use extant object.
	Fuse box	Extant in compartment	Use extant object.

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Crew's Washroom and WC

Compartment Use, History, and Furnishings

The crew's Main Deck Washroom and WC was one of four such spaces for crew on *Cassin Young*. As the General Plans showed, there were two adjoining Washrooms and two adjoining WCs. The Washrooms contained banks of sinks and mirrors—11 in the port side compartment and 6 in the starboard side compartment—and 2 shower stalls.

There was not much privacy on board ship, particularly at the time *Cassin Young* was commissioned. The enlisted men's toilets were a trough with water running along it and wood slats for the men to sit on. The WCs were modernized in 1958 when the three, three-man trough toilets were replaced with nine individual toilets; major plumbing work accompanied this change, and new "neoprene terrazzo" flooring was laid.¹¹⁷

Crew's Washroom and WC Figures: None

List of Recommended Furnishings

These compartments presently contain the ship's heating system and provide storage for paint and other maintenance supplies. This plan recommends that an alternative location be found for the supply items so that the WCs may be restored and viewed. Additionally, in the Washroom the five sinks along the port bulkhead are extant so that side of the compartment can be restored to its original appearance. If it is possible to relocate the entire heat plant, then the entire port side compartment could be historically furnished and left open to the public for self-guiding tours.

The Ammunition Handling Room for gun No. 54 is immediately aft of the Crew's WC; this is also directly above the aft Crew Berthing compartments on the First Platform. To help visitors understand the proximity between aft Crew Berthing and the WC they used up on the Main Deck, it is recommended that Ammunition Handling Room No. 54 be open to the public, thus allowing the path the crew took to be visible. Building 109 has housed an exhibition about *Cassin Young* in recent years, but this building will no longer be available as exhibition space. Handling Room No. 54 can house traditional museum exhibitions, so as to provide interpretive exhibition space on the Main Deck of the destroyer.

¹¹⁷ The Records of Overhaul noted: "rip out and junk the 3-man troughs in WC, together with the soil drain deck fittings and branched section of the drain main, prep to laying out individual shock-proof WC units. . . . clean deck and prep and install neoprene terrazzo covering. . . . fabricate and install sanitary partitions to suit no. of WCs." "Job Order," August 15, 1958, 4700.2, Records of Overhaul, RG 3, Part 3/4, Box 75, Folder 2, BNHPA. Also see "Booklets of General Plans," 1955, 1957, 1958, plate 7, BNHPA.

LOCATION	OBJECT	EVIDENCE	RECOMMENDATION
Washroom-Overhead	Overhead lights, 9	Extant in compartment	Use extant objects.
	Emergency light, red, 1	Extant in compartment	Use extant object.
Port	Sinks, 5	Extant in compartment	Use extant objects.
	Bar of soap, at each sink	Standard furnishing for a bathroom	Acquire.
	Hand towels, at each sink	Standard furnishing for a bathroom	Acquire.
	Mirrors, 5	Extant in compartment	Use extant objects.
	Heater	Extant in compartment	Use extant object.
	Showers, 2	Booklets 1955, 1957, 1958	Restore to 1958 appearance.
Forward bulkhead	Switch boxes	Extant in compartment	Use extant objects.
	Hot water heater control	Extant in compartment	Use extant object.
	Circular socket	Extant in compartment	Use extant object.
Aft bulkhead	Reproducer	Extant in compartment	Use extant object.
	Sprinkler controls and gauges	Extant in compartment	Use extant objects.
WC	Toilets, 9, with partitions	Booklets 1958; Records of Overhaul, Aug. 1958	Restore and reproduce as necessary.
	Neoprene terrazzo flooring	Records of Overhaul, Aug. 1958	Reproduce.

First Platform

Windlass Room

Compartment Use, History, and Furnishings

The Windlass Room, at the forward end of the First Platform, contained all manner of windlass apparatus used for lifting and hauling materials for *Cassin Young*. The 1955, 1957, and 1958 Booklets of General Plans indicated no change in the appearance of this compartment, and no other evidence related to the Windlass Room has been found.

Windlass Room Figures: None

List of Recommended Furnishings

See the section “*Suggestions for Future Research*” for ideas to flesh out the historic furnishings of this compartment. The areas that appear to need furnishings have been boldfaced and italicized in the list that follows and were beyond the scope of this HFR.

LOCATION	OBJECT	EVIDENCE	RECOMMENDATION
Overhead	Overhead lamps, 4	Extant in compartment	Use extant objects.
	Windlass apparatus	Extant in compartment	Use extant object.
Forward bulkhead	Switches	Extant in compartment	Use extant objects.
	Speaker	Extant in compartment	Use extant object.
Starboard	Storage area with mesh doors	Extant in compartment	Use extant object.
	<i>Need to specify items kept in this area that would be visible to public.</i>		
	Red and green boxes mounted on bulkhead	Extant in compartment	Use extant objects.
	Radiator	Extant in compartment	Use extant object.
	Condition check-off list	Extant in compartment	Use extant object.
Port	Storage areas with mesh doors, shelves inside	Extant in compartment	Use extant objects.
	<i>Need to specify items kept on these shelves that would be visible to public.</i>		
	Anchor windlass operating and lubricating diagrams	Extant in compartment	Use extant objects.
	Shelves, along bulkhead	Extant in compartment	Use extant objects.
	<i>Need to specify items kept on these shelves that would be visible to public.</i>		
	Steel mesh closet	Extant in compartment	Use extant object.
	<i>Need to specify items kept in this area that would be visible to public.</i>		

LOCATION	OBJECT	EVIDENCE	RECOMMENDATION
Mid-compartment	Metal box , mounted forward	Extant in compartment	Use extant object.
	Motor control box for windlass	Extant in compartment	Use extant object.
	Artificial respiration instructions (philnavshyd)	Extant in compartment	Use extant object.
	Form “In Case of Electric Shock,” taped to windlass	Extant in compartment	Use extant object.
Aft	Windlass	Extant in compartment	Use extant object.
	Battle lantern	Extant in compartment	Use extant object.
	Switches	Extant in compartment	Use extant objects.
	Submersible pump connections	Extant in compartment	Use extant objects.
	Motor control	Extant in compartment	Use extant object.

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Passage A-203-2L

The only “furnishing” in this passageway between the Windlass Room, the CPO Mess, and the Crew’s Head was a compartment check-off list.

CPO Mess

Compartment Use, History, and Furnishings

The CPO Mess, like the Wardroom Mess for the ship’s officers, served as a private dining and meeting room for the Chief Petty Officers on *Cassin Young*. Just forward of their berthing, the CPOs’ long and loyal service was recognized by accommodations, which, while not luxurious, were a considerable step above those of the lower ratings. CPOs had their own mess area and mess cooks to help prepare and serve their food. Young sailors—seamen or firemen—were assigned to the chiefs’ quarters on a rotating basis. The CPOs did not have to stand in line for meals, and so they ate from plates, not trays.

During the day a chief could always get a cup of coffee in the mess, and in addition to its use as a dining room, the chiefs’ mess was also their lounge, a place to relax. In the evening they might show a movie, or in port, watch television. Their in-depth knowledge of their specialties, their leadership qualities, and their key position between the crew as a whole and the officers made CPOs vitally important to the smooth running of the ship. A significant mark of respect awarded to a junior officer was to be invited to the chiefs’ mess to share a cup of coffee while talking over the affairs of the division or department.

The original appearance of *Cassin Young*’s CPO Mess is not documented, however, it is known that at least two distinct remodelings of the compartment occurred—one in 1955 and the other just two years later. Because the original General Plans as well as those from the 1953 overhaul have not been located, the nature of the changes in 1955 is not clear, but more than \$10,000 worth of work was undertaken to “rearrange” the mess at this time. In all likelihood this included the installation of “Meredith-type” mess arrangements.¹¹⁸ In 1957

118 A “habitability improvement . . . rearrange CPO Mess” with a “material charge” of \$1,887 and a total cost of \$10,073 was noted for the 1955 overhaul. “Departure Report Alterations,” 4700.2, Departure Report Alterations, 1955, RG 3, Box 74, Folder 9, sheet 13/23, BNHPA. The reference to “Meredith type” mess arrangements may be found in “Completed Ship Alterations,” March 17, 1955, 9020.2, Completed Ship Alterations, 1954–59, RG 3, Box 113, Folder 20, BNHPA. For additional information on “Meredith” improvements see footnote 91.

the CPO Mess again saw change, this time driven by the enlargement of the Crew's Head, just forward of the CPO Mess on its starboard side. At this time the CPO Mess lost roughly 1/5 of its space in the forward area, starboard side. As comparison of the Booklets of General Plans from 1955 and 1957 shows, the refrigerator had to be relocated from its aft location to its present forward spot, and the sink and counter were relocated, with the loss of some counter and storage space.

CPO Mess Figures: None

List of Recommended Furnishings

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LOCATION	OBJECT	EVIDENCE	RECOMMENDATION
Overhead	Fluorescent lights , 6	Extant in compartment	Use extant objects.
	Lamp , red, 1	Extant in compartment	Use extant object.
Forward bulkhead	Water cooler	Extant in compartment; Booklets 1955, 1957, 1958	Use extant object; replace missing hardware.
	Battle lantern	Extant in compartment	Use extant object.
	Reproducer	Extant in compartment	Use extant object.
	Refrigerator	Extant in compartment; Booklets 1957, 1958	Use extant object.
Starboard bulkhead	Bulletin board	Extant in compartment	Use extant object; reproduce and post announcements, etc., as appropriate.
	Magazine rack with magazines such as <i>Time</i> , <i>Life</i> , <i>Navy Times</i> , <i>All Hands</i> , <i>Reader's Digest</i>	Rack extant in compartment; 6/8/02 Hooper to Heald e-mail	Acquire magazines (rack has 6 levels, 29 inches wide).
	Coffee stand	Extant in compartment	Use extant object.
	Coffee pot and 2-burner warmer , on coffee shelf	Standard furnishing for CPO Mess	Acquire.
	Breadbox	Extant in compartment	Use extant object.
	2-door cabinet	Booklets 1957 and 1958	Use extant object.
	Utensil tray	Extant in compartment	Use extant object.
	Glass tray	Extant in compartment	Use extant object.
	Glasses , in glass tray	Standard furnishing for CPO Mess	Acquire.
	Counter	Booklets 1957, 1958	Use extant object.
	Sink	Booklets 1957, 1958	Use extant object.
	Paper towel dispenser	Extant in compartment	Use extant object.
Port	Curtains , along port bulkhead	Standard furnishing for CPO Mess	Reproduce.
	Benches , 2, booth-style, upholstered with green Naugahyde	Extant in compartment; Booklets 1955, 1957, 1958	Use extant objects.
	Table	Extant in compartment; Booklets 1955, 1957, 1958	Use extant object.
	Side chair , along aft side of table, with green Naugahyde upholstery	6/10/02 Hooper to Heald e-mail	Acquire.

LOCATION	OBJECT	EVIDENCE	RECOMMENDATION
Aft	CPO wardrobe	Booklets 1955, 1957, 1958	Extant in compartment.
	Counter	Extant in compartment; Booklets 1957, 1958	Use extant object.
	Dish rack	Extant in compartment	Use extant object.
	Dishes , stacked in rack	Standard furnishing for CPO Mess	Acquire (china with an anchor and "USN" top mark on back was pattern used in World War II and on <i>Cassin Young</i> in 1950s).
	Stove/hotplate	Extant in compartment	Use extant object.
	Fan	Extant in compartment	Use extant object.
	Circular socket	Extant in compartment	Use extant object.
	Fluorescent lights , 2	Extant in compartment	Use extant objects.
	Speaker/amplifier	Extant in compartment	Use extant object.
	Radio receiver	Extant in compartment	Use extant object.
	Television on corner shelf	Standard furnishing for CPO Mess	Acquire.
	Bench , booth-style, upholstered with green Naugahyde	Extant in compartment; Booklets 1955, 1957, 1958	Use extant object.
	Table, with open manual , and 2 coffee cups and saucers	Table extant in compartment; other items are likely furnishings for interpretive scenario	Determine correct pattern for 1958. Acquire anchor pattern or use square knot pattern cups and saucers; reproduce manual.
	Side chairs , 2, with green Naugahyde upholstery	6/10/02 Hooper to Heald e-mail	Acquire or reproduce.
	Emergency lamp , red	Extant in compartment	Use extant object.
	"Butt" can , wall-mounted by bulkhead hatch	Physical evidence extant in compartment; Figures 15 and 63	Acquire or reproduce.

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CPO Berthing

Compartment Use, History, and Furnishings

Befitting their status between the enlisted ratings and officers, chiefs' berthing accommodations were a blend of enlisted and officers. Chiefs did not have the privacy of the officers, but they had somewhat more space than crew members and shared their space with considerably fewer men. Additionally, because their uniforms were not compatible with the type of storage required of the other enlisted men, CPOs required upright lockers where caps and coats could be hung.

Very few furnishings changes appear to have taken place in the CPO Berthing Compartments on *Cassin Young*. Comparison of the 1955, 1957, and 1958 Booklets of General Plans indicates that just one of the three forward bunks in the starboard compartment was removed in 1957. There are individual bunk lights in these compartments today, and they may well have been introduced in 1954 when bunk lights at unspecified locations were added on *Cassin Young*,¹¹⁹ or perhaps in 1957 when "improvements" were made to CPO Country.

119 "Completed Ship Alterations," April 27, 1954, 9020.2, Completed Ship Alterations, 1954-59, RG 3, Box 113, Folder 20, BNHPA.

These later changes may also have included changes in flooring, but they may have just been the changes in the CPO Mess due to the enlargement of the Crew's WC.¹²⁰

CPO Berthing Figures: None

List of Recommended Furnishings

CPO Berthing (port)

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LOCATION	OBJECT	EVIDENCE	RECOMMENDATION
Overhead	Overhead lamps, 2	Extant in compartment	Use extant objects.
Forward bulkhead	Locker, upright	Extant in compartment; Booklets 1955, 1957, 1958	Use extant object.
Aft	Locker, upright	Extant in compartment; Booklets 1955, 1957, 1958	Use extant object.
	Emergency lamp, red	Extant in compartment	Use extant object.
	Battle lantern	Extant in compartment	Use extant object.
	Circular socket	Extant in compartment	Use extant object.
Port	Bunks, 6	Extant in compartment; Booklets 1955, 1957, 1958	Use extant objects.
	Mattress cover, top sheet, pillow, pillow case, blanket, 6 of each for 6 bunks	Standard bunk furnishings	Acquire.
Starboard	Lockers, upright, 4	Extant in compartment; Booklets 1955, 1957, 1958	Use extant objects.

CPO Berthing (starboard)

LOCATION	OBJECT	EVIDENCE	RECOMMENDATION
Overhead	Overhead lamps, 3	Extant in compartment	Use extant objects.
Port	Lockers, upright, 6	Extant in compartment; Booklets 1955, 1957, 1958	Use extant objects.
	Emergency lamp, red	Extant in compartment	Use extant object.
	Battle lantern	Extant in compartment	Use extant object.
	Circular socket	Extant in compartment	Use extant object.
Starboard	Bunks, 8	Extant in compartment; Booklets 1955, 1957, 1958	Use extant objects; remove 1 of the 3 forward bunks.
	Mattress cover, top sheet, pillow, pillow case, blanket, 8 of each for 8 bunks	Standard bunk furnishings	Acquire.
Forward bulkhead	Locker, upright, 1	Extant in compartment; Booklets 1955, 1957, 1958	Use extant object.
	Lamp, wall, for top bunk	Extant in compartment	Use extant object.

120 In November 1957 it was noted: "enlarge crew's forward WR-WC space and improve CPO Country." "Completed Ship Alterations," November 6, 1957, 9020.2, Completed Ship Alterations, 1954-59, RG 3, Box 113, Folder 20, BNHPA.

LOCATION	OBJECT	EVIDENCE	RECOMMENDATION
Aft	Lockers , upright, 3	Extant in compartment; Booklets 1955, 1957, 1958	Use extant objects.
	CPO uniforms, on hangers in 1 locker ¹²¹		Replace door of 1 locker with Plexiglas; acquire and hang uniforms in locker.

CPO Head

Compartment Use, History, and Furnishings

Located adjoining the CPO Berthing Compartments, it is not known if the CPO's Head was modified at all prior to 1955. The CPO Head saw no major changes between 1955 and 1958, however, a new deck was installed in its 1958 overhaul.¹²²

CPO Head Figures: None

List of Recommended Furnishings

LOCATION	OBJECT	EVIDENCE	RECOMMENDATION
Overhead	Overhead lamp , 1	Extant in compartment	Use extant object.
Forward bulkhead	Shower	Extant in compartment; Booklets 1955, 1957, 1958	Use extant object.
	Shower curtain	Standard furnishing for shower	Acquire.
Aft	Urinal	Extant in compartment; Booklets 1955, 1957, 1958	Use extant object.
	Sinks , 2	Extant in compartment; Booklets 1955, 1957, 1958	Use extant objects.
	Towel dispenser	Extant in compartment	Use extant object.
	Metal box	Extant in compartment	Use extant object.
Port	Toilets , 2	Extant in compartment; Booklets 1955, 1957, 1958	Use extant objects.
Starboard	Condition check-off list	Extant in compartment	Use extant object.
	Operating instructions for sprinklers	Extant in compartment	Use extant object.

¹²¹ It does not matter which rating is shown on the sleeve because all chiefs lived together. All of the uniforms in the locker should bear the same rate and rating insignia, however.

¹²² "Job Order," September 19, 1958, 4700.2, Records of Overhaul, 1958, USS *Cassin Young* Operational Archives, RG 3, Part 2/4, Box 75, Folder 1, BNHPA.

Passage A-204-1LM

List of Recommended Furnishings

LOCATION	OBJECT	EVIDENCE	RECOMMENDATION
Overhead	Overhead lamp, 1	Extant in compartment	Use extant object.
	Emergency lamp, red, 1	Extant in compartment	Use extant object.
Forward bulkhead	Submersible pump connections	Extant in compartment	Use extant object.
Aft	Fire hose	Extant in compartment	Use extant object.
Port	Condition check-off list	Extant in compartment	Use extant object.
	Speaker/amplifier	Extant in compartment	Use extant object.

Mount 51 5-Inch Ammunition Handling Room

Compartment Use, History, and Furnishings

(See Main Deck 5-Inch Guns, p. 66; ammunition came up from the handling room to the gun above.)

List of Recommended Furnishings

LOCATION	OBJECT	EVIDENCE	RECOMMENDATION
Overhead	Overhead lamp, 1	Extant in compartment	Use extant object.
	Emergency lamp, red, 1	Extant in compartment	Use extant object.
Forward bulkhead	Sign, "Safety Precautions—Magazines & Handling Rooms"	Extant in compartment	Use extant object.
	Operating instructions, "5" .38-Caliber Handling Room Crew"	Extant in compartment	Use extant object.
	Heater	Extant in compartment	Use extant object.
Aft	Projectile holder	Extant in compartment	Use extant object.
	Ammunition hoist	Extant in compartment	Use extant object.
	Hoist controls	Extant in compartment	Use extant objects.
	Switches	Extant in compartment	Use extant objects.
	Heater	Extant in compartment	Use extant object.
Port	Rack for powder canisters	Extant in compartment	Use extant object.
	Projectile holders (2 tiers)	Extant in compartment	Use extant objects.
Starboard	Projectile holders	Extant in compartment	Use extant objects.
	Battle lantern	Extant in compartment	Use extant object.
	Condition check-off list	Extant in compartment	Use extant object.

Compartment Use, History, and Furnishings

Although most of the Officers' Staterooms were not large, they at least afforded a small amount of privacy. A curtain (Figures 47 and 48) could be closed at night to cut off the light from the passageway. On the bulkheads outside the Staterooms of *Cassin Young*, slots were provided to hold the resident officers' calling cards, a convenient way to identify who lived where. As with the rest of the ship, the accommodations were spartan; there was not room to leave papers or clothing lying about. Each side of the central passageway in Officer's Country was lined with Staterooms.

Officers' Staterooms contained not only living accommodations, such as a bed, bureau, and wardrobe, but were also fitted out for work. Among other types of paperwork generated in these compartments, a World War II veteran recalled that it was here that officers read and censored crew members' correspondence, ensuring that no secret information was publicly released.¹²³ Each officer had a desk and a safe in which were kept confidential papers and manuals, and in some instances, a .45-caliber automatic pistol. The Supply Officer, for instance, wore a pistol on paydays to protect the cash. Generally two men lived in each room, but the rooms could be augmented with an additional bunk that was like one of the crews' bunks and was fitted above the upper permanent bunk.

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Figure 46: Officer at typewriter in Stateroom, 1956. BNHPA, "Mediterranean Cruise," Box 182, folder 5.



Figure 47: Officer at Stateroom door, 1956. BNHPA, "Mediterranean Cruise," Box 182, folder 5.

¹²³ Dave O'Connell, interview by Francy Bockhoven, May 29, 1980, transcript, 18–19, BNHPA.



Figure 48: Officer at desk in Stateroom, 1956. BNHPA, “Mediterranean Cruise,” Box 182, folder 5.



Figure 49: Officer seated in Stateroom, 1956. BNHPA, “Mediterranean Cruise,” Box 182, folder 5.

Stewards were responsible for making the officers’ beds on a daily basis, and this was usually done immediately after breakfast. The Navy of the 1950s was still quite segregated, and the stewards’ rating was largely filled with African Americans and Filipinos. They prepared and served the meals for the officers, made the bunks up daily, and took care of the officers’ laundry.

Originally, all *Cassin Young* Staterooms were outfitted with a “chiffonier with locker and writing shelf” supplied by the same company that supplied the furniture in the Wardroom Stateroom and the Captain’s Cabin.¹²⁴ Although these pieces were slated for replacement in 1958, this did not actually take place and the original chests of drawers remain.¹²⁵

¹²⁴ “Design and Construction Records,” April 13, 1943, 3450, RG 3, “S” Map Case 14, Drawer 1, Folder 3, Sheet 5-101, BNHPA.

¹²⁵ Measurement of the extant chests confirms that they are the same size as the 1943 ones. Further, the 1958 Records of Overhaul noted the “Substitution of secretary bureaus for chiffoniers in officer staterooms,” as “Uncompleted Approved Deslant Class Items,” June 7, 1958, 4700.2, Records of Overhaul, 1958, RG 3, 1/ 4, Box 74, Folder 13, BNHPA.



Figure 50: Officer standing in Stateroom, 1956. BNHPA, “Mediterranean Cruise,” Box 182, folder 5.

Wardroom Stateroom Figures: Figures 47–50 show other Officers’ Staterooms on Cassin Young; Figure 46 is Wardroom Stateroom 203.

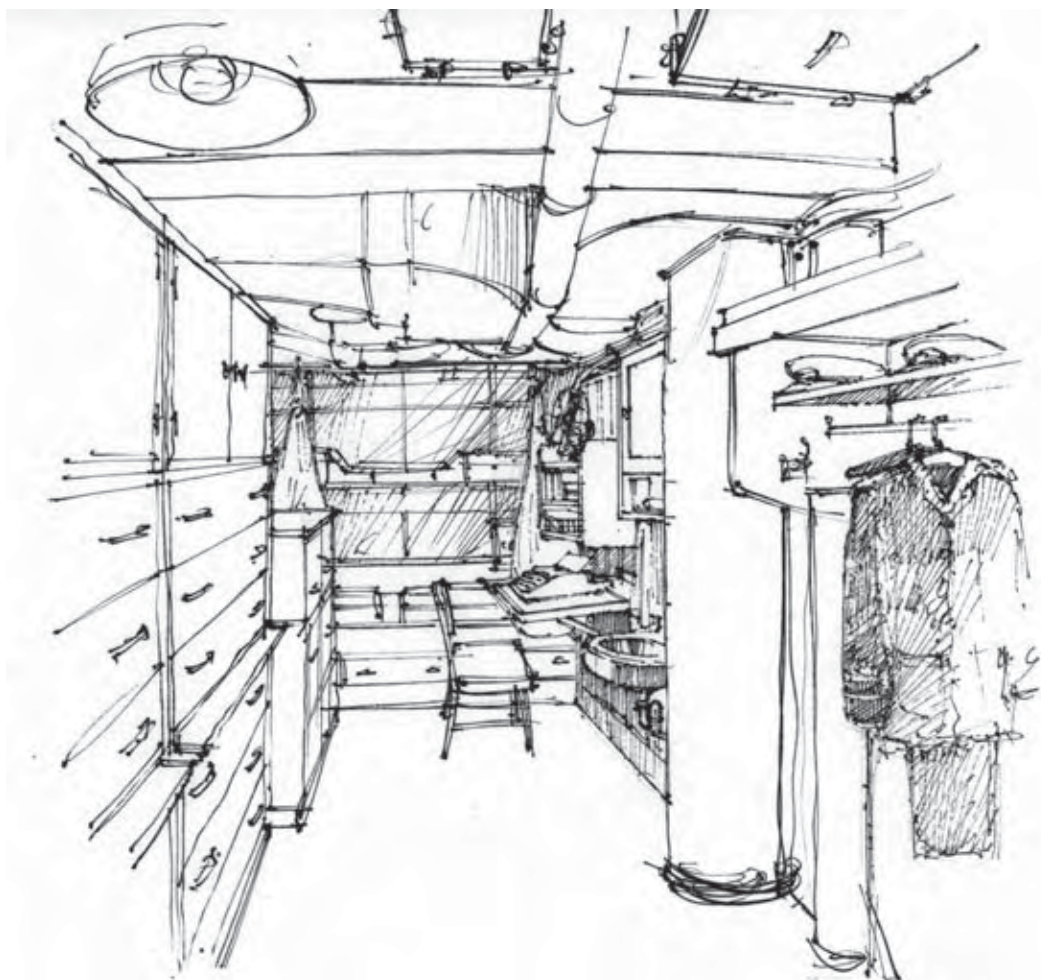


Figure 51 Wardroom Stateroom (203) as it will appear after refurnishing to 1958. Illustration by Steven N. Patricia.

List of Recommended Furnishings

LOCATION	OBJECT	EVIDENCE	RECOMMENDATION
Overhead	Overhead lamps, 2	Extant in compartment	Use extant objects.
Port	Thermometer	Extant in compartment	Use extant object.
	Portiere , in door to passage	Extant hardware in compartment; 3 Figures 42 and 4	Acquire reproduction.
Starboard	Bunks, 2	Booklets 1955, 1957, 1958; Figures 46 and 48–50	Use extant objects.
	Mattresses, pillows, blankets, mattress covers, top sheets, and bed spreads, 2 of each ¹²⁶	Figures 46 and 48–50	Acquire reproductions.
	Fan , wall-mounted	Figure 50	Acquire or reproduce.
	Safe , combination	Extant in compartment; Figure 50	Use extant object.

¹²⁶ Use a light blue woven bedspread with a lighter blue, or off-white, stripe, approximately 1 inch wide, running from head to foot; in the middle of the spread was a circle of the same lighter color with a fouled anchor design in the middle. The blanket should be folded at the foot of the bunk.

LOCATION	OBJECT	EVIDENCE	RECOMMENDATION
	Laundry bags , 2, on hooks by top bunk	Figure 46	Acquire.
Forward	Bunk lamps , 2	Extant in compartment	Use extant objects.
	File cabinet , 4-drawer, atop double-door cabinet	Booklets 1955, 1957, 1958	Use extant object.
	Chests , 6-drawer with pull-out writing shelves and lockers above, 2	Booklets 1955, 1957, 1958; Figures 49 and 50	Use extant objects.
Aft	Clothing rack , hooks and shelf	Extant in compartment; Booklets 1955, 1957, 1958	Use extant objects.
114	Service dress blue, service dress white, service dress khaki, bridge coat, khaki trench coat , 2 sets for each officer ¹²⁷	Figure 49; standard furnishing for Officers' Stateroom	Acquire or reproduce.
	Caps , on shelf, 2 each for each officer ¹²⁸	Figure 49; standard furnishing for Officers' Stateroom	Acquire or reproduce.
	Shoes , 6 pair, black, khaki, and white, on deck below hanging clothes	Figure 49; standard furnishing for Officers' Stateroom	Acquire or reproduce.
	Sink	Booklets 1955, 1957, 1958; Figure 46	Use extant object.
	Mirror and cabinet , over sink	Booklets 1955, 1957, 1958	Use extant objects.
	Soap, toothpaste, and glass in holder	Standard furnishings for Officers' Stateroom	Acquire.
	Towel	Figure 46	Acquire.
	Desk , fold-down	Booklets 1955, 1957, 1958; Figures 46 and 50	Use extant object.
	Typewriter , portable, and paper	Figures 46 and 48	Acquire.
	Bookshelf	Extant in compartment; Booklets 1955, 1957, 1958	Use extant object.
	Technical manuals, paperback novels , 3 or 4 of each on bookshelf	Figure 46; standard furnishing for Officers' Stateroom	Acquire.
	Wire letter trays , 2, in lower shelf above desk	Figures 46 and 50	Acquire.
	Papers , on bookshelf and in letter trays	Figures 46 and 48	Acquire.
	Armchair , at desk	Figures 48 and 49	Acquire.

127 The insignia should be that of ensigns and lieutenants (junior grade).

128 The cap cover could be changed according to the season or the prescribed uniform: blue and khaki in the winter, white and khaki in the summer. The caps in the Staterooms should be changed seasonally also. In the winter the officers and chiefs wore a blue cap cover with their blue uniforms. There would also be a khaki cover for the times when a wash khaki working uniform was worn.

Executive Officer's Stateroom (208)

Compartment Use, History, and Furnishings

During wartime the Executive Officer shared this compartment with the ship's doctor. By the 1950s, however, the Executive Officer was one of the few people on board who had the luxury of a private Stateroom, which was a little larger than that of other officers, as befit his rank and responsibility. The Executive Officer was the second in command of the ship and would replace the Captain if, for instance, he were killed in battle. The Executive Officer was the administrative officer of the ship and was in charge of the day-to-day operations, such as overseeing personnel matters, regulating leave and liberty, ensuring that all watch sections were manned, and running the Ship's Office. On a destroyer such as *Cassin Young*, the Executive Officer was also often the navigator. Although he was not a watch stander, he was up at dawn and at dusk to "shoot" the stars, or to get the altitude of the stars using a sextant. Even though there were electronic means of getting a navigational fix at sea, such as LORAN, the navigator verified the electronic readings by calculating his position using astronomical observation.

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The Executive Officer's Stateroom was furnished similarly to the junior officers' staterooms, as it too was used as an office. When the executive officer was working in the compartment, many personnel files in manila folders would have been out, but these were locked up when not in use and therefore not an appropriate furnishing for this study.

The Booklets of General Plans indicate that in 1955 there were two berths in this compartment and that one was removed in 1957. Then in 1958 the General Plans made note of a second berth again, "CPO over."

Like in the other Officers' Wardrooms the 1943 chifionnier was to be replaced in the 1958 overhaul; however, this was not a high enough priority and did not happen.¹²⁹

Executive Officer's Stateroom Figures: No specific photographs were found; Figures 46–50 provide good comparative evidence.

List of Recommended Furnishings

LOCATION	OBJECT	EVIDENCE	RECOMMENDATION
Overhead	Overhead lamp, 1	Extant in compartment	Use extant object.
Port	Bunk	Extant in compartment; Booklets 1955, 1957, 1958	Use extant object.
	Mattress, pillow, blanket, mattress cover, top sheet, and bed spread	Standard furnishing for Stateroom	Acquire.
	Wall light	Extant in compartment	Use extant object.
	Shelf	Extant in compartment	Use extant object.
	Books and manuals, on shelf; subject matter focusing on personnel and navigation	Standard furnishing for Stateroom	Acquire.

129 "Design and Construction Records," April 13, 1943, 3450, RG 3, "S" Map Case 14, Drawer 1, Folder 3, Sheet 5-101, BNHPA notes the original piece. Correspondence from 1958 indicates that it was not replaced. Commanding Officer, *Cassin Young*, to Commander, Boston Naval Shipyard, June 7, 1958, 4700.2, Records of Overhaul, 1958, RG 3, 1/4, Box 74, Folder 13, BNHPA.

LOCATION	OBJECT	EVIDENCE	RECOMMENDATION
Starboard	Desk	Booklets 1955, 1957, 1958	Use extant object.
	Plan of the Day , mimeographed, on desk	Standard furnishing for Stateroom	Reproduce.
	Pen , on desk	Standard furnishing for Stateroom	Acquire.
	Photograph , family members, in small easel frame on desk	Standard furnishing for Stateroom	Acquire and/or reproduce.
	Letter trays , wire, 3, and papers	Extant in compartment	Use extant objects; acquire papers.
	Armchair , at desk	Standard furnishing for desk	Use extant object; upholstery on chairs needs treatment or replacement.
	Phone	Extant in compartment	Use extant object.
	Desk lamp , wall-mounted	Extant in compartment	Use extant object.
	Switchboard lights	Extant in compartment	Use extant objects.
	Thermometer	Extant in compartment	Use extant object.
	Chest of drawers	Booklets 1955, 1957, 1958	Extant original object remains.
Forward	Sink , with mirror and cabinet	Booklets 1955, 1957, 1958	Use extant objects.
	Soap, toothpaste, and glass in holder	Standard furnishing for Stateroom	Acquire.
	Towel	Standard furnishing for Stateroom	Acquire.
Aft	Clothing rack, hooks, and shelf	Extant in compartment; Booklets 1955, 1957, 1958	Use extant objects.
	Service dress blue, service dress white, service dress khaki, bridge coat, khaki trench coat , 2 sets ¹³⁰	Figure 49; standard furnishing for Stateroom	Acquire or reproduce.
	Caps , on shelf, 3	Figure 49; standard furnishing for Stateroom	Acquire or reproduce.
	Shoes , 3 pair, black, khaki, and white, on deck below hanging clothes	Figure 49; standard furnishing for Stateroom	Acquire or reproduce.
	Bookshelf	Extant in compartment	Use extant object.
	Books and manuals in bookshelf; subject matter focusing on personnel and navigation	Standard furnishing for Stateroom	Acquire or reproduce.
	Log desk , wall-mounted	Booklets 1955, 1957, 1958	Use extant object.
	File cabinet , 1-drawer, in corner next to desk	Booklets 1955, 1957, 1958	Use extant object.

¹³⁰ These uniforms would have the rank of a lieutenant commander with two wide and one narrow stripe or the gold oak leaf.

Passage A-205L

List of Recommended Furnishings

This is the passage in Officer's Country, into which all of the Officers' Staterooms opened.

LOCATION	OBJECT	EVIDENCE	RECOMMENDATION
Overhead	Overhead lamps, 2	Extant in compartment	Use extant objects.
Port	Circular socket	Extant in compartment	Use extant object.
	Condition check-off list	Extant in compartment	Use extant object.
	Emergency lamp, red	Extant in compartment	Use extant object.
Starboard	Mailbox	Extant in compartment	Use extant object.
	Condition check-off list	Extant in compartment	Use extant object.
	Water cooler	Extant in compartment	Use extant object.
Forward	Emergency lamp, red	Extant in compartment	Use extant object.
	Battle lantern	Hardware extant in compartment	Acquire or reproduce.
	Calling cards, officers', in sleeves on walls outside Staterooms	Hardware extant in compartment	Reproduce.

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Engineer's Stateroom (207)

Compartment Use, History, and Furnishings

The Engineer Officer was the only officer, except for the Captain and Executive Officer, who had a telephone—bunkside—in his Stateroom. This was needed because he was on call at all times in the event of an emergency. A casualty in the Engineering Department could threaten the ship itself. The Engineer had to be immediately available to the men of his department who were standing watches in the Engine Rooms and Fire Rooms. If there was a failure of any of the machinery, or a casualty, the Engineer Officer had to be on the scene immediately, working with his men to find the cause of the problem, and report the cause, status, and repercussions of the problem. The boilers provided all of the energy for operating the destroyer. Without the boilers, there was no electricity, no fresh water, no ventilation, and no power to move the ship. Indeed, even without a phone call, if the ship suddenly got quiet in the middle of the night, the Engineer woke up and knew there was a problem. As Mechanical Division Chief Engineer MacDougal recalled, the responsibility was always with him, and the fact that *Cassin Young* was an old ship by the late 1950s only multiplied the concern.

When you run out of fuel, the lights stop, everything! And you just float around in the dark. That was the single biggest fear of the chief engineer. . . . 'losing the load,' where you get some water into the turbine and you have to shut it down. . . . And that's why the phone was right by the bed there. It was a constant kind of black cloud that you had to deal with, with an old ship like this. And we lost oil a few times.¹³¹

Another unusual aspect of the Chief Engineer's Stateroom was its size. It would have been shared with one other relatively senior officer, but the spaciousness of the compartment was so that the Engineer could use his

131 MacDougal, interview, transcript, 23-24, BNHPA.

Stateroom as a branch office. This was likely the case during World War II when there was a large desk along the starboard side, but it appears that by the mid-1950s a table at the foot of the Engineer's berth served as the only work surface.¹³²

Chronology of Changes to the Engineer's Stateroom

- 1955—"Radar equipment MK.25 MOD.3 SER.395 Plans in OP.1845. compt A-206-1LC [Engineer's WRSR, (207)] FR. 64"¹³³

Wardroom Stateroom Figures: None

List of Recommended Furnishings

Drawing upon the General Plans for *Cassin Young*, this report recommends removing the large table on the starboard side of the compartment. In all likelihood, it was part of the National Park Service's original refurbishing of the destroyer and based upon the physical space of the compartment but not on primary evidence for the late 1950s period of interpretation.

The Stateroom would be furnished much like the Junior Officers' Stateroom and the Executive Officer's Stateroom. Rank insignia would be for a lieutenant or lieutenant (junior grade).

LOCATION	OBJECT	EVIDENCE	RECOMMENDATION
Overhead	Lamps, 2	Extant in compartment	Use extant objects.
Port	Bunks, 2	Extant in compartment	Use extant objects.
	Lockers, 3, under lower bunk	Extant in compartment	Use extant objects.
	Safe, wall-mounted, between feet of bunks	Extant in compartment	Use extant object.
	Storage rack, overhead, metal	Extant in compartment	Use extant object.
	Set of service dress blue, service dress white, service dress khaki, bridge coat, khaki trench coat, 2 sets for each officer	Figure 49; standard furnishing for Officers' Stateroom	Acquire or reproduce.
	Shoes, 3 pair, black, khaki, and white, on deck below hanging clothes, 2 sets for each officer	Figure 49; Standard furnishing for Officers' Stateroom	Acquire or reproduce.
	Telephone, on bulkhead next to lower bunk	Hardware extant in compartment	Acquire.
	Table, at aft end	Booklets 1955, 1957 1958	Acquire.
	Wire letter trays with papers, including Fuel and Water Report, and bell sheets¹³⁴	Standard furnishing for Officers' Stateroom	Acquire and/or reproduce.
Starboard	Key boxes, 2	Extant in compartment	Use extant objects.
	Clock	Extant in compartment	Extant reproduction object remains.
	Fan	Hardware extant in compartment	Acquire.

132 "Booklet of General Plans," 1955, 1957, and 1958, plate 8, BNHPA.

133 "Arrival Conference Chart," February 3, 1955, 12,4700.2, Arrival Conference Charts, 1954–55, RG 3, Oversize Box 2, File 15, BNHPA.

134 See "Engineer's Office" for a description of the water reports and bell sheets.

LOCATION	OBJECT	EVIDENCE	RECOMMENDATION
Forward	Book shelves , 2 high	Extant in compartment; Booklets 1955, 1957 1958	Use extant object.
	Technical manuals , on shelves	Acc. 26, pp. 157–184, 188–192, and 210–215	Reproduce manuals for 2, 30-inch-wide x 11-1/2-inch-high shelves.
	Side chair , against bulkhead	Extant in compartment	Use extant object.
	Chests , 6-drawer with pull-out writing shelves and lockers above, 2	Extant in compartment; Booklets 1955, 1957 1958	Extant original objects remain.
	Bunk lights , 2	Partially extant in compartment	Acquire 1 bunk light and shade.
Aft	Fan	Hardware extant in compartment	Acquire.
	File cabinet , 4-drawer	Extant in compartment; Booklets 1955, 1957, 1958	Use extant object.
	Sink with mirror , cabinet and shelf	Extant in compartment; Booklets 1955, 1957, 1958	Use extant objects.
	Toothbrush, bar of soap, toothpaste, shaving gear on sink, 2 sets	Standard furnishing for sink	Acquire soap, toothpaste, shaving gear, and toothbrush similar to BOSTC 00138.

Passage A-206-1LC (forward, by Engineer's Stateroom, aft, outside I.C. and Plotting Room)

The forward portion of this passage was in Officer's Country between the Engineer's Stateroom and the Executive Officer's Stateroom. It contained three storage lockers and safes of varying sizes. The linen locker in this passage appears to be the original,¹³⁵ and it is likely that the two safes are original to *Cassin Young* also. All three storage spaces appear on the 1950s General Plans for the destroyer.

The aft section of the passage adjoins the I.C. and Plotting Room and contains stairs up to the Main Deck.

List of Recommended Furnishings

Doors to the linen locker and safes can be removed and Plexiglas panels can be inserted so that these storage areas may be historically furnished and seen by the public.

LOCATION	OBJECT	EVIDENCE	RECOMMENDATION
Forward	Safe , large	Extant in compartment; Booklets 1955, 1957, 1958	Remove and label door and place in storage; fabricate Plexiglas insert.
	Code books, bags, and weights , on shelving in safe	Standard furnishing for compartment	Acquire and/or reproduce.
Aft	Bulletin board in glass case	Extant in compartment	Use extant object.
	Plan of the Day , posted on bulletin board	Standard furnishing for compartment	Reproduce.
	Safe , small, under stairs	Extant in compartment; Booklets 1955, 1957, 1958	Remove and label door and place in storage; fabricate Plexiglas insert.

¹³⁵ The receipt, from the Jamestown Metal Corporation, Marine Division Agents at L.F. Dietz & Associates on Madison Avenue in New York City, for a linen locker in this compartment noted it as: 21 w x 42 h x 24 d with three adjustable shelves, French Grey. "Design and Construction Records," April 13, 1943, 3450, RG 3, "S" Map Case 14, Drawer 1, Folder 3, Sheet 18-101, BNHPA.

LOCATION	OBJECT	EVIDENCE	RECOMMENDATION
	Silver flatware and hollowware , in safe	Standard furnishing for compartment	Acquire.
	Linen locker	Extant in compartment; Booklets 1955, 1957, 1958	Remove and label door and place in storage; fabricate Plexiglas insert.
	Tablecloths, napkins, towels , on shelves of linen locker	Standard furnishing for compartment	Acquire.
Port	Reproducer	Extant in compartment	Use extant object.
	Connection box	Extant in compartment	Use extant object.
Starboard	Motor , exhaust vent control	Extant in compartment	Use extant object.
	Circular socket	Extant in compartment	Use extant object.
Forward	Bracket with black cable	Extant in compartment	Use extant objects.

I.C. (Internal Communications) and Plotting Room

Compartment Use, History, and Furnishings

Serving two major functions, the I.C. and Plotting Room was the nerve center of *Cassin Young*. First, it was the central “telephone exchange” for the entire ship, with all communications routed through the switchboards lined against the bulkheads. Its second function, and for the purpose of the ship as a vessel of war its most important, was as the location for the gunfire control computer; this is the large box in the center of the floor covered with dials, switches, and handles. All information regarding *Cassin Young*’s course and speed, the velocity of the wind, the target’s course and speed, and the effect of the rotation of the Earth, known as the Coriolis effect, was entered into the computer. Unlike today’s electronic computers, this was an electro-mechanical device; the gunfire computer was filled with gears and dials and much of the information entry was done manually. Although some of the information was entered electronically, sailors with sound-powered phones would receive other information and dial it in by hand.

The main 5-inch battery guns were actually fired from the Plotting Room. The computer sent the gun mounts the bearing and elevation information, and the guns were then pointed in the right direction and elevated to the correct angle. The men in the mounts were basically there to load ammunition and serve as backup if the computers did not work. Firing by “local control” was possible, but turning the heavy gun and elevating it by hand were slow and arduous. When the computer reached a good firing solution, triggers on the computer were pulled and the gun fired.

Additionally, the I.C. and Plotting Room held the master gyroscopic compass, a large cylindrical object. It maintained true north and fed its information to the compass repeaters on the Bridge.

Cassin Young’s Arrival Conference Charts note plenty of work taking place in the I.C. and Plotting Room during overhauls, but no major changes are noted on the extant General Plans from the 1950s.

Chronology of Changes to the I.C. and Plotting Room

- 1955—“Master gyro compass” [nature of work unknown]
—“Computer MK.1A MOD.13 SER. 1529, dwg #222940. Compt. A-207-C” [nature of work unknown]
—1 tape recorder [probably repaired by tender]¹³⁶
- 1958—“install fluorescent lighting fixtures”¹³⁷

I.C. and Plotting Room Figures: None

List of Recommended Furnishings

LOCATION	OBJECT	EVIDENCE	RECOMMENDATION
Overhead	Lamps, 7	Extant in compartment	Use extant objects.
	Lamp , over stable element	Extant in compartment	Use extant object.
	Destruction bill	Extant in compartment	Use extant object.
Port	Phone	Extant in compartment	Use extant object.
	Indicator-transmitter	Extant in compartment	Use extant object.
	Switch “SUP. VENT No 267”	Extant in compartment	Use extant object.
	Circular socket	Extant in compartment	Use extant object.
	FB-105/FB-108 box	Extant in compartment	Use extant object.
	Reproducer	Extant in compartment	Use extant object.
	Magazine sprinkling alarm switchboard	Extant in compartment	Use extant object.
	Signal generator	Extant in compartment	Use extant object.
	Shelves, 2	Extant in compartment	Use extant objects; acquire bar to hold items in place.
	Books for shelving	Standard furnishing for compartment	Acquire or reproduce.
	Amplifiers, 3	Extant in compartment; Booklets 1955, 1957, 1958	Use extant objects.
	Transformers, 3	Extant in compartment	Use extant objects.
	Shaft revolution indicator system	Extant in compartment	Use extant object.
Starboard	Transfer box for emergency lighting	Extant in compartment	Use extant object.
	Compass control panel	Extant in compartment	Use extant object.
	Fan	Extant in compartment	Use extant object.
	Compass	Extant in compartment	Use extant object.

136 “Arrival Conference Chart,” February 3, 1955, 8, 13 and 21, 4700.2, Arrival Conference Charts, 1954-55, RG 3, Oversize Box 2, File 15, BNHPA.

137 “Arrival Conference Chart,” July 7, 1958, 4700.2, Arrival Conference Charts, 1958, RG 3, Oversize Box 2, Folder 17, 12, BNHPA. The compartment has incandescent lighting today. It is not clear if the replacement fixtures noted here were actually installed; other items on the Arrival Conference Chart were marked “cancel,” but these were not.

LOCATION	OBJECT	EVIDENCE	RECOMMENDATION
	Metal cabinet , 5-drawer with condition check-off sheet on side	Extant in compartment; Booklets 1955, 1957, 1958	Use extant object.
	Intercom	Extant in compartment	Use extant object.
	Switch "EXH VENT No 2-71"	Extant in compartment	Use extant object.
	A.C./D.C.	Extant in compartment	Use extant object.
	Ammeter/voltmeter	Extant in compartment	Use extant object.
	Hinged table	Extant in compartment	Use extant object.
	Main battery announcing reproducer	Extant in compartment	Use extant object.
	Clock , above hatch to passage	Mounting hardware extant in compartment	Acquire.
Mid-compartment	Action cutout switchboard with 2 mounted lights	Extant in compartment	Use extant object.
	Internal communications switchboard with several signs: "SAFETY PRECAUTIONS—ELECTRICAL;" "MASTER GYRO COMPASS OPERATING INSTRUCTIONS;" "MAINTENANCE OF ELECTRICAL BONDING AND GROUNDING;" "IN CASE OF ELECTRIC SHOCK;" "RESUSCITATION BY . . . ARTIFICIAL RESPIRATION"	Extant in compartment	Use extant objects.
	Master gyro compass	Extant in compartment; Booklets 1955, 1957, 1958	Use extant object.
	Computer with sign "DANGER HIGH VOLTAGE" and stable element	Extant in compartment; Booklets 1955, 1957, 1958	Use extant objects.
Forward	Relay transmitter	Extant in compartment	Use extant object.
	Distance transmitter	Extant in compartment	Use extant object.
	Differential alarm relay	Extant in compartment	Use extant object.
	Brass clanger	Extant in compartment	Use extant object.
	Heavy machine gun control switches , 3	Extant in compartment	Use extant objects.
	Casualty power supply system/I.C. board terminal	Extant in compartment; Booklets 1955, 1957, 1958: "IC Switches"	Use extant object.
	Automatic corrector	Extant in compartment	Use extant object.
	Dimmer control	Extant in compartment	Use extant object.
	Cable , black rubber, reeled on bracket	Extant in compartment	Use extant object.
Aft (Actual aft bulkhead is all wiring. These items stand 2–3 feet out.)	Battle telephone switchboard	Extant in compartment	Use extant object.

LOCATION	OBJECT	EVIDENCE	RECOMMENDATION
	Main fire control switchboard with 2 mounted lights	Extant in compartment	Use extant objects.
	Stable element controls	Extant in compartment; Booklets 1955, 1957, 1958	Use extant objects.

Engineer's Office (A-206-1LC)

Compartment Use, History, and Furnishings

The Chief Engineer's Office adjoined his Stateroom. On ship, the office was called the "Log Room" because all of the engineering logs, or records, were maintained there. These records included the daily fuel and water report, indicating how much fuel had been consumed during the day and how much remained on board, how much fresh and feed water had been used, how much had been made by the evaporators, and how much was on board. The Engineer sent a signed daily report of this information to the Captain.

Another important record used and filed in the Engineer's Office was the bell sheet. Every time the Bridge ordered a change of speed—even just one rpm of the propeller shafts—that change was noted in the Engine Rooms on the bell sheets, so called because the signal from the Bridge for a speed change was a ringing of a bell in the Engine Rooms. Additionally, records were kept on all of the machinery in the department—when each piece was last overhauled and how it was performing.

The Engineering Department maintained still more records, all of which were filed in the Log Room.

The 1950s General Plans for *Cassin Young* indicate no change in the compartment for the years they include.

Engineer's Office Figures: None

List of Recommended Furnishings

LOCATION	OBJECT	EVIDENCE	RECOMMENDATION
Overhead	Lamp, 1	Extant in compartment	Use extant object.
Starboard	Desk , with 4 drawers on left	Extant in compartment; Booklets 1955, 1957, 1958	Use extant object.
	Rubber stamps and ash tray , on desk	Standard furnishing for compartment	Acquire.
	Side chair , at desk	Extant in compartment	Use extant object.
	Typewriter , on desk (slide retractable surface back to place typewriter at appropriate level)	Extant in compartment	Use extant object.
	Letter tray , wire	Extant in compartment	Use extant object.
	Engineering records , signed, in letter tray	Standard furnishing for compartment	Reproduce.
	2-shelf book shelf , wall-mounted	Extant in compartment; Booklets 1955, 1957, 1958	Use extant object.

LOCATION	OBJECT	EVIDENCE	RECOMMENDATION
	Engineering manuals and technical materials , on shelves	Standard furnishing for compartment	Reproduce, drawing from items such as Damage Control Books, Yard Work Request Folder, Engineering Casualty Control Manual, and Naval Boiler and Turbine Laboratory Report. Use Acc. 26, pp. 53–66, 76–78, 81–88, 91–100, 104–7, 154–57, 182, 184–87, 192–93, 198–200, 204–6, 208–9, 215–17 and 364(2nd)–371, BNHPA.
	Damage control drawing , mounted on bulkhead	Standard furnishing for compartment	Reproduce.
Forward	Metal box , locked, for liberty cards	Extant in compartment	Use extant object.
	“PRIMARY BATTLE TELEPHONE” and indicator lights on panel	Extant in compartment	Use extant object.
	Brackets	Extant in compartment	Use extant objects.
Aft	Metal file cabinet , 5-drawer	Extant in compartment; Booklets 1955, 1957, 1958	Use extant object.
	20-tray document box with double-door cabinet on top	Extant in compartment; Booklets 1955, 1957, 1958	Use extant object.
	Documents , in trays	Standard furnishing for compartment	Reproduce.

Barber Shop

Compartment Use, History, and Furnishings

During the war years, at least three crew members berthed in this compartment, which also served as the destroyer’s Barber Shop. In 1957 the three bunks along the port bulkhead were removed. The 1957 General Plans also noted the addition of radar in the forward portion of the compartment, most likely overflow from the Mark 25 Radar Room just forward of the Barber Shop. None of the General Plans show a barber’s chair in the space, although it may simply have not been the sort of equipment of which note was made. Earlier historic photographs (Figures 52 and 53) of the compartment show crew members receiving haircuts, but there is no barber chair with arm visible, suggesting that the one there presently may be a 1957, or later, addition.

Sanitary Reports for *Cassin Young* indicate that the barbershop was a bit of a makeshift operation. “As soon as there is a designated barber, space is in need of complete renovation. A sterilizer should be ordered immediately. The present set up is satisfactory, but is useless in rough weather as pan loses sterilizing solution and it is not fixed to bulkhead.”¹³⁸ Subsequent Sanitary Reports indi-

¹³⁸ “Medical Department Sanitary Inspection Report,” July 21, 1955, 6240.1, Weekly Sanitary Reports, RG 3, Box 93, Folder 23, BNHPA.

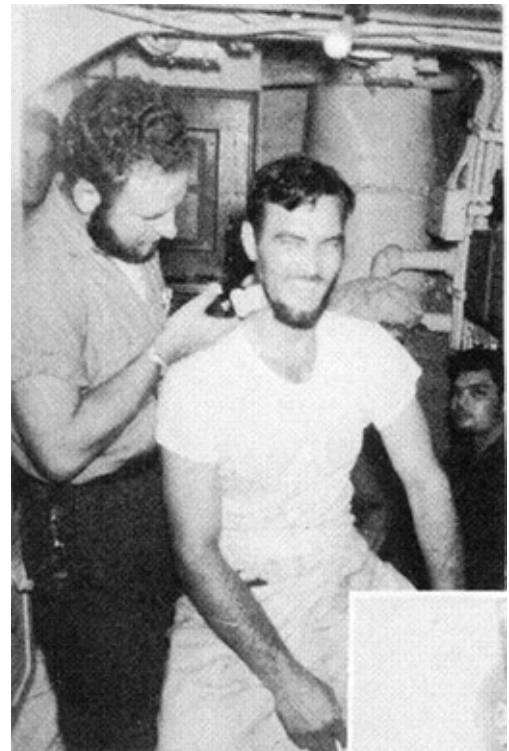


Figure 52: Barber Shop, 1954. BNHPA, “World Cruise, USS *Cassin Young*,” Box 182, folder 5.

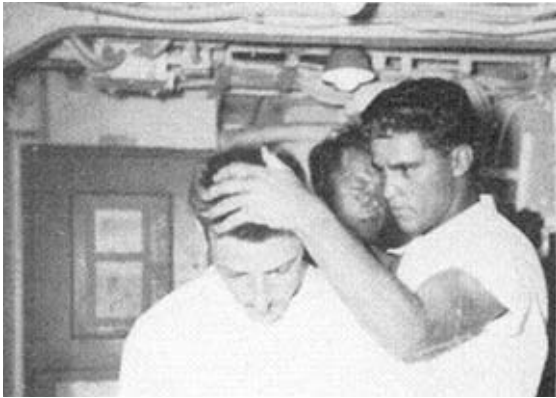


Figure 53: Barber Shop, 1954. BNHPA, “World Cruise, USS *Cassin Young*,” Box 182, folder 5.



Figure 54: Barber Shop, 1956–57. BNHPA, “Mediterranean Cruise, USS *Cassin Young*,” Box 182.

Barber Shop Figures: 52–55

List of Recommended Furnishings

LOCATION	OBJECT	EVIDENCE	RECOMMENDATION
Overhead	Light , incandescent, 1	Extant in compartment	Use extant object.
	Lights , fluorescent, 2	Extant in compartment	Use extant objects.
Starboard	Circular socket	Extant in compartment	Use extant object.
	Battle lantern	Extant in compartment	Use extant object.
	Red lights , 2	Extant in compartment	Use extant objects.
Port	Control apparatus for Sup. Vent No 2-67 with vented metal box underneath	Extant in compartment	Use extant objects.

139 Ibid., October 4, 1956 and September 5, 1957.

140 “Barber services are limited to hair cutting; . . . rendered on an impartial basis and . . . no compensation therefore is accepted. . . . clean white trousers and barber’s jacket are worn during working hours . . . personnel are not allowed to loiter in the barbering spaces.” 4400, [n.d., 1958-60], RG 3, Box 60, Folder 7, BNHPA.



Figure 55: Barber Shop, 1978. BNHPA 1978 Survey, Roll 5, No. 4.

cated steady use, noting, “Barber Shop: Good considering work load,” and the ongoing absence of a sterilizer.¹³⁹

Two of the historic photographs have crew members in the background as hair was being cut, which, in conjunction with later statements prohibiting loitering in the compartment, point to this as a social area of the ship where crew relaxed and shared conversation. Haircuts were free of charge, and the barber wore a white uniform.¹⁴⁰

LOCATION	OBJECT	EVIDENCE	RECOMMENDATION
	Sink	Extant in compartment; Figure 55	Use extant object.
	Selector switch for radar	Extant in compartment	Use extant object.
	Mirror	Extant in compartment; Figure 55	Use extant object.
	Containers , hair powders and oils, in shelf in front of mirror	Figure 54	Acquire.
	Cabinet	Extant in compartment	Use extant object.
	Barber's chair	Extant in compartment; Figure 55	Use extant object.
Forward	Radar repeater driver unit	Extant in compartment; Figure 55; Booklets 1957 and 1958	Use extant object.
Aft	Condition check-off list in metal frame	Extant in compartment	Use extant object.
	Sign "Safety Precautions . . . in Barber Shop" (PHILNAVSHYD)	Extant in compartment	Use extant object.
	Clothing hooks	Extant in compartment	Use extant objects.
	Fan	Hardware extant in compartment	Acquire.

Ship's Office

Compartment Use, History, and Furnishings

Just like any other organization or business, a ship had people to manage information for consideration and distribution, and organizational superiors to whom its commanders answered. The Ship's Office was the administrative center of the ship, the compartment in which all of these functions were managed. The Executive Officer was the senior administrative officer, and the Ship's Office was his nerve center. His staff of Yeomen maintained the personnel records for the crew of the destroyer, handled the official correspondence, prepared the daily Plan of the Day, and performed a myriad of other duties. This office, with its typewriters and file cabinets, was more like a business office than any other space on the ship. The Yeomen, akin to clerks and typists in the civilian world, did not stand watches under normal cruising conditions. Like the cooks, they worked long hours independent of the watch rotation.



Figure 56: Ship's Office, 1956–57. BNHPA, "Mediterranean Cruise, USS *Cassin Young*," Box 182.

Every day the Yeomen in the office produced a Plan of the Day outlining the major events of that day, such as the time for meals, duty sections, Quarterdeck watches (if in port), and, most importantly, what time liberty started.

The Ship's Office was crowded and busy. *Cassin Young* yeoman Theodore G. Johndrow, on board from May 1958 until March 1960, recalled never being caught up with the paperwork—typing forms and correspondence and doing filing. “There were lots of nights that I was typing the plan of the day, for example, at 8, 9, 10 o'clock, maybe. Or I would hopefully get the plan of the day typed up and signed and ran off and delivered around the ship prior to taps, which would be at 10. But there were a lot of nights it was late.”¹⁴¹ Docking in port brought no relief. “When we pulled into port, the rest of the crew was going on Liberty. But that was when we received our mail, so we had more work to do than we did when we were at sea!”¹⁴²

Johndrow also recalled the experience of bad weather in the Ship's Office in 1958–59; even with objects well secured, something invariably was loose. No doubt this happened in numerous other compartments as well.

I was in the office in the evening, and it was terribly rough in there; things were flying all over. I was trying to type up the plan of the day, and I remember Bernie Cooney came in. He looked around and said, ‘You ought to get hazardous duty pay, just to work here!’ And he did not more than leave, when a two-hole punch fell from somewhere, and it probably would have knocked his brains out if he had still been there! But the ship would take a roll, and you’d slide backwards in that little ship’s

141 Johndrow, interview by Diane Diamond, August 14, 1983, transcript, 10, BNHPA.

142 Ibid., 3.



Figure 57: Ship's Office, 1954. BNHPA, “World Cruise, USS *Cassin Young*,” Box 182, folder 5.



Figure 58: Ship's Office, 1954. BNHPA, “World Cruise, USS *Cassin Young*,” Box 182, folder 5.



Figure 59: Ship's Office, 1956–57. BNHPA, “Mediterranean Cruise, USS *Cassin Young*,” Box 182.

*office, and the chair would go back against the bulkhead, and your feet would go up automatically to the desk to keep the typewriter from falling off!*¹⁴³

All of the Department of the Navy instructions would be kept in the Ship's Office: notices from the Secretary of the Navy's Office, from the Chief of Naval Operations, from type commanders, squadron commanders, and countless other entities in the various chains of command. Most of these were kept in loose-leaf binders such as can be seen on the shelves behind the sailor in Figure 57.

General Plans and historic photographs indicate a series of minor changes to *Cassin Young's* Ship's Office and likely point to increased paperwork as the 1950s progressed. Figure 57 shows a series of three file cabinets at the forward end of the compartment. By 1955 only two file cabinets were here,¹⁴⁴ and in 1957 a table was added next to the forward file cabinets.¹⁴⁵ Two file cabinets and a table remain in this location today. In 1958 a file cabinet was added at the forward end of the starboard table,¹⁴⁶ and although the extant historic photographs are too early to show this, the office retains this configuration of file cabinet and table along its starboard side today. Comparison of historic photographs (Figures 58 and 59) also reveals that the metal doors on the cabinet at the aft end of the compartment were replaced with sliding Plexiglas doors (extant today) sometime between 1954 and 1956–57. Most likely at that same time, as Figures 58 and 59 also indicate, the open, wire letter trays mounted on the bulkhead forward of the cabinet were replaced with the 11-slot metal document holder presently in the office.

Ship's Office Figures: 56–60



Figure 60: Ship's Office as it will appear after refurbishing to 1958. Illustration by Steven N. Patricia.

143 Ibid., 15–16.

144 "Booklet of General Plans," 1955, RG 3, BNHPA.

145 Ibid., 1957.

146 Ibid., 1958.

List of Recommended Furnishings

LOCATION	OBJECT	EVIDENCE	RECOMMENDATION
Overhead	Overhead lamps , 2	Extant in compartment; Figure 57	Use extant objects.
Starboard	2-unit metal shelves , mounted high	Extant in compartment; Figures 57 and 58	Use extant object; acquire bar for upper shelf.
	Notebooks and manuals , on shelves	Figures 57 and 58	Reproduce from Acc. 26, especially using personnel and administrative manuals.
	4-drawer file with upright file on top	Extant in compartment; Booklet 1958	Use extant object.
	Desk/table , long	Extant in compartment; Figures 56–58; Booklets 1955, 1957, 1958	Use extant object.
	Typewriters , 3, on desk	Extant in compartment	Use extant objects; reproduce forms and place in typewriters. For blank Tender Work Requests, see C 1678 5213.1, n.d., Box 86, folder 8, BNHPA; for sample Plan of the Day, see “Plan of the Day,” December 5, 1959, 5000.4, Box 81, folder 8.
	Plan of the Day , in typewriter—partially complete	Standard furnishing for Ship’s Office	Reproduce.
	Side chairs , 3	Figure 58	Extant in compartment.
	2-hole punch , on desk	Johndrow interview	Acquire.
	Desk pens in holders , 2, on desk	Figures 56 and 58	Acquire.
	Ash tray , on desk	Figure 58	Acquire.
	Rubber stamps and holder , on desk	Figure 58	Acquire.
	Typewriter eraser , on desk	Standard furnishing for Ship’s Office	Acquire.
	Stapler and staple remover , on desk	Standard furnishings for Ship’s Office	Acquire.
	Wooden shelves , underneath desk/table	Extant in compartment	Use extant object.
	Papers , in shelves	Standard furnishing for Ship’s Office	Reproduce, including carbon paper, onion skin, stationery, and blank forms.
	11-slot metal document holder , above desk	Extant in compartment; Figure 59	Use extant object.
	Papers , in shelves above desk	Standard furnishing for Ship’s Office	Reproduce.
	2-shelf cabinet with sliding Plexiglas doors	Extant in compartment; Figures 56, 58, and 59; Booklets 1955, 1957, 1958	Use extant object.
	Manuals and papers , on shelves in cabinet	Standard furnishing for Ship’s Office	Reproduce.

LOCATION	OBJECT	EVIDENCE	RECOMMENDATION
	Fluorescent lights , over desk, 2	Extant in compartment; Figures 57 and 58	Use extant objects.
Port	Cabinet for allowance inspection cards	Extant in compartment; Figure 59; Booklets 1955, 1957, 1958	Use extant object.
	“Pigeonhole” metal document holder	Extant in compartment	Use extant object.
	Papers , in shelves	Standard furnishing for Ship’s Office	Reproduce.
Forward	4-drawer file cabinets , 2	Extant in compartment; Figure 57; Booklets 1955, 1957, 1958	Use extant objects.
	Desk/table	Extant in compartment; Booklets 1957–58	Use extant object.
	Side chair , at desk	Extant in compartment	Use extant object.
	Typewriter , on desk	Extant in compartment	Use extant object.
	Typewriter eraser , on desk	Standard furnishing for Ship’s Office	Acquire.
Aft	Fan	Extant in compartment; Figures 58 and 59	Use extant object.
	Phone with brass indicator panel	Extant in compartment	Use extant object.

Berthing (First and Second Platforms)

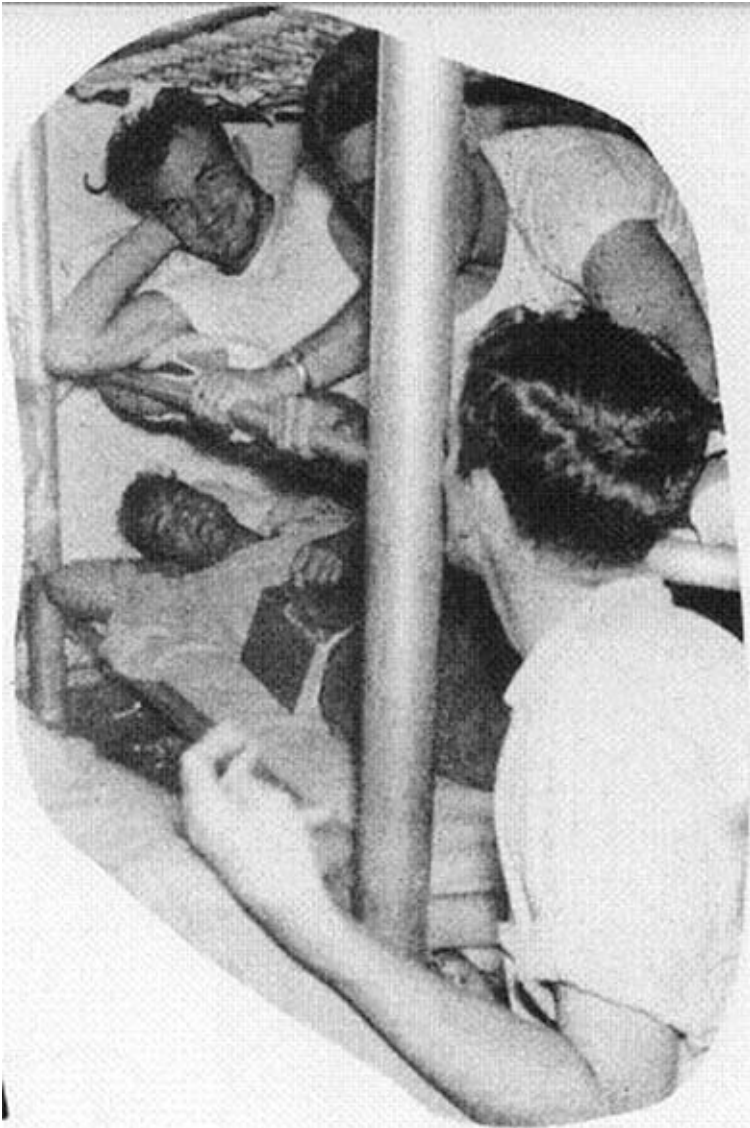
Compartment Use, History, and Furnishings

Space was at a premium in a ship, and probably no place better reflected the lack of privacy and space than did the Crew’s Berthing Compartments. Bunks were stacked three high, and most of an individual’s possessions were kept in a footlocker under the lower bunks, on the deck. In some compartments there were upright lockers, but more commonly, there were three footlockers under each tier of bunks.

The original *Cassin Young* bunks probably had a rectangular tubular frame to which was lashed a piece of canvas upon which the mattress was placed. By the 1950s (Figures 62 and 63) *Cassin Young* had a second bunk type that used wire links and springs rather than canvas. Enlisted men did not use a sheet to cover the mattress; instead a white cotton bag was slipped over the mattress from head to foot. These were commonly referred to as “fart sacks.” The bunk had an upper sheet and a white Navy blanket folded at the foot. A pillow with case would be at the head of the bunk. As 1950s crew member Anthony Marra recalled: “there was no tucking sheets under or anything. The mattress cover tied at the ends. Like a big bag



Figure 61: Crew’s Berthing, 1956–57. BNHPA, “Mediterranean Cruise, USS *Cassin Young*,” Box 182.



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Figure 63: Crew's Berthing, A-302L, Second Platform, 1956. BNHPA, "Mediterranean Cruise," Box 182, folder 5.

Figure 62: Forward Crew's Berthing, Second Platform, 1953. BNHPA, "The Mediterranean Cruise," Box 182, folder 3.

that you slip the mattress in. And the blankets were just folded to probably 2' square, and just sat on top of the bed, and the pillow at the other end."¹⁴⁷

The head and foot of adjacent bunks, both alongside and above and below, were alternated. During the day the bunks were "triced up," or folded up (Figure 63), to clear the aisles and provide access to the footlockers. Metal hooks were used for this purpose, and such a hook appears behind the sailor in the upper left-hand corner in Figure 62.

During the war and postwar years, smoking was a popular habit. A "butt kit," or ashtray, is mounted to the stanchion in the upper right corner of Figure 63, and the middle sailor is holding a cigarette or small cigar. Sailors could smoke almost anywhere most of the time. However, when the ship was refueling or handling ammunition, the "smoking lamp" would be put out throughout the ship, indicating "no smoking."¹⁴⁸ Smoking was also prohibited in the berthing compartments at night, between taps and reveille.

¹⁴⁷ Marra, interview, May 16, 1979, transcript, 85, BNHPA.

¹⁴⁸ The term "smoking lamp" comes from the days of wooden ships when smoking was restricted to certain areas at certain times and sailors did not carry matches or lighters. A lamp flame, the "smoking lamp," was provided to light the tobacco.

On some ships the Executive Officer permitted photos of family or girlfriends to be tucked into the mattress springs. It is not known if this was the case on *Cassin Young* although such items would certainly have been found on the inside of the footlockers.

Each sailor kept his laundry in a canvas laundry bag, suspended from his bunk, and wash was done once a week.¹⁴⁹ Weekly inspections helped ensure that these berthing areas remained reasonably clean. Comments on the Weekly Sanitary Reports from 1955 through 1957 range from “butt kits not emptied, trash can full, personal gear adrift,” and “empty dirty cups adrift on locker tops, cigarette butts on deck, empty milk cartons in cigarette butt kits,” to “clothes adrift and some very filthy sack covers,” and “dirty coffee cups adrift on locker tops, filthy: much paper and cigarette butts adrift on deck.”¹⁵⁰ Another report indicates the types of personal gear that sometimes did not get put away properly—in aft Berthing Compartment C-204 L, “Personnel should be instructed to stow personal gear in lockers. Towels may be hung neatly on bunk, but shoes, toilet articles, clothing etc. should not be left adrift.”¹⁵¹



Figure 64: Crew’s Berthing with upright locker, 1956–57. BNHPA, “Mediterranean Cruise, USS *Cassin Young*,” Box 182.

Each berthing compartment had its unique advantages and shortcomings based on its location, although all appear to have suffered from poor ventilation.¹⁵² In Aft Berthing on the First Platform, World War II torpedo man Dave O’Connell related: “I slept in the extreme far-back end of the ship [C-205L]. You could hear the propellers turning while you were asleep, but you got used to it.”¹⁵³ Crew member Bernard Cooney berthed both in the forward and aft compartments during his tenure on *Cassin Young*.

*When I first came on board I was in the first division [A-303 L]. . . . The only rough part was sleeping up in the bow when the ship slapped water, sometimes you would end up on the deck. . . . Then I was transferred down to division two [C 205 L], which is in the fantail section. Down in the aft section you had just the opposite. When the screws came out of the water, you would think you were lying on an instant finger, the vibrations were super great! But you didn’t get thrown out of your bunk.*¹⁵⁴

Yeoman Johndrow recalled the smell where he berthed, “back aft, in the OC division [C-204 L]. I had a top rack, and right at the foot of my rack was a vent from the fuel tanks. It was just terrible!”¹⁵⁵ Anthony Marra recounted that while serving as a Damage Control Man in the mid-1950s, he switched to better bunks as they became available. “I changed bunks as often as I wanted. Every time there was one vacant, I moved into it, kept moving into a better area. I was in a

149 John T. Cerstvik to William L. Brown, III, August 13, 1999, HFC.

150 “Medical Department Sanitary Inspection Report,” July 21, 1955, September 27, 1956, October 4, 1956, and January 24, 1957, 6240.1, Weekly Sanitary Reports, RG 3, Box 93, Folder 23, BNHPA.

151 Ibid., August 26, 1955.

152 Johndrow, interview, transcript, 11, BNHPA.

153 O’Connell, interview, transcript, 47, BNHPA.

154 Cooney, interview, transcript, 5, BNHPA.

155 Johndrow, interview, transcript, 11, BNHPA.

corner, where it was really dark. I could sleep and nobody bothered me.”¹⁵⁶

Nothing, however, compared to the typhoons *Cassin Young* crew weathered during the Second World War. Medical Officer Dr. Eugene Sevensma spoke of the two storms he endured, one of which was so severe that three other destroyers in the task force sank.

*That lasted about three days. . . . I remember . . . the extreme depression and fatigue. Just fighting this tremendous roll, twenty-four hours a day, three days in a row. . . . You don't get seasick, but you had to strap yourself in your bunk so you didn't fall out. . . . You didn't feel like sleeping yet you couldn't stay awake; you didn't feel like eating, you couldn't because of the roll; you couldn't concentrate on something like reading. . . . It was exhausting, a really strange experience.*¹⁵⁷



Figure 65: Forward Berthing, A-303L, 1978. BNHPA 1978 Survey, Roll 3, #12.

Evidence for which divisions berthed in which compartments on *Cassin Young* was located for the years 1955–57. In the charts that follow, the information about occupancy in the 1955, 1956, and 1957 columns comes from the Weekly Sanitary Reports. The column labeled “Coile” was derived from CPO Richard Coile’s statement, in reference to the years 1956–57.¹⁵⁸

First Platform—Aft Berthing

Compartment	1955	1956	1957	Coile
C-201 L ¹⁵⁹	Supply Division	Supply Division		? Supply
C-203 L	Engineering Division	Engineering Division		Engineering Division
C-204 L	Operations Division	Operations Division		
C-205 L	2 nd Division	2 nd Division		2 nd Division with Deck and Gunnery
	No Fox or M locations noted	No Fox or M locations noted	M Division—somewhere aft	
			Repair Division—somewhere aft	

156 Marra, interview, transcript, 81, BNHPA.
157 Sevensma, interview, transcript, 17, BNHPA.
158 “Medical Department Sanitary Inspection Report,” July 21, 1955, August 26, 1955, September 27, 1956, October 4, 1956, and January 24, 1957, February 8, 1957, and September 5, 1957, 6240.1, Weekly Sanitary Reports, RG 3, Box 93, Folder 23, BNHPA. An interview or statement from *Cassin Young* CPO Richard E. Coile, used in a 2001 draft Historic Furnishings Report, confirms these locations; no citation was found for this information.
159 Compartment C-201L is immediately forward of C-203L on the starboard side. C-201L is not part of the HFR but is included in this table as part of the information found on berthing locations.

Second Platform—Forward Berthing

Compartment	1955	1956	1957	Coile
A-302 L	Repair Division	Repair Division	Fox Division	
A-303 L	1 st Division	1 st Division		1 st Division with Deck and Gunnery

Only a handful of documented furnishings changes were found for these berthing compartments on *Cassin Young*. In 1953 the Completed Ship Alterations report made note: “standardize crew’s berthing.”¹⁶⁰ It is not known precisely what this meant; however, it may have been when all the bunks were switched to the wire frame type. No change was indicated for the aft Berthing Compartments in the General Plans, and only the removal of what appears to be the forwardmost bank of three lockers by 1957 occurred in the forward Crew’s Berthing, compartment A-302L.¹⁶¹ A dramatic change from the crew members’ point of view occurred in the 1958 Navy Yard overhaul when tile flooring was put on the deck in the berthing areas. “It really made a big difference! Because when you got up in the morning and slapped your flat feet out on that cold, clammy, wet steel deck in the morning, that you could hardly stand up on, because of the condensation from everybody breathing down there [sic].”¹⁶²

Berthing Compartment Figures: 61–65

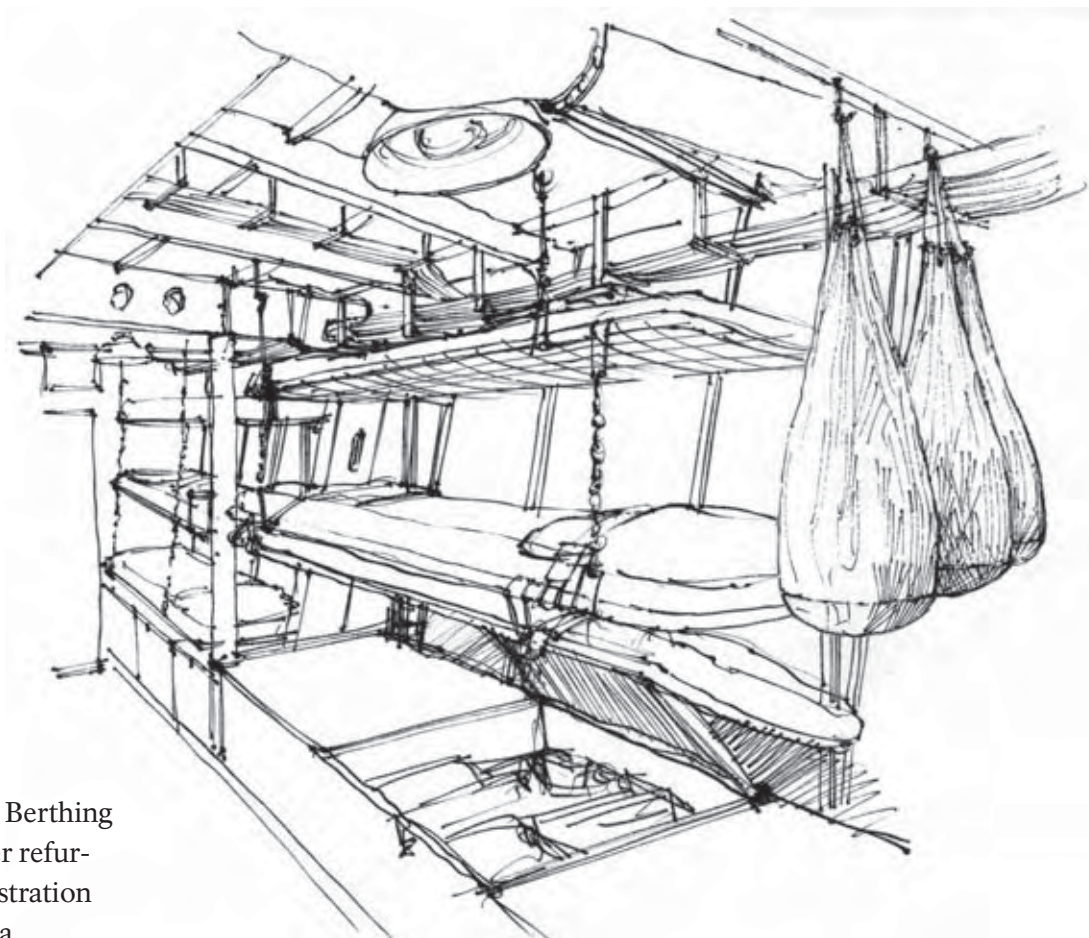


Figure 66: Crew’s Berthing as it will appear after refurnishing to 1958. Illustration by Steven N. Patricia.

¹⁶⁰ “Completed Ship Alterations,” July 1953, 9020.2, Completed Ship Alterations, RG 3, Box 113, Folder 20, BNHPA.

¹⁶¹ “Booklet of General Plans,” 1955 and 1957, plate 9, BNHPA.

¹⁶² Johndrow, interview, transcript, 11, BNHPA.

List of Recommended Furnishings

- All bunks should be wire spring type—replace all canvas ones. All 1950s photographs of the destroyer show wire bunks; the canvas type likely was added in the 1980s by the National Park Service.
- All crew had canvas laundry bags hanging from their bunks.
- One footlocker and one upright locker should be furnished in both a forward and an aft compartment. A “dopp kit,” or small case for toiletries, would be prominent. A photo or two of a family and a girlfriend can be taped to the inside of the locker lid. The insignia on the uniforms should be consistent with the historical use of the compartment. (See Appendix H, “Uniforms for Enlisted men other than CPO’s.”)
- Butt kits would be readily available in each compartment.
- All 228 bunks should be triced up and furnished, alternating head and foot, with the following:
 - Mattress
 - Mattress cover
 - Pillow
 - Pillow case
 - Sheet
 - Blanket—white with blue stripe

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Broken down by compartment this is:

- C-203L 66 bunks
- C-204LM 42 bunks
- C-205L 66 bunks
- A-302L 21 bunks
- A-303L 33 bunks

Aft Crew Berthing

Volunteers presently use aft Crew Berthing lockers for storage of their personal materials. If no other space is available to them for this purpose, it should be asked that 1950s-style locks be used to secure their lockers. Small exhibits in C-203L should be removed to be replaced by furnishings, as specified below.

Aft Crew’s Berthing, C-203L, Engineering Division

LOCATION	OBJECT	EVIDENCE	RECOMMENDATION
Overhead	Overhead lights	Extant in compartment	Use extant objects.
Starboard	3 Bunks/3 lockers fwd, 3 bunks/3 lockers aft	Extant in compartment	Use extant objects.
	3 Bunks/3 lockers , between other starboard bunks and lockers	Extant in compartment	Acquire 3 bunks and mattresses with pillows, blankets, top sheet, and mattress cover. Remove USN uniform items on hangers.
Port	9 Bunks (3 × 3 high) with 9 lockers underneath	Extant in compartment	Use extant objects.
	2 Upright lockers , 1 atop the other, at aft end	Extant in compartment	Use extant objects.
Forward	12 Bunks with lockers underneath (2 wide × 2 end-to-end × 3 high)	Extant in compartment	Use extant objects.
	Fan	Extant in compartment	Use extant object.

LOCATION	OBJECT	EVIDENCE	RECOMMENDATION
	12 Bunks , as above, with light switch panel at aft end	Extant in compartment	Use extant objects.
	Light , red	Extant in compartment	Use extant object.
	Upright lockers , 4, (2 wide x 2 high)	Extant in compartment	Use extant objects.
	Bunks , 3, with lockers under	Extant in compartment	Use extant objects.
	Bunks , 6, with lockers under (2 end-to-end, 3 high)	Extant in compartment	Use extant objects.
	Bunks , 6, with lockers under (2 end-to-end, 3 high)	Extant in compartment	Use extant objects.
	Red lights , 2 (1 at port fwd door, 1 at starboard)	Extant in compartment	Use extant objects.
Aft	3 Bunks /3 lockers under	Extant in compartment	Use extant objects.
	Upright lockers , 2	Extant in compartment	Use extant objects.
	6 Bunks /6 lockers under (2 bunks wide, 3 high)	Extant in compartment	Use extant objects.
	Ladder	Extant in compartment	Use extant object.
	Speaker/amplifier	Extant in compartment	Use extant object.
	Fire Apparatus	Extant in compartment	Use extant object.
	Canvas hose on wall mount	Extant in compartment	Use extant object.
	Upright lockers , 2, (1 atop another)	Extant in compartment	Use extant objects.
	3 Bunks /3 lockers under	Extant in compartment	Use extant objects.
	Lights , red, 2, (1 at port aft door, 1 at starboard)	Extant in compartment	Use extant objects.
	Plywood board with Damage Control Instructions, and Watch, Quarter and Station Bill	Extant in compartment	Use extant object.
	Frames for Condition check-off lists , 2	Extant in compartment	Use extant objects; reproduce check-off lists.

Aft Crew's Berthing, C-204LM, Operations Division

LOCATION	OBJECT	EVIDENCE	RECOMMENDATION
Overhead	Overhead lights , 9	Extant in compartment	Use extant objects.
Starboard	9 Bunks /9 lockers under (3 x 3)	Extant in compartment	Use extant objects.
	Laundry bags , 3, hanging from central bunks	Standard furnishing for Berthing Compartment	Acquire.
Port	9 Bunks /9 lockers under (3 x 3)	Extant in compartment	Use extant objects.
Forward	6 Bunks /5 lockers under (2 w x 3 h, outside row has only 2 lockers under)	Extant in compartment	Use extant objects.
	3 Bunks /3 lockers under	Extant in compartment	Use extant objects.

LOCATION	OBJECT	EVIDENCE	RECOMMENDATION
Aft	Upright lockers, 2	Extant in compartment	Use extant objects.
	3 Bunks/3 lockers under	Extant in compartment	Use extant objects.
	Upright lockers, 2	Extant in compartment	Use extant objects.
	6 Bunks/5 lockers under, as above	Extant in compartment	Use extant objects.
	Fan	Extant in compartment	Use extant object.
Against port bulkhead of Mount 55 Handling Room:	Speaker/amplifier	Extant in compartment	Use extant object.
	Upright lockers, 2	Extant in compartment	Use extant objects.
	Bunks, 3	Extant in compartment	Use extant objects.
	Upright lockers, 3	Extant in compartment	Use extant objects.
	Circular socket	Extant in compartment	Use extant object.
Against fwd bulkhead of Handling Room:	Metal cabinet, waist-high w/ double doors	Extant in compartment	Use extant object.
	Battle lantern	Extant in compartment	Use extant object.
	Circular socket	Extant in compartment	Use extant object.
	Compressed air apparatus and tank	Extant in compartment	Use extant object.
	Drinking fountain	Extant in compartment	Use extant object.
Against starboard bulkhead of Handling Room:	Bunks, 3	Standard furnishing for Berthing Compartment	Acquire bunks, etc. Remove small exhibit for display in another location.
	Lockers, under missing bunks, 3	Extant in compartment	Use extant objects.
	Upright lockers, 2	Extant in compartment	Use extant objects.
	Fan	Extant in compartment	Use extant object.
	Mirror	Extant in compartment	Use extant object.
	Condition check-off lists in metal frames, 2	Extant in compartment	Use extant objects.

Aft Crew's Berthing, C-205L, 2nd Division, and Deck and Gunnery

LOCATION	OBJECT	EVIDENCE	RECOMMENDATION
Overhead	Overhead lamps, 12	Extant in compartment	Use extant objects.
Starboard	3 Bunks/3 lockers under	Extant in compartment	Use extant objects.
	Upright lockers, 5	Extant in compartment	Use extant objects.
	3 Bunks/3 lockers under	Extant in compartment	Use extant objects.

LOCATION	OBJECT	EVIDENCE	RECOMMENDATION
Port	Hamper	Extant in compartment	Use extant object.
	3 Bunks/3 lockers under	Extant in compartment	Use extant objects.
	Upright lockers, 5	Extant in compartment	Use extant objects.
Mid-compartment	6 Bunks/6 lockers under	Extant in compartment	Use extant objects.
	12 Bunks/12 lockers (2 bunks l × 2 w × 3 h)	Extant in compartment	Use extant objects.
	9 Bunks/9 lockers under	Extant in compartment	Use extant objects.
	"Butt" can , mounted on post by current fire alarm pull at foot of ladder	Physical evidence extant in compartment; Figures 15 and 63	Acquire or reproduce; fire alarm may need to be relocated.
Forward	12 Bunks/12 lockers under (toward aft)	Extant in compartment	Use extant objects.
	6 Bunks/6 lockers under (2 w × 3 h)	Extant in compartment	Use extant objects.
	Reproducer	Extant in compartment	Use extant object.
	Sprinkler control valve	Extant in compartment	Use extant object.
	6 Bunks/6 lockers under	Extant in compartment	Use extant objects.
	Air escape valve	Extant in compartment	Use extant object.
	Upright lockers, 2	Extant in compartment	Use extant objects.
	6 Bunks/6 lockers under	Extant in compartment	Use extant objects.
	Fire plug	Extant in compartment	Use extant object.
	Hose coiled on bracket	Extant in compartment	Use extant object.
Aft	Fan	Extant in compartment	Use extant object.
	Speaker/amplifier	Extant in compartment	Use extant object.

Forward Crew's Berthing

Forward Crew's Berthing, A-302L, Fox Division

LOCATION	OBJECT	EVIDENCE	RECOMMENDATION
Overhead	Overhead lights, 5	Extant in compartment	Use extant objects.
Starboard	9 Bunks (3 × 3 with lockers under aft 6)	Extant in compartment; Figure 63	Use extant objects.
	Personal items in sample footlocker, aft	Appendix H	Prop locker lid open; acquire and/or reproduce personal items; install Plexiglas on top to secure and preserve objects.
	"Butt" can , mounted on post by bunks	Figure 63	Acquire or reproduce; mount on ventilation pipe below existing thermostat.
	Emergency lamp, red	Extant in compartment	Use extant object.

LOCATION	OBJECT	EVIDENCE	RECOMMENDATION
Port	9 Bunks (3 × 3, aft 6 with lockers under)	Extant in compartment	Use extant objects.
Midships	Standing locker , (3 h × 2 w), aft of forward ladder, mirror on back	Extant in compartment	Use extant objects.
	Personal items in sample standing locker, middle level, forward	Appendix H	Remove locker door; acquire and/or reproduce personal items; install Plexiglas on top to secure and preserve objects.
Forward	Battle lantern	Extant in compartment	Use extant object.
	Condition check-off list	Extant in compartment	Use extant object.
	Fuse boxes	Extant in compartment	Use extant objects.
	Amplifier/speaker	Extant in compartment	Use extant object.
	Circular sockets	Extant in compartment	Use extant objects.
	Reproducer	Extant in compartment	Use extant object.
	Jacket hooks , on bar	Extant in compartment	Use extant objects.
	Laundry bags , 3, hanging from hooks	Standard furnishing for Berthing Compartment	Reproduce.
	Holder for fire extinguisher	Extant in compartment	Use extant object.
Aft	3 Bunks with lockers below	Extant in compartment	Use extant objects.
	3 Upright lockers , to aft port side of compartment	Extant in compartment	Use extant objects.
	Condition check-off list	Extant in compartment	Use extant object.
	Emergency lamp , red	Extant in compartment	Use extant object.

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Forward Crew's Berthing, A-303L, 1st Division (Boatswain's Mates and Seamen)

LOCATION	OBJECT	EVIDENCE	RECOMMENDATION
Overhead	Overhead lamps , 6	Extant in compartment	Use extant objects.
	Emergency lights , red, 2	Extant in compartment	Use extant objects.
Starboard	9 Bunks (3 high)	Extant in compartment	Use extant objects.
	9 Transom lockers under bunks	Extant in compartment	Use extant objects.
Port	9 Bunks (3 high)	Extant in compartment	Use extant objects.
	9 Transom lockers under bunks	Extant in compartment	Use extant objects.
Midships	6 Bunks	Extant in compartment	Use extant objects.
	6 Transom lockers under bunks	Extant in compartment	Use extant objects.
	Laundry bags , 3, hanging from hooks by bunks	Standard furnishing for Berthing Compartment	Reproduce.
	Mailbox	Extant in compartment	Use extant object.
	Thermometer	Extant in compartment	Use extant object.
	Battle lantern	Extant in compartment	Use extant object.

LOCATION	OBJECT	EVIDENCE	RECOMMENDATION
Forward	Bunks, 3	Extant in compartment	Use extant objects.
	3 Transom lockers under bunks	Extant in compartment	Use extant objects.
	Condition check-off list: plumbing/freshwater system	Extant in compartment	Use extant object.
	Watch, Quarter and Station Bill, on large piece of plywood	Extant in compartment	Use extant object.
	Speaker/amplifier	Extant in compartment	Use extant object.
	Reproducer	Extant in compartment	Use extant object.
	Circular socket	Extant in compartment	Use extant object.
	Pea coat locker	Extant in compartment	Use extant object.
Aft	Light, red	Extant in compartment	Use extant object.
	Bunks, 6	Extant in compartment	Use extant objects.
	3 Transom lockers, under port row of bunks	Extant in compartment	Use extant objects.
	Lights, red, 2	Extant in compartment	Use extant objects.
	"Butt" can, mounted on I-beam, starboard side of hatch to Crew's Mess	Figure 63	Acquire or reproduce; mount on I-beam.

Post Office

Compartment Use, History, and Furnishings

Other than the historic photographs, no evidence was located concerning furnishings and use of the Post Office on *Cassin Young*. The 1950s General Plans do not detail any items in the compartment. Mail was certainly posted from the destroyer—Figures 68a and b show a postcard of *Cassin Young* in Havana, Cuba, postmarked “CASSIN YOUNG”—and operations in the Post Office likely focused on posting and distribution of incoming mail.

Post Office Figures: 67–69



Figure 67: Post Office, 1954. BNHPA, “World Cruise, USS *Cassin Young*,” Box 182, folder 5.



Figure 68: (a) and (b) Postcard, “Souvenir of Cuba,” crew member Paul Boone to [?] Boone, July 19, 1955, BNHPA C1665, Acc. C314, Box 1-126.

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Figure 69 Post Office, 1978.

List of Recommended Furnishings

LOCATION	OBJECT	EVIDENCE	RECOMMENDATION
Overhead	Overhead light and shade, 1	Extant in compartment; Figures 67 and 69	Use extant object.
Starboard	Mail slot , in bulkhead	Extant in compartment	Use extant object; mark "Mail" by slot.
	Bag or box for deposited mail	Standard furnishing for mail slot	Acquire or reproduce.
	Mail in box	Standard furnishing for mail slot	Reproduce.
Forward	Fan , mounted on bulkhead, port side	Figure 67	Acquire.
	Shelf , 5 feet off deck	Figure 67	Acquire.
	High stool	Standard furnishing for Mail Room	Acquire.
Aft	Safe	Extant in compartment	Use extant object.
	Cabinet , beneath counter	Extant in compartment	Use extant object.
	Counter	Extant in compartment; Figure 67	Use extant object.
	Scales , mail, on counter	Figure 67	Acquire.
	Rubber stamps , on counter	Standard furnishing for Mail Room; Figures 67 and 68	Reproduce.
	Postcards , 10, on counter	Figure 68	Reproduce.
	Cupboards , metal with doors, 4, above counter	Figure 67	Use extant objects.
	Pigeon holes , beneath cupboards	Extant in compartment; Figure 67	Use extant objects.
Port	Bulletin board , mounted on bulkhead	Figure 69	Acquire or reproduce.
	Postings , on bulletin board	Figure 69	Reproduce.

Steering Gear Room

Compartment Use, History, and Furnishings

The Steering Gear Room housed the machinery that turned the ship's massive single rudder. Other than the one reference and figure listed below, no documentation was found for the furnishings or appearance of this compartment.

Chronology of Changes to Steering Gear Room

- 1958—"July 23, 1958, work on Synchro motor in pilot house and aft steering; Mfr. Waterbury Tool Co.—work on slip rings, bearings, etc."¹⁶³

Steering Gear Room Figure: 70

¹⁶³ "Engineering (Electrical) Work List," July 23, 1958, 4700.2, Records of Overhaul, RG 3, Part 2/4, Box 75, Folder 1, BNHPA.

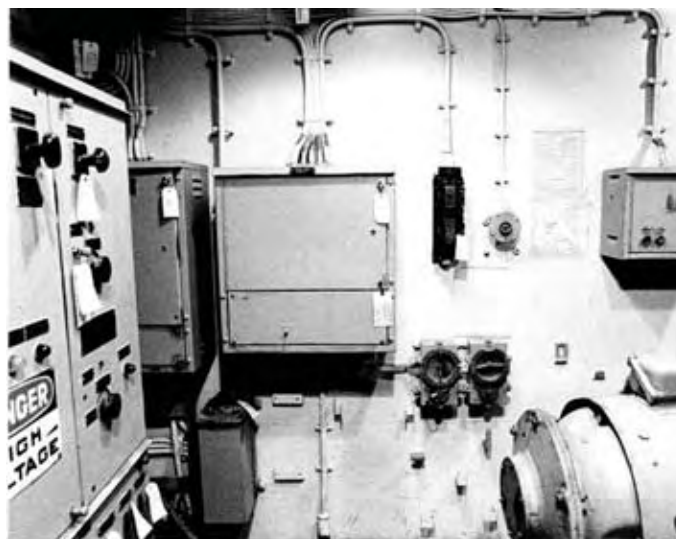


Figure 70: Steering Gear Room, 1978. BNHPA 1978 Survey, Roll 9, No. 19.

List of Recommended Furnishings

A Plexiglas barrier should be placed at the entrance to the Steering Gear Room so that visitors may look in and see it and its furnishings.

LOCATION	OBJECT	EVIDENCE	RECOMMENDATION
Overhead	Overhead lights, 6	Extant in compartment	Use extant objects.
	Brackets with 4" × 4" shoring timbers	Hardware extant in compartment	Acquire.
Starboard	Locker	Extant in compartment	Use extant object.
	Valves, 3, in deck	Extant in compartment	Use extant objects.
	"Safety Precaution" handbill	Frame extant in compartment; Figure 70	Reproduce, 8-1/2 × 11 .
	Brackets, on bulkhead	Extant in compartment	Use extant objects.
	Control apparatus box	Extant in compartment	Use extant object.
	Circular socket	Extant in compartment.	Use extant object.
	Steering Gear Motor No. 1 Stop/Start switch	Extant in compartment.	Use extant object.
	Submersible pump outlets, 2	Extant in compartment.	Use extant objects.
	Large box for Motor No. 1	Extant in compartment.	Use extant object.
	Reproducer	Extant in compartment.	Use extant object.
	Large box connected to "Close/Open" switch	Extant in compartment.	Use extant object.
Port	Magnetic controller box	Extant in compartment	Use extant object.
	Fuse boxes, with circular sockets underneath	Extant in compartment	Use extant objects.
	Check-off list	Frame extant in compartment	Reproduce, 8-1/2 × 11 .
	Phone, in brass cradle with circular socket underneath	Extant in compartment	Use extant object.
	Large metal box on wall for Motor No. 2	Extant in compartment	Use extant object.
	Steering Gear Motor No. 2 Stop/Start switch	Extant in compartment	Use extant object.
	Sign: "WHEN THIS SIREN SOUNDS . . ."	Extant in compartment	Use extant object.
	Sign: "Safety Precautions for Steering Gear"	Extant in compartment; Figure 70	Use extant object.
	Sound-powered telephone headset case	Extant in compartment	Use extant object.
	Diagrams in metal frames, 3; Wiring, Operating, Lubricating charts	Extant in compartment	Use extant objects.
	Cable, heavy black rubber, reeled on wall bracket	Extant in compartment	Use extant objects.

LOCATION	OBJECT	EVIDENCE	RECOMMENDATION
	Hinged-top metal box , low on bulkhead	Extant in compartment	Use extant object.
	Locker , double-width	Extant in compartment	Use extant object.
Midships	Steering gear—wheel, compass, rudder angle indicator motors, shaft, cranks, tanks	Extant in compartment	Use extant objects.
Forward	Locker , with steel mesh walls, shelving inside	Extant in compartment	Use extant object.
	Steering Power Transfer Switchboard	Extant in compartment	Use extant object.
	Battle lantern	Extant in compartment	Use extant object.
Aft	Locker , double-width	Extant in compartment	Use extant object.

Peacoat Locker

Compartment Use, History, and Furnishings

There was not enough space for the crew to hang their peacoats in their Berthing Compartments; consequently, this compartment served as the Peacoat Locker. No specific evidence was found for its furnishings. This compartment may have been used for another purpose, perhaps chemical warfare materials storage, by 1958. In the absence of firm information on its use and furnishings, it has been decided not to furnish this compartment at present.

Shipfitter's Stores

Compartment Use, History, and Furnishings

It appears that in the mid-1950s this compartment held chemical warfare material, but by 1958 it was converted to a storeroom for the Shipfitter's supplies.¹⁶⁴ As such, all manner of materials used for metal repair on the destroyer would have been kept here in 1958, including tools used by pipefitters, plumbers, and metalsmiths.

List of Recommended Furnishings

The Shipfitter's Stores compartment will not be historically furnished and will continue to be used by park maintenance.

Carpenter and Shipfitter's Shop

Compartment Use, History, and Furnishings

At the very rear of the destroyer on the First Platform, the Carpenter and Shipfitter's Shop served basically as the repair shop for *Cassin Young*. As Damage Control Man Anthony Marra recalled, this compartment was "where most of the repair crew hung out—the pipefitters, sheet metal, and damage controlmen. They had a drill press in there that we took off an aircraft carrier they were scrapping." Work done in the shop included

¹⁶⁴ The compartment label reads "Chemical Warfare Material" for 1955 and 1957, and in 1958 it was changed to "Shipfitter's Store Room." "Booklet of General Plans," 1955, 1957, and 1958, plate 8, BNHPA.

“sheet metal work, pipefitting, plumbing, carpenter work, which consisted of damage control work and carpenter work.”¹⁶⁵

Cassin Young’s Repair Log for the 1950s noted three of the larger pieces of equipment in the shop, although no note was made of specific repairs to them. The lathe was a Reed Prentice “sliding gear head-driving pulley—560 rpm,” the drill press was a No. 2 floor type by Leland Gifford, and the bench grinder was made by Hisey Wolf Machine Company.¹⁶⁶

The General Plans show a square desk added in the aft area of the shop in 1957, and the drill added by 1958. No other evidence of changes or furnishings for the Carpenter and Shipfitter’s Shop was located.

List of Recommended Furnishings

The Carpenter and Shipfitter’s Shop compartment will not be historically furnished and will continue to be used by park maintenance.

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¹⁶⁵ Marra, interview, transcript, 89–90, BNHPA.

¹⁶⁶ “Repair Log,” 91, 4700.2, Repair Log, 1951-58, RG 3, Box 76, Folder 1, BNHPA. During the 1958 overhaul the Reed Prentice lathe had its threading assembly worked on. See “Job Order,” June 27, 1958, Records of Overhaul, RG 3, Part 4/4, Box 75, Folder 3, BNHPA.

Second Platform

Crew's Mess

Compartment Use, History, and Furnishings

146 Cafeteria, lounge, movie theater, and church—all of these describe the Crew's Mess area, which originally was also a berthing area with 10 bunks to accommodate the large size of *Cassin Young's* wartime crew. At mealtime, the crew ate there (Figure 71) after filling their trays in the adjoining service line. Early meals, for the mess cooks and the next watch, saw the space a bit less crowded but with prep work for the meal about on the tables (Figure 72). During peacetime, on weekends, and in the evening hours, the Crew's Mess served as a recreation space; bingo was a popular pastime¹⁶⁷ (Figure 73), as was backgammon—called acey-deucey in the Navy—or just reading, talking, watching a movie, or if in port, television. *Cassin Young* Crewman Bernard Cooney, recalled, “in certain ports where you could hook up, you’d have a television down at the mess hall to watch. . . . On stormy days we’d have the movies down at the mess hall.”¹⁶⁸

Cassin Young's Crew's Mess underwent a number of changes over the years. In 1955 not only were the bunks removed and curtains and fluorescent lights added, but tables and seating appear to have been updated as well.¹⁶⁹



Figure 71: Mess Deck with crew eating, 1956–57. BNHPA, “Mediterranean Cruise, USS *Cassin Young*,” Box 182.



Figure 72: Mess Deck with curtains, 1956–57. BNHPA, “Mediterranean Cruise, USS *Cassin Young*,” Box 182.

¹⁶⁷ Bingo was a popular way for the crew to raise some money for the ship's welfare and recreation fund.

¹⁶⁸ Cooney, interview, 32, BNHPA.

¹⁶⁹ Both written and visual evidence documents these changes. Compare Figures 62 and 63 from 1954—prior to bunk removal and with older tables and benches—with figure 66 from 1956. See also “Departure Report Alterations,” March 25, 1955, 4700.2, Departure Report Alterations, 1955, RG 3, Part 2/4 Box 74, Folder 9, BNHPA; for the Crew's mess “Summary of Arrival Conference,” March 22, 1955, 9020.2, RG 3, BNHPA notes: “Design Office check for possibility of removing ten (10) bunks from mess hall as result of reduced complement to 285;” “Completed Ship Alterations,” March 17, 1955, Completed Ship Alterations, 1954-59, RG 3, Box 113, Folder 20, BNHPA notes: “provide Meredith type messing arrangements;” “Departure Report Alterations,” 1955, sheet 13/23, 4700.2, RG 3, Box 74, Folder 9, BNHPA notes: “Habitability improvement—rearrange Crew's Mess-material charge \$1,887, total: \$10,073;” and “Arrival Conference Charts,” 1955, 4700.2, RG 3, Oversize Box 2, File 15, BNHPA. Footnote 91 contains additional information about “Meredith” improvements.

The harsh edges of the space were softened with curtains that helped give it a more friendly, homelike feeling. Chief Gunner's Mate Richard E. Coile, who served on *Cassin Young* for about four years, recalled that the curtains pictured in the Cruise Books of the time (Figures 6, 7, 71, 72, 75, and 76) had a beige background with a red, blue, and yellow print. Receiving hard and regular use, this compartment likely saw more renovation than was documented in archival materials. At least two other times, in 1958 and 1959, reupholstery or repair was done to the chair and bench seats in the mess.¹⁷⁰ One fan is extant in the compartment currently; however, there may have been as many as six fans, as this was recommended by the Medical Department in 1957.¹⁷¹

The nature of life and work on board *Cassin Young* in the 1950s was markedly different from during World War II. Visits from children at various world ports (Figure 7), and the celebration of Christmas with trees on board (Figure 6), point to these more relaxed times in the Crew's Mess. Anthony Marra remembered,

*they normally had two Christmas trees aboard each year . . . one outside on the quarterdeck, about 6' tall at least. With various colored electric lights, no other decorations. One year it was on the 01 level, tied onto the area of the torpedo crane, when they were moored starboard side to a pier. The other tree was in the crews' mess, with the same type of electric light decorations. At least one year this tree was about as tall as the overhead would allow.*¹⁷²

By at least 1955 there was a soda machine on the forward bulkhead of the Crew's Mess, which would have been unheard of during the 1940s.¹⁷³

Crew's Mess Figures: Figures 6, 7, and 71-76

170 "Tender Work Request," August 20, 1959, 4235.2, RG 3, Box 59, Folder 10, BNHPA. Footnote 91 contains additional information about "Meredith" improvements.

171 Six 14-inch and 16-inch fans were recommended for purchase for the Crew's Mess Hall. "Medical Department Sanitary Inspection Report," September 5, 1957, 6240.1, Weekly Sanitary Reports, RG 3, Box 93, Folder 23, BNHPA.

172 Anthony Marra, interview, October 17, 1979. Peter Steele, note to file, December 11, 1984, -*Cassin Young* Vertical File, drawer 2, BNHPA.

173 "Booklet of General Plans," 1955, 1957, and 1958, BNHPA.



Figure 73: Mess Deck, crew playing bingo, 1954. BNHPA, "World Cruise, USS *Cassin Young*," Box 182, folder 5.0



Figure 74: Mess Deck with bunks, 1954. BNHPA, "World Cruise, USS *Cassin Young*," Box 182, folder 5.



Figure 75: Mess Deck with crew member and cook, 1956. BNHPA, “Mediterranean Cruise,” Box 182, folder 5.



Figure 76: Mess Deck, field day, 1956–57. BNHPA, “Mediterranean Cruise, USS Cassin Young,” Box 182.

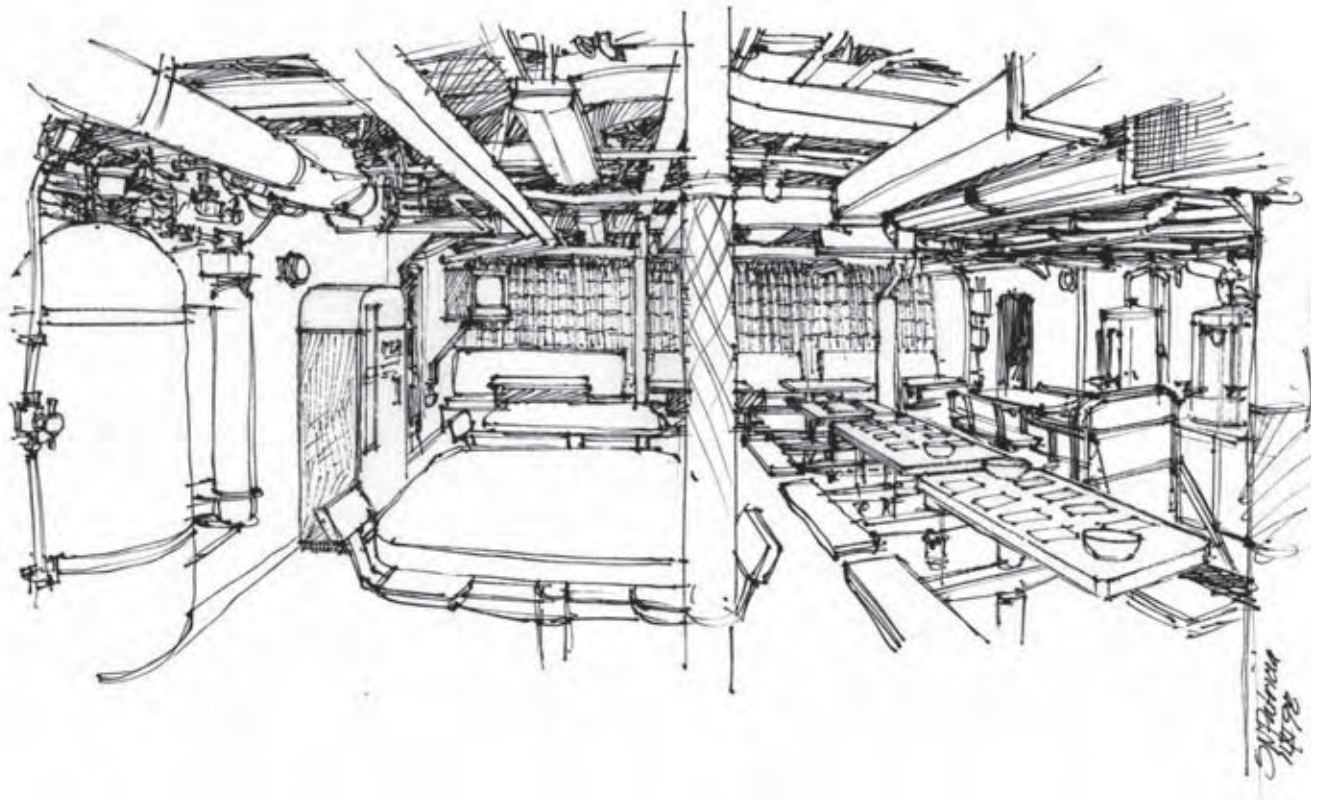


Figure 77: Crew’s Mess as it will appear after refurnishing to 1958. Illustration by Steven N. Patricia.

List of Recommended Furnishings

To give the public a good sense of the multiple uses of the Crew's Mess it is recommended that the compartment be set up with two different vignettes. One portion of the mess will show tables set as if the crew was eating; the other portion will show recreation with a bingo game as well as some backgammon in progress. All of these small furnishings items should be fixed in place because the natural visitor pathway through this compartment will put the public in close proximity to many easily portable items.

LOCATION	OBJECT	EVIDENCE	RECOMMENDATION
Overhead	Fluorescent lights , 14	Extant in compartment; Figure 6	Use extant objects.
Starboard	Curtains , 3, lining bulkhead	Hanging hardware extant in compartment; Figures 5–7, 22, 23, 71, 72, 75, 76	Reproduce based on extant original curtain seen in Figures 5, 22, and 23.
	Rectangular tables , 4	Extant in compartment; Booklets 1955, 1957, 1958; Figures 6, 7, 71, 72, 75, and 76	Use extant objects.
	Bench seats , 4, backed, 2-man, inner side of tables	Extant in compartment; Booklets 1955, 1957, 1958; Figures 6, 7, 71, 72, 75, and 76	Use extant objects; reupholster with brown-orange fabric.
	Seating benches , along hull	Extant in compartment; Booklets 1955, 1957, 1958; Figures 6, 7, 71, 72, 75 and 76	Use extant objects; reupholster with brown-orange fabric.
	Fan	Extant holes for mounting; "Sanitary Report," 1957	Acquire and install using existing mounting holes.
Forward	Television	Extant in compartment; Cooney interview	Use extant object.
	Fan	Extant in compartment; "Sanitary Report," 1957	Use extant object.
	Chelsea Clock	Extant in compartment	Extant reproduction object remains.
	Round sockets , 2	Extant in compartment	Use extant objects.
	Beverage machine	Hardware extant in compartment	Acquire.
	Air tanks , 2	Extant in compartment	Use extant objects.
	Battle lanterns , 2	Extant in compartment	Use extant objects.
	Lights , red, 2	Extant in compartment	Use extant objects.
	Fan	Extant holes for mounting; "Sanitary Report," 1957	Acquire and install using existing mounting holes.
Port	Curtains , 3, lining bulkhead	Hanging hardware extant in compartment; Figures 5–7, 22, 23, 71, 72, 75, and 76	Reproduce based on extant original curtain seen in Figures 5, 22, and 23.
	Tables , rectangular, 4	Extant in compartment; Booklets 1955, 1957, 1958; Figures 6, 7, 71, 72, 75, and 76	Use extant objects.
	Bench seats , 4, backed, 2-man, inner side of tables	Extant in compartment; Booklets 1955, 1957, 1958; Figures 6, 7, 71, 72, 75, and 76	Use extant objects; reupholster with brown-orange fabric.
	Seating benches , along hull	Extant in compartment; Booklets 1955, 1957, 1958; Figures 6, 7, 71, 72, 75, and 76	Use extant objects; reupholster with brown-orange fabric.

LOCATION	OBJECT	EVIDENCE	RECOMMENDATION
150	Napkin dispenser, salt and pepper shakers, catsup and mustard containers —1 of each on 2 tables toward forward part of compartment	Figures 6, 7, 71, 72, and 74	Acquire.
	Trays , 4, each with plate, bowl, coffee cup, paper cup, fork, knife, spoon	Figures 6, 7, and 71–74	Use trays from Bldg 107, third-floor storage or acquired from USS <i>Des Moines</i> .
	Artificial foods on tray and in cup, bowl, and plate—Sloppy Joes, french fries, soup, vegetable, ice cream ¹⁷⁴	Figures 6, 7, 71, and 72	Use trays from Bldg 107, third-floor storage or acquired from USS <i>Des Moines</i> .
Midships	Tables , rectangular, 3	Extant in compartment; Booklets 1955, 1957, 1958; Figures 6, 7, 71, 72, 75, and 76	Use extant objects.
	Benches , backless, 2-man (3 forward of tables, 3 aft)	Extant in compartment; Booklets 1955, 1957, 1958; Figures 6, 7, 71, 72, 75, and 76	Use extant objects; reupholster with brown-orange fabric.
	Bingo , for 8, set up on 2 rectangular tables— bingo cards , 8, bowls of beans , 4	Figure 73	Extant in compartment; Use extant objects.
	Tables , square, 2, forward of the 3 rectangular ones	Extant in compartment; Booklets 1955, 1957, 1958; Figures 6, 7, 71, 72, 75, and 76	Use extant objects.
	Chairs , single swivel (1 each side of the 2 square tables), 8	Extant in compartment; Booklets 1955, 1957 1958; Figures 6, 7, 71, 72, 75, and 76	Use extant objects; reupholster with brown-orange fabric.
	Backgammon board , set up on square table	Standard furnishing for compartment	Acquire.
Aft	Table , rectangular	Extant in compartment; Booklets 1955, 1957, 1958; Figures 6, 7, 71, 72, 75, and 76	Use extant object.
	Benches , 2-man, 2	Extant in compartment; Booklets 1955, 1957, 1958; Figures 6, 7, 71, 72, 75, and 76	Use extant objects; reupholster with brown-orange fabric.
	Battle lanterns , 2	Extant in compartment	Use extant objects.
	Lights , red, 2	Extant in compartment	Use extant objects.
	Sockets , round, 2	Extant in compartment	Use extant objects.
	Coffee urns , 2, atop metal cabinet	Extant in compartment; Booklets 1955, 1957, 1958	Acquire 1 urn to match extant coffee urn.
	Speaker/amplifier	Extant in compartment	Use extant object.
	Reproducer	Extant in compartment	Use extant object.
	Water cooler	Extant in compartment; Booklets 1955, 1957, 1958	Use extant object.

174 Ice cream was always a popular dessert and one not often available on a destroyer at sea, but in port it was probably available daily. It was served in flat rectangles, about 3 × 4 inches and an inch thick and wrapped in thin white cardboard.

LOCATION	OBJECT	EVIDENCE	RECOMMENDATION
	Fan	"Sanitary Report," 1957; extant holes for mounting	Acquire and install using existing mounting holes.
	Magazine rack	Figures 6 and 76; extant in compartment	Use extant object.
	Magazines in plastic covers, in rack, 8	Figures 6 and 76; Hooper e-mail	Acquire 1958 issues of <i>All Hands</i> , <i>Navy Times</i> , <i>Reader's Digest</i> , <i>Life</i> , <i>Time</i> , and <i>Sports Illustrated</i> ; place in plastic covers.
	Metal sign: "OVERBD DISCH HAND PUMPS—53"	Extant in compartment	Use extant object.
	Power panels	Extant in compartment	Use extant object.

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Food Service

Compartment Use, History, and Furnishings

Three times a day meals were served cafeteria-style to the entire crew. Additionally, before the midwatch, sandwiches probably would have been prepared to nourish those who had to stand the long four hours after midnight.

Meals were served on partitioned metal trays, except for soups and cereals, which were served in heavy white glass bowls. Coffee was served in white glass mugs; milk and juice were served in glasses. Trays were picked up from racks at the beginning of the serving line. Food was generally plentiful, but could get repetitious. Sumner Wheeler, a former crew member and current volunteer on board *Cassin Young*, has submitted two weekly menus from the ship. One dates from January 1945, the other from the mid-1950s. Several things stand out in a comparison of the menus. Many of the same items are found on both menus: hash brown potatoes and creamed minced beef for breakfast, frankfurters and sauerkraut for supper. In the earlier menu there were fewer choices at each meal than in the later period. Also, during World War II the sailors were offered "Chilled KLIM," a brand of powdered milk. Note that "klim" is "milk" spelled backward.

Most ships tried to make an effort on holidays, especially Thanksgiving and Christmas, to have special meals. There were no alcoholic beverages permitted on board American ships, so celebrating the holidays was a sober affair. Figure 79 shows the crew in



Figure 78: Mess Cooks serving, Food Service, 1956–57. BNHPA, "Mediterranean Cruise, USS *Cassin Young*," Box 182.



Figure 79: Mess Cooks serving, crew in dress uniform, Food Service, 1956–57. BNHPA, "Mediterranean Cruise, USS *Cassin Young*," Box 182.

the serving line wearing their dress uniforms, indicating a holiday meal.

Destroyers carried a rating known as “cooks,” who prepared the meals; serving and cleaning up was left to the “mess cooks.” Each division on *Cassin Young* supplied one or more mess cooks, who served for one to three months. Mess cooks came from the lowest ranks on board ship, and it was not a sought-after job. They served the meals and afterward cleaned and washed the trays and utensils and emptied the trash. At sea the trash was dumped over the Fantail of the ship; in port the garbage cans were taken ashore and emptied into trash dumpsters.



Figure 80: Food service, mess line, 1953. BNHPA, “The 1953 Mediterranean Cruise,” Box 182, folder 3.

Major renovation of *Cassin Young*’s Food Service Compartment took place as part of the 1955 Navy Yard overhaul. The “habitability improvement” cost \$15,276.00 and included the replacement of incandescent lights with fluorescent, and “rearranging” the compartment.¹⁷⁵ Although one historic photograph (Figure 80) predated these changes, it is still difficult to discern exactly what rearranging took place. The steam tables, or at least their location, appear to have remained unchanged, but a large serving vat at the end of the line in 1953 was removed. An “ice cream hardening cabinet,” toward the end of the serving line, appears to be new with the 1955 overhaul; in 1957 a small serving table was added at the forward end of the compartment. A “book” locker and an overhead locker were also added, port side, in 1957. The toaster and its stand that are in the compartment today were added as part of the 1958 overhaul in Charles-town.¹⁷⁶

Food Service Figures: Figures 78–80

Figure 81: Food Service as it will appear after refurbishing to 1958. Illustration by Steven N. Patricia.



175 “Habitability improvement—rearrange crew’s food service space and fluorescent lighting—material charge: \$2,241, total: \$15,276.” “Departure Report Alterations,” 1955, sheet 14/23, 4700.2, RG 3, Box 74, Folder 9, BNHPA.

176 “Booklet of General Plans,” 1955, 1957, and 1958, plate 9, BNHPA.

List of Recommended Furnishings

LOCATION	OBJECT	EVIDENCE	RECOMMENDATION
Overhead	Fluorescent lights , 8	Extant in compartment	Use extant objects.
	Lights , red, 2	Extant in compartment	Use extant objects.
Starboard	Cabinet , for mugs and bowls	Extant in compartment; Figures 78 and 79; Booklets 1955, 1957, 1958	Use extant object.
	Bowls , 50, and mugs , 50, on cabinet	Figures 78 and 79	Acquire and secure in place.
	Utensil tray , on top of cabinet	Extant in compartment; Figure 78	Use extant object, BOSTC 310.
	Forks, knives, and spoons , 50 each, in utensil tray	Figures 78–80	Acquire and secure in place with Plexiglas front.
	Steam tables	Extant in compartment; Figures 78–80; Booklets 1955, 1957, 1958	Use extant objects.
	Steam trays , 5, with artificial food	Figures 78–80	Acquire.
	Ice cream hardening cabinet	Extant in compartment; Figures 78 and 79; Booklets 1955, 1957, 1958	Use extant object.
	Compartment check-off lists , 2: air/freshwater/fuel oil systems in metal frames	Extant in compartment	Use extant objects.
Forward	White plastic card on Safety Precautions in event of food poisoning	Extant in compartment	Use extant object.
	Portable sterilizer	Extant in compartment	Use extant object.
Aft	Thermometer	Extant in compartment	Use extant object.
Port	Large rack for trays , at aft end of compartment	Extant in compartment	Use extant object.
	Trays , 96, in racks	Figures 79 and 80	Use trays from Bldg 107, third-floor storage, or acquired from <i>Des Moines</i> ; secure with Plexiglas front.
	Large rack , for additional trays	Extant in compartment	Use extant object.
	Trays , for rack	Figures 79 and 80	Use trays from Bldg 107, third-floor storage, or acquired from <i>Des Moines</i> ; secure with Plexiglas front.
	Overhead locker , keep sliding metal doors closed	Extant in compartment; Booklet 1957 and 1958	Use extant object.
	Book locker	Extant in compartment; Booklet 1957 and 1958	Replace plywood doors with metal ones, modeled on doors of locker above.
	Table , with 2 open shelves beneath	Extant in compartment; Booklet 1958	Use extant object.

LOCATION	OBJECT	EVIDENCE	RECOMMENDATION
	Bread , on shelves	Standard furnishing for compartment	Acquire artificial loaves; secure on shelves.
	Toaster , on table	Extant in compartment; Booklet 1958	Use extant object.
	Serving table	Extant in compartment; Booklet 1957 and 1958	Use extant object.

Ship's Store and Passage

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Compartment Use, History, and Furnishings

During World War II and well into the 1950s this compartment provided berthing for six crew members with two sets of three berths and an equal number of transom lockers. By 1957 the berths had been removed and the compartment was no longer labeled “crew’s berthing,” but simply called a passage; it had three lockers, although they were different from those extant in 1955. In the 1958 overhaul the Ship’s Store was relocated here from the Main Deck—all lockers were removed from this space and an interior wall was added to create two compartments: a narrower passage and the Ship’s Store.¹⁷⁷

On paydays, which were twice per month, the ship’s store was a very popular place. It did a steady business the rest of the month, but on the days the crew got paid it was particularly busy. Its stock in trade was cigarettes, candy, and toiletries, but it also carried stationery and some souvenirs, such as the ship’s patch. When the ship was outside the territorial limits of the United States, cigarettes could be sold tax-free—these were called “sea stores.” Cigarettes were cheap even considering the wages of the period.

A late 1950s Supply Department memo suggests a number of difficulties the ship’s store encountered, from bugs in the inventory to crew purchasing items on credit to frustrations over irregular store hours and prices.

*Sales are made for cash only . . . credit is never extended to anyone . . . sales are rung up on the register promptly. Sales room is sprayed weekly with an insecticide prescribed by the medical officer. . . . open for business during the prescribed hours, and whenever the salesroom is required to be closed during those hours, that a sign is posted outside the space to indicate when it will be open for business. That a current and accurate price list be posted conspicuously by the ship’s store.*¹⁷⁸

Ship’s Store Figures: None

List of Recommended Furnishings

All items presently furnishing the ship’s store should be removed, to be replaced by the objects specified herein, which all date to 1958.

LOCATION	OBJECT	EVIDENCE	RECOMMENDATION
Overhead	Lights , 2	Extant in compartment	Use extant objects.
Starboard	Metal shelves , 4 high	Extant in compartment	Use extant objects.
	Cartons of cigarettes	Standard items for compartment	Acquire or reproduce.

177 “Booklet of General Plans,” 1955, 1957, and 1958, plate 9, BNHPA.

178 “Supply Department Order No. 14,” [n.d., 1958–1960], 4400, RG 3, Box 60, Folder 7, BNHPA.

LOCATION	OBJECT	EVIDENCE	RECOMMENDATION
Port	Metal shelves , 2 high	Extant in compartment	Use extant objects.
	Stationery and envelopes, postcards, shaving cream, aftershave, razors, razor blades, soaps, candy, Cassin Young patches	Standard items for compartment	Acquire or reproduce.
	Display window	Extant in compartment	Use extant object.
	Bulletin board , mounted on store bulkhead in passage	Extant in compartment	Use extant object.
	Postings on bulletin board, store hours	Supply Dept. memo	Reproduce.
Aft	Light , red, 1	Extant in compartment	Use extant object.
	Door to passage , metal mesh, split opening	Extant in compartment	Use extant object.
	Posting on door —"Open tomorrow at 12:00 p.m."	Supply Dept. memo	Reproduce.

Scullery

Compartment Use, History, and Furnishings

The lowest ranks on *Cassin Young* supplied the mess cooks, who cleaned up in the scullery after meals. The work was considered so undesirable that mess cooks served in frequent rotation in the job. In addition to washing all dishes, utensils, and cups, the mess cooks disposed of garbage and had to keep their workspace very clean.

Their work was closely monitored because cleanliness on the small ship was critical to maintaining good health on board. At times, the Weekly Sanitary Report noted, “scullery and garbage machines need cleaning,”¹⁷⁹ or “a complete field day [cleaning day] will be held in these spaces [scullery and crew’s mess] after each meal . . . to enforce this constant cleanliness.”¹⁸⁰

Like numerous other compartments on *Cassin Young*, the scullery underwent “habitability improvement” as part of the 1955 overhaul in the Charlestown Navy Yard. No documentation was found showing the configuration of



Figure 82: Mess Cook in scullery, 1956–57. BNHPA, “Mediterranean Cruise, USS *Cassin Young*,” Box 182.

179 “Medical Department Sanitary Inspection Report,” September 5, 1957, 6240.1, Weekly Sanitary Reports, RG 3, Box 93, Folder 23, BNHPA. ”

180 “Supply Department Order No. 4,” 1958, 4400, Supply Dept. Orders, 1958, RG 3, Box 60, Folder 7, BNHPA.

the space prior to 1955, but the scullery was substantially rearranged and fluorescent lighting was added at a total cost of more than \$19,000.¹⁸¹ The scullery remained substantially the same after the 1955 overhaul, with documentation indicating only major cleaning, polishing, and general repair of equipment.¹⁸²

Scullery Figure: 82

List of Recommended Furnishings

LOCATION	OBJECT	EVIDENCE	RECOMMENDATION
156 Starboard	Fluorescent lights , 4	Extant in compartment	Use extant objects.
	Circular socket	Extant in compartment	Use extant object.
	Slots , for used trays and utensils	Extant in compartment	Use extant objects.
	Mess trays , 7, in slots	Extant in compartment	Use extant objects.
	Receiving table , for used trays, with shelf underneath for utensils	Extant in compartment	Use extant object.
	Portable tray or utensil racks , 5	Extant in compartment	Use extant objects.
	Utensils , in utensil rack	Standard furnishing for compartment	Acquire.
	Garbage grinder, with a control box wall-mounted above it	Extant in compartment; Booklets 1955, 1957, 1958	Use extant object.
	Plastic sign on care and maintenance of grinder, wall-mounted with corner screws	Extant in compartment	Use extant object.
	Table	Extant in compartment	Use extant object.
Port	Table , stainless steel, with storage racks underneath	Extant in compartment	Use extant object.
	Rack , 1, with trays , 5, on table, rinsed and ready to be washed	Extant in compartment	Use extant objects; reproduce appearance of dirty trays to show function of compartment; secure trays to rack.
	Dishwashing machine	Extant in compartment; Figure 82; Booklets 1955, 1957, 1958	Use extant object.
Forward	Signs , 2, on bulkhead	Figure 82	Acquire or reproduce.
	Rack , with 12 clean cups , coming out of dishwasher	Standard furnishing for compartment	Acquire cups, use extant rack.
	Table, with shelves underneath for tray/dish racks	Extant in compartment; Figure 82	Use extant objects.
	Racks , 4, empty, on shelves beneath table	Extant in compartment	Use extant objects.
	Sink	Extant in compartment; Booklets 1955, 1957, 1958	Use extant object; faucet and handles needed.

181 "Habitability improvement—rearrange scullery and fluorescent lighting-material charge \$4,159, total: \$19,129."

"Departure Report Alterations," 1955, sheet 14/23, 4700.2, RG 3, Box 74, Folder 9, BNHPA.

182 "Records of Overhaul," April 29, 1958, 4700.2, RG 3, Part 2/4, Box 75, Folder 1, BNHPA.

LOCATION	OBJECT	EVIDENCE	RECOMMENDATION
Aft	Cleaner, scrubbing pad, scrub brush, dish towel , on counter to starboard side of sink	Standard furnishing for compartment	Acquire.
	Motor control box	Extant in compartment	Use extant object.
	Counter	Extant in compartment; Booklets 1955, 1957, 1958	Use extant object.
	Trays , 3, on counter, starboard side, with bowls, mugs and utensils , dirty with food scraps	Standard furnishing for compartment	Reproduce.
	Rack , 1, with trays , 5, on table port side, rinsed and ready to be washed	Extant in compartment	Use extant objects; reproduce appearance of dirty trays to show function of compartment; secure trays to rack.
	Condition check-off list for freshwater system	Extant in compartment	Use extant object.

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Diesel Generator Room

Compartment Use, History, and Furnishings

This Diesel Generator Compartment contained a diesel-powered emergency electrical generator, which became important in the event the ship's service generators went off line because of battle or accident. If the ship lost power, the diesel generator started up and provided a limited amount of power to the vital functions of the ship. During General Quarters one or two men were locked into the room to make certain the generator worked when it was supposed to. Toward the end of July 1945, when *Cassin Young* was off Okinawa, the ship suffered its second kamikaze blow. The Japanese plane hit just aft of the Diesel Generator Room, on the starboard side, into the forward Fire Room. The concussion jammed the door, and the enginemen servicing the generator were trapped in the space, along with the very noisy diesel engine, for hours.

The General Plans for *Cassin Young* indicate no changes in the Diesel Generator Room from 1955–58, and no other sources revealed information about this compartment.

Diesel Generator Room Figures: None

List of Recommended Furnishings

LOCATION	OBJECT	EVIDENCE	RECOMMENDATION
Overhead	Lamps , 6	Extant in compartment	Use extant objects.
Starboard	Storage battery switch	Extant in compartment	Use extant object.
	Instrument panel , with dials, oil clarifier	Extant in compartment	Use extant object.
	Diesel engine	Extant in compartment; Booklets 1955, 1957, 1958	Use extant object.
	Sign : "Emergency Diesel Operations"	Extant in compartment	Use extant object.
Port	Condition check-off list for access, ventilation, plumbing, compressed air	Extant in compartment	Use extant object.

LOCATION	OBJECT	EVIDENCE	RECOMMENDATION
	CO₂ tanks	Extant in compartment	Use extant objects.
	Signs: Diesel Generator, 2, CO ₂ fire extinguishing system, 1	Extant in compartment	Use extant objects.
	Box for sound-powered phone headsets	Extant in compartment	Use extant object.
	Sign: "Leave This Area"	Extant in compartment	Use extant object.
	Desk , fold-down, with lamp	Extant in compartment; Booklets 1955, 1957, 1958	Use extant objects.
	Circular socket	Extant in compartment	Use extant object.
	Phone	Extant in compartment	Use extant object.
	Exhaust vent box	Extant in compartment	Use extant object.
	Riser terminal	Extant in compartment	Use extant object.
	Transformer boxes , 3	Extant in compartment; Booklets 1955, 1957, 1958	Use extant objects.
	Form taped to bulkhead "In Case of Electric Shock . . ."	Extant in compartment	Use extant object.
Aft	Instrument panels and transfer contractors	Extant in compartment; Booklets 1955, 1957, 1958	Use extant objects.
	Signs: "Operating Instructions," "Safety Precautions," "Resuscitation," "Exhaust ventilation"	Extant in compartment	Use extant objects.

Appendixes

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Appendix A

“Booklet of General Plans,” 1955, S0103-432372, USS *Cassin Young* Design & Construction Drawings, Series I, 161
Record Group 3, BNHPA.

For complete detail please view these General Plans in their electronic format or in their original format, both available at the Park Library.

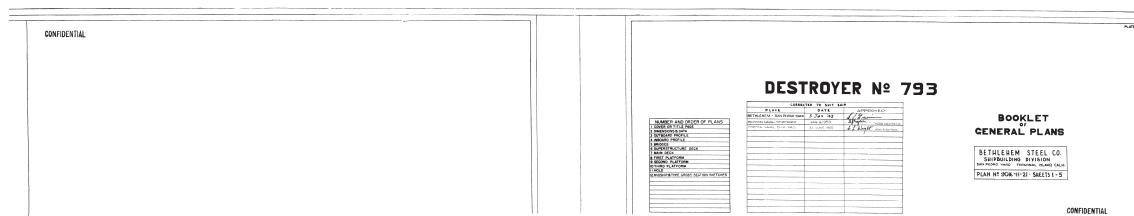


Plate 1: Title Page

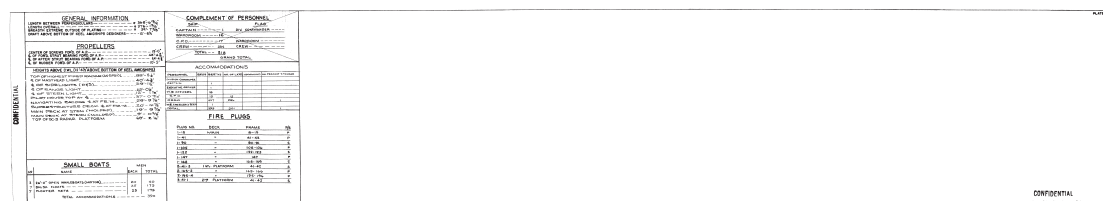


Plate 2: Dimensions and Data

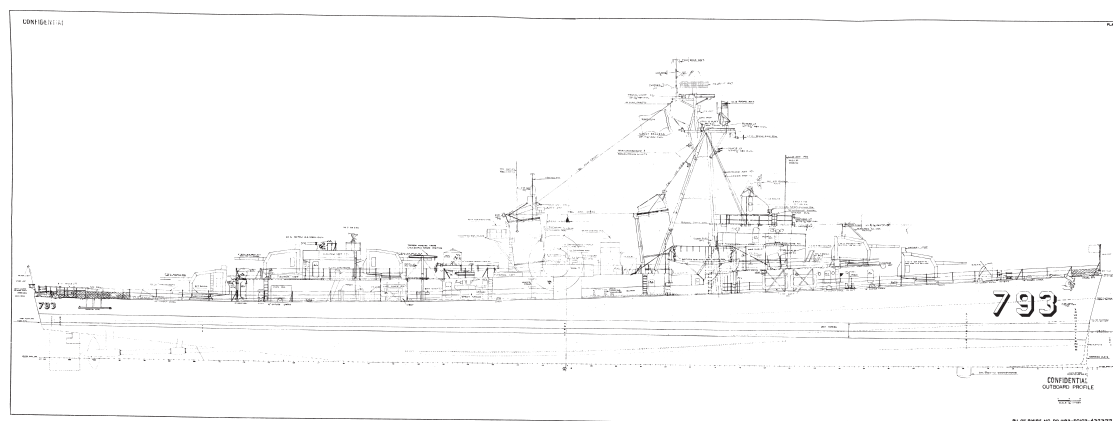


Plate 3: Outboard Profile

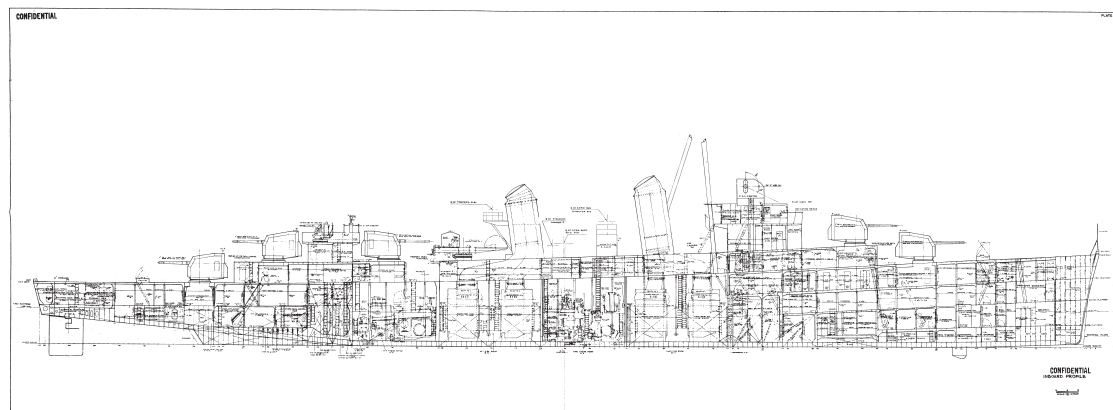


Plate 4: Inboard Profile

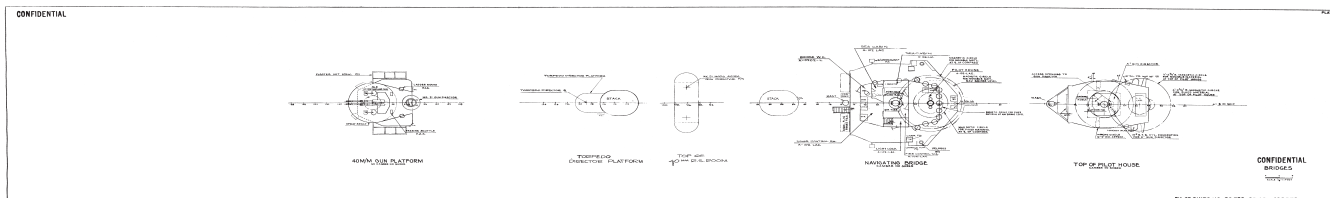


Plate 5: Bridges

163

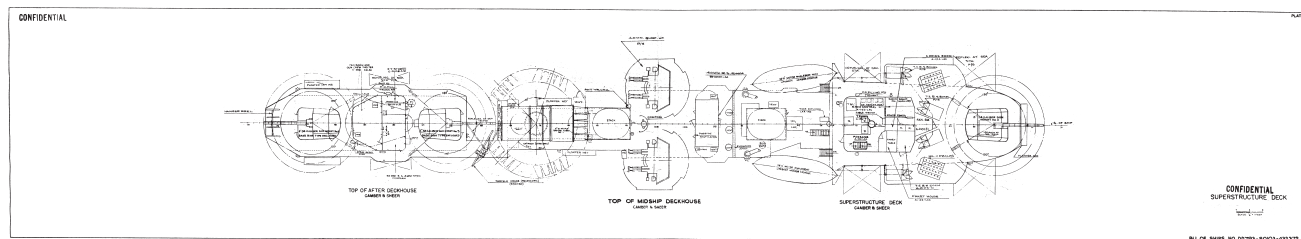


Plate 6: Superstructure Deck

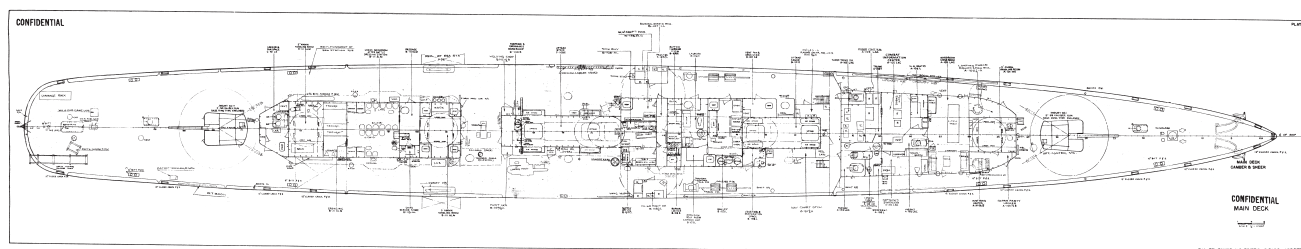


Plate 7: Main Deck

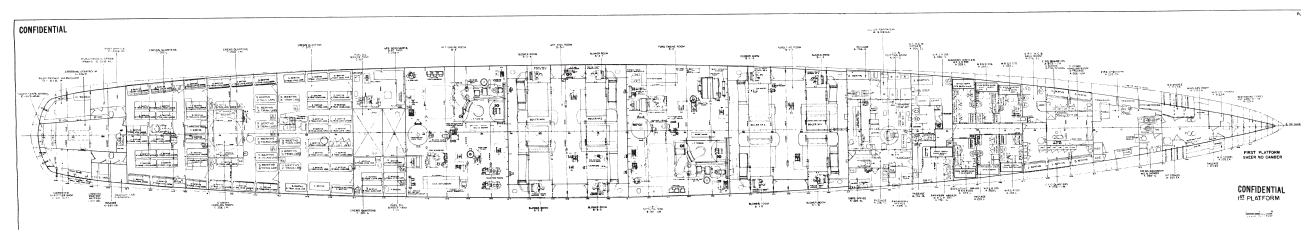


Plate 8: 1st Platform

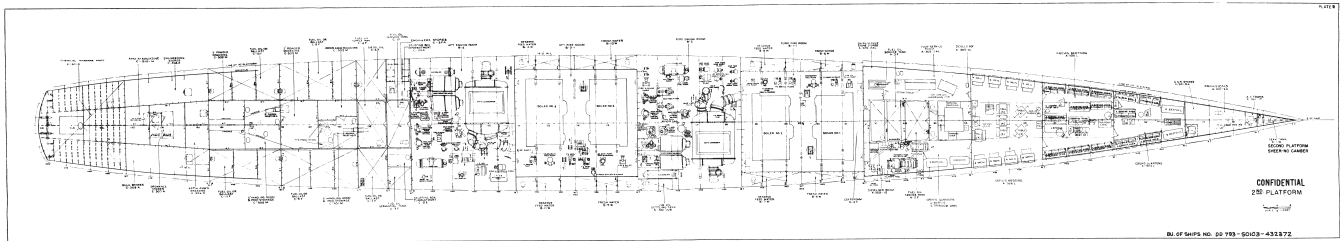


Plate 9: 2nd Platform

164

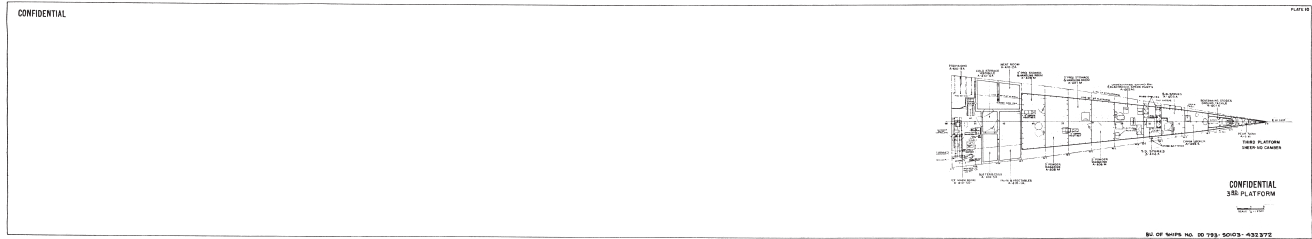


Plate 10: 3rd Platform

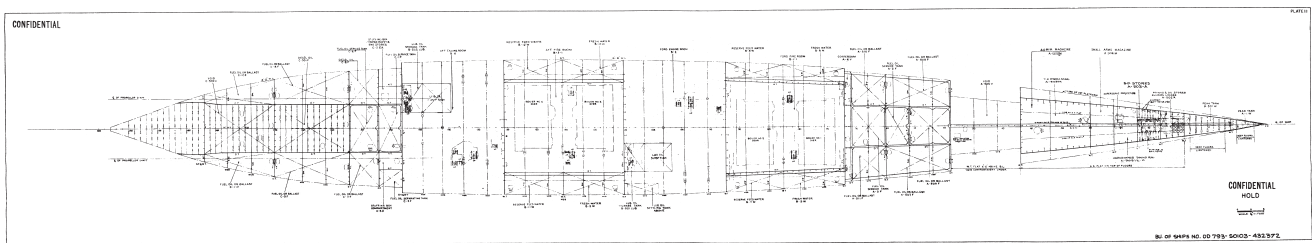


Plate 11: Hold

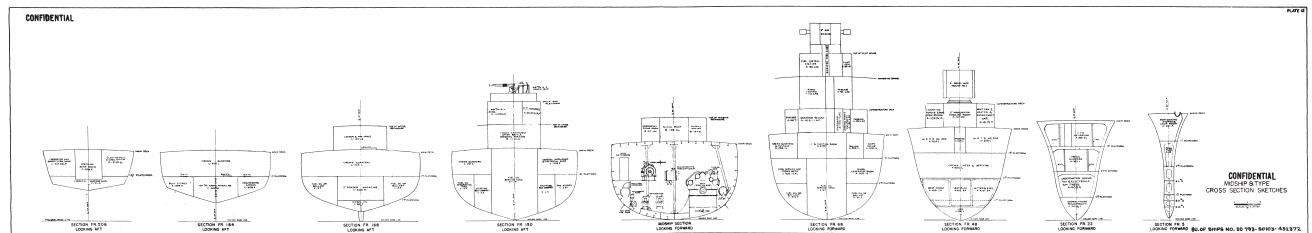


Plate 12: Cross Section Sketches

“Booklet of General Plans,” 1957, S0103-432372, USS *Cassin Young* Design & Construction Drawings, Series I, Record Group 3, BNHPA.



Plate 1: Title Page

165

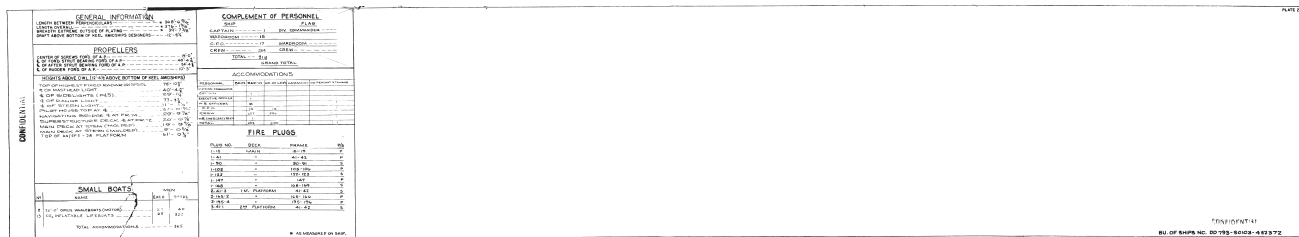


Plate 2: Dimensions and Data

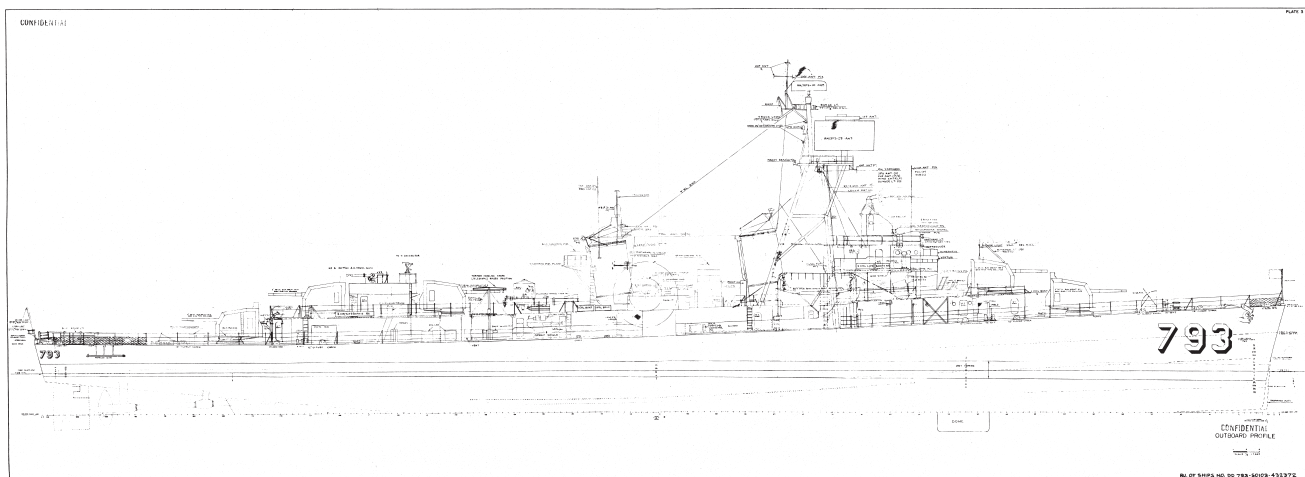


Plate 3: Outboard Profile

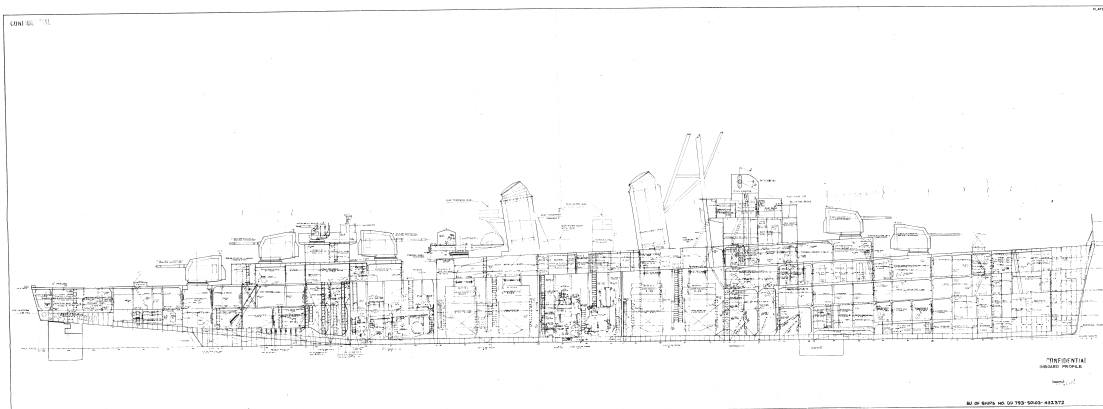


Plate 4: Inboard Profile

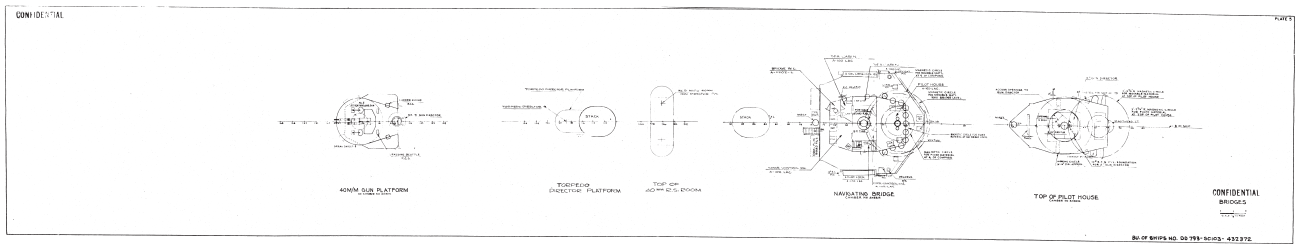


Plate 5: Bridges

166

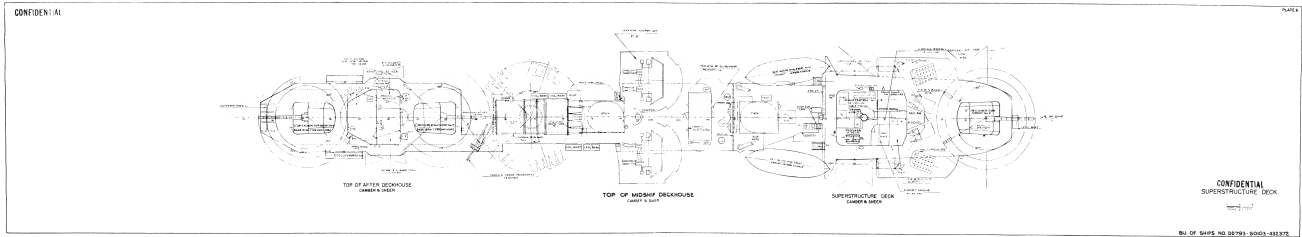


Plate 6: Superstructure Deck

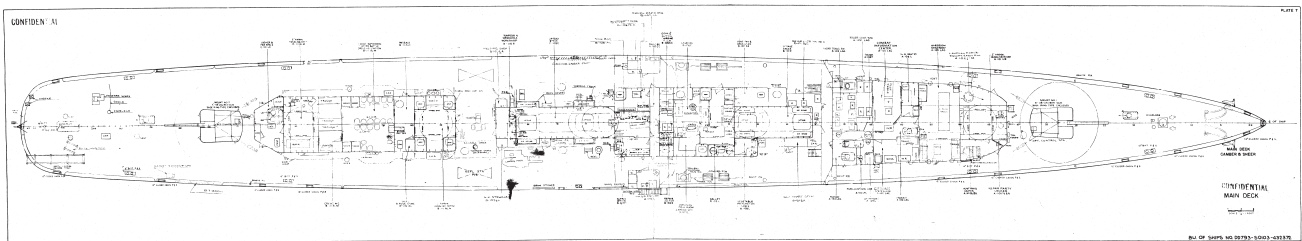


Plate 7: Main Deck

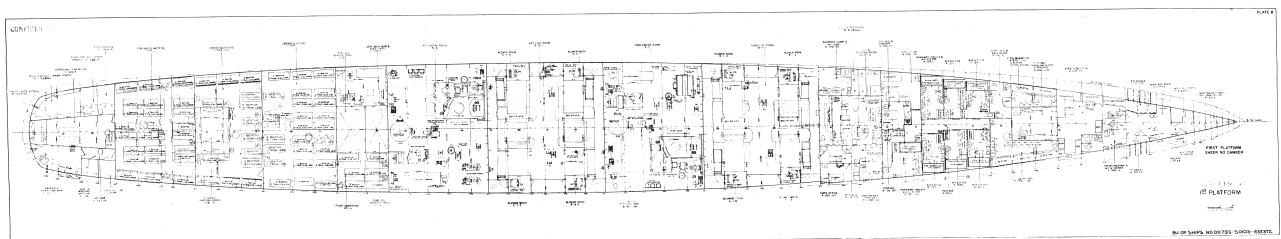


Plate 8: 1st Platform

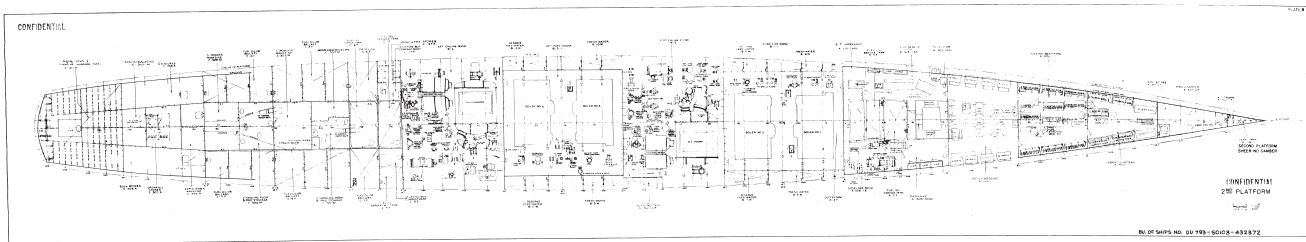


Plate 9: 2nd Platform

167

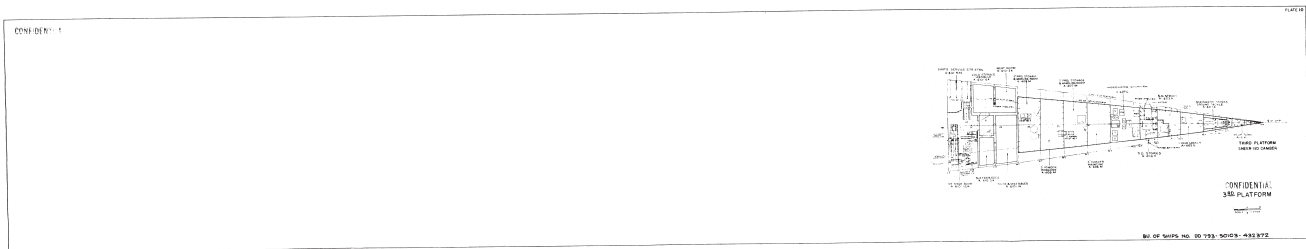


Plate 10: 3rd Platform

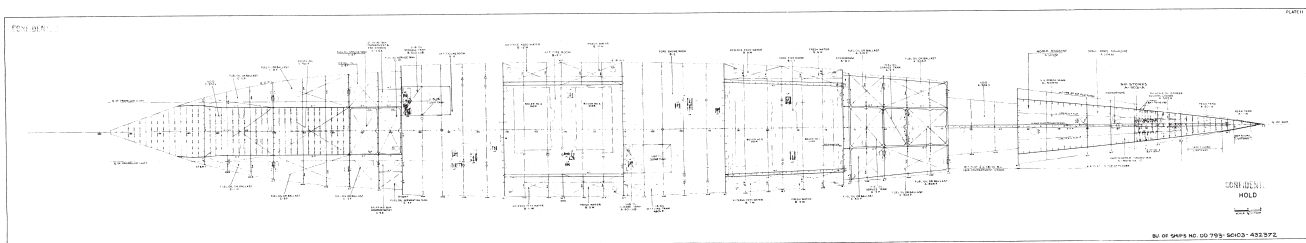


Plate 11: Hold

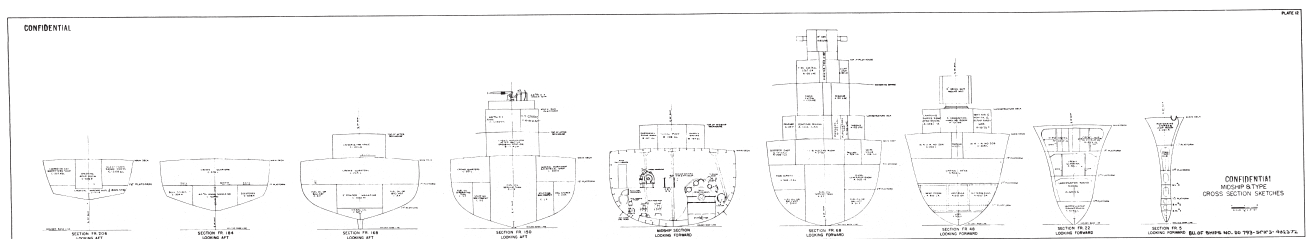


Plate 12: Cross Section Sketches

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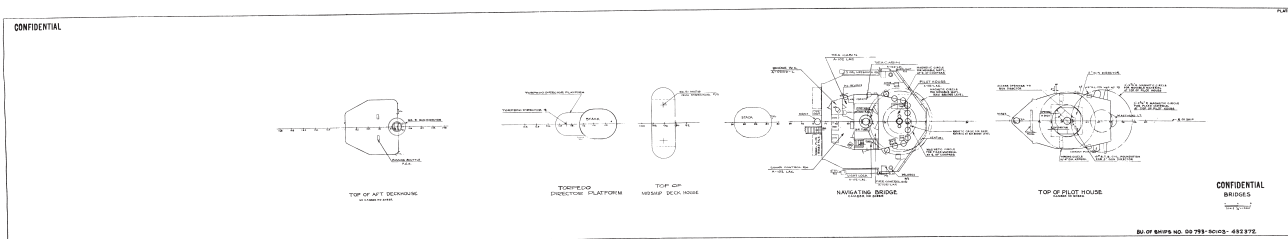


Plate 5: Bridges

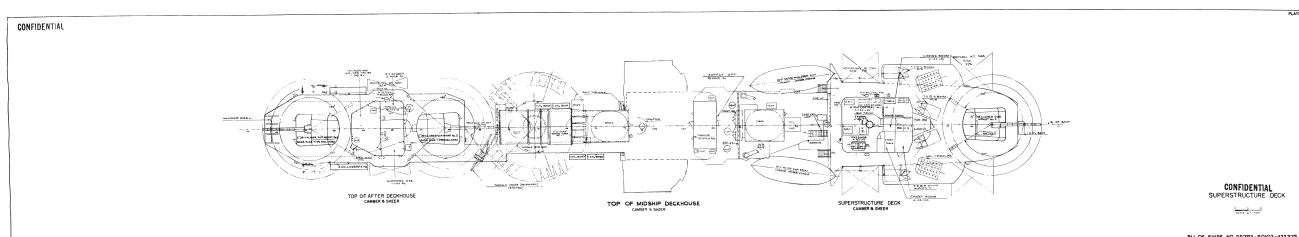


Plate 6: Superstructure Deck

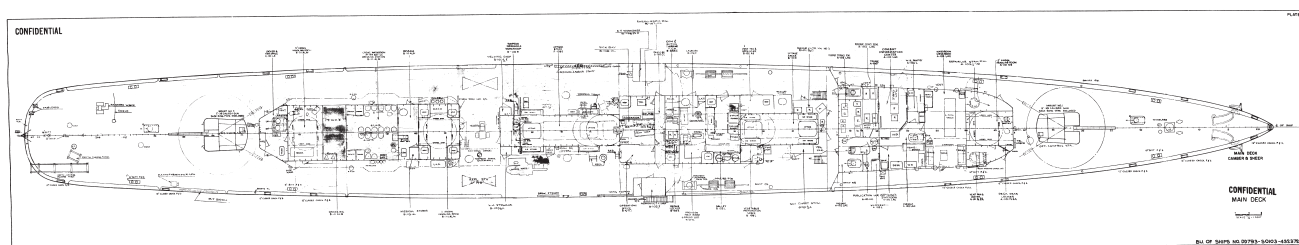


Plate 7: Main Deck

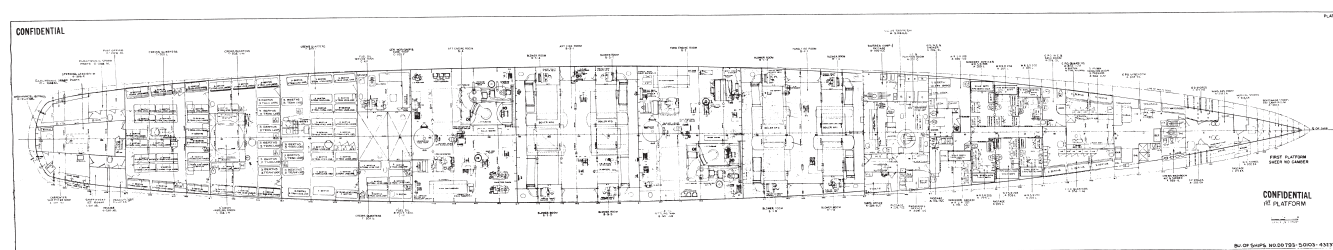


Plate 8: 1st Platform

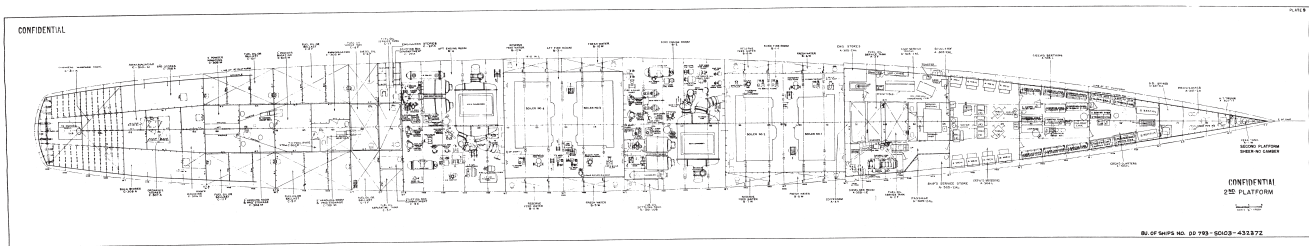


Plate 9: 2nd Platform

170

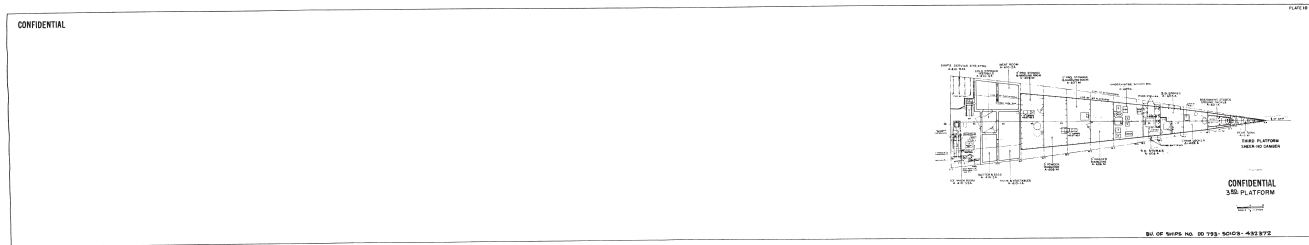


Plate 10: 3rd Platform

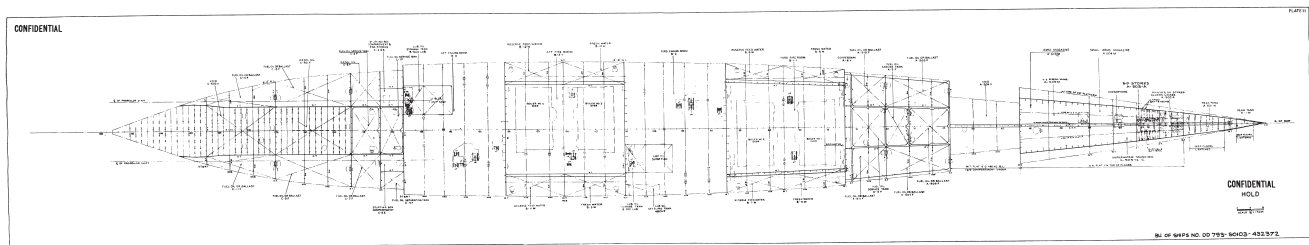


Plate 11: Hold

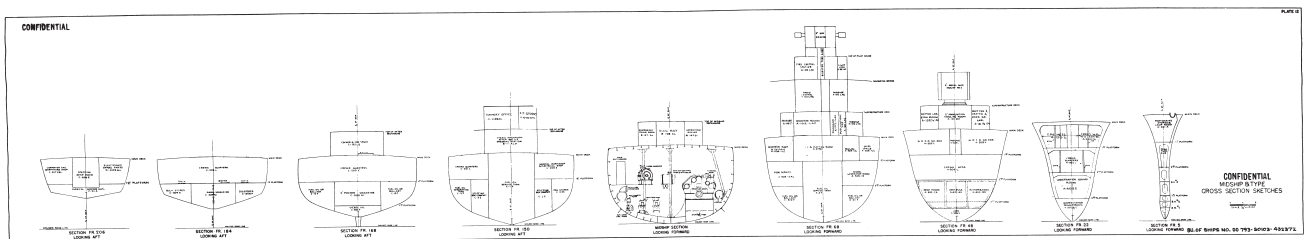


Plate 12: Cross Section Sketches

Appendix B

“Bureau of Ships Allowance List: Carpenter’s Workshop,” July 15, 1953, 3369, USS *Cassin Young* Operational Archives, Record Group 3, Part 1, Vol. 4, BNHPA. 171

SECURITY INFORMATION

BOOK FOR U. S. S. CASSIN YOUNG (DD793)
 TYPE LIST FOR DD445 CLASS
 GROUP NAME WORKSHOPS: CARPENTER, SHOP

PART 1
 GROUP NO. 591-77
 PAGE 1
 TYPE PAGE 1

LINE NO.	NAME AND DESCRIPTION OF ITEM	ALLOW. ALLOW. RESID.	STANDARD NAVY STOCK NUMBER	BUSHIPS PLAN NUMBER	WGT.	UNIT OF ISSUE	ALLOW. ALLOW. RESID.	LINE NO.
5	CARPENTER'S TOOLS							5
	3-Awl, Brad:					Ea		
	(1) 1/16 In. Cut		G41A950			Ea		
	(1) 3/32 In. Cut		G41A951			Ea		
10	(1) 1/8 In. Cut		G41A952			Ea		10
	2-Awl, Scratch, 3 1/2 In. Blade		G41A1100			Ea		
	2-Axe, Chopping, Single Bit (w Handle)		G41A1277			Ea		
	1-Bevel, 2-Tongue, 12 Inch		G41B570			Ea		
15								15
	11-Bit, Augur, Wood Boring:							
	(w Tapered Square Bit Stock Shank)							
	(1) 1/4 In. Dia		G41B686			Ea		
	(1) 5/16 In. Dia		G41B687			Ea		
20	(1) 3/8 In. Dia		G41B688			Ea		20
	(1) 7/16 In. Dia		G41B689			Ea		
	(1) 1/2 In. Dia		G41B690			Ea		
	(1) 5/8 In. Dia		G41B692			Ea		
	(1) 3/4 In. Dia		G41B694			Ea		
25	(1) 7/8 In. Dia		G41B696			Ea		25
	(1) 15/16 In. Dia		G41B697			Ea		
	(1) 1 1/8 In. Dia		G41B700			Ea		
	(1) 1 1/4 In. Dia		G41B702			Ea		
	1-Bit, Expansive, Wood Boring, 7/8 to 3 In. Cap.		G41B844			Ea		
30	(w Tapered Square Bit Stock Shank)							30
	3-Bit, Screwdriver: (w Bit Stock Shank)							
	(1) 1/4 In. Tip		G41B620			Ea		
	(1) 3/8 In. Tip		G41B622			Ea		
	(1) 1/2 In. Tip		G41B623			Ea		
35	1-Brace, Ratchet, 10 In. Sweep		G41B1892			Ea		35
	6-Chisel, Woodworking, Socket Firmer:							
	(1) 1/4 In. Wide		G41C1491			Ea		
	(1) 1/2 In. Wide		G41C1493			Ea		
40	(1) 3/4 In. Wide		G41C1495			Ea		40
	(1) 1 In. Wide		G41C1497			Ea		
	(1) 1 1/2 In. Wide		G41C1501			Ea		
	(1) 2 In. Wide		G41C1505			Ea		

(CONTINUED)

ISSUED 7/15/53

REVISED

ACTIVITY	SPCC-MECH	PREPARED	MLS	TYPED	BPL	PROOFED	APPROVED	SPCC
EQUIPAGE NAVSHIPS 4334 (REV. 1-49)		Stocked in CDS		U. S. GOVERNMENT PRINTING OFFICE 16-60810-1		RESTRICTED		

SECURITY INFORMATION

BOOK FOR U.S.S. CASSIN YOUNG (DD793)

TYPE LIST FOR DD445 CLASS

GROUP NAME WORKSHOPS: CARPENTER'S SHOP

PART I
GROUP NO. 591-7
PAGE 2
TYPE PAGE 2DD
530

LINE NO.	NAME AND DESCRIPTION OF ITEM	ALLOW. DESIG.	STANDARD NAVY STOCK NUMBER	BUSHIPS PLAN NUMBER	WGT.	UNIT OF ISSUE	ALLOW. AMOUNT
5	CARPENTER'S TOOLS (2000)						
	1-Countersink, Wood, Rose Type (W Bit Stock Shank)		641C2645			Ea	
	1-Countersink, Wood, Snail Type (W Bit Stock Shank)		641C2615			Ea	
	1-Cup, Force, Plumber's (Plunger)		641F3650			Ea	
10	1-Cutter, Glass, Circular Turret Head		641C2985			Ea	
	1-Dividors, Wing, 8 Inch		641D1376			Ea	
	1-Drill, Breast, 0 to 1/2 In. Chuck Cap.		641D1663			Ea	
	8-Drill, Twist, Morse Taper Shank:						
15	(1) 9/32 In. Dia		640D1464			Ea	
	(1) 5/16 In. Dia		640D1466			Ea	
	(1) 11/32 In. Dia		640D1468			Ea	
	(1) 3/8 In. Dia		640D1470			Ea	
	(1) 13/32 In. Dia		640D1472			Ea	
20	(1) 7/16 In. Dia		640D1474			Ea	
	(1) 15/32 In. Dia		640D1476			Ea	
	(1) 1/2 In. Dia		640D1478			Ea	
	15-Drill, Twist, Straight Shank:						
	(1) 1/16 In. Dia		640D1002			Ea	
	(1) 3/32 In. Dia		640D1004			Ea	
	(1) 1/8 In. Dia		640D1006			Ea	
	(1) 5/32 In. Dia		640D1008			Ea	
	(1) 3/16 In. Dia		640D1010			Ea	
	(1) 7/32 In. Dia		640D1012			Ea	
25	(1) 1/4 In. Dia		640D1014			Ea	
	(1) 9/32 In. Dia		640D1016			Ea	
	(1) 5/16 In. Dia		640D1018			Ea	
	(1) 11/32 In. Dia		640D1020			Ea	
	(1) 3/8 In. Dia		640D1022			Ea	
30	(1) 13/32 In. Dia		640D1024			Ea	
	(1) 7/16 In. Dia		640D1026			Ea	
	(1) 15/32 In. Dia		640D1028			Ea	
	(1) 1/2 In. Dia		640D1030			Ea	
	1-Drill Set, Twist, Consisting of 9 Drills (W Bit Stock Shank) Wood Box and Cover		640D2250			Set	
	Sizes 1/16 to 1/4 In. by 32nds, also 5/16, 3/8 In.						
45	3-File Cleaner, Combination		G38C400			Ea	

(CONTINUED)

ISSUED 7/15/53

REVISED

ACTIVITY	SPCC-MECH	PREPARED	MLS	TYPED	BPL	PROOFED	APPROVED
EQUIPAGE NAVSHIPS 4234 (REV. 1-49)					Stocked in CDS		RESTRICTED

SECURITY INFORMATION

BOOK FOR U. S. S. CASSIN YOUNG (DD793)

TYPE LIST FOR DD445 CLASS

GROUP NAME WORKSHOPS: CARPENTER SHOP

PART 1

GROUP NO. S91-77

PAGE 3

TYPE PAGE 3

LINE NO.	NAME AND DESCRIPTION OF ITEM	ALLOW. DESIG.	STANDARD NAVY STOCK NUMBER	BUSHIPS PLAN NUMBER	WGT.	UNIT OF ISSUE	ALLOWANCE
	CARPENTER'S TOOLS (CONT'D)						
	5-Gauge, Socket Firmer, Outside Bevel, Woodworking:						
	(1) 1/4 In. Wide		G41G791			Ea	
	(1) 1/2 In. Wide		G41G793			Ea	
	(1) 3/4 In. Wide		G41G795			Ea	
	(1) 1 In. Wide		G41G797			Ea	
	(1) 1 1/2 In. Wide		G41G799			Ea	
	3-Hammer, Carpenter's Curved Claw, 1 Lb		G41H187			Ea	
	(2 For Carpenter; 1 For Commissary Steward)						
	3-Hatchet, Shingling, 4 In. Edge		G41H1653			Ea	
	(2 For Carpenter; 1 For Commissary Steward)						
	1-Iron, Wood Caulking, Reefing Hook		G41I456			Ea	
	1-Iron, Wood Caulking, Straight, 1 1/2 Inch		G41I418			Ea	
	1-Iron, Wood Caulking, Straight Spike, 1/2 Inch		G41I460			Ea	
	2-Jack, Screw, 12 Ton		G41J164			Ea	
	12-Key Blanks (To Suit Locks)					Ea	
	1-Knife, Draw, 14 In. Blade		G41K353			Ea	
	1-Knife, Putty, 1 1/4 In. Blade		G41K546			Ea	
	1-Knife, Shoe, 3/4 X 3 1/4 In. Blade		G41K650			Ea	
	2-Mallet, Carpenter's Round		G41M402			Ea	
	1-Oiler, Pushbottom, Str. Spout, 3/4 Pint		G42032			Ea	
	1-Plane, Combination		G41P910			Ea	
	1-Plane, Jack		G41P1190			Ea	
	1-Plane, Smooth		G41P1452			Ea	
	1-Pot, Glue, Electric, 1 Qt		G41P2450			Ea	
	1-Pot, Solder, Non-Electric		G41P2624			Ea	
	1-Puller, Nail, Rammer Type (For Commissary)		G41P2950			Ea	
	7-Punch, Hole Cutting (for Leather, Canvas, Etc)						
	(1) 7/16 In. Dia		G41P3352			Ea	
	(1) 1/2 In. Dia		G41P3353			Ea	
	(1) 9/16 In. Dia		G41P3354			Ea	
	(1) 5/8 In. Dia		G41P3355			Ea	
	(1) 3/4 In. Dia		G41P3357			Ea	
	(1) 7/8 In. Dia		G41P3359			Ea	
	(1) 1 In. Dia		G41P3360			Ea	

(CONTINUED)

ISSUED 7/15/53

REVISED

ACTIVITY	SPCC-MECH	PREPARED	MLS	TYPED	BPL	PROOFED	APPROVED	SPCC
EQUIPAGE NAVSHIPS 4334 (REV. 1-49)		Stocked in CDS		U. S. GOVERNMENT PRINTING OFFICE 16-58810-1		RESTRICTED		

BOOK FOR U. S. S. CASSIN YOUNG (DD793)
TYPE LIST FOR DD445 CLASS
GROUP NAME WORKSHOPS; CARPENTER SHOP

PART I
GROUP NO. S91-77
PAGE 4
TYPE PAGE 4

LINE NO.	NAME AND DESCRIPTION OF ITEM	STANDARD NAVY STOCK NUMBER	BUSHIPS PLAN NUMBER	WGT.	UNIT OF ISSUE	ALLOWANCE	LINE NO.
5	CARPENTER'S TOOLS (CONT'D)						5
DD 530	2-Rule, Multiple Folding, 72 In., Type III	G41R2B44			Ea		
	1-Saw, Back, Crosscut and Rip, 16 Inch	G41S58			Ea		
10	1-Saw, Compass, Crosscut and Rip, 12 Inch	G41S105			Ea		10
	1-Saw, Hand, Crosscut, 20 Inch	G41S182			Ea		
	1-Saw, Hand, Crosscut, 26 Inch	G41S188			Ea		
	1-Saw, Hand, Rip, 26 In.	G41S398			Ea		
	1-Saw Set, Hand	G41S2150			Ea		
15	1-Screw, Hand, Wooden, Adjbl, 12 Inch (Clamp)	G41S1035			Ea		15
	3-Screwdriver, Common, 6 Inch	G41S1104			Ea		
	3-Screwdriver, Common, 12 Inch	G41S1110			Ea		
	1-Set, Nail, 3/32 In. Point	G41S2176			Ea		
	1-Set, Nail, 1/8 In. Point	G41S2177			Ea		
20	1-Shears, Tinner's Hand	G41S2813			Ea		20
	1-Spokeshave	G41S2535			Ea		
	1-Square, Carpenter's, Steel, 16 X 24 Inch	G41S4400			Ea		
	1-Square, Try, Carpenter's, 8 Inch	G41S4453			Ea		
	1-Stamp Set, Metal (1/4 In. Characters)	G41F538			Set		
25	Consisting of:						25
	9-Figures from 0 Through 8						
	(Inverted 6 Used as 9)						
30							30
35							35
40							40
45							45
	(CONTINUED)						
50							50
	RE ISSUED 4/20/54						
	REVISED						

ACTIVITY SPCC-MECH PREPARED JWN TYPED MH PROOFED APPROVED SPCC

EQUIPAGE NAVSHIPS 4334 (REV. 1-51)

U. S. GOVERNMENT PRINTING OFFICE 16-56310-2

RESTRICTED SECURITY INFORMATION

BOOK FOR U. S. S. CASSIN YOUNG (DD793)
 TYPE LIST FOR DDA5 CLASS
 GROUP NAME WORKSHOPS: CARPENTER SHOP

PART 1
 GROUP NO. S91-77
 PAGE 5
 TYPE PAGE 5

LINE NO.	NAME AND DESCRIPTION OF ITEM	ALLOW. DESIG.	STANDARD NAVY STOCK NUMBER	BUSHIPS PLAN NUMBER	WGT.	UNIT OF ISSUE	ALLOWANCE	LINE NO.
5	CARPENTER'S TOOLS (CONT'D)							5
	1-Stencil Set (1 In. Brass Characters)		G2S21910			Set		
	Consisting of:							
	1-Ampersand (&)							
10	1-Apostrophe							10
	1-Box, Container Wood							
	1-Brush, Stencil							
15	1-Corona							15
	1-End Piece, LH Beginner (for letters)							
	1-End Piece, LH Beginner (for figures)							
	1-End Piece, RH (for letters)							
20	1-End Piece, RH (for figures)							20
	10-Figures (0 T 9)							
	1-Ink, Stencil, Can							
25	26-Letters (A T Z)							25
	1-Period							
30	1-Spacer (Blank)							30
	Stone, Sharpening, Combination		G4S5416			Ea		
	Tape, Measuring, Steel Ribbon, 50 Ft		G4T179			Ea		
35	Tape, Measuring, Woven, Metallic, 50 Ft		G4T210			Ea		35
40								40
45								45
50								50

REISSUED 4/20/54

REVISED

ACTIVITY	SPCC-MECH	PREPARED	JWN	TYPED	HH	PROOFED	APPROVED	SPCC
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EQUIPAGE NAVSHIPS 4234 (REV. 1-43) U. S. GOVERNMENT PRINTING OFFICE 16-56818-5 RESTRICTED SECURITY INFORMATION

Appendix C

“Arrival Conference Chart,” February 3, 1955, 4700.2, Arrival Conference Charts, 1954–55, Record Group 3, 177
Oversize, Box 2, File 15, BNHPA.

ARRIVAL CONFERENCE CHART										TITLE		DATE	
USS CASSIN YOUNG DD793										APPROPRIATION P.O. 10701/55		P & E No.	
AVAILABILITY FROM 16 MAR 55 TO 22 JUNE 55										AMOUNT 310,000		TYPE DESK OFFICER ORR. KNOX CODE 212 EXT. 70	
										AUTHORITY DD FORM 111		ADVANCE PLANNER COUNTER CODE 227 EXT. 57	
LEGEND										SECTION			
ACTION										PROCESS			
A. APPROVED										1. ISSUE			
B. DISAPPROVED										2. ESTIMATE			
C. NOT AUTHORIZED										3. TYPE			
D. SUPPLY										4. ORDER			
E. FORCE APLAY										5. ESTIMATE			
F. FORCE APLAY										6. ESTIMATE			
G. FORCE APLAY										7. ESTIMATE			
H. FORCE APLAY										8. ESTIMATE			
I. FORCE APLAY										9. ESTIMATE			
J. FORCE APLAY										10. ESTIMATE			
K. FORCE APLAY										11. ESTIMATE			
L. FORCE APLAY										12. ESTIMATE			
M. FORCE APLAY										13. ESTIMATE			
N. FORCE APLAY										14. ESTIMATE			
O. FORCE APLAY										15. ESTIMATE			
P. FORCE APLAY										16. ESTIMATE			
Q. FORCE APLAY										17. ESTIMATE			
R. FORCE APLAY										18. ESTIMATE			
S. FORCE APLAY										19. ESTIMATE			
T. FORCE APLAY										20. ESTIMATE			
U. FORCE APLAY										21. ESTIMATE			
V. FORCE APLAY										22. ESTIMATE			
W. FORCE APLAY										23. ESTIMATE			
X. FORCE APLAY										24. ESTIMATE			
Y. FORCE APLAY										25. ESTIMATE			
Z. FORCE APLAY										26. ESTIMATE			
AA. FORCE APLAY										27. ESTIMATE			
AB. FORCE APLAY										28. ESTIMATE			
AC. FORCE APLAY										29. ESTIMATE			
AD. FORCE APLAY										30. ESTIMATE			
AE. FORCE APLAY										31. ESTIMATE			
AF. FORCE APLAY										32. ESTIMATE			
AG. FORCE APLAY										33. ESTIMATE			
AH. FORCE APLAY										34. ESTIMATE			
AI. FORCE APLAY										35. ESTIMATE			
AJ. FORCE APLAY										36. ESTIMATE			
AK. FORCE APLAY										37. ESTIMATE			
AL. FORCE APLAY										38. ESTIMATE			
AM. FORCE APLAY										39. ESTIMATE			
AN. FORCE APLAY										40. ESTIMATE			
AO. FORCE APLAY										41. ESTIMATE			
AP. FORCE APLAY										42. ESTIMATE			
AQ. FORCE APLAY										43. ESTIMATE			
AR. FORCE APLAY										44. ESTIMATE			
AS. FORCE APLAY										45. ESTIMATE			
AT. FORCE APLAY										46. ESTIMATE			
AU. FORCE APLAY										47. ESTIMATE			
AV. FORCE APLAY										48. ESTIMATE			
AW. FORCE APLAY										49. ESTIMATE			
AX. FORCE APLAY										50. ESTIMATE			
AY. FORCE APLAY										51. ESTIMATE			
AZ. FORCE APLAY										52. ESTIMATE			
BA. FORCE APLAY										53. ESTIMATE			
BB. FORCE APLAY										54. ESTIMATE			
BC. FORCE APLAY										55. ESTIMATE			
BD. FORCE APLAY										56. ESTIMATE			
BE. FORCE APLAY										57. ESTIMATE			
BF. FORCE APLAY										58. ESTIMATE			
BG. FORCE APLAY										59. ESTIMATE			
BH. FORCE APLAY										60. ESTIMATE			
BI. FORCE APLAY										61. ESTIMATE			
BJ. FORCE APLAY										62. ESTIMATE			
BK. FORCE APLAY										63. ESTIMATE			
BL. FORCE APLAY										64. ESTIMATE			
BM. FORCE APLAY										65. ESTIMATE			
BN. FORCE APLAY										66. ESTIMATE			
BO. FORCE APLAY										67. ESTIMATE			
BP. FORCE APLAY										68. ESTIMATE			
BQ. FORCE APLAY										69. ESTIMATE			
BR. FORCE APLAY										70. ESTIMATE			
BS. FORCE APLAY										71. ESTIMATE			
BT. FORCE APLAY										72. ESTIMATE			
BU. FORCE APLAY										73. ESTIMATE			
BV. FORCE APLAY										74. ESTIMATE			
BW. FORCE APLAY										75. ESTIMATE			
BX. FORCE APLAY										76. ESTIMATE			
BY. FORCE APLAY										77. ESTIMATE			
BZ. FORCE APLAY										78. ESTIMATE			
CA. FORCE APLAY										79. ESTIMATE			
CB. FORCE APLAY										80. ESTIMATE			
CC. FORCE APLAY										81. ESTIMATE			
CD. FORCE APLAY										82. ESTIMATE			
CE. FORCE APLAY										83. ESTIMATE			
CF. FORCE APLAY										84. ESTIMATE			
CG. FORCE APLAY										85. ESTIMATE			
CH. FORCE APLAY										86. ESTIMATE			
CI. FORCE APLAY										87. ESTIMATE			
CJ. FORCE APLAY										88. ESTIMATE			
CK. FORCE APLAY										89. ESTIMATE			
CL. FORCE APLAY										90. ESTIMATE			
CM. FORCE APLAY										91. ESTIMATE			
CN. FORCE APLAY										92. ESTIMATE			
CO. FORCE APLAY										93. ESTIMATE			
CP. FORCE APLAY										94. ESTIMATE			
CQ. FORCE APLAY										95. ESTIMATE			
CR. FORCE APLAY										96. ESTIMATE			
CS. FORCE APLAY										97. ESTIMATE			
CT. FORCE APLAY										98. ESTIMATE			
CU. FORCE APLAY										99. ESTIMATE			
CV. FORCE APLAY										100. ESTIMATE			

[illegible]

ARRIVAL CONFERENCE CHART										LEGEND										TITLE										DATE										PRE 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USS CASSIN YOUNG DD 793										ACTION		PROCESS		SECTION		APPROPRIATION		TYPE DESK OFFICER		CODE		EXT										
AVAILABILITY FROM 23 MAR 55 TO 22 JUN 55										A. APPROVED D. DEFERRED N. NOT AUTHORIZED V. SUPP FORCE F. SUPP APLANT		1. ISSUE 2. ESTIMATE 3. TYPE 4. SHIP ESTIMATE 5. SUPP APLANT		1. STRUC. 2. MACH. 3. AUX. MACH. 4. ORDNANCE 5. PIPES 6. SIG. & TEL. NO.		AMOUNT		ADVANCE PLANNER		CODE 227		EXT. 372										
LINE NO.	JOB ORDER	EST. NO.	ACTION	PRIORITY	REV. PRIOR.	SHIP NO.	SECTION	PROCESS	BRIEF	REMARKS	LABOR	OVHD	MAT'L	TOTAL	TOTAL MAN DAYS	11	17	23	30	31	38	41	51	67	56	68	71	72	84	99		
1	16309								REPAIRS (CONT'D)																							
2									(13) MN. DECK LIFE LINE STANCHIONS: ENTIRE PERIPHERY OF MN. DECK.																							
3									PLATING ON OT. DECK, FR. 71-80 BURNIPR PLAN 5550851-U.																							
4	2527	A 121	36	0-16					VENT PREHEATER COVER: VENT SYS. 1-168-11 BUSH. PL. 5550193-U COMPT. 0-101-16.	(TENDER)																						
5									FR. 167, 8100 918.																							
6									VENT PREHEATER COVER: VENT SYS. 01-152: BUSH. PL. 5550195-U COMPT. 0-101-08LM FR. 155.	(TENDER)																						
7									PROVIDE & INSTALL LOCKED SHARDS AROUND THERMOSTATIC CONTROLS FOR ALL VENT SYS. & HOT WATER TANKS.	DEFER TO TENDER																						
8									REPLACE DIRECT READING MERCURY THERMO-METERS IN MN. STEAM STRAINERS WITH Q18-TANT READING TYPE.																							
9									RADAR ANTENNA MK. 16 MOD. 2 SER. 872 PLANS IN OP. 1815 MN. BATTERY CIR. ON LEVEL FR. 65.	E/O SHEET																						
10									COMPT. A-101TAE, BUSH. PL. 555025-U MN. DK. FR. 114, 8100 918.	SUBJECT TO SHIP'S AUTHORIZATION																						
11	3110	A 128	71	0-20					(1) STANDARD NAVY ALUMINUM DK. PLATE 3 FT BY 9 FT.	(SUBJECT TO YARD INVESTIGATION & CONCURRENCE)																						
12									(2) SHIP'S ANCHOR CHAINS, TUMBLE & DIP.																							
13	1637	A 129	37	0-21					(50) FIRE GLASS LIFE JACKETS LOCATED IN DANVAB BARGE, FR. 60, OT. LEVEL, FWD OF 71 STACK.																							
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AVAILABILITY FROM 23 MAR 55 TO 22 JUN 55

ACTION
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 V. SHIP'S PRICE
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 6. SHIP'S PRICE

SECTION
 1. STRUCT.
 2. MACH.
 3. AUX. MACH.
 4. ORDNANCE
 5. FUEL
 6. HULL & DECK

TITLE _____
APPROPRIATION _____
AMOUNT _____
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DATE _____
TYPE DESK OFFICER _____
ADVANCE PLANNER _____

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EXT. 872

LINE NO.	JOB ORDER	EST. NO.	ACTION	PRIORITY	REV. NO.	REV. ROOM	REV. NO.	SECTION	PROCESS	BRIEF (CONT'D)	REPAIRS (CONT'D)	REMARKS	RESERVED	LABOR	COND	MAT'L	TOTAL	TOTAL MAN DAYS	11	17	23	28	31	36	41	81	87	98	101	72	84	86
1	16309	3891	A 153	78	813									118	88		206	6						6								
2			A 172	819						(1) HIGH PRESSURE AIR GAMES LOG, FWD & AFT ENGINE ROOMS AND FIREWORKS-COMPTS.																						
3										81-2-3, 4 FRG. 72-92, 92-110, 110-130 & 130-148.																						
4																																
5																																
6																																
7		3893	A 154	79	812					TURBINE CABING RELIEF VALVE.				236	176	40	452	12					12									
8																																
9		2804	A 152	144	819					PADKEYS THROUGHOUT SHIP AS SHOWN ON BU-SHIPS PLAN #250447-U.				260	198		458	13	1			1								10	1	
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AVAILABILITY FROM 23 MAR 55 TO 22 JUN 55

ARRIVAL CONFERENCE CHART

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U.S.S. CASSIN YOUNG DD 733

UNAVAILABILITY FROM 23 MAR 55 TO 22 JUN 55

LEGEND

ACTION

1. APPROVED

2. ESTIMATE

3. NOT AUTHORIZED

4. SHIPS FORCE

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1. ISSUE

2. ESTIMATE

3. TYPE

4. SHIP

5. SHIP

SECTION

1. STRUC.

2. MACH.

3. AUX. MACH.

4. ORDNANCE

5. REPAIRS

6. REPAIRS

TITLE

APPROPRIATION

AMOUNT

AUTHORITY

DATE

TYPE DESK OFFICER

ADVANCE PLANNER

P&E No.

CODE

EXT. 572

LINE NO.	JOB ORDER	EST. NO.	ACTION	PRIORITY	REV. PRIO.	SHIP NO.	SECTION	BRIEF	REMARKS	LABOR	OVHD	MAT'L	TOTAL	TOTAL MAN DAYS	11	17	23	31	38	41	51	57	68	71	72	84	90
16100	2391	A 176	87	Q-34				REPAIRS (CONT'D)	REPAIRS (CONT'D)				365	365													
								275 SHIP'S MATTRESSES.	CONTRACTOR SERVICE																		
								EXHAUST VENT SET 1-109-1 LOCATED IN SUPPLY OFFICE. COMPT. 88-107-01 M.H. DECK STD SIDE FR. 103.																			
								INSTALL HINGES ON TRANSOM LOCKERS IN LIEU OF PRESENT SLIPS OR BRACKETS.	YARD FURNISH MATERIAL			80	80														
								REARRANGE CAPTAIN'S SEA CABIN.																			
								PANELED NON-AIR TIGHT OR WATERTIGHT TYPE DOOR TO 10 MM READY-SERVICE AMMUN. STORAGE RM. COMPT. 0-0102-M 01 DK. FR. 132.	SHIP TO SHOP	79	59	302	110														
								FRD SHES FOR BOAT KEELS 01 DK. FR. 73 OUTRIG. PORT & STD.	APP IN AGO/W STANDARD PLANS		255	204	15	174	13	8	1	3									
								FEED WATER TANKS BOMBING TUBES. LOC. FRD & AFT FINE RMS. COMPTS. 8-7/8 B-8. 8-11 & 8-12. APPROVED IN AGO/W GLASS PLANS.																			
								COVERS FOR P-500 PUMPS LOCATED ON MH DK AT FR. 75 PORT SIDE & FR. 84 STD SIDE.	(TENDER)																		
								REPLACEMENT OF HIGH PRESSURE GAUGE GLASS WITH LOW PRESSURE GAUGE GLASS ON THE DE AERATING TANK.																			
								NANCY SIGNAL KEY LOCATION.	DEFER TO TENDER																		
								WARDROOM COMPT. 4-102-LAG. FR. 55-65 RUBB PLAN 4550/120-U. APPROVED IN AGO/W SHIPAL.	COVERED ON 84993 HABILITABILITY PRIORITY 4																		

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USS CAGGIN YOUNG DD 793

AVAILABILITY FROM 23 MAR 55 TO 22 JUN 55

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SECTION
1 STRUG.
2 MACH.
3 AUX. MACH.
4 ORDNANCE
5 PIPING
6 ENG. & WRO. WOL.

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ARRIVAL CONFERENCE CHART

USS CASSIN YOUNG DD 793

AVAILABILITY FROM 23 MAR 55 TO 22 JUN 55

ACTION

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P&E No. _____

CODE 221 EXT. 375

CODE 227 EXT. 572

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AVAILABILITY FROM 23 MAR 55 TO 22 JUN 55

Ext. 374

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ARRIVAL CONFERENCE CHART										DATE										P & E No.									
USS GABBIN YOUNG DD 793										TYPE DESK OFFICER LT. HANSMANN CODE 222 EXT 374										ADVANCE PLANNER QUARTER CODE 227 EXT 877									
AVAILABILITY FROM 23 MAR 55 TO 22 JUN 55										TITLE										APPROPRIATION									
										AMOUNT										AUTHORITY									
										SECTION										LEGEND									
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										ELECTRONICS REPAIRS: RESULT OF										ELECTRONICS REPAIRS: BRIEF									
										ELECTRONICS REPORT										ELECTRONICS REPORT									
										REPAIRS TO RC-3 RADAR EQUIPT.										REPAIRS TO RC-3 RADAR EQUIPT.									
										MK.25 MOD.3 TO RADAR, SER.2395										MK.25 MOD.3 TO RADAR, SER.2395									
										WILL BE REMOVED & REPLACED WITH AN/UQN-18.										WILL BE REMOVED & REPLACED WITH AN/UQN-18.									
										NOT IN AGO/W CLASS PLANS.										NOT IN AGO/W CLASS PLANS.									
										COVERED ON R-80.										COVERED ON R-80.									
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										COVERED ON S.A. DD986.										COVERED ON S.A. DD986.									
										REPAIRS TO AN/SPQ-10 & AN/UQC-10 BOWAR EQUIPT.										REPAIRS TO AN/SPQ-10 & AN/UQC-10 BOWAR EQUIPT.									
										1,2,3 & 5 COVERED ON S.A. DD986.										1,2,3 & 5 COVERED ON S.A. DD986.									
										REPAIRS TO VF & PAR-2 LOGAN EQUIPT.										REPAIRS TO VF & PAR-2 LOGAN EQUIPT.									
										REPAIRS TO AN/ARG-1 M/G SET & TGS-12 EQUIPT.										REPAIRS TO AN/ARG-1 M/G SET & TGS-12 EQUIPT.									
										TOZ TRANSMITTER. SER.252.										TOZ TRANSMITTER. SER.252.									
										MK.34 MOD.2 FC RADAR, SER.25013 AND TACU, MK.2 MOD.2 SER.25010 (MOUNT 12, PORT).										MK.34 MOD.2 FC RADAR, SER.25013 AND TACU, MK.2 MOD.2 SER.25010 (MOUNT 12, PORT).									
										PLANNER WILL INVESTIGATE.										PLANNER WILL INVESTIGATE.									
										ITEM 1 COVERED IN PART BY S.A. DD986										ITEM 1 COVERED IN PART BY S.A. DD986									
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										3 NOT IN AGO/W CLASS PLANS.										3 NOT IN AGO/W CLASS PLANS.									
										REDUCTION OF RADIO INTERFERENCE.										REDUCTION OF RADIO INTERFERENCE.									
										SHIPS FORCE.										SHIPS FORCE.									
										PLANNER WILL INVESTIGATE.										PLANNER WILL INVESTIGATE.									
										MK.34 MOD.2 FC RADAR, SER.25013 AND TACU, MK.2 MOD.2 SER.25010 (MOUNT 12, PORT).										MK.34 MOD.2 FC RADAR, SER.25013 AND TACU, MK.2 MOD.2 SER.25010 (MOUNT 12, PORT).									
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ARRIVAL CONFERENCE CHART

USS CASSIN YOUNG DD 793

AVAILABILITY FROM 23 MAR 55 TO 22 JUN 55

DATE _____ P & E No. _____
 TYPE DESK OFFICER _____ CODE _____ EXT _____
 ADVANCE PLANNER _____ CODE 223 EXT. 572

TITLE _____
 APPROPRIATION _____
 AMOUNT _____
 AUTHORITY _____

LEGEND

ACTION
 A APPROVED
 D DEFERRED
 N NOT AUTHORIZED
 V SHIP FORCE
 P FORCES ALOFT

PROCESS
 1 ISSUE
 2 ESTIMATE
 3 TYPE
 4 SHIP ESTIMATE

SECTION
 1 STRUC.
 2 MACH.
 3 AUX. MACH.
 4 ORDNANCE
 5 PROP.
 6 AUX. & RES. VES.

LINE NO.	JOB ORDER	EST. NO.	ACTION	PRIORITY	KEY PHON.	SHIP FOR. NO.	SECTION	PROCESS	BRIEF	REMARKS	RESERVED	LABOR	OWTD	MAT'L	TOTAL	TOTAL MAN DAYS	11	17	23	26	31	308	41	51	57	60	71	78	94	99
1	16309								ELECTRONICS REPORT (CONT'D)																					
2			23	221					PLANNER WILL INVESTIGATE.																					
3			25						COMBINED WITH PRIORITY 8.																					
4			26	119					COMBINED WITH PRIORITY 19.																					
5			27						SHIP DOES NOT REQUEST THIS WORK BE ACCOMPLISHED.																					
6			28						COVERED BY SHIPALY 00286.																					
7			29						WILL BE REPLACED WITH AN/USN-18.																					
8			30						FIELD CHANGES FOR ORD EQUIPT. - ORDALT SHEET.																					
9			31	22					COMBINED WITH PRIORITY 22.																					

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NAVY FORM 100, OCTOBER 1946

SHEET 27 OF 27 SHEETS

Appendix D

²¹⁴ “Departure Report Alterations” [select pages], 1955, 4700.2, Record Group 3, Box 74, folder 9, BNHPA.

DEPARTURE REPORT ALTERATIONS

REPORT-BUSHIPS 7304-3

NAVFORM 6440-2 (2-53)

SHEET 9 OF 23 SHEETS

FROM NAME AND LOCATION OF REPORTING ACTIVITY

Boston Naval Shipyard
Boston 29, Massachusetts

AUTHORIZED ALTERATIONS (CHECK APPROPRIATE BUREAU)

☒ BUSHIPS ☐ BUORD ☐ OTHER

CHARGEABLE APPROX. 1751601.28

ALLOT

P. O. 30702/55

(DELETE ONE)

SHIP NAME, CLASSIFICATION, BOW NO.

U. S. S. CASSIN YOUNG DD793

1	ALTERATION NUMBER	SA DD969	SA DD965 in pt		SA 986
2	BRIEF OF ALT.	Install AN/UPX-5	Install AN/SPA-4A radar repeaters in open bridge and pilot house		Install ultimate UHF equipment
3	JOC ORDER NUMBER	30309/6703	30309/6704		30309/6705
4	MATERIAL CHARGE	643.	226.		9,962.
5	DELATED MATERIAL CHARGE (EST.)				
6	TOTAL DIRECT MATERIAL CHARGE (ACS)	643.	226.		9,962.
7	DIRECT LABOR	1,839.	1,672.		20,342.
8	TOTAL DIRECT CHARGE (EST.)	2,482.	1,898.		30,304.
9	OVERHEAD	1,235.	1,138.		13,497.
10	TOTAL APPROPRIATE CHARGES (EST.)	3,717.	3,036.		43,801.
11	NON-PRODUCIBLE	-	-		-
12	TOTAL COST (10811)	3,717.	3,036.		43,801.
13	PRODUCTIVE MAN-DAYS EXPENDED	92	83		1,016
14	DIRECT NON-PRODUCTIVE MAN-DAYS EXPENDED	-	-		-
15	PERCENT ACCOMPLISHED	0	0		0
16	PERCENT COMPLETED AT END OF AVAILABILITY	100%	See Note 1 100%		100%
17	PRODUCTIVE MAN-DAYS TO COMPLETE	0	0		0

18 REASON(S) FOR NON-COMPLETION

OTHER REMARKS: Note 1 - Authorized portion of Shipalt completed.

NAVY-OPPO 143, BOSTON, GUL

DEPARTURE REPORT ALTERATIONS

REPORT-BUSHIPS 7304-4

NAVJAG-4410-2 (2-53)

SHEET 10 OF 23 SHEETS

FROM NAME AND LOCATION OF REPORTING ACTIVITY

Boston Naval Shipyard
Boston 29, Massachusetts

AUTHORIZED ALTERATIONS (CHECK APPROPRIATE BUREAU)

☒ BUSHIPS ☐ BUORD ☐ OTHER

CHARGEABLE APPRO. 1751601.28

ALX
P. O. 30702/55

(DELETE ONE)

SHIP NAME, CLASSIFICATION, ROW NO.

NO. U. S. S. CASSIN YOUNG DD793

1	ALTERATION NUMBER	SA DD882			SA DD933
2	BRIEF OF ALT.	Install TT-69/UG tele-typewriter	Install Field Change 3 with VK-4 repeater and PU-155B/SP data converter		Wiring changes to MK 27 relay transmitter and attach plotter
3	JO ORDER NUMBER	30309/6706	30309/6726		30309/7111
4	MATERIAL CHARGE	18.	74.		-
5	LABOR CHARGE (EST.)				-
6	TOTAL DIRECT MATERIAL CHARGE (COST)	18.	74.		-
7	DIRECT LABOR	386.	1,384.		-
8	TOTAL DIRECT CHARGE (COST)	404.	1,458.		-
9	OVERHEAD	277.	950.		-
10	TOTAL APPROPRIATE CHARGES (COST)	681.	2,408.		-
11	APA	-	-		-
12	TOTAL COST (10811)	681.	2,408.		-
13	PRODUCTIVE MANDAYS EXPENDED	20	68		-
14	DIRECT NON-PRODUCTIVE MANDAYS EXPENDED	-	-		-
15	PERCENT ACCOMPLISHED	0	0		0
16	PERCENT COMPLETED AT END OF AVAILABILITY	100%	100%		100% See Note 1
17	PRODUCTIVE MANDAYS TO COMPLETE	0	0		0

18 REASONS FOR NON-COMPLETION:

OTHER REMARKS:

Note 1 - Completed on job order 30309/7118. (See sheet 11.)

NAVJAG-4410-2, BOSTON, MASS.

DEPARTURE REPORT ALTERATIONS

REPORT-BUSHIPS 7804-1

NAVOTRPO-5445-2 (2-53)

SHEET 11 OF 23 SHEETS

FROM NAME AND LOCATION OF REPORTING ACTIVITY

Boston Naval Shipyard
Boston 29, Massachusetts

AUTHORIZED ALTERATIONS (CHECK, APPROPRIATE BUREAU)

☒ BUSHIPS ☐ BUORD ☐ OTHER

CHARGEABLE APPRO. 1751601.28

ACCT NO.

P.O. 30702/55

(DELETE ONE)

SHIP NAME, CLASSIFICATION, BOW NO.

NO. U. S. G. CASSIN YOUNG DD793

1	ALTERATION NUMBER	SA DD934	SA DD930	SA DD1003
2	BRIEF OF ALT.	Manufacture and install new radar transmitter house and install target designation system MK 5	Install attack director MK 5 Mod 2 and Field Change 7	BuShips work incidental to Ordalt 2984
3	JOB ORDER NUMBER	30309/7116	30309/7118	30309/7120
4	MATERIAL CHARGE	6,533.	1,467.	123.
5	DELAYED MATERIAL CHARGE (257)			
6	TOTAL DIRECT MATERIAL CHARGE (422)	6,533.	1,467.	123.
7	DIRECT LABOR	23,419.	10,347.	1,009.
8	TOTAL DIRECT CHARGE (527)	29,952.	11,814.	1,132.
9	OVERHEAD	15,413.	6,956.	725.
10	TOTAL APPROXIMATE HIGH CHARGES (523)	45,365.	18,770.	1,857.
11	NON-REPRODUCIBLE APA	-	-	-
12	TOTAL COST (10911)	45,365.	18,770.	1,857.
13	PRODUCTIVE HANDDAYS EXPENDED	1,153	505	52
14	DIRECT NON-PRODUCTIVE HANDDAYS EXPENDED	-	-	-
15	PERCENT ACCOMPLISHED	0	0	0
16	PERCENT COMPLETED AT END OF AVAILABILITY	100%	100%	100%
17	PRODUCTIVE HANDDAYS TO COMPLETE	0	0	0

18 REASON(S) FOR NON-COMPLETION:

OTHER REMARKS:

NAVY-OPPO IND. BOUTIN, NAB

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**DEPARTURE REPORT
ALTERATIONS**

REPORT-BUSHIPS 7304-4

NAVJAG-4410-2 (2-55)

SHEET 13 OF 23 SHEETS

FROM NAME AND LOCATION OF REPORTING ACTIVITY

Easton Naval Shipyard
Boston 29, Massachusetts

AUTHORIZED ALTERATIONS (CHECK APPROPRIATE BUREAU)

☒ DUSHIPS ☐ DUORD ☐ OTHER

CHARGEABLE APPRO. **1751601.28**

P. O. **32701/55**

(DELETE ONE)

SHIP NAME, CLASSIFICATION, BOW NO.

NO. U. S. S. **CASSIN YOUNG DD793**

1	ALTERATION NUMBER				
2	BRIEF OF ALT.	Habitability Improvement - Rearrange CPO mess room	Habitability Improvement - Rearrange wardroom	Habitability Improvement - Rearrange crew's mess	
3	JOB ORDER NUMBER	31309/3302	31309/3305	31309/3401	
4	MATERIAL CHARGE	1,887.	2,067.	6,191.	
5	DELAYED MATERIAL CHARGE (EST.)				
6	TOTAL DIRECT MATERIAL CHARGE (COST)	1,887.	2,067.	6,191.	
7	DIRECT LABOR	5,077.	4,017.	16,482.	
8	TOTAL DIRECT CHARGE (COST)	6,964.	6,084.	22,673.	
9	OVERHEAD	3,109.	2,488.	10,618.	
10	TOTAL APPROPRIATE CHARGES (COST)	10,073.	8,572.	33,291.	
11	NON-RECOVERABLE APA	-	-	-	
12	TOTAL COST (10011)	10,073.	8,572.	33,291.	
13	PRODUCTIVE HANDDAYS EXPENDED	254	199	824	
14	UNELCT NON-PRODUCTIVE HANDDAYS EL-PENDED	-	0	-	
15	PERCENT ACCOMPLISHED	0	0	0	
16	PERCENT COMPLETED AT END OF AVAILABILITY	100%	100%	100%	
17	PRODUCTIVE HANDDAYS TO COMPLETE	0	0	0	

18 REASONS FOR NON-COMPLETION:
OTHER REMARKS

NAVY-OPPO INC. BOSTON, MASS.

DEPARTURE REPORT ALTERATIONS

REPORT-BUSHIPS 7304-4

NAVJAG-2405-2 (2-53)

SHEET 14 OF 23 SHEETS

FROM QUARTER AND LOCATION OF REPORTING ACTIVITY

Beacon Naval Shipyard
Boston 29, Massachusetts

AUTHORIZED ALTERATIONS (CHECK APPROPRIATE BUREAU)

☒ BUSHIPS ☐ BUORD ☐ OTHER

CHARGEABLE APPROX. 1751601.28

ALICE

P.O. 32701/55

(DELETE ONE)

SHIP NAME, CLASSIFICATION, BOW NO.

110. U. S. S. CASSIN YOUNG DD793

1	ALTERATION NUMBER		
2	BRIEF OF ALT.	Habitability improvement - Rearrange crew's food service space and fluorescent lighting Compt. A-305-2A	Habitability improvement - Rearrange scullery and fluorescent lighting Compt. A-305-3U
3	JOB ORDER NUMBER	31309/3402	31309/3403
4	MATERIAL CHARGE	2,241.	4,159.
5	DELAYED MATERIAL CHARGE (EST.)		
6	TOTAL DIRECT MATERIAL CHARGE (M25)	2,241.	4,159.
7	DIRECT LABOR	8,178.	9,180.
8	TOTAL DIRECT CHARGE (C07)	10,419.	13,339.
9	OVERHEAD	4,857.	5,790.
10	TOTAL APPROPRIATION CHARGES (C09)	15,276.	19,129.
11	NON-REIMBURSABLE APA	-	-
12	TOTAL COST (T0911)	15,276.	19,129.
13	PRODUCTIVE MANDAYS EXPENDED	399	459
14	DIRECT NON-PRODUCTIVE MANDAYS EXPENDED	-	-
15	PERCENT ACCOMPLISHED	0	0
16	PERCENT COMPLETED BY END OF AVAILABILITY	100%	100%
17	PRODUCTIVE MANDAYS TO COMPLETE	0	0

18 REASONS FOR NON-COMPLETION

OTHER REMARKS:

NAVY-OPD 1ND, BOSTON, MASS.

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DEPARTURE REPORT ALTERATIONS

REPORT-BUSHIPS 7304

NAVJAG 3-5463-2 (2-53)

SHEET 21 OF 23 SHEETS

FROM NAME AND LOCATION OF REPORTING ACTIVITY

Boston Naval Shipyard
Boston 29, Massachusetts

AUTHORIZED ALTERATIONS (CHECK APPROPRIATE BUREAU)

☐ BUSHIPS ☒ BUORD ☐ OTHER

CHARGEABLE APPRO. 1751601.28

P. O. 34701/55

(DELETE ONE)

SHIP NAME, CLASSIFICATION, BOW NO.

NO. U. S. S. CASSIN YOUNG DD793

1	ALTERATION NUMBER	ORDALT 2523 Change 2		ORDALTS 2019 and 2910 and NAVORD Instns 8322.2
2	BRIEF OF ALT.	Relocate gun pit guard plate on 5 5"/38 cal mounts MK 30		Provide access holes in side slide plate and rear plate on one 5"/38 cal single mount #42
3	JOB ORDER NUMBER	46309/7415		46309/7416
4	MATERIAL CHARGE	5.		296.
5	DELATED MATERIAL CHARGE (EST.)	-		-
6	TOTAL DIRECT MATE- RIAL CHARGE (425)	5.		296.
7	DIRECT LABOR	292.		1,888.
8	TOTAL DIRECT CHARGE (407)	297.		2,184.
9	OVERHEAD	208.		1,299.
10	TOTAL APPROPRIA- TION CHARGES (429)	505.		3,483.
11	NON-RECURSABLE APA	-		-
12	TOTAL COST (10811)	505.		3,483.
13	PRODUCTIVE MANDAYS EXPENDED	14		93
14	DIRECT NON-PRODUC- TIVE MANDAYS EX- PENDED	-		0
15	PERCENT ACCOM- PLISHED	0		9
16	PERCENT COMPLETED AT END OF AVAILABILITY	100%		100%
17	PRODUCTIVE MANDAYS TO COMPLETE	0		0

18 REASON(S) FOR NON-COMPLETION:
OTHER REMARKS:

NAVY-OPPO IND. BOSTON, MA

Appendix E

“Arrival Conference Chart,” July 7, 1958, 4700.2, Record Group 3, Oversize 1958 Box 2, Folder 17, BNHPA.

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BOSTON NAVAL SHIPYARD										LEGEND		TITLE		DATE		P & E FORM NO.	
ARRIVAL CONFERENCE CHART										ACTION		REPORT		CUSTOMER ORDER		TYPE DESK OFFICER LT. O'TOOLE	
USS CASSIN YOUNG 00793/58										A. APPROVED		D. DISAPPROVED		16888		CODE 212 EXT.	
AVAILABILITY FROM 10/2/58 TO 9/25/58										N. NOT AUTHORIZED		C.O. ORDNANCE OFFICE		AMOUNT \$50,000.00		ADVANCE PLANNER SKINNER	
										V. SHIP FORCE		A.O. ELECTRIC OFFICE		AUTHORITY		CODE 227 EX	
										F. FORCES APLANT		MIR MATERIAL REQUEST					
LINE NO.	JOB ORDER	EST. NO.	ACTION	PRIORITY	REPORT	CLASS	BRIEF	RECURRENT ITEMS	REMARKS	LABOR	OVHD	MAT'L	TOTAL	TOTAL	TOTAL	TOTAL	TOTAL
1	0101					1	POWER & WATER CONNECTIONS			0 1837	1180		3221	63			
2	0103					2	MINOR WORK JOB ORDER (SHIP)			0 2915	2359	119	5380	100			
3	0102					2A	MINOR WORK JOB ORDER (TYPE DESK)						5380	100			
4						3	CLEANING & CRANE SERVICES			0 2565	2072		1637	88			
5	0701					4	ROUTINE DRYDOCKING			0 1278	3150	379	6010	165			
6	1001					5	PAINT SHIP'S BOTTOM			0 6033	1475	1208	15116	207			
7	1612					6	SEA VALVES - INSPECTION & REPAIR			0 5188	1192	550	9921	178			
8	1301					7	INSPECT & REPAIR OUTBOARD PROPULSION SHAFTING			0 1780	3863	880	9523	164			
9	1801					8	REPAIR TO RUDDERS & WELDMEN'S			0 2886	2232	110	5658	99			
10	1801					11	DEGAUSSING SYSTEM - TEST & REPAIR			0 378	306	165	849	13			
11	2101					12	GYRO COMPASS SYSTEM - TEST & REPAIR			0 1669	1319	936	3551	571			

BOSTON NAVAL SHIPYARD ANNUAL CONFERENCE CHART										LEGEND										TITLE										DATE									
ACTION										REPORT										CUSTOMER ORDER										P & E FORM NO. 1									
A. APPROVED										IR. INSPECTION REPORT										AMOUNT										TYPE DESK OFFICER									
N. NOT AUTHORIZED										CO. DRYDOCK LIA.										AUTHORITY										ADVANCE PLANNER									
V. SHIP FORCE										CO. SHIP FORCE																				CODE 227									
F. FORCES APLANT										AIR MATERIAL REQUEST																				EXT.									
TO										FROM																													
USS GABIN YOUNG 00792																																							
AVAILABILITY										RECURRENT ITEMS (CONT)										REMARKS										TOTAL									
EST. NO.										CLASS																				LABOR									
JOB ORDER										REP. NO.																				OVRD									
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252										21																				1295									
253										21																													

BOSTON NAVAL SHIPYARD ARRIVAL CONFERENCE CHART										LEGEND		TITLE		DATE	
USS CASSIN YOUNG 00793 AVAILABILITY FROM TO										ACTION		REPORT		CUSTOMER ORDER	
										A APPROVED B DEFERRED C NOT AUTHORIZED D SHIP FORM E FORCES APLANT		1.1 INSPECTION REPORT 1.2 MATERIALS LUL 1.3 DESIGN OFFICE 1.4 ORDNANCE OFFICE 1.5 ELECTRICAL OFFICE 1.6 MATERIAL REQUEST		P & E FORM NO TYPE DESK OFFICER ADVANCE PLANNER	
										F FORCES APLANT				CODE CODE 227	
LINE NO	JOB ORDER NO	EST. NO.	ACTION	PRIORITY	REPORT	SHIP NO	CLASS	BRIEF	REMARKS	LABOR	OWED MATL	TOTAL	TOTAL MAN DAYS		
1	0406					35		RECURRENT ITEMS (CONT)		0 157	94	211	4		
2								BOILER FEED WATER ANALYSIS							
3	2202			3515	IR	36		STEERING GEAR PRELIM. OP. TEST AND INSPECT STEERING GEAR DIFFERENTIAL		0 495	101	3,907	17		
4								<i>Insure</i>							
5	9301					37		002 EQUIPMENT - REPLACE OVERSEA BOTTLES							
6															
7	1801					42		SUPERHEATER OUTLET & " ELBOWS #1,2,3 & 4 BOILERS: INSP. & REPAIR		2743	2214	5505	94		
8															
9	6101					49		INVESTIGATE RUNNING LIGHT LOCATIONS FOR COMPLIANCE WITH REGULATIONS	<i>Cancel</i>	0 59	47	106	2		
10															
11	3901					59		MISC. LAGGING REPAIRS	<i>Insure</i>	0 1458	1178	880	30		
12															
13	2201					60		SHIPALT 001103 - REPLACE OR MODIFY THE TOSBLE PIN CONNECTING PUMP CONTROL ROD TO DIFFERENTIAL LEVER.				INFO			
14															
15	1903					61		INSTALLATION OF ZING ANODES	<i>Insure</i>	0 1166	948	179	2287		
16															
17								ELECTRONIC REPAIR RESERVATION				15,000	750		
18															
19								ORDNANCE REPAIR RESERVATION				55,000	917		
20															
21								BOILER REPAIR RESERVATION				30,000	501		
22															
23															
<div style="text-align: right;"> SHEET NO. 4 </div>															

BOSTON NAVAL SHIPYARD ANNUAL CONFERENCE CHART										LEGEND		TITLE		DATE		P & E FORM NO. 1	
ACTION										REPORT		CUSTOMER ORDER		TYPE DESK OFFICER		ADVANCE PLANNER	
A. APPROVED B. NOT APPROVED C. NOT AUTHORIZED D. FORCE'S OFFICE E. FORCE'S OFFICE F. FORCE'S OFFICE										IN INSPECTION REPORT G. DESIGN OFFICE H. DESIGN OFFICE I. DESIGN OFFICE J. DESIGN OFFICE		16888		LT. RITCHEY		CODE 212 EXT. 5	
U.S. CASSIN YOUNG 00793 8/2/58										10/2/58		550-0001 300 000		6/13/58		CODE 227 EXT.	
AVAILABILITY FROM 8/6/58 TO 8/15/58																	
LINE NO.	JOB ORDER NO.	EFT. NO.	ACTION	PRIORITY	REPORT	SHIP NO.	CLASS	BRIEF	REMARKS	LABOR	OVHD	MATL	TOTAL	TOTAL MAN DAYS			
1	16888		A 1			0-1		ORIGINAL WORK LIST	COV. ON R. 1. #1 & 26								
2																	
3			A 2			0-2		SEA VALVES, INSP.	COV. ON R. 1. #5								
4																	
5	16802		A 3			0-1		(17) VALVES, REMOTE CONTROL OPERATING SEAR, REPAIR		0	2011	1625	1015	1681			
6														69			
7								SEC. 030H. REPAIR SHEET									
8																	
9	6102		A 5			0-1		#1 & #2 300. GENERATORS & EXCITERS, VISUAL INSP. & TEST	INSP. & RECO. TO #26	0	174	111	315	6			
10																	
11			A 7			0-3		INSPECT PROPELLERS, SHAFT, BEARINGS, STERN TUBES, RUDDER POST, STRUTS, ROPE GUARDS, ZINCS, PLATING	COV. ON R. 1. #7, 8, 20, 26, 51								
12																	
13						0-2		SEE BOILER REPAIR SHEET									
14																	
15	6101		A 9			0-3		#1 & 2 300. GENERATORS, INSP. & REPAIR	INSP. & RECO. TO #26	11077	8951	2200	22031	380			
16																	
17			A 10			0-1		INSP. HULL PLATING, OLEAN & SANDBLAST BOTTOM & PAINT	COV. ON R. 1. #54								
18																	
19			A 11			0-1		RELOCATE 5" 3/8 H.P. CHARGING STATIONS	SUBJ. BUSHINGS AUTHORIZED								
20																	
21			V 12			0-5		MAGAZINE SPRINKLING SYSTEMS, INSP.									
22																	
23						0-3		SEE ELECTRONIC REPAIR SHEET									

RECORDED / 10/2/58

SHEET NO. 5

BOSTON NAVAL SHIPYARD ARRIVAL CONFERENCE CHART										LEGEND		TITLE		DATE	
USS CASSIN YOUNG 00793 AVAILABILITY FROM 04/01/68 TO 04/01/68										ACTION		REPORT		P & E FORM No. 1	
										A APPROVED D DISAPPROVED N NOT AUTHORIZED V SHIPS FORCE P FORCES ABOARD		IS INSPECTOR LS MATERIALS LOG CO DESIGN OFFICE LO ORDNANCE OFFICE LU ELECTRIC OFFICE AIR MATERIAL REQUEST		TYPE DESK OFFICER	
												CUSTOMER ORDER		CODE	
												AMOUNT		EXT.	
												AUTHORITY		ADVANCE PLANNER	
														CODE 227	
														EXT.	
LINE NO.	JOB ORDER NO.	EST. NO.	ADITION	PRIORITY	REPORT	CLASS	REPAIRS (CONT)	BRIEF	REMARKS	PERM. EST.	LABOR	OVHD	MATL	TOTAL	TOTAL MAN DAYS
1	16888			14		R-2	SEE ORDN. REPAIR SHEET								
2															
3	6503		A 15			E-3	TEST & REPAIR 21 NO SYSTEM			0	1050	815	220	2125	36
4															
5	1803		A 16			O-4	(2) BOILER MAIN FEED STOPS, REPAIR			0	1318	1083	281	2706	16
6															
7				17		S-5	SEE BOILER REPAIR SHEET								
8															
9	1804		A 18			9F6	(1) 3" AUX. STEAM STOP #2 BOILER, REPAIR			0	263	218	15	520	9
10															
11				19		R-3	SEE ORDN. REPAIR SHEET								
12															
13				20		R-1	SEE ORDN. REPAIR SHEET								
14															
15	1801		A 21			E-4	VENT MOTOR #1-168-2, REPAIRS		Cancel.	0	976	789	61	1826	33
16															
17				22		ER-2	SEE ELECTRONIC REPAIR SHEET								
18															
19				23		ER-3	SEE ELECTRONIC REPAIR SHEET								
20															
21			A 24			O-6	PORT & STBD ROPE GUARDS LOG. PRO. OF PROPELLER STRUTS MISSING. REPAIR		COV. ON M1 #20						
22															
23			A 25			O-7	INST. RUDDER STOCK NUT, INSP. GUTS HOLDING RUDDER POST PACKING, RETAINER RING & BEARING KEEPER PLATE ETC.		COV. ON R1#0						

BOSTON NAVAL SHIPYARD ANNUAL CONFERENCE CHART										LEGEND		TITLE		DATE		P & E FORM NO. 1			
										ACTION	REPORT	CUSTOMER ORDER		TYPE DESK OFFICER		CODE	EXT.		
										A APPROVED	IIS INSPECTION REPORT	AMOUNT		ADVANCE PLANNER		CODE 227	EXT.		
										N NOT AUTHORIZED	LJL MATERIALS LAB.	AUTHORITY							
										V BUREAU FORCE	OD ORDNANCE OFFICE								
										P FORCES Afloat	EO ELECTRIC OFFICE								
											SEE MATERIAL REQUEST								
USS CASIN YOUNG DD793										AVAILABILITY FROM 30/05/50 TO 31/05/50-									
LINE NO.	JOB ORDER	EST. NO.	ACTION	PRIORITY	REPORT	S/S NO.	CLASS	BRIEF	REMARKS	LABOR	MAT'L	TOTAL	TOTAL MAN DAYS						
1	16688		F	26		1001-0		REPAIRS (CONT.) REMOVE SPRINKLING SYSTEMS FROM TOPSIDE RESS ROOMS											
2																			
3				27		5-7		SEE BOILER REPAIR SHEET											
4																			
5	3002		A	28		E-5 O		VENT MOTOR #1-168-1, REPAIRS	<i>Cancel</i>	0	976	789	61						
6													1826						
7				29		CR-4		SEE ELECTRONIC REPAIR SHEET											
8				30		R-5		SEE ORD. REPAIR SHEET											
9																			
10																			
11	5113		A	31		5-8 O		BAILEY FEED WATER REGULATORS, #1, 2, 3 & 4 SOILERS, REPAIR		0	933	753	385						
12													2075						
13	4701		A	32		5-9 O		#2 & 3 MAIN FEED PUMPS, REPAIR		0	6267	5064	1510						
14													1561						
15	4702		A	33		UR 9-10 O		#2 MAIN FEED BOOSTER PUMP MOTOR ASSY, REPAIR	9. TO 9.	0	263	218	550						
16													1025						
17				34		ER-5		SEE ELECTRONIC REPAIR SHEET											
18																			
19	6201		A	35		E-6 O		VOLTAGE REGULATORS FOR #1 & 2 S.E. GENERATORS, REPAIR		0	233	168	11						
20													465						
21				36		R-6		SEE ORDNANCE REPAIR SHEET											
22																			
23				37		R-7		SEE ORDNANCE REPAIR SHEET											

BOSTON NAVAL SHIPYARD
ARRIVAL CONFERENCE CHART

USS CASSIN YOUNG DD793

AVAILABILITY FROM 04/458 TO 04/458-

LEGEND

ACTION REPORT
A APPROVED
D DEFERRED
N NOT AUTHORIZED
V BUREAU FORCE
P FORCES APLANT

REPORT
H1 INSPECTORIAL REPORT
L1 MATERIALS LIAISON
DO DESIGN OFFICE
OO ORDNANCE OFFICE
EO ELECTRIC OFFICE
M1 MATERIAL REQUEST

TITLE

CUSTOMER ORDER

AMOUNT

AUTHORITY

DATE

TYPE DESK OFFICER

CODE EXT.

ADVANCE PLANNER

CODE 227 EXT.

LINE NO.	JOB ORDER NO.	EST. NO.	ACTION	PRIORITY	REPORT	DWG. NO.	CLASS	BRIEF	REMARKS	LABOR	OVR'D	MAT'L	TOTAL	TOTAL MAN DAYS
1	1488			3R	R-8			SEE ORDNANCE REPAIR SHEET						
2														
3	2803		A	3P	C-7			VENT MOTOR #1-48-20 REPAIRS	Canal.	90	791	51	1716	31
4														
5			V	H0	O-6			FUEL OIL TANKS O-1-T, O-1-F, O-7-F, O-8-F, O-9-F, O-10-F & O-11-F, JNSP-A CLEAN	S.F. CLEAN BY CHEMICAL METHOD					
6														
7	1703		A	11	SR	S-11	O	#1 MAIN CONDENSATE PUMP ROTOR ASSY, REPAIR	S. 70 S.	263	212	660	1135	0
8														
9								SEE ELECTRONIC REPAIR SHEET						
10														
11								SEE ELECTRONIC REPAIR SHEET						
12														
13			A	11	FAW			X6J SOUND POWERED CIRCUITRY RUN BETWEEN RADIO - EMERG. RADIO, BRIDGE & MAGAR HUSSE - HOT IN ACC/W CL. PLNG.						
14														
15								SEE ORDN. REPAIR SHEET						
16														
17								SEE ORDN. REPAIR SHEET						
18														
19								SEE ELECTRONIC REPAIR SHEET						
20														
21								SEE MILLER REPAIR SHEET						
22														
23								SEE ORDN REPAIR SHEET						

OFFICIAL USE ONLY

SHEET ONE

8

BOSTON NAVAL SHIPYARD ANNUAL CONFERENCE GRANT										LEGEND		TITLE		DATE	
USS CASSIN YOUNG DD793 AVAILABILITY FROM 04/04/58 TO 04/25/58										ACTION		REPORT		CUSTOMER ORDER	
										A APPROVED D DEFERRED H NOT AUTHORIZED V SHIPS FORCE F FORCES Afloat		III INSPECTION REPORT LI MATERIALS LAB OO DESIGN OFFICE OO ORDNANCE OFFICE EO ELECTRIC OFFICE LII MATERIAL LEADERS		TYPE DESK OFFICER	
														CODE	
														ADVANCE PLANNER	
														CODE 227	

LINE NO.	JOB ORDER	EST. NO.	ACTION	PRIORITY	REPORT	SHIP	CLASS	BRIEF	REMARKS	LABOR	OVHD	MATL	TOTAL	TOTAL MAN HRS
1	16888			50		R-13		REPAIRS (CONT)						
2								SEE ORDN. REPAIR SHEET						
3				51		R-14		SEC ORDN. REPAIR SHEET						
4														
5	3804	A 52				E-8		VENT MOTOR #1-18-1, REPAIR		901	791	51	1746	31
6								<i>Off-ground testing.</i>						
7				53		R-15		SEE ORDN. REPAIR SHEET						
8														
9				54		O/L		WANGY SIGNAL KEY LOCATION						
10														
11	4805	A 55				R-13		(4) BOILER FEED STOP & CHECK VALVES, REPAIR		757	612	89	1457	26
12														
13				56		O/L		REPLACEMENT OF H.P. GAGE GLASS WITH L.P. GAGE GLASS ON THE DRA. TANK						
14														
15				57		R-16		SEE ORDN. REPAIR SHEET						
16														
17	4704	A 58		58		R-14		#2 & #4 FINE & SILGE PUMP OPERATING LINKAGE, REPAIR	INSP. & RECO. TO O.O.	466	377	440	1283	16
18														
19				59		ER-9		SEE ELECTRONIC REPAIR SHEET						
20														
21				60		ER-10		SEE ELECTRONIC REPAIR SHEET						
22														
23	6901	A 61				E-9		EMERG. DIESEL SWBO. METERS, CALIBRATE & REPAIR	S.F. CHECK METER TO REPAIR DEF. METER	317	91	50	261	1

BOSTON NAVAL SHIPYARD										SHEET NO.		9	
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BOSTON NAVAL SHIPYARD										LEGEND		TITLE		DATE		P & E FORM No. 11	
ARRIVAL CONFERENCE CHART										ACTION		REPORT		CUSTOMER ORDER		TYPE DESK OFFICER	
USS CASSIN YOUNG 00793										A APPROVED		BY INSPECTION REPORT		AMOUNT		CODE	
AVAILABILITY FROM 01/01/50 TO 01/01/51										D DEFERRED		LD MATERIALS LAB.		ADVANCE PLANNER		EXT	
										N NOT AUTHORIZED		DO DESIGN OFFICE					
										V SHIPS FORCE		OO ORDNANCE OFFICE					
										P FORCES Afloat		EO ELECTRIC OFFICE					
												NM MATERIAL REQUEST					
LINE NO.	JOB ORDER NO.	EST. NO.	ACTION	PRIORITY	REPORT	SHIP AVAL. NO.	CLASS	BRIEF REPAIRS (CONT)	REMARKS	LABOR	OVHD	MATL	TOTAL	TOTAL MAN DAYS			
1	69		A	62		E-10	0	MAIN SWBD METERS, CALIBRATE & REPAIR	8.75 CHECK METER YD. REPAIR DEF. METERS	0	542	275	1467	83			
2																	
3				63		R-17		SEE ORDN REPAIR SHEET									
4																	
5				64		R-18		SEE ORDN REPAIR SHEET									
6																	
7				65		R-19		SEE ORDN. REPAIR SHEET									
8																	
9				66		R-20		SEE ORDN. REPAIR SHEET									
10																	
11	55		A	67		R-15	0	(2) LUBE OIL PUMP REGULATORS, REPAIR	3. TO 8.	0	233	188	330	753			
12																	
13	47		A	68		R-16	0	#1 & #2 FIRE & FLUSHING PUMPS, REPAIR PUMP ENDS	8. TO 9.	0	166	377	1440	1283			
14																	
15	69		A	69		E-11	0	BATTERY CHARGING METERS, CALIBRATE & REPAIR	8.75 CHECK METER YD. REPAIR DEF. METERS	0	88	71	33	192			
16																	
17	74		A	70		C-9	0	INSTALL GALLEY DECK COVERING	Canal.	0	1031	895	900	2016			
18																	
19	19		A	71		C-10	0	PAINT CHAIN LOCKER	Canal.	0	145	118	55	318			
20																	
21				72		EN-11		SEE ELECTRONIC REPAIR SHEET									
22																	
23				73		S-14		SEE BOILER REPAIR SHEET									

SHEET NO. 10

BOSTON NAVAL SHIPYARD ARRIVAL CONFERENCE CHART										LEGEND		TITLE		DATE	
USS CASSIN YOUNG DD792 AVAILABILITY FROM 04/58 TO 06/58										ACTION		REPORT		CUSTOMER ORDER	
										A APPROVED D DEFERRED N NOT AUTHORIZED V SHORE FORCE P FORCES ABOARD		R INSPECTION REPORT LS MATERIAL LACK DO DESIGN OFFICE CO ORDNANCE OFFICE NO ELECTRIC OFFICE LN MATERIAL REQUEST		TYPE DESK OFFICER	
														ADVANCE PLANNER	
														CODE 227	
LINE NO.	JOB ORDER NO.	EST. NO.	ACTION	PRIORITY	REPORT	CLASS	BRIEF	REMARKS	LABOR	OWHD	MATL	TOTAL	TOTAL MAN DAYS		
1	1688			74	R-21		REPAIRS (CONT)								
2							SEE ORDN REPAIR SHEET								
3				75	R-22		SEE ORDN REPAIR SHEET								
4															
5	18	A	76		S-18		(L) GROVE GAS REDUCING VALVES, REPAIR	S. TO S.	107	330	61	798	74		
6															
7	86	A	77		C-11		TUMBLE & DIP ANCHOR CHAINS	VO-SANDBLAST - OF INSP. PAINT & MARK	378	306	33	717	13		
8															
9	62	A	78		E-12		#1 & #2 SWITCHBOARDS REVERSE POWER RELAYS TEST & ADJUST	S. TO S.	88	71		159	3		
10															
11		F	79		D/L 0060		PROVIDE & INSTALL LOCKED GUARDS AROUND THERMOSTATIC CONTROLS FOR ALL VENT SYSTEMS & HOT WATER TANKS								
12															
13			80		R-2		SEE ORDN. REPAIR SHEET								
14															
15	59	A	81		S-19		INSTALL (L) DISTANT READING THERMOMETERS (REFRIGERATION)	Caral.	117	94	95	306	1		
16															
17	65	A	82		E-13		"IMO" AMPLIFIER WACK, INSP. & REPAIR		291	236	83	610	10		
18															
19	26	A	83		O-12		STARBOARD CHAIN COMPRESSOR, FREE UP & LUBRICATE		59	17	31	117	2		
20															
21	65	A	84		E-14		#17 MOB ANNOUNCING SYSTEM, REPAIR		203	165	110	478	7		
22															
23			85		R-12		SEE ELECTRONIC REPAIR SHEET								

BOSTON NAVAL SHIPYARD ARRIVAL CONFERENCE CHART

USS CASSIN YOUNG 00793
AVAILABILITY FROM _____ TO _____

LEGEND

ACTION

A APPROVED

D DEFERRED

N NOT AUTHORIZED

V SHIPS FORCE

F FORCE APLANT

REPORT

IL INSPECTION REPORT

LD MATERIALS LAB

DO DESIGN OFFICE

OO ORDNANCE OFFICE

LO ELECTRIC OFFICE

LIR MATERIAL REQUEST

TITLE

CUSTOMER ORDER

AMOUNT

AUTHORITY

DATE

TYPE DESK OFFICER

ADVANCE PLANNER

P & E FORM NO. 1

CODE

EXT.

LINE NO.	JOB ORDER NO.	EST. NO.	ACTION	PRIORITY	REPORT	CLASS	BRIEF	REMARKS	LABOR	OWTD	MATL	TOTAL	TOTAL MAN DAYS
1	16888		86			SR-13	SEE ELECTRONIC REPAIR SHEET						
2													
3			F 87			C-13	10 & MAIN BATTERY PLOTTING ROOM, INSTALL FLUORESCENT LIGHTING FIXTURES ETC.						
4													
5	35		A 88			SR-20 C	MOTOR FOR DISHWASHING MACHINE, REPAIR	Part 10's.	0	59	66	172	2
6													
7	12		A 89			C-14 C	INSTALL PLATFORM FOR COMPUTER MK 1A		0	321	30	613	11
8													
9	59		A 90			SR-23 C	REFRIGERATION PIPING, GOUNT. A-10-3AE, TEST & REPAIR		0	174	113	55	370
10													
11			F 91			S/A 1107K	INSTALL AIR WINCHES						
12													
13			92			R-24	SEE ORDN REPAIR SHEET						
14													
15			93			R-25	SEE ORDN REPAIR SHEET						
16													
17			94			R-26	SEE ORDN REPAIR SHEET						
18													
19			95			R-27	SEE ORDN REPAIR SHEET						
20													
21			V 96			C-15	MFR (4) SOUNDING ROOM, F&B & F&B TANKS						
22													
23			N 97			S/A 1107H	MODIFY SOUND POWERED TELEPHONE CIRCUIT	SUBJ. BUSHIPS AUTOM.					

SHEET NO. 13

USS CASSIN YOUNG

APPENDIX E

233

BOSTON NAVAL SHIPYARD										ARRIVAL CONFERENCE CHART										LEGEND										TITLE										DATE										P & E FORM NO.																																																											
USS CASSIN YOUNG DD793										TO										ACTION										REPORT										CUSTOMER ORDER										TYPE DESK OFFICER										CODE										EXT.																																							
AVAILABILITY FROM										CLASS										REPAIRS (CONT)										REMARKS										LABOR										MATERIAL										TOTAL										ADVANCE PLANNER										CODE 227										EX																			
1688										16										A-98										0-16										REPLACE Q.A. ESCAPE SCUTTLE 1-38										INV. & RECO. R.O. ON R.										117										94										227										138										4									
2										99										R-28										SEE ORDIN REPAIR SHEET																																																																															
3										100										R-29										SEE ORDIN REPAIR SHEET																																																																															
4										101										CR-21										SEE ELECTRONIC REPAIR SHEET																																																																															
5										102										CR-15										SEE ELECTRONIC REPAIR SHEET																																																																															
6										103										0-17										REPLACE Q.A. (4) HATCHES AND (1) SCUTTLE										INV. & RECO. R.O. OR R.										1458										1128										1914										4550										50																			
7										104										S-22										22 MM. ENGINE GUARDING VALVES, REPAIR																																																																															
8										105										S-23										#1 FIRE & BILGE PUMP, REPAIR										R.O. R.O.										1366										942										1015										3453										40																			
9										106										S/A 00										INSTALL FLUORESCENT LIGHTING & BUNK LIGHTS										SUP. BUSHIPS																																																																					
10										107										R-30										SEE ORDIN REPAIR SHEET																																																																															
11										108										R-31										SEE ORDIN REPAIR SHEET																																																																															
12										109										S-21										WATER COOLER, 8050, SER #0102517, REPAIR										INV. & RECO. TO R.O.										187										453										360										64																													
13										110										S-22																																																																																									
14										111										S-23																																																																																									
15										112										S-24																																																																																									
16										113										S-25																																																																																									
17										114										S-26																																																																																									
18										115										S-27																																																																																									
19										116										S-28																																																																																									
20										117										S-29																																																																																									
21										118										S-30																																																																																									
22										119										S-31																																																																																									
23										120										S-32																																																																																									
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BOSTON NAVAL SHIPYARD ANNUAL CONFERENCE CHART										LEGEND		TITLE		DATE	
USS CASSIN YOUNG DD793 AVAILABILITY FROM _____ TO _____										ACTION		REPORT		P & E FORM NO. 1	
										A APPROVED D DEFERRED N NOT AUTHORIZED V SHIP'S FORCE F FORCES ABOARD		IR INSPECTION REPORT LG MATERIALS LAB. DD DESIGN OFFICE CD CREWMAN OFFICE EO ELECTRIC OFFICE HM MATERIAL INQUIRY		TYPE DESK OFFICER _____ ADVANCE PLANNER _____ CODE _____ EXT. _____	
LINE NO.	JOB ORDER NO.	EXT. NO.	ACTION	PRIORITY	REPORT	CLASS	BRIEF REPAIRS (CONT)	REMARKS	PRELIM. ECT.	LABOR	OVHD	MAT'L	TOTAL	TOTAL MAN DAYS	
1	W		122		R-36		SEE ORDIN REPAIR SHEET								
2	W														
3	W		123		ER-20		SEE ELECTRONIC REPAIR SHEET								
4	W														
5	W		124		ER-21		SEE ELECTRONIC REPAIR SHEET								
6	W														
7	W		125		R-37		SEE ORDIN REPAIR SHEET								
8	W														
9	W		126		R-38		SEE ORDIN REPAIR SHEET								
10	W														
11	48		A 127		S-29 O		PREHEATER, COMPT., O-0103, REPAIR	INDP & RECO. TO O & O ₂	0	166	377	55	898	16	
12	W														
13	W		128		R-39		SEE ORDIN REPAIR SHEET								
14	W														
15	W		129		R-40		SEE ORDIN REPAIR SHEET								
16	W														
17	58		A 130		S-30 O		SPRING LOADED WATER REGULATOR FOR EVAPORATORS, REPAIR	S. TO S.	0	170	141	19	334	6	
18	W														
19	48		A 131		S-31 O		(18) 3/4" AUX. MACH. COOLING WATER VALVES, REPAIR	Carab.	0	291	336	165	692	10	
20	W														
21	W		132		R-41		SEE ORDIN REPAIR SHEET								
22	W														
23	W		133		R-42		SEE ORDIN REPAIR SHEET								

SHEET NO. 15

BOSTON NAVAL SHIPYARD ARRIVAL CONFERENCE CHART										12 JUL 52-54 15	
USS CASSIN YOUNG DD793 AVAILABILITY FROM										P & E FORM NO.	
TO										DATE	
ACTION										TYPE DESK OFFICER	
LEGEND										ADVANCE PLANNER	
REPORT										CODE	
REPAIRS (CONT)										CODE 227 EXT	
REMARKS										TOTAL	
LABOR										TOTAL	
MATERIAL										TOTAL	
TOTAL										TOTAL	
1	16888	131	R-13	SEE ORDN REPAIR SHEET							
2											
3		135	R-14	SEE ORDN REPAIR SHEET							
4											
5		136	R-15	SEE ORDN REPAIR SHEET							
6											
7		137	R-16	SEE ORDN REPAIR SHEET							
8											
9		138	R-17	SEE ORDN REPAIR SHEET							
10											
11		N-132	S/A 10 928K	MODIFY SOUND POWERED TELEPHONE SYSTEM TO CONFORM TO CL. PLNS							
12											
13		A 140	S-22 O	HAP. AIR FLASKS & SEPARATORS; CLEAN, TEST & REPAIR							
14											
15		A 141	S-33 O	REFRIGERATION THERMOSTATIC SWITCHES, RENEW							
16											
17		A 142	O-18 O	REPLACE Q.A.W.Y. MATCH 1-135							
18											
19		143	ER-22	SEE ELECTRONIC REPAIR SHEET							
20											
21		144	S/A 50 8650	SHOCK MTS. FOR LIGHTING FIXTURES							
22											
23		145	N-18	SEE ORDNANCE REPAIR SHEET							

ARRIVAL CONFERENCE CHART										LEGEND		TITLE		DATE	
USS GARRIN YOUNG 00793										ACTION		REPORT		CUSTOMER ORDER	
AVAILABILITY FROM										A APPROVED		12 INSPECTION REPORT		TYPE DESK OFFICER	
TO										D DEFERRED		13 MATERIALS LABEL		ADVANCE PLANNER	
										M NOT AUTHORIZED		14 BUREAU OF		CODE	
										V SHIP'S FORCE		15 ORDNANCE OFFICE		EX	
										F FORCE'S APLANT		16 ELECTRICAL DEPARTMENT		CODE 237	
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BOSTON NAVAL SHIPYARD ARRIVAL CONFERENCE CHART										LEGEND		TITLE		DATE		P & E FORM No. 11	
USS CASSIN YOUNG DD793 AVAILABILITY FROM										ACTION		CUSTOMER ORDER		TYPE DESK OFFICER		CODE	
TO										REPORT		AMOUNT		ADVANCE PLANNER		EXT.	
										A. APPROVED D. DEFERRED N. NOT AUTHORIZED V. SHIPS FORCE F. FORCES APLANT		IN INSPECTION REPORT L. IN MATERIALS LAB DO. ON DRAWING OO. ON SHIP NO. ON ELECTRIC OFFICE LH. MATERIAL REQUEST					
LINE NO.	JOB ORDER NO.	EST. NO.	ACTION	PRIORITY	REPORT	CLASS	BRIEF REPAIRS (CONT)		REMARKS	LABOR	OVTD MATL	TOTAL	TOTAL MAN DAYS				
1	16888		170		ER-28		SEE ELECTRONIC REPAIR SHEET										
2																	
3			173		R-61		SEE ORDN REPAIR SHEET										
4																	
5			176		R-62		SEE ORDN REPAIR SHEET										
6																	
7			173		ER-29		SEE ELECTRONIC REPAIR SHEET										
8																	
9			A 174		E-15		90° COIL, FIXED RESISTOR, REWIND AND INSP. DEGAUSSING SYSTEM	OOV. ON R. 11									
10																	
11	69		A 175		E-16		NO. 5000 METERS, CALIBRATE & REPAIR	9.7. ONEOK METERS, YD. REPAIR DEF. METERS.	174 143	85	308	6					
12																	
13			A 176		E-17		MASTER SYRO COMPASS, INSP. & REPAIR	OOV. ON R. 12									
14																	
15	62		A 177		E-18		WELDING TRANSFORMER, REPAIR	8. TO 9.	0	174 143	22	337	6				
16																	
17	62		A 178		E-19		LELAND RIFFORD DRILL SER #002100, REPAIR	8. TO 9.	0	15	12	5	4				
18																	
19																	
20																	
21																	
22																	
23																	

DATE: 11-10-62

SHEET NO. 19

BOSTON NAVAL SHIPYARD ARRIVAL CONFERENCE CHART										LEGEND		TITLE		DATE		P & E FORM NO.	
USS CASSIN YOUNG 00793 AVAILABILITY FROM 01/21/58 TO 01/25/58										ACTION		REPORT		CUSTOMER ORDER		TYPE DESK OFFICER 47, 0'700LE CODE 212. EXT	
										A APPROVED D DEFERRED N NOT AUTHORIZED S SHIP'S FORCE F FORCE'S PLAN		IR INFORMATION REPORT LS MATERIALS LIA. DO DESIGN OFFICE EO ENGINEERING OFFICE MD MATERIALS DEPT		AMOUNT		ADVANCE PLANNER SKINNER CODE 227 EX	
LINE NO.	JOB ORDER NO.	EST. NO.	ACTION	PRIORITY	REPORT	CLASS	BRIEF	REMARKS	LABOR	MAT'L	TOTAL	TOTAL MAN DAYS					
1	5111		A	6		6-2	BOILER REPAIRS		0	2477	2002	1510	6019	85			
2							REPAIRS TO BRICKWORK (4) BOILERS										
3			V	17		3-5	REPAIR ACCESS DOORS TO FURNACES OF (4) BOILERS										
4																	
5			A	27		3-7	(4) BOILER SUPERHEATER W/ FINE PAPER, STUBS & STRONG BACKS, RENEW OR WELD BROKEN STRONG BACKS	OOV. ON BOILER INSP. PRI 40									
6																	
7	5114		A	15		3-12	(4) BOILERS, HEADER HANGHOLE PLATES & SEATS, REPAIR	LEAKING H.M. SEATS ONLY AS DES. BY S&P.	757	612	121	1490	26				
8																	
9			A	72		3-17	(4) BOILERS, DOUBLE AIR CASTINGS, REPAIR...	OOV. ON BOILER INSP. PRI 40									
10																	
11	5116		A	120		3-27	(4) BOILERS, SLIDING FEET, CLEAN & REGRIND ETC.	IN ACC/R STD PLANS	171	111	11	325	6				
12																	
13	5109			1		3	RENEW BOILER ACCESS DOOR BASKETS		729	589	330	1648	25				
14																	
15	5108			2		3	HAYS DRAFT INDICATORS #1 TO #4 BOILERS		117	91	83	290	1				
16																	
17	5107			3		3	THERMAL ALARM #1 TO #4 BOILER		117	91		211	1				
18																	
19	5106			4		3	REPAIRS TO BOILER AIR CASING PANELS.		1392	1151	358	2899	18				
20																	
21	5105			5		3	REPAIRS TO BOILER PEEPHOLE PERISCOPIES		117	91	11	222	1				
22																	
23	5104			6		3	REPAIRS TO BOILER STEAM FLOW INDICATORS		117	91		211	1				
24																	

20

BOSTON NAVAL SHIPYARD ANNUAL CONFERENCE CHART										LEGEND		TITLE		DATE	
USS OAHIN YOUNG DD 793 AVAILABILITY FROM 01/01/50 TO 01/01/51										ACTION		REPORT		CUSTOMER ORDER	
										A APPROVED D DEFERRED N NOT FURNISHED V FORCES AHEAD F FORCES AHEAD		DR INSPECTION REPORT LD MATERIALS LIA DO DESIGN OFFICE NO DRAWING OFFICE LSE MATERIAL REQUEST		TYPE DESK OFFICER	
														CODE	
														EXT	
														CODE 227	
														EXT.	
LINE NO.	JOB ORDER NO.	EST. NO.	ACTION	PRIORITY	REPORT	CLASS	DESCRIPTION	REMARKS	LABOR	OWPD	MAT'L	TOTAL	TOTAL MAN DAYS		
1	5103			7		0	REPAIRS TO BOILER DISTANT READING DIAL THERMOMETERS		0 117	94		211	1		
2															
3	5102			8		8	BOILER ACCESS DOOR STUDS #1 TO #4 BOILERS		0 107	350	22	759	11		
4															
5	5101			9		8	INTERNAL FITTINGS #1 TO #4 BOILERS		0 321	240	22	603	11		
6															
7	5110			10		8	SUPERHEATER HEADERS PACKING #1 TO #4 BOILERS		0 59	17	55	161	2		
8															
9	5117			11		0	SEWER #1 LOWER UPTAKE		0 169K	1367	682	3740	50		
10															
11															
12															
13															
14															
15															
16															
17															
18															
19															
20															
21															
22															
23															

BOSTON NAVAL SHIPYARD ARRIVAL CONFERENCE CHART										DATE <u>7/2/58</u>		P & E FORM NO. <u>1</u>		
USS CASSIN YOUNG 00793 AVAILABILITY FROM <u>6/15/58</u> TO <u>7/2/58</u>										TYPE DESK OFFICER LT. 91091C		CODE 212 EXT. 1		
										ADVANCE PLANNER		BRINER		
										CODE 227		EXT		
LEGEND										TITLE		CUSTOMER ORDER		
ACTION										AMOUNT		AUTHORITY		
REPORT										LABOR		OYND MATL		
BRIEF										REMARKS		TOTAL		
ELECTRONIC WORK REQUESTS										TOTAL		TOTAL		
LINE NO.	JOB ORDER NO.	EST. NO.	ACTION	PRIORITY	REPORT	CLASS	DATE	TIME	LOCATION	REMARKS	LABOR	OYND MATL	TOTAL	EXT
1	1688		A 13		ER-1	ER-1			RE-1A #303 010; REPLACE WITH AN/SPA-8A	MATL NOT AVAIL. APPR. FOR REPAIR - COV. ON E.O. 1. PRI. #11.				
2														
3			A 22		ER-2	ER-2			AN/SRO-27A RADIO CENTRAL, SER. 152; ALIGN TRANSMITTER & REPAIR	COV. ON E.O. 1. PRI. #33.				
4														
5			N 23		ER-3	ER-3			VU-9, #581, PILOT HOUSE & BARBER SHOP; REPLACE WITH AN/SPA-10B	MATL. NOT AVAIL.				
6														
7			N 29		ER-4	ER-4			RAL-6, #1166, EMERG. RADIO; REPLACE WITH AN/SRR-13	MATL NOT AVAIL. REPAIR COV. ON E.O. PRI. #41.				
8														
9			N 31		ER-5	ER-5			TBL-7, #1068, RADIO CENTRAL; REPLACE WITH AN/SMT	REPAIR - PROGRESS - SUBMITTAL - NO COV. COV. ON E.O. 1. ON SUPPLY - 3088/5201				
10														
11			V 12		ER-6	ER-6			VF, #1499, 010; REPLACE WITH AN/SPA-10B					
12														
13			A 13		ER-7	ER-7			AN/SLR-1, #220, 010; REPAIR	COV. ON E.O. 1. PRI. #13.				
14														
15			A 47		R-11	R-11			FIRE CONTROL RADAR ANTENNA MK 16 MOD 2, SER. 372, 100. TOP MK 37 DIR; REPLACE ANTENNA	COV. ON E.O. 1. PRI. #3.				
16														
17			N 59		ER-9	ER-9			TOS-12, #3110, EMERG. RADIO, OUTPUT LOADING COIL UNIT, REPLACE	MATL. NOT AVAIL.				
18														
19			N 60		ER-10	ER-10			RAK-6, #1467, EMERG. RADIO; REPLACE WITH AN/SRR-13A	MATL. NOT AVAIL. REPAIR COV. ON E.O. 1. PRI. #41.				
20														
21			F 72		ER-11	ER-11			AN/SPA-8A, #8281 OVERHAUL					
22														
23			N 103		ER-12	ER-12			DA5-3, #1250, CHART HOUSE; REPLACE WITH AN/SPA-10	MATL. NOT AVAIL.				
										TOTAL		22		

BOSTON NAVAL SHIPYARD ARRIVAL CONFERENCE CHART										LEGEND		TITLE		DATE		P & E FORM NO.			
USC CASSIN YOUNG 00793 AVAILABILITY FROM, TO										ACTION		REPORT		CUSTOMER ORDER		TYPE DESK OFFICER		CODE EXT.	
										A APPROVED D DEFERRED N NOT AUTHORIZED P PENDING F FORCES APLANT		EE ELECTRONIC LB LUBRICANTS DO DESIGN OFFICE DO DESIGN OFFICE DO DESIGN OFFICE DO DESIGN OFFICE		AMOUNT		ADVANCE PLANNER		CODE 227 EXT	
LINE NO.	JOB ORDER NO.	EST. NO.	ACTION	PRIORITY	REPORT	SHIP NO.	SYD	BRIEF	REMARKS	LABOR	OVHD	MATL	TOTAL	TOTAL	DATE	TYPE DESK OFFICER	CODE	EXT.	
1	16888		A 86		ER-13			ELECTRONIC WORK REQUESTS (CONT)	COV. ON E.O.1. PRI. #18										
2								AN/SPS-10, #152; LIFT ANT. FOR OVHL. AND E.O. #1 & #2											
3			F 101		ER-14			AN-390/890, TOP MAIN MAST; OVERHAUL ETC.											
4								SCR-536, #27076, ET SHOP; OVERHAUL											
5			F 102		ER-15														
6								AN/SPA-1A, #600, OPEN BRIDGE; OVERHAUL & CALIBRATE											
7			F 114		ER-16														
8								SCR-300, #9946, ET SHOP; OVERHAUL											
9			F 115		ER-17														
10								AS-605/SLF, #206, AFTER STACK; OVERHAUL ETC.	COV. ON E.O.1. PRI. #13										
11			A 118		ER-18														
12								NT-66147 (2) TOP MAIN MAST; OVERHAUL ETC.	COV. ON E.O.1. PRI. #13										
13			F 115		ER-19														
14								NT-66131 (2), AFTER STACK; OVERHAUL ETC.	COV. ON E.O.1. PRI. #13										
15			A 122		ER-20														
16								TBL-13, #1188, EMERG RADIO; OVERHAUL OF W/S ETC.	COV. ON E.O.1. PRI. #13										
17			A 124		ER-21														
18								AM/WM-50, #205, RADIO CENTRAL; ALIGN RECEIVER	COV. ON E.O.1. PRI. #29										
19			A 113		ER-22														
20								AT-150/890(3), TOP MAIN MAST; OVERHAUL ETC.											
21			F 114		ER-23														
22																			
23			F 153		ER-24			SCR-536, #27330, ET SHOP; OVERHAUL											

DATE USED - MAY ONLY
BEING REPAIRED - 0.04
ON 7/1/1954
ON 10/1/1954

EXHIBIT NO. 23

BOSTON NAVAL SHIPYARD

ARRIVAL CONFERENCE CHART

USS CASSIN YOUNG 00793

AVAILABILITY FROM _____ TO _____

LEGEND

ACTION	REPORT
A APPROVED	IR INSPECTION REPORT
D DEFECT	LR MATERIALS LIA
N NOT AUTHORIZED	DO DESIGN OFFICE
V VESSEL FORCE	CO COAST GUARD
F FORCES ABOARD	NO ELECTRIC OFFICE
	MR MATERIALS REQUEST

DATE _____

P & E FORM NO. 1

TYPE DESK OFFICER _____

CODE _____ **EXT.** _____

ADVANCE PLANNER _____

CODE 227 **EXT.** _____

LINE NO.	JOB ORDER	EST. NO.	ACTION	PRIORITY	REPORT	SHIP AID NO.	CLASS	BRIEF	REMARKS	LABOR	OVHD	MATL	TOTAL	TOTAL MAN DAYS
1	1582B					ER-25		ELECTRONIC WORK REQUESTS (CONT)						
2						ER-25		SOR-300, #9953, #3 SHOP; OVERHAUL						
3						ER-26		NT-66053 STARDARD SIDE, AFTER STACK;						
4						ER-26		INSTALL TERMINAL BOX AT BASE OF ANTENNA; ETC.						
5						ER-27		AS571/SLR, #50, AFTER STACK; ADJUST						
6						ER-27		01609 AND AM1017 UNITS ETC.						
7						ER-28		NT-66132(2), AFTER STACK, OVERHAUL ETC.						
8						ER-28								
9						ER-29		AS-390/SRO, AFTER STACK, OVERHAUL ETC.						
10														
11														
12														
13														
14														
15														
16														
17														
18														
19														
20														
21														
22														
23														

EXT. NO. **24**

BOSTON NAVAL SHIPYARD ANNUAL CONFERENCE CHART										LEGEND										TITLE										DATE																			
USS CASSIN YOUNG 00795 AVAILABILITY FROM TO										ACTION A APPROVED D DISAPPROVED V NOT AUTHORIZED P FORCES ABOARD										REPORT IR INSPECTION REPORT LS MATERIALS LAB. CO DESIGN OFFICE CO CHANCE OFFICE E ELECTRIC OFFICE M MATERIAL REQUEST										CUSTOMER ORDER AMOUNT AUTHORITY										P & E FORM No. 11 TYPE DESK OFFICER ADVANCE PLANNER CODE 227 EXT. 57									
LINE NO.	JOB ORDER	ENT. NO.	ACTION	PRIORITY	REPORT	SHIP NO.	CLASS	BRIEF	REMARKS	LABOR	OVHD	MATL	TOTAL	TOTAL MAN DAYS																																			
1	6726			19	E.O. 1-12		B	ELEX. INSP. ITEMS (CONT.) AN/SQR-4, AN/SQR-8 MOD 1, REPAIRS INCLUDING AT-185/UGG-1 & ODE HYDROPHONE REPAIRS		0	3008	2126	649	6078	103																																		
2																																																	
3	6737			20	E.O. 1-5		D	NT55134A, SER 4913		0	30	24	22	76	1																																		
4																																																	
5	6736			21	E.O. 1-3		B	AN/URA-8A SER 399A		0	30	24	1	55	1																																		
6																																																	
7	6735			22	E.O. 1-2		D	REC-29 TTY, SER 3508		0	30	24		54	1																																		
8																																																	
9	6734			23	E.O. 1-8		B	TEO-3 SER 1002 REPAIRS		0	233	188	55	176	8																																		
10																																																	
11	6733			24	E.O. 1-9		B	AN/URA-13B SER 385 REPAIRS		0	145	116	22	285	5																																		
12																																																	
13	6732			25	E.O. 1-10		C	AN/URA-13A SER 2879 F.O. INET'L N		0	88	71		150	3																																		
14																																																	
15	6731			26	E.O. 1-11		B	AN/URA-13B SER 9, 68, 396; REPAIRS		0	437	354	65	857	15																																		
16																																																	
17	6730			27	E.O. 1-14		B	NT-23500 SER 2165; REPAIRS		0	88	71	22	181	3																																		
18																																																	
19	6729			28	E.O. 1-15		B	TOB-12 RECEIVER SER 3119; REPAIRS		0	145	118	33	296	5																																		
20																																																	
21	6728			29	E.O. 1-17		B	AN/URA-50 SER 205 REPAIRS		0	88	71	55	214	3																																		
22																																																	
23	6727			30	E.O. 1-19		D	TEO-6 SER 442 & 440; INSTALL FIELD CHANGES		0	117	91		211	4																																		
															SHEET NO. 27																																		

[illegible]

BOSTON NAVAL SHIPYARD									
ARRIVAL CONFERENCE CHART									
USS CASSIN YOUNG ID 793 AVAILABILITY FROM 01/23/58 TO 02/20/58									
LINE NO.	JOB ORDER NO.	EST. NO.	ACTION	PRIORITY	REPORT	CLASS	BRIEF	REMARKS	TOTAL MAN DAYS
1	7116					CD 48	Ordinance, Recurrent Items		
2							Ordinance Operational Tests-Port repair		
3	7117					47	D Emerg. assis. required by Ord. Office.		
4									
5	7118					52	D Gun Director Mk 37 Emerg. Check		
6									
7	7119					55	C Mk 37 Dir. roller path cleaning.		
8									
9	7120					56	D Recoil & counter recoil syst. Inspect and repair.		
10									
11	7121					58	A Dummy Director tests on Mk 37 gun dir.		
12									
13	7121					65	A P/S Antenna mounts Mk 19 Overhaul and repair.		
14									
15	7121					66	A Attack Dir. Mk 5 Mod 2 OF 5 clamp replacement Spec. Prog.		
16	0018								
17	7111					67	A Dummy Dir. tests on 5"/38 mounts.		
18									
19									
20						R-1	(5) 5"/38 Mts. Rammer Repairs	Cov. on O.I.R. Pri. #16	
21									
22						R-2	(5) proj. hoists, Mk 2 Mod 1; repair.	Cov. on O.I.R. Pri. #15	
23									
24						R-3	Mt. 43. Replace with up to date mount.	Cov. on O.I.R. Pri. #10-Defer to 10-Apr-58	
25									

NAVY ORD. INC. 1957 10-11-58

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BOSTON NAVAL SHIPYARD ARRIVAL CONFERENCE CHART										LEGEND		TITLE		DATE		P & S FORM NO. 11					
USS CASSIN YOUNG ID793 AVAILABILITY FROM 0-6-59 TO 0-25-59										ACTION		REPORT		CUSTOMER ORDER		TYPE DESK OFFICER		CODE		EXT.	
										A APPROVED N NOT APPROVED V SHIP FORCE F FORCE APLANT		IR INSPECTION REPORT DD DRAWING LAB. DD DRAWING LAB. DD DRAWING LAB. DD DRAWING LAB. DD DRAWING LAB.		AMOUNT		ADVANCE PLANNER		CODE 227		EXT. 2	
LINE NO.	JOB ORDER NO.	EST. NO.	ACTION	PRIORITY	REPORT	CLASS	BRIEF	REMARKS	LABOR	CHYD	MAT'L	TOTAL	TOTAL MAN DAYS								
1	11686		A	20		R-4	Mt. 42 Overhaul	Ordinance Repairs													
2								Cov. on O.I.R. Pri. #9 Defer to Arr. Cont.													
3			A	20		R-5	Mt. 41, Overhaul														
4								Cov. on O.I.R. Pri. #9 Defer to Arr. Cont.													
5			V	36		R-6	Mt. #54, Repair valve block & gas ejector mechanism														
6																					
7			A	57		R-7	Computer Mk 1A, Mod 1B, Ser. 1029, plotting room; repair														
8								Cov. on O.I.R. Pri. #2													
9			A	38		R-8	(5) 59/38 mts; install metal hangers 8" from valve item on pneumatic gun port seal piping, etc.														
10								Cov. on O.I.R. Pri. #17													
11																					
12			A	45		R-9	Slewing sight mk 2 mod 0, ser. 453, Lob. in Mk 37 Dir; repair.														
13								Cov. on O.I.R. Pri. 1													
14			A	45		R-10	Gun Dir. Mk 37 Mod 54, Ser. 419, 100 O4 level; dummy dir. test & repair.														
15								Cov. on R.I. #82													
16			A	49		R-12	Antenna Mount Mk 19 Mod 5, Ser. 1148, Mt. #43, Repairs.														
17								Cov. on R.I. #63													
18			A	50		R-13	Antenna mount Mk 19 Mod 5, Ser. 1146, Mt. #48, Repairs.														
19								Cov. on R.I. #63													
20																					
21			A	51		R-14	Torpedo launching racks mk 4 mod 1, 100, in Mk 37 Dir; stop repairs.														
22								Cov. on OIR item #19 Pri #11-Defer to Arr. Cont.													
23			A	53		R-15	Pointers Telescope Mk 60 Mod 0, Ser. 2159, 100, in Mk 37 dir; stop repair.														
24								Cov. on OIR item #271 Pri. #1													
25			A	57		R-16	Mt. #51 elev. sol. lever, repair														

BOSTON NAVAL SHIPYARD ARRIVAL CONFERENCE CHART										LEGEND		TITLE		DATE		P & E FORM No. 11	
USS CASSIN YOUNG D793										ACTION		CUSTOMER ORDER		TYPE DESK OFFICER		CODE	
AVAILABILITY FROM 8-6-60 TO 8-26-60										REPORT		AMOUNT		ADVANCE PLANNER		EXT	
										IR INSPECTION REPORT		AUTHORITY		CODE 227		EXT-571	
										LD MATERIALS LAB		LABOR		CYND MATL		TOTAL	
										V SHIP FORCE							
										F FORCES AVALAT							
										MR MATERIAL DEFECT							
NO.	JOB ORDER NO.	EST. NO.	ACTION	PRIORITY	REPORT	SHIP CO. NO.	CLASS	BRIEF	REMARKS	LABOR	CYND MATL	TOTAL	TOTAL MAN DAYS				
1	7888		A 63		R-17			Mt. #51, Repair or replace front access door on port side & rebuild knife edges.	Cov. on OIR #18								
2								Mte #55, case chute hatch mech. overhaul.									
3			V 64		R-19			5"/38 Cal. loading mach. Mk 16 Mod 3 Ser. #76, equill. dummy hoist, rammer, etc.	Cov. on OIR items #255 thru #260								
4			A 65		R-19			Gun Dir. Mk 51, Mod 2, Ser. 3224, O2 level; Train & elev. securing pins excess. lost mot.	FFA. #19								
5			D 66		R-20			Mt. #55 FOWLES & INSTALL CHINESE MESH CANVAS boot.	Cov. on OIR #146								
6			A 74		R-21			Gun Dir. Mk 51, Mod 6, Ser. 18768, O2 level; terminal conn. box repair.	Cov. on OIR #17 Item #168-Act'd Inv. & Reg'd R or R								
7			A 85		R-22			Gun dir. mk. 51, mod. 6, ser. 18768, O2 level; term. conn. box repair.	Common OIR #17 Item #180-Act. Id Inv. & Reg'd R to R.								
8			A 90		R-23			Gun Dir. Mk. 37, Mod 64, Ser. 418, loc O3 level; install metal guard over elev. dr. shaft.									
9			V 92		R-24			(5) 5"/38 Mte; install turner cylinder & piping covers outside gun port shields.	Cov. on OIR Item #59 #16								
10			A 93		R-25			(5) 5"/38 Mte; install 1 case extractor tool storage brackets.									
11			V 94		R-26			(5) 5"/38 mte; replace case defector hex nuts with flat head screws.									
12			V 95		R-27												

BOSTON NAVAL SHIPYARD

ANNUAL CONFERENCE CHART

USS Cassin Young DD 793

AVAILABILITY FROM TO

LEGEND

ACTION
A Approved
D Disapproved
N Not Authorized
V Ship Force
P Forces Afloat

REPORT
IR Inspection Report
LS Materials Lia.
DD Design Office
OO Ordnance Office
EO Electric Office
JMS Material Request

TITLE

CUSTOMER ORDER

AMOUNT

AUTHORITY

DATE

TYPE DESK OFFICER

ADVANCE PLANNER

P & E FORM No. 11

CODE

EXT.

CODE 227

EXT. 1

LINE NO.	JOB ORDER NO.	EST. NO.	ACTION	PRIORITY	REPORT	SHIP ALT. VOLUME NO.	CLASS	BRIEF	REMARKS	LABOR	OVHD	MAT'L	TOTAL	TOTAL MAN DAYS
1			V 128			R-38		Ordnance Repairs.						
2								Mt. #53, elim. excessive lost motion in sight angle shafting.						
3			D 129			R-40		Mt. #51, excessive lost motion in sight angle shafting; repair						
4			V 132			R-41		Mt. #52, overhaul equilibrator mechanism.						
5														
6			V 133			R-42		Mt. #53, replace equil. rod & overhaul						
7														
8			V 134			R-43		Mt. #55, overhaul equilibrator mech.						
9														
10			V 135			R-44		Mt. #51, Repair case chute hatch operating mechanism						
11														
12			A 136			R-45		Mt. #52, trainers front access door, def. Dogs, pointers sight port hatch etc.	Cov. on O.I.R.					
13														
14			A 137			R-46		Mt. #53, Access door, dogs, trainers spotting hatch detent, etc.	Cov. on O.I.R.					
15														
16			A 138			R-47		Mt. #54, access door, case chute hatch, hatch latch, missing dog, etc.	Cov. on O.I.R.					
17														
18			A 145			R-48		Mt. #55, knife edges & def. dogs spotting hatches.	Cov. on OIR Item #139 Pri. #18					
19														
20			V 141			R-49		Gun Dir. Mk 37, Mod 54, Ser. 418 train securing pin, repair						
21														
22			A 146			R-50		Stable elem. Mk 6 mod 9, ser. 579; roller path data & shims etc.	Cov. on OIR Pri. #6					
23														

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BOSTON NAVAL SHIPYARD										LEGEND										TITLE										DATE																			
ARRIVAL CONFERENCE CHART										ACTION										REPORT										CUSTOMER ORDER										P & E FORM No. 1									
USS Cassin Young DD793										A Approved										12 INSPECTION REPORT										AMOUNT										TYPE DESK OFFICER									
AVAILABILITY FROM TO										D Disapproved										13 MATERIAL REPORT										AUTHORITY										ADVANCE PLANNER									
										N Not Authorized										14 MESS REPORT										CODE										EXT.									
										V Ships Force										15 OCHS REPORT										CODE 227										EXT.									
										F Forces Afloat										16 OCHS REPORT																													
										M Materials										17 OCHS REPORT																													
										M Materials										18 OCHS REPORT																													
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BOSTON NAVAL SHIPYARD ANNUAL CONFERENCE CHART										LEGEND		TITLE		DATE		P & E FORM NO. 11	
USS CASSIN YOUNG DD793 8/13/58 TO 10/1/58 AVAILABILITY FROM 8/13/58 TO 10/1/58										ACTION		REPORT		CUSTOMER ORDER		TYPE DESK OFFICER S.O.J. SCHWARTZ CODE 221 EXT. 3	
										A APPROVED D DEFERRED N NOT RECOMMENDED P PENDING F FORCES AHEAD		IN INSPECTION REPORT AS ASSESSMENT OD OPERATIONAL ED ELECTRONIC MR MATERIAL		AMOUNT		ADVANCE PLANNER SKINNER CODE 227 EXT.	
LINE NO.	JOB ORDER NO.	EST. NO.	ACTION	PRIORITY	REPORT	SHIP CLASS	BRIEF	REMARKS	LABOR	OWTO MAT'L	TOTAL	TOTAL MAN DAYS					
1	71			1		B	ORDNANCE OFFICE INSP ITEMS ITEMS 1, 2, 3, 4, 266, 269 - REPAIRS TO DIR MK 57		0	137	351	17	838				
2																	
3	71			2		A	ITEMS 296, 297, R-7 REPAIR COMPUTER MK 1A		0	291	236	11	538				
4																	
5	71			3		A	ITEMS 303 THRU 314, 316 THRU 322, 189 - REPAIRS TO TOR MK 5		0	1295	989	110	2654				
6																	
7	71			4		B	REPAIRS TO ATTACK DIRECTOR MK 5		0	203	165	5	373				
8																	
9	71			5		B	ITEMS 38, 32, 39, 67, 68, 102, 109, 117, 118, 119, 131, 156, 163, 120, R-40, R-37, REPAIRS TO 5" MTS (CONTROL)		0	787	696	22	1415				
10																	
11	71			6		B	ITEMS 329, 336, R-51 - LEVELING DATA		0	670	512	17	1229				
12																	
13	71			7		B	ITEMS 165, 166, 168, 170 THRU 176, 277, 278, 183, 181, 184 - REPAIRS TO GFOB MK 65		0	1865	1508	800	3592				
14																	
15	71			8		B	REPAIRS TO DIRECTOR MK 53		0	105	101	105	1001				
16																	
17	71			9		B	ITEMS 206, 208, 210, 212, 214, 221 THRU 225, 227 THRU 230, 232 THRU 237, 240, 241 243, 247 THRU 254 - 40 MM MTS, REPAIR		0	2537	2019	611	5197				
18																	
19	76			10		C	ITEMS 194, 196, 197, 198 - REPAIRS TO AGE PROJECTORS MK 11		0	291	236	22	549				
20																	
21	75			11		A	REPAIRS TO LAUNCHING SYSTEM MK 2		0	816	660	94	1570				
22																	
23	75			12		B	ITEMS 185, 188 & 205 - TORPEDO BATTERY REPAIRS		0	451	293	17	651				

BOSTON NAVAL SHIPYARD										12-01101-001, 002, 003									
ARREAR CONFERENCE CHART																			
USS CASSIN YOUNG 00793										P & E FORM NO. 11									
AVAILABILITY FROM										DATE									
TO										TYPE DESK OFFICER									
										CODE									
										EXT									
										ADVANCE PLANNER									
										CODE 227									
										EXT. 5									

LINE NO.	JOB ORDER	EST. NO.	ACTION	PRIORITY	REPORT	SHIP ALT. OR NO.	CLASS	BRIEF		REMARKS	LADDER	OVRD	MATL	TOTAL	TOTAL MAN DAYS	
								UNION. OFFICE INSP. ITEMS (CONT)	DEPTH CHARGE TRACK REPAIR							
1	76		13			267	0				0	59	17	5	111	2
2																
3	71		14				→			ITEMS 271, 272, 274, 276, 277, 278, 280, 281, 282, 283 - ORDNANCE OPTICAL REPAIRS	0	351	203	33	667	12
4										OL. "B" - ON BOARD						
5	74		15				→			ITEMS 34, THRU 36, 69, 70, 77, 103, 104, 105, 106, 115, 157, 158, 159 - 5" MTS FUSEEETERS & HOIST REPAIRS	0	642	518	88	1248	22
6																
7	74		16				→			ITEMS 27, 28, 57, 62, 63, 64, 96 THRU 100, 149 THRU 153, 160 - 5" MTS, RAUNER REPAIRS	0	378	306	33	717	13
8																
9	74		17				→			ITEMS 80, 81, 82, 83, 89, 33, 59, 60, 61, 66, 71, 92, 93, 120, 142, 143, 144, 147 - 5" MTS - MISC. REPAIRS	0	1720	1390	892	3992	59
10																
11	74		18				→			ITEMS 11 THRU 18, 40, 41, 44, 46, 47, 49, 50, 52 THRU 56, 79, 80, 82, 86, 87, 88, 92, 122, 124, 125, 127, 128, 129, 135, 136 THRU 145 - 5" MTS WATCH REPAIRS	0	1865	1508	198	3571	64
12																
13	86		19			255 THRU 260	8			5" LOADING MACHINE REPAIRS	0	291	236	110	637	10
14																
15																
16																
17																
18																
19																
20																
21																
22																
23																

37

BOSTON NAVAL SHIPYARD ARRIVAL CONFERENCE CHART										LEGEND		TITLE		DATE			
USS CASSIN YOUNG DD793 AVAILABILITY FROM 06/19/58 TO 07/15/58										ACTION		REPORT		CUSTOMER ORDER		DATE	
										A. APPROVED N. NOT RECOMMENDED V. VESSEL FOR F. FORCES APLANT		IR. INSPECTION REPORT LD. MATERIALS LAB. DD. DESIGN OFFICE DD. ORDNANCE OFFICE DD. ELECTRIC OFFICE MIL. MATERIALS ACCOUNT		1.6.888		7/7/58	
LINE NO.	JOB ORDER NO.	EST. NO.	ACTION	PRIORITY	REPORT	SHIP NO.	CLASS	BRIEF ORDLTS	REMARKS	LABOR	OWNED	MATL	TOTAL	TOTAL MAN DAYS	TYPE DESK OFFICER 3.0.1.80 HARTZ CODE 221 EXT. 371		
1	W		33					O.A. 2890	COMPLETED PER SHIP DISP M-11524Z APRIL	0	80	63	143	3	ADVANCE PLANNER SKINNER CODE 227 EXT. 87		
2																	
3	7105							O.A. 1001 (U) (INCIDENTAL TO S/A DD1113)									
4																	
5	7106		36			0A-1		O.A. 3500 (U)		0	120	96	216	47			
6																	
7	W		71					O.A. 1943	COMPLETED PER SHIP DISP M-11524Z APRIL								
8																	
9	W		72					O.A. 1818	COMPLETED PER SHIP DISP M-11524Z APRIL								
10																	
11	W		91					O.A. 2021	COMPLETED PER SHIP DISP M-11524Z APRIL								
12																	
13	W		108					O.A. 2362	COMPLETED PER SHIP DISP M-11524Z APRIL								
14																	
15	W		112					O.A. 2680	COMPLETED PER SHIP DISP M-11524Z APRIL								
16																	
17	W		108					O.A. 1832	COMPLETED PER SHIP DISP M-11524Z APRIL								
18																	
19	7401		325			0A-2		O.A. 2171 (N)		1	572	1569	2011	18234	2194		
20																	
21	W		375					O.A. 3192	NOT APPLICABLE PER SHIP DISP M-11524Z APRIL								
22																	
23	W		385					O.A. 3658	PER CODE 231- NOT APPL. 19MM UTS INSTALLED								
														38			

[illegible]

BOSTON NAVAL SHIPYARD ARRIVAL CONFERENCE CHART										LEGEND		TITLE		DATE	
USS CASSIN YOUNG 00793 AVAILABILITY FROM TO										ACTION		REPORT		CUSTOMER ORDER	
										A APPROVED C DEFERRED N NOT AVOIDED V VESSEL P PORTER APLANT		IR INSPECTION REPORT LB MATERIALS LAB DO DOCUMENT EO ELECTRIC OFFICE ML MATERIAL REQUEST		TYPE DESK OFFICER	
														CODE	
														CODE 227	
														EXT.	
LINE NO.	JOB ORDER NO.	DET. NO.	ACTION	PRIORITY	REPORT	SHIP ON VIAL NO.	CLASS	ORDALTS (CONTS)	BRIEF	REMARKS	LADDER	OVHD	MATL	TOTAL	TOTAL MAN DAYS
1	11688		731					O.A. 3171		COMPLETED PER SHIP DISP M- 111504Z APRIL	0	133	106	1	243
2								O.A. 3306 (R)							5
3	7107		747												
4								O.A. 1369 (R)			0	372	297	235	904
5	7503		803												11
6								O.A. 3167		COMPLETED PER SHIP DISP M- 111504Z APRIL					
7			816												
8								O.A. 2137 (R)			0	393	318	2	710
9	7103		869												15
10										PER 2311 - ACCOMP. ONLY WHEN PER. DRIVC REQUIRES OVHL.					
11			879					O.A. 3127							
12								O.A. 2513		COMPLETED PER SHIP DISP M- 211215Z APRIL					
13			881												
14								O.A. 1853		COMPLETED PER SHIP DISP M- 111504Z APRIL					
15			889												
16								O.A. 1598		COMPLETED PER SHIP DISP M- 111504Z APRIL					
17			894												
18								O.A. 3159		COMPLETED PER SHIP DISP M- 111504Z APRIL					
19			906												
20								O.A. 3169		COMPLETED PER SHIP DISP M- 111504Z APRIL					
21			921												
22								O.A. 2064 (R)		COMPLETED PER SHIP DISP M- 111504Z APRIL					
23	7502		964								0	112	329	711	157

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BOSTON NAVAL SHIPYARD
ARRIVAL CONFERENCE CHART

USS CASSIN YOUNG 60793
AVAILABILITY FROM TO

LEGEND

ACTION	REPORT
A APPROVED	IR INSPECTION REPORT
D DEFERRED	LB MATERIALS LAB.
N NOT AUTHORIZED	EO DESIGN OFFICE
V SHIP'S FORCE	OD ORDNANCE OFFICE
P FORCES ABOARD	EO ELECTRIC OFFICE
	HR MATERIAL REQUEST

DATE _____ **P & E FORM No. 11**

TYPE DESK OFFICER _____ **CODE** _____ **EXT.** _____

ADVANCE PLANNER _____ **CODE 227** **EXT.** _____

LINE NO.	JOB ORDER	EST. NO.	ACTION	PRIORITY	REPORT	SHIP'S FORCE	CLASS	BRIEF	REMARKS	LABOR	OWTD	MATL	TOTAL	TOTAL MAN DAYS
1	7501			963			0A-15	ORDALYS (CONT)		0	133	11	213	5
2								0A-5	UN-IDENTIFIED PER CODE 234 6/25					
3														
4														
5														
6														
7														
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17														
18														
19														
20														
21														
22														
23														

SHIP'S FORCE: 0A-15, 0A-5

CLASS: 0A-15, 0A-5

BRIEF: ORDALYS (CONT)

REMARKS: UN-IDENTIFIED PER CODE 234 6/25

LABOR: 0, 133

OWTD: 11

MATL: 11

TOTAL: 213

TOTAL MAN DAYS: 5

SHIP'S FORCE: 0A-15, 0A-5

CLASS: 0A-15, 0A-5

BRIEF: ORDALYS (CONT)

REMARKS: UN-IDENTIFIED PER CODE 234 6/25

LABOR: 0, 133

OWTD: 11

MATL: 11

TOTAL: 213

TOTAL MAN DAYS: 5

SHIP'S FORCE: 0A-15, 0A-5

CLASS: 0A-15, 0A-5

BRIEF: ORDALYS (CONT)

REMARKS: UN-IDENTIFIED PER CODE 234 6/25

LABOR: 0, 133

OWTD: 11

MATL: 11

TOTAL: 213

TOTAL MAN DAYS: 5

Appendix F

“Weekly Check-Off List for Repair Locker Equipment. Rep. 2,” [no date], 3100.86, Record Group 3, Box 28, Folder 9, BNHPA. 263

WEEKLY CHECK-OFF LIST FOR REPAIR LOCKER EQUIPMENT

DD AND DE CLASSES

U. S. S.

CASSIN YOUNG DD 793

Rec P 2
DATE 4/16/59

Item	No. allowed	No. in locker	Item	No. allowed	No. in locker
Axe, fine pickhead	1	1	Lamp, safety, flame	1	1
Bar, chisel, "hex by 36"	1	1	Life lines, steel wire	1	1
Bar, Crow, 5 ft. long	1	1	Lights, flood, portable wet cell, sealed beam	2	1
Blocks, wood, 7" double rig	1	Rep 5	Masks, gas type N.O. Mark III	5	5
Blocks, wood, 7" single rig	1	Rep 5	Maul, 5 lb.	1	1
Canisters (6 for each RBA)	12	11	Miners, head lamp	3	2
Clamps "C"	2	2	Nails, assorted list (8-10-12d)	1 kit	7
Clippers, bolt, 24"	1	1	Oakum	5 lbs	5 lb
Chisels, machinist 1/2"	2	Rep 5	Overshoes, rubber	5 pr	5 pr
Chisels, machinist 1"	2	6	Pumps, gasoline, handy billy, complete with hose (outside lks)	1	1
Couplings, double female 1 1/2"	3	2	Pumps, P-500, complete with hose (outside lks)	1	Rep 5
Coupling, double male 1 1/2"	1	3	Pumps, submersible, portable electric	1	1
Couplings, double female (reducer 2 1/2" x 1 1/2")	2	3	Punch, handled, blacksmith 3/4"	1	1
Cutter, electric cable	1	Rep 5	Repair kit, electric	1	1
Cutting outfit, emergency oxy-acetylene	1	Rep 5	Rescue breathing outfit	2	0
Damage Control Book	1	1	Rods, sounding or tapes	2	1
Diving Outfit, complete, shallow-water	1	Rep 5	Rules, carpenters folding 6 ft.	1	1
Extinguishers, CO2	2	1	Saws, cross cut	1	Rep 5
Falls, manila, 2 1/2" 50 fms.	1	Rep 5	Saws, hack panel 18"	1	1
Flashlights, two cell	6	7	Sledge, 12 lb.	1	Rep 5
Gloves, asbestos	5	4	Suits, asbestos	1	3
Gloves, rubber, acid proof	1	1	Suits, impregnated (trousers and jumpers)	5	4
Gloves, woolen, impregnated	5	4	Wrench, pipe, stillson 14"	1	1
Hacksaw, adjustable	2	2	Wrench, pipe, stillson 36"	1	1
Hacksaw, blades 12" hard	12	12	Wrench, screw, monkey, 15"	1	1
Hammers, claw	1	1	Wrench, screw, monkey, 21"	1	1
Hammers, machinist, ballpeen 2lb.	1	1	Wedges, steel, 6"	2	2
Hatchet, wide blade	1	1	Wedges, steel, 10"	2	2
Headset, telephone, sound power	1	2	Saw, electric-portable	1	Rep 5
Indicator, combustible gas (Explosimeter)	1	Rep 5	Wire, 300 ft. (S.P. Sets)	1	Rep 5
Jack Screw, 5 ton	2	Rep 5			

1. Action being taken to correct deficiencies: (If more space is needed use reverse side)

THIS IS A INVENTORY

2. Storage: (If more space is needed use reverse side)

SIGNATURE (1st Lieutenant)

Appendix G

“Weekly Check-Off List for Repair Locker Equipment. Rep. V,” [no date], 9030.2, Record Group 3, Box 115, folder 22, BNHPA.

265

WEEKLY CHECK-OFF LIST FOR
REPAIR LOCKER EQUIPMENT

U. S. S.

OD AND DE CLASSES

CASSIN

Item	No. allowed	No. in locker	
Axe, fire	1	1	Lamp, safety
B... pickhead	1	1	Life lines, sta
Chisel, "hex by 36"	1	1	ta food, p
Bar, Crow, 5 ft. long	1	1	Ligh gas typ
Blocks, wood, 7" double rig	1	1	Masks, b
Blocks, wood, 7" single rig	1	1	Maul, 5' id
Canisters (6 for each RBA)	12	12	Miners, her
Clamps "C"	2	3	Nails, assorted
Clippers, bolt, 24"	1	3	Oakum
Chisels, machinist 1/2"	2	2	Overshoes, rubber
Chisels, machinist 1"	2	2	Pumps, gasoline, handy billy, com
Couplings, double female 1 1/2"	3	3	(outside lks)
Coupling, double male 1 1/2"	1	1	Pumps, P-500, complete with hose (outside
Couplings, double female (reducer 2 1/2" x 1 1/2")	2	2	Pumps, submersible, portable electric
Cutter, electric cable	1	1	Punch, handled, blacksmith 2 1/2"
Cutting outfit, emergency oxy-acetylene	1	1	Repair kit, electric
Damage Control Book	1	1	Rescue breathing outfit
Diving Outfit, complete, shallow water	1	1	Rods, sounding or tapes
Extinguishers, CO2	2	3	Rule, carpenters folding 6 ft.
Falls, manila, 2 1/2", 50 fms	1	1	Saws, cross cut
Flashlights, two cell	6	6	Saws, hack panel 18"
Gloves, asbestos	5	5	Sledge, 32 lb.
Gloves, rubber, acid proof	1	1	Suits, asbestos
Gloves, woolen, impregnated	5	5	Suits, impregnated (trousers and jumpers)
Hacksaw, adjustable	2	2	Wrench, pipe, stillson 14"
Hacksaw, blades 12" hard	12	12	Wrench, pipe, stillson 36"
Hammers, claw	1	1	Wrench, screw, monkey 15"
Hammers, machinist, ballpeen 2lb	2	1	Wrench, screw, monkey 21"
Hatchet, wide blade	1	1	Wedges, steel 6"
Headset, telephone, sound power	1	3	Wedges, steel 10"
Indicator, combustible gas (Explosimeter)	1	1	Saw, electric-portable
Jack Screw, 5 ton	1	1	Wire 4 300 ft. (S.P. Sets)

1. Action being taken to correct deficiencies: (If more space is needed use reverse side)

Appendix H

“Uniforms for Enlisted Men other than CPO’s,” [no date]. 4441, Uniform Requirements, 1959–1960, Record Group 3, Box 62, Folder 12, BNHPA. 267

Uniforms for Enlisted men other than CPO's.

4441

The minimum outfit of articles of uniform and accessories prescribed for enlisted men, other than chief petty officers of the Regular Navy shall be as follows:

<u>Item</u>	<u>Quantity</u>	<u>Item</u>	<u>Quantity</u>
Belts:		Sea bag	1
Black	1	Shirt, blue chambray	3
White	1	Shoes:	
Caps:		Black, dress	2 pr.
Blue working	1	Black, service	1 pr.
Service, blue	1	Gymnasium	1 pr.
Watch	1	Socks, black	8 pr.
Clothes stops	3 pkg.	Sweater, blue	1 pr.
Drawers	6 pr.	Towel, bath:	
Gloves, black	1 pr.	Large	2
Hat, white	4	Small	2
Insignia	as required	Trousers:	
Jacket, blue working	1	Blue	3 pr.
Jumpers:		Dungaree	3 pr.
Blue, dress	1	White	4 pr.
Blue, undress	2	Trunks, swim	1 pr.
White, undress	4	Undershirt	6 pr.
Neckerchief	1		
Peacoat	1		
Raincoat, blue	1		

Optional Articles of Uniform.

The following articles are optional:

Belt, khaki
Gloves:
Blue
Working
Helmets, tropical
Khaki
White
Lanyard, white
Overshoes
Scarf, blue
Shirt, white tropical
Shorts, tropical:
Khaki
White

File

Inspections

1. Commanding officers shall require the clothing of enlisted personnel to be inspected by division officers at regular intervals to insure that each person possesses his prescribed outfit, that it is properly marked, and that it is strictly in accordance with these regulations.
2. Prior to transfer to another ship or station each enlisted person's outfit shall be inspected and he shall be required to have at least the minimum clothing outfit as prescribed herein.

Appendix I

“Ship’s Store Laundry List,” [no date], 4060.1, Record Group 3, Box 37, Folder 10, BNHPA.

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4060. 1 Ship's Store Laundry List, n.d.
3 x 37 F10

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Interviews

Cooney, Bernard. Interviewed by Francy K. Bockhoven, February 12, 1980. BNHPA—no box or folder #. *Cassin Young* Crewman, [May] 1958–1960.

Finnegan, George T. Interviewed by Peter Steele, May 18, 1979. BNHPA—no box or folder #. *Cassin Young* fall 1944–end of WWII, Navigator; Assistant Gunnery Officer during General Quarters.

Hooper, Capt. John, Interviewed by Margaret Driscoll, August 1982. BNHPA—no box or folder #. Last Commanding Officer of *Cassin Young*, Sept. 4, 1958 until decommission, April 29, 1960.

Johndrow, Theodore George. Interviewed by Diane Diamond, August 14, 1983. BNHPA Box 2, folder 1. Yeoman, May 1958–March 1960.

MacDonald, Don. Interviewed by Francy K. Bockhoven, August 14, 1983. BNHPA Box 2, folder 5. *Cassin Young*, First Lieutenant, fall 1951–spring 1953.

MacDougal, Gary. Interviewed by Francy Bockhoven and Peter Steele, June 18, 1980. *Cassin Young*, 1958–1960. BNHPA Box 2, folder 6. Asst. M (mechanical) Division Engineer and Chief Engineer.

Marra, Anthony. Interviewed by Peter Steele and Lionel Shapiro, May 16, 1979. BNHPA Box 2, folder 7. Crew member, Damage Control Man, Petty Officer, *Cassin Young*, 1955–Sept. 1958.

Marra, Anthony. Interviewed by Peter Steele, October 17, 1979. BNHPA Box 2, folder 7. Crew member, Damage Control Man, Petty Officer, *Cassin Young*, 1955–Sept. 1958.

McGee, Bill. Interviewed by Francy Bockhoven, July 25, 1980. BNHPA Box 2, folder 9. *Cassin Young* crew member, 1957–58.

O’Connell, Dave. Interviewed by Francy Bockhoven, May 29, 1980. BNHPA Box 2, folder 12. *Cassin Young* crew member, Torpedo Man, 2nd Class, WWII.

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Rudden, Thomas J. Interviewed by Francy Bockhoven, August 13, 1983. BNHPA Box 3, folder 1. Rear Admiral, Commanding Officer, *Cassin Young*, Dec. 1952–July 1954.

Sevensma, Dr. Eugene. Interviewed by Francy Bockhoven at the Charlestown Navy Yard, Bldg. 5, August 23, 1980. Transcription, BNHPA Box 3, folder 2. Medical Officer, *Cassin Young*, World War II.

Taitt, Eugene, and Charles Tripi. Interviewed by Ray Bloomer, August 23, 1980. BNHPA Box 3, folder 8. Electricians, *Cassin Young*; Taitt: 1952–56, Tripi: 1943–March 1946.

