

LIVING QUARTERS

By Ron Ucovich, Docent USS Hornet

Officer's Stateroom This room may not look very fancy to you, but it is full of amenities that the enlisted men didn't enjoy. The room is for only two occupants, it has a desk, a closet, a safe, a washbasin, storage drawers, and a bunk sporting an 8-inch mattress. The reason it is called a **stateroom**, goes back to the 1800s when wooden sail ships were replaced by elegant steamships. The old wooden sail ships were freighters that had sleeping compartments for wealthy travelers who wanted to visit countries abroad. During the 1850s, iron steamships were introduced, and the wealthy travelers were offered more and more luxurious accommodations, similar to the ones you see in this compartment. Few travelers could afford to buy this type of luxury, so **Second Class** accommodations were offered for vacationers at a much more reasonable price. Their rooms were shared berthing rooms that had drawers under their bunk to store their possessions, and a curtain around their bunk to give them a little privacy. These rooms all looked the same, and they were assigned by number with the even numbers on the port side of the ship and odd numbers on the starboard side so everyone could find their rooms more easily. To distinguish the rooms of the **First-Class** passengers, their rooms named after states (Texas, Nevada, New York, etc.). Ever since that time, all first-class berthing rooms were called Staterooms.

Another great advancement on cruise ships that came with the advent of steamships was the creation of **Third-Class** berthing. Tickets could be purchased for a pittance, which allowed even poor people to travel by ship. For about a week they had to endure many hardships, but it was worth the pain in order to get the opportunity to immigrate to America for a better life. They were confined to the bottom of the ship in spaces used to transport cattle. The word **steerage** means "classified like cows." **Triage** is another word we get from this part of the ship. If the ship were sinking, third-class passengers were not entitled to use the lifeboats, and they were confined below to go down with the ship. **Triage** is French for **Third Class**.

Officer's Store (2nd deck near the men's head) Here you will find the Officer's Store where we see some items that would not be available to enlisted sailors. Cigars, for example, were far too expensive for enlistees to buy. Cigarettes, on the other hand were very cheap, and sometimes they were even free of charge, offered to soldiers and sailors during WWII by greedy tobacco companies who knew that if they got our war heroes hooked on their brand of cigarettes, they would have a customer for life after the war was over.

If you look to the left of the cigars on the shelf, you will see an antique can of Brasso. Brasso was a petroleum-based, non-abrasive liquid sold as a tarnish-remover for brass and copper. It was highly volatile, and it had a flashpoint of 72°F, and because of this it was not ever used on aircraft carriers until the 1970s when this product was made into a cream and it was sold in a plastic bottle.

Fog Foam Room (2nd deck near Officer's Store) In your home, if you had a fire, it would probably be from a dry substance, like wood. Firemen would spray water on the burning wood, and the steam it created would replace the oxygen in the air, and the fire would be extinguished by suffocation. On a ship, fires are often fueled by a petroleum-based liquid, like jet fuel, and if you sprayed water on it, the fire would spread, so to extinguish an oil-based fire, we need to use fire-proof foam to cut off the oxygen. The machine you see here mixes salt water from the ocean with animal protein to make the foam. The protein in those red cans is like the protein in egg whites, and just like when your mother used to whip egg whites into meringue for her lemon pie, this machine whips protein under high pressure to make foam to extinguish the fire. It works well, but I wouldn't recommend using it on a lemon pie, because it smells awful.

Wardroom (2nd deck near men's head) On the starboard bulkhead we see two photos of the Hornet. The first one shows what she looked like during WWII when it had an open bow. In 1945 the Hornet confronted a tropical hurricane. The ship was pitching and rolling against some huge waves, and when the bow of the ship crashed into the bottom of a giant wave, 30 feet of the flight deck was bent over to the gun tub below. Airplanes could no longer be launched. The ship headed for Hunters Point Shipyard to be repaired and refitted to become serviceable again. In the photograph next to this one we see the Hornet totally refurbished with her new **Hurricane Bow**, and fully protected against wave damage again.

On the aft bulkhead, we see an elegant set of silver service. In the early 1900s, battleships started to be named after States, like *the Iowa* or *the Missouri*. Politicians from that state liked the idea of having a battleship named after them, and decided to solicit donations from their citizenry to purchase a silver service to showcase in their Officers' Wardroom. The set would proudly show the State's name, and it would be engraved with important cities, monuments, and landmarks, and would inspire in them a sense of pride and honor. When the old battleships were replaced with aircraft carriers, this tradition continued, and today all newly commissioned carriers are outfitted with a set of silver service. Aircraft carriers, however, are not named after states. Wouldn't you be proud if the Hornet was called the California, and the silver service had images of all our beautiful landmarks?

Marine Guard Shack (3rd deck near Special Weapons) During 24 hours a day, 7 days a week, there were two marines stationed here. They were carefully guarding two top-security facilities: the nuclear weapons magazine, and the brig. Notice the red tiles on the floor. These tiles indicate that enlisted personnel can't enter here without written permission. On the rifle rack you see seven M-1 rifles. Those are not there to shoot escaped prisoners, nor are they there for shooting errant sailors who carelessly wander into a surveillance area. They are there to remind everyone that this is a well-guarded security zone and that privacy will be enforced by all means deemed necessary. In effect, they would only be used in the event that enemy forces invaded the ship or if there was an attempted mutiny by rebellious ship personnel. Marines were also body guards for the Captain and his Executive Officer, and they were stationed on the Quarter Deck when the ship was in port to check the identity of all personnel coming aboard.

Armory (4th Deck below First-Class Mess) The Armory supplied side arms for sailor security both onboard and off. The Navy required all recruits to show proficiency in three particular specialties before they were graduated from Boot Camp. Every trainee had to be totally competent in **Firefighting**, and in **First Aid**, and in **Weapons Handling**. Sailors with Gunner's Mate standing were used to stand-guard when money was being issued on payday, or when on Shore Patrol. Also, side arms were standard equipment required of all aviators when on a mission, but their weapons were not stored in the Armory. Each pilot stored his weapon in his personal safe when not in use. During the 1990s, the Navy began to eliminate the use of Marines on aircraft carriers. Their positions are now filled by sailors with Gunner's Mate standing. Also, during the 1990s, Shore Patrol officers no longer carry firearms. They use Billy clubs as weapons and use arm bands for identification.

Brig (4th deck near FSM) Right away you notice that this place was not designed for comfort. The only thing you have in your cell is a bunk. The guard would lead all the prisoners to the lavatory at the same time. If you had an emergency when it was not your break time, the guard would give you a chamber pot to use. You were responsible for cleaning the pot on your next toilet break. If you complained to the guard, he had the option of removing your bunk, and leaving you in an empty cell sitting on the steel deck. And when it came time to eat, all the prisoners marched single-file to the mess hall, and sat at their designated table. There are rumors that the prisoners ate only bread and water, but in reality, they ate the same food as the other crew ate. A diet of bread and water was a torture used in the Dark Ages. The mixture of bread and water makes a lump of dough in your stomach which blocks your intestines and produces gas which can't be expelled. This condition is very painful and fatal if left untreated.

Print Shop (4th deck near Brig) This room is the source of all printed material that the crew needed to stay informed about ship activities, for example the Plan-of-the-Day, pilot Flight Schedule, safety updates, upcoming events and visitations, special awards and presentations. They also made-up data sheets, operations manuals, pamphlets, and safety check-off lists that could be handed out by Engineering, Clergy, Sick Bay, or Security Divisions. This main room contains the machines and supplies for printing. The back room is used as a work room for organizing and setting-up the materials that were going to be printed. Naval Print Shops played an important role during WWII by printing millions of propaganda leaflets that were dropped over Germany with the intention of uplifting the morale of American and Allied soldiers, and at the same time deflating and demoralizing that of the Nazis.

Print Shops nowadays, are obsolete and totally useless since the invention of photocopying and digital imaging, but we do have words and expressions that have been fossilized into our daily vocabulary from the old type-set printing days. For example, block letters were organized in cases with the capital letters stored above and small letters below. Today we call capital letters *upper case*, and the small letters *lower case*. To print well, printers had to press hard on the printing plates and blocks *to make a good impression*. *Out of sorts* means to run out of letters in the middle of a job. *Mind your Ps and Qs* means to be sure you don't have your letters backwards. Other expressions that we inherit from the printing profession are: *hot off the press*; *going against the grain*; *stereotype*; and *cliché*.

Gedunk (3rd deck Broadway) "Gedunk" is a word invented by the Navy and is only used among sailors aboard the ship. It dates back to the WWII Era when vending machines became popular. For the general public, these machines were called *automats*, but for the sailors on the ship they were called gedunk machines, imitating the sound the machine made. If you were buying a pack of cigarettes, for example, you would insert your quarter into the slot, you made your selection and pulled the lever, the machine went "**gedunk**," and out popped your cigarettes. When a word like *gedunk* gets invented, it becomes popular very fast because the sound just seems to fit the object it is imitating. Similarly, the word *inflated corn* was popular until someone invented the word *popcorn*. At a football game, what used to be called *pom pom girls*, suddenly became *cheerleaders*. Other examples of these sound-imitators are: crash helmet, zipper, crunch board, boom box, buzz saw, rumble seat, jingle bells, flip flops, ticker tape, and door knocker.

Lucky Bag (4th Deck under Machine Shop) The civilian name for this room is **Lost and Found**. This office collects unclaimed clothing and personal possessions that were forgotten or left behind when a sailor was transferred to another ship. It also collects items that were confiscated from sailors on shore leave or were AWOL. During office hours, you can purchase these items at bargain prices.

Switch Room (with Lucky Bag) In this room we see a large cabinet. If you walk around to the back side and open the door, you will see the mechanism of what is called a step-by-step telephone switching panel for dial telephones. During the WWII Era, these units were considered very modern because they replaced the old-fashion telephone operator who had to sit at a switchboard and connect two circuits by hand to make a phone call. This panel eliminates the need for a telephone operator. If you want to see how this works, go to https://www.reddit.com/r/electronics/comments/1ck1wi/how_automatic_telephone_switching_equipment/

Tailor Shop (4th Deck under Machine Shop) This is where the ship's company could have clothing repaired, or altered, or have decorations added. The sewing machine is mostly used for clothing for officers. The enlisted crew generally acquired a talent for hand-stitching their own repairs. But in this room, we do see one item belonging to the enlisted rank. Those sailor caps are affectionately known as *Dixie cups*. These caps were originally designed as wet-weather gear. They were made out of waterproof canvas, and they had a turned-up brim which could be turned down in the back to shed the rain water onto your slicker. In the cold weather, sailors could turn down the brim to keep their ears warm. The hat could also be turned inside out for emergency use as a water bucket. Over the years, however, these caps proved to be of little value on the job, and now they are only used as dress-white attire to indicate enlisted rank. Hollywood uses these caps for humorous and frivolous effect, for example in Popeye cartoons, or as a clown hat for Gilligan. To avoid this image, the Navy has strict guidelines for their use. They must be worn squarely on the head, exactly one and a half inches above the eyebrows. They must not be tilted to one side, bent downward, or rolled upward. And they must be worn with dignity and never used for comedic photography.

Canvas Shop (Second Deck below Elevator #1) Just as the Tailor Shop can repair clothing, the Canvas Shop can repair heavy-duty articles made of canvas, rubber or plastic. Most of their work is used for flotation clothing, waterproof clothing and flight suits. They also make and repair canvas tarps, rubber rafts, and outdoor machinery covers. This room is not open to visitors, but it is useful information for docents to know.

Parachute Shop (02 Level) This is the room where parachutes were inspected, repaired and re-packed every time the parachute was used. The door to this room is always locked and not accessible.

Cobbler Shop (4th deck next to Tailor Shop) What is a cobbler shop? It is a place where shoes are repaired. **Cob** is an Old English word meaning a *lump*, for example *corn on the cob* means *corn on a lump*. Cobble stones are *lumpy rocks* used to pave a road. Peach cobbler is a pie filled with *lumps of fruit*. And a cobbler is a leather worker who uses a lump of wood in the shape of a foot to repair old shoes.

In the **Cobbler Shop** you will see that some shoes are black, and others are brown. In the early days of aviation, airfields were dusty, unpaved strips of land, and brown was the best color for your shoes because it hid the dust better. On the other hand, on ships the sailors worked around oil, tar, and coal dust, and black was the most practical color for their shoes. Today, there is no pragmatic reason why aviators and sailors should have different color shoes, other than tradition of drawing a cultural divide between airmen and seamen.

Athletic Equipment Room (4th Deck next to Cobbler Shop) During a tour-of-duty, the ship's company was obligated to spend 7 days per week performing their operational duties. If the ship was not engaged in active combat, the captain may allow his crew to have a holiday, which was called **Stand-Down Day**. During WWII, each task group was configured with two aircraft carriers in the center and support ships surrounding them. On Stand-Down Days, one carrier would continue with flight operations, while the other one was on holiday, and the next day they would switch. On Stand-Down Day, the Flight Deck would be cleared of aircraft, and the crew could come to the Equipment Locker to check out whatever sports equipment they desired. If they preferred to just relax, they could throw a towel on the deck and take a sunbath. On Stand-Down Day, the Flight Deck is sometimes referred to as the **Iron Beach**.

Restoration Crew In the Athletic Equipment Room you will find one item of curiosity hanging on the wall over the desk. The Hornet Restoration Crew is the team of tireless volunteers who dedicate endless hours of hard labor to restoring rooms like this one for the pleasure of our visitors. This wall plaque was presented by this crew to their supervisor, Commander Bob Desmeules. The brass engraving dedicates this to the world's greatest athletic supporter, Bob Desmeules, and the centerpiece of the plaque features what must be the smallest jock strap in the world.

Uniforms Since the clothing store is not set up for public viewing, it might be preferable to talk about clothing in other locales, for example the Laundry Room. In the Wardroom there is a good photograph of the ship's crew on the Flight Deck in their dress-white uniforms commemorating Hornet's Commission Day. The best example of a dress-blue uniform during the WWII timeframe can be found on a box of *Crackerjacks*. Jack is wearing a very old-fashioned and impractical dress-blue uniform designed only for pomp and pageantry. The bell-bottom pants, for example, were originally created so that E-1 deck swabbers could roll up their dungarees and not get their pants wet. The jumper flap on the back of his jacket has no function at all. That white striped neckerchief around his collar certainly can't be confused for a necktie. And, the 14-button square-shaped fly on the front side of his trousers is nothing to be desired. These amenities were preserved only to identify the enlistee as having a rating of E-6 or lower. After WWII, officers and chiefs wore khaki uniforms for work, and the formal blue uniforms for dress.

Uniform Clothing Shop (4th Deck near Engine Room) All wearing apparel is supplied to enlisted personnel at Recruit Training Command. They are also issued a stencil and indelible ink pen which is used to identify their clothing. In addition to their everyday apparel, they were issued two sets of dress-up uniforms, one was dress-blue, and the other was dress-white. On all special occasions, visitations, and ceremonies, the entire crew would need to dress-up. The *Plan of the Day* would announce the proper dress code. Generally, dress-white is used in the summer and dress-blue in the winter. Dress-blue is required for all formal ceremonies. All clothing and toiletries are supplied to recruits at no charge. After that, they get a yearly allowance for upkeep and replacement of worn or damaged clothing. Officers, on the other hand, pay for everything out-of-pocket.

Scullery (3rd Deck aft of Enlisted Mess) Infection control is extremely important on a naval carrier. An outbreak of norovirus, salmonella, e-coli, pneumococcal, or staph infection could wipe out your entire work force within days. When you visit the scullery just aft of enlisted mess, point out that the dishes are washed and rinsed with scalding water. Pots, pans and utensils which do not go in the dishwasher are rinsed in a bleach solution to be sure that they are thoroughly sanitized. By the way, you can point out that *scullery* comes from the Latin word for "pots" and has nothing to do with *skulls*. Also, *mess* hall comes from *mesa*, the Spanish word for "table," and has nothing to do with bad table manners.

Disbursing Office (2nd Deck off limits to tourists) During the 1940s, managing payroll was a slow and tedious process. All personnel records were kept in file cabinets, and all data was recorded by hand. This office had to keep records of every man on the ship, when he started, what was his job, what was his pay grade, and any changes made in these data. He was paid at the end of every month. He was assigned a pay station, which was a desk with a paymaster and an armed guard, and a register of how much money he was owed. He verified that the information was correct, he signed and dated the receipt book, and he was handed the money in script. The script money could be spent on the ship, or it could be exchanged at the Disbursing Office for American money or for foreign currency if he was in a foreign port.

In 1958 American Express created an international credit card network where people with good financial reputes could make charges, and American Express would guarantee payment, but the cardholder had to pay his bill in full with each statement. By 1960 Bank Americard and Master Charge had come into use. These cards allowed the customer to carry a loan balance and make monthly payments only on the unpaid balance. This allowed the sailor to make purchases with his credit card and not have to carry cash in his pockets all the time, and he could also use it in other countries without having to convert US dollars to local currency in foreign ports. Nowadays, sailors do not even need a checking account. A sailor has one debit card, the ship sends his salary to his bank by direct deposit, he makes purchases with his card, and he gets spending money from the ship's ATM machine.

Chapel (2nd Deck forward of CPO) The first thing that you notice when you enter this room is that one end of the room looks like a meeting hall, and the other end looks like a library. In the front of the room there is no pulpit, but rather a lectern. And instead of chairs, there are benches. In many churches, church benches are called *pews*. This word comes from the French word for *balcony*, because in colonial days a parishioner could buy a box-shaped pew for his family. On the aisle side of this box there was a door with the family name on it. The father was the proprietor of the pew, and he could paint it, carpet it, or decorate it with flowers, paintings, or statues. The pews were necessary in those days because the church had no heating. During winter months, families could attend a church service, all huddled together in their box with a blanket covering their bodies and a bed-warmer to warm their feet. The tradition of going from pews to benches changed when churches began to use heaters.

Library An important part of the chapel is the **Chapel Library**. On this ship there were clerics representing the Catholic, Protestant and Jewish denominations. These men were here to provide religious ministry and ensure that the sailors were free to practice the religion of their choice. The shelves were filled with inspirational stories on how to overcome personal hardships. There were also many paperback books from various churches, synagogues, and temples that the sailors were able to take and keep for themselves. Since the chapel is a place of worship, it seems strange that there are no religious artifacts to engender a feeling of sanctimony. The reason is that Federal Law forbids all forms of religious icons in federal buildings and federally-owned ships. It seems illogical to me that it is against the law in the month of December to exhibit a Star of David, a crucifix, a crèche, a menorah, or a crescent moon, but it is not illegal to exhibit symbols which represent the pagan Druids, such as Christmas trees, holly berries, mistletoe, and Christmas wreaths.

Sick Bay Laundry (2nd Deck near Sick Bay) Medical laundry is different from general laundry because their bed linens can be soiled from blood, urine, vomit or feces, so they must be disinfected and inspected before putting them into the wash. The washer is that large tumbler-style machine on your left. Linens were sanitized and disinfected with alkaline soap and Clorox. Next, the laundry went into that tub-shaped machine called the *extractor*. The extractor is a large centrifuge which spins the laundry very fast to remove excess water. This model replaced the older wringer-style machines. Next, the laundry went into the drier. The smaller drier is for towels and pillow slips, and the larger driers are for sheets and blankets. After the laundry was dry, everything was pressed in the hot mangle to make sure that it was thoroughly dry and disinfected. The last step was for the laundry to be folded and shelved.

Main Laundry (4th Deck below Enlisted Mess) I would like you to meet Mack. Mack is an enlisted sailor who is fresh out of Boot Camp and has an E-1 rating. This means that he has no work experience and must be assigned an entry-level job. They might assign him to work in ship maintenance, the Mail Room, the Bakery, the Galley, the Scullery, or any of the other grunt-work locations, but Mack is lucky, because he was assigned to the **Laundry Room**. It was not a fun job, but it was clean and low-pressure. First of all, on laundry day he had to go to his assigned berthing room and collect a mesh-net bag that was left on each rack, and stuff them all into a large duffel bag. He signs-in with the laundry manager and is assigned a washing machine and dryer. He separates the whites from the colors then he washes and dries the clothes, separates them into the sailors' bags again, checks out at the desk, and delivers the bags back to their respective bunks.

This **Laundry Room** is from the 1960s, and it is very different from the original facility. During the 1940s the clothing was made from cotton or wool. These textiles would shrink severely if washed and dried with high temperature, so people needed to buy their clothing an extra size larger to allow for shrinkage. During the 1960s, textiles were pre-shrunk before the clothing was made. During the 1940s grease and oil had to be removed by Clorox or lye soap. In the 1960s laundry **detergent** was made to remove oils. The *Tide Company* even manufactured a detergent that would cut grease in cold water. In this room we also find a dry-cleaning machine from the 1960s. This machine used chemicals to clean the clothes and dried them with vacuum rather than hot air. The chemical is called *perchloroethylene*, (or *perc* for short), which uses a base of ethyl alcohol instead of water. Also, in this room we see several steam presses. After the clothes are washed and dried, they are pressed with these machines. The hot steam penetrates deep into the fabric. This relaxes the fiber and presses it flat, then when the press opens, the fabric cools off quickly and the clothing keeps its flattened appearance. Another change in the textile industry is the use of nylon. For the first time in history, we were making clothing from petroleum, rather than from plant or animal bi-products. And with the use of nylon came colorfast and perma-pressed clothing.

Barber Shack On the ship, a **shop** is a place where something is repaired, but if you are buying goods or services, the common term is **shack**. There are 3 barber shacks on the Hornet. The one on Hangar Deck level is for senior officers, the one on 3rd Deck is for CPOs, and the one on 4th Deck is for enlisted. The only one which has been restored is the one on Hangar Deck level, but it too is closed along with the Sonar Room because of construction. This shack used to have an old-fashion red-white-and-blue rope macramé barber pole at the entrance. When the Hornet was built in the 1940s, all barber shops had a red and white pole by the front door. Back in the 1800s, barbers used to be in charge of pulling teeth, bloodletting, cupping, and applying leeches to infected wounds because doctors were scarce. The red represents blood, the blue is a vein, and the white is a bandage. Displaying a barber pole outside the barber shop has now gone out of style. Another thing that is now considered passé is the white barber's smock. Back in the 1800s, surgeons used to wear a long, white lab coat to do surgery because it was a messy job. Barbers wore a short, white lab coat to protect their shirt from blood stains, but their trousers didn't need that much protection. During the WWII period, barbers were still using the traditional barber's smock from the 1800s.

Post Office (2nd Deck near Marine Berthing) During WWII, millions of soldiers, sailors, airmen, and marines were deployed overseas. The mail was flown to Army Bases or Naval Bases and then delivered by supply ship and UNREP. Unfortunately, some of the mail was undeliverable and had to be sent to the Dead Letter Office at Fort Oglethorpe, Georgia. Some mail was addressed to a common name, like "Robert Smith." Others had addresses that were illegible, incorrect, or incomplete. By 1943, the aircraft hangars there were stacked from floor to ceiling with undeliverable letters and packages. To clean up this logjam, 855 African-American women were recruited from the Women's Army Corps. This battalion was commanded by Major Edna Adams Earley, the first Black woman to achieve the rank of lieutenant colonel in the US Army. She was given six months to sort and deliver this mountain of dead letters, and she did it in just three. Her ladies worked in 3 shifts, 8 hours per day, 7 days per week, for 3 months and succeeded in delivering 7,000,000 pieces of mail to their grateful recipients.

Another triumph for the Post Office during WWII was the invention of V-mail (Victory Mail). To reduce the cost of sending letters through the postal system, a letter would be censored, copied to microfilm, and then printed back to paper upon arrival at its destination. Thirty-seven mailbags would be required to carry 150,000 one-page letters, and this could all be reduced to a single bag. The weight of this mail was reduced from 2,575 pounds to a mere 45 pounds. After the war had ended, this photo-reproduction process was introduced to the general public, where it was used for many years to copy and preserve documents, financial records, reports, and photographs, until the advent of computer digitization.

There was one more innovation that changed Postal Service dramatically at the end of WWII. It was the **Postal Helicopter**. No longer did letters and packages need to be carried aboard supply ships. A helicopter could land on Hornet's flight deck and unload the mail for her entire fleet.

Captain's In-Port Quarters (02 level over Quarter Deck)

The **Captain's Cabin** is currently open to visitors, although it closes frequently during the rainy season due to leaks. The dining room used to be the only room on the ship which was decorated with wallpaper, but the fancy wallpaper was removed and put into storage because of rain damage. Also, there were bowls of fruit and vases of flowers set out to make an elegant display. This array of ostentation was laid out when President Richard Nixon came aboard the Hornet to celebrate the astronaut's successful return from their 1969 odyssey to the moon. This room was outfitted this way so that President Nixon could hold a press conference here after meeting with the astronauts, but he chose not to do that, so all this regalia was never appreciated, except by visitors to the Hornet. Hopefully, someday the Flight Deck will be waterproofed, and this room will be restored to its former glory.

The **Secret Room** This is where the Captain's secretary filed security information. Some visitors think that the Captain's secretary must have been a woman, because during WWII, all secretaries, nurses and telephone operators were women. Women, however, were not allowed to join the crew of any ship of combat. They were allowed to work on support ships or supply ships, but not on aircraft carriers. In 1994 the regulation changed, and now women can hold any position they qualify for. They can even become aviators. The vault in this room is where confidential publications, plans, maps, photographs, and reports were stored. This is very fitting, because the word "secretary" literally means "keeper of the secrets."

The **Battle Dressing Station** There is a Battle Dressing Station on every deck of the ship between 3rd Deck (near Engine Room) and 02 Level (in Captain's Quarters). Although this room looks like it is a private room for the use of only the captain, this Battle Dressing Station serves the Flight Deck, which is always the most hazardous location on aircraft carriers. Danger is ubiquitous, and accidents are frequent, not only for the dozens of pilots, but also for the 200 workers who scramble about doing grueling jobs, reacting to emergencies which arise with lightning speed, and making crucial decisions. This Battle Dressing Station is the most critical dressing station on the Hornet.

Ready Room #4 This room is one of the four Ready Rooms on the Hornet. During WWII, the Ready Rooms were below the Flight Deck, but during the first remodel, 3 of the 4 were re-situated to below the Hangar Deck as fortification against bombs and Kamikaze attacks. The pilots would convene here to get their pre-flight and post-flight briefing. They had to plan each attack carefully... where they would attack, what they would destroy, and where the ship would be when they returned. This information had to be memorized by each pilot because they could not use their radios during the attack.

But this room is much more than a classroom. It is a lounge, a break room, a clubhouse, and a refuge from all the sweat and toil that surrounds them. It is a place to visit with your buddies, to praise your successes and commiserate about your adversities. This room is also your locker room where you store the 45 pounds of safety equipment you carry with you on every flight.

During the 1950s, the Hornet had a different task to perform. We did aerial photography of the battlefields in Korea. In those days there were no satellite images from space, and no telephoto cameras. Our Army was fighting in unknown territory, and they relied upon our pilots to give them information about what they should destroy without killing innocent civilians. This was a treacherous assignment for our men flying an American aircraft in enemy territory at a low altitude.

Back in America, we had our own problems. During the 1930s, private airplanes were coming into use, and there were no radar towers or long-range radio communication. Pilots could easily get lost. On our hillsides, we had to put huge letters spelling out the name of the city. If the land was flat, the name of the town would be painted on the roof of their largest barn. Well, this would make it pretty easy for the enemy to attack us, so when WWII broke out, we had to destroy all those landmarks. After the war was over, those signs were never seen again. There are only a few relics left to see. Hollywood rebuilt their old sign because it had become a tourist attraction. South San Francisco rebuilt their sign because they want everyone to know that they are "The Industrial City." The town of Niles had become the West Coast's largest producer of cement aggregate, and their sign was made out of solid concrete. During the War, they covered the sign with dirt, then after the War was over, they just uncovered. The town is now part of Fremont, but the huge sign up on the hill still says NILES.