













CLIFTON A. F. SPRAGUE
VICE ADMIRAL, USN

BORN 8 JANUARY 1896 - DIED 11 APRIL 1955
AWARDS

NAVY CROSS FOR THE 25 OCTOBER 1944 ACTION OFF SAMAR. ADMIRAL SPRAGUE WAS ABOARD THE ESCORT CARRIER USS FANSHAW BAY DURING THIS ENGAGEMENT. LEGION OF MERIT MEDAL FOR HIS COMMAND OF THE USS WASP.

GOLD STAR IN LIEU OF SECOND LEGION OF MERIT FOR THE MOROTAI LANDINGS.

GOLD STAR IN LIEU OF THIRD LEGION OF MERIT FOR THE IWO JIMA AND OKINAWA OPERATIONS.

GOLD STAR IN LIEU OF THE FOURTH LEGION OF MERIT FOR OPERATION CROSSROADS.

PRESIDENTIAL UNIT CITATION TO TASK UNIT 77.4.3, THE ESCORT CARRIERS AND SCREEN HE COMMANDED OFF SAMAR.

PHILIPPINE PRESIDENTIAL UNIT CITATION TO TASK UNIT 77.4.3.

THE GUIDED MISSILE FRIGATE USS CLIFTON SPRAGUE (FFG-16) WAS LAUNCHED AT BATH, MAINE, ON 13 FEBRUARY 1980.

INDUCTED INTO THE CARRIER AVIATION HALL OF FAME IN CHARLESTON, SOUTH CAROLINA, ON 13 OCTOBER 1985.

USS ST. LO
CVE 63
(FORMERLY USS MIDWAY)
BATTLE STARS RECEIVED: ★★★★★
LOST IN ACTION: 126
COMMANDING OFFICER - CAPTAIN F. J. MCKENNA, USN
NAVY CROSS
SQUADRON COMMANDER VC-65 - LCDR. R.M. JONES USNR
NAVY CROSS

COMMISSIONED - 23 OCTOBER 1943
SUNK - 25 OCTOBER 1944
BY ENEMY KAMIKAZE

USS GAMBIER BAY
CVE 73
BATTLE STARS RECEIVED: ★★★★★
LOST IN ACTION: 137
COMMANDING OFFICER - CAPTAIN W. V. R. VIEWES, USN
NAVY CROSS
SQUADRON COMMANDER VC-10 - LCDR. E. J. HUSTABLE, USNR
SILVER STAR

COMMISSIONED
SUNK -
BY ENEMY

USS HOEL
DD 533
BATTLE STARS RECEIVED: ★★★★★
LOST IN ACTION: 283
COMMANDING OFFICER - CDR. L. S. KINTBERGER, USN
NAVY CROSS
SCREEN COMMANDER SS - CDR. W. D. THOMAS, USN
NAVY CROSS

USS JOHNSTON
DD 557
BATTLE STARS RECEIVED: ★★★★★
LOST IN ACTION: 103
COMMANDING OFFICER - CDR. E. E. EVANS, USN
MEDAL OF HONOR
BRONZE STAR

COMMISSIONED - 27 OCTOBER 1943
SUNK - 25 OCTOBER 1944
BY ENEMY SURFACE VESSELS











JURISDICTION
Land
JURISDICTION
Land
Water

Base
ego

NATIONAL
CITY

CHULA
VISTA

AL
4

NAVY SHIPS BASED IN SAN DIEGO

San Diego is home to roughly one quarter of all U.S. Navy vessels. There are more than 50 Navy ships stationed at Naval Base San Diego alone. Across San Diego Bay, aircraft carriers are stationed at Naval Air Station North Island and submarines are stationed at Naval Base Point Loma.



Destroyers (Arleigh Burke class DDG)



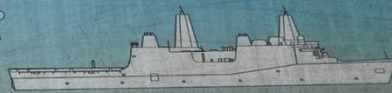
Cruisers



Los Angeles-class Submarines



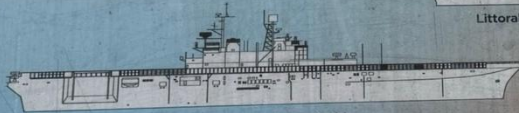
Destroyers (Zumwalt class DDG)



Amphibious Transport Docks



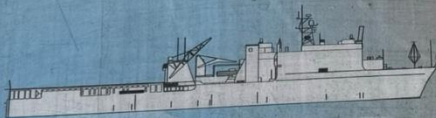
Littoral Combat Ships



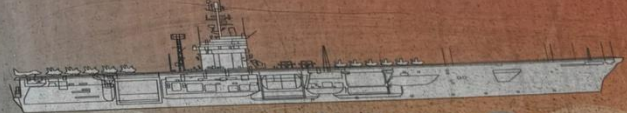
Amphibious Assault Ships



Hospital Ship, USNS Mercy



Dock Landing Ships



Aircraft Carriers



THE U.S. NAVY AND THE PORT OF SAN DIEGO

A collaborative partnership to manage and protect natural resources in San Diego Bay

San Diego Bay is a fragile ecosystem that requires thoughtful management to sustain its native populations and natural biodiversity. Understanding the interconnections among the Bay's natural resources and the human uses of the bay is necessary for its

long-term sustainability. The Navy and the Port work collaboratively with the goal to ensure the long-term health, restoration, and protection of San Diego Bay's ecosystem along with the bay's economic, naval, navigational, recreational, and fisheries needs.



Photo Credit: C. Webb, NHDG Permit #16238

A NATIONAL SALUTE TO
BOB HOPE
AND THE MILITARY

USS SAN DIEGO (CL-53)

LIGHT CRUISER
CREW 756 OFFICERS AND MEN

BATTLE RECORD

GUADALCANAL TO TOKYO BAY 1942 TO 1945
34 ENEMY ENGAGEMENTS - 18 BATTLE STARS

STEAMED 312,000 NM

SECOND MOST DECORATED SHIP IN WORLD WAR II
NEVER LOST A MAN TO ENEMY ACTION

FIRST MAJOR ALLIED WARSHIP INTO
TOKYO BAY AT WAR'S END, AUGUST 1945

MAJOR CAMPAIGNS

[illegible]

CHRISTENED BY MRS. GRACE BENBROUGH,
WIFE OF MAYOR OF SAN DIEGO



HISTORY OF THE UNITED

DIVIDUAL

AMES AND JOBS IN

COUNTRY

THE

FOR VICTORY

ARTISTS

EUGENE L. DAUB

LOUIS T. QUAINANCE



SHALL
DS











WELCOME ABOARD

U.S.S. MIDWAY



















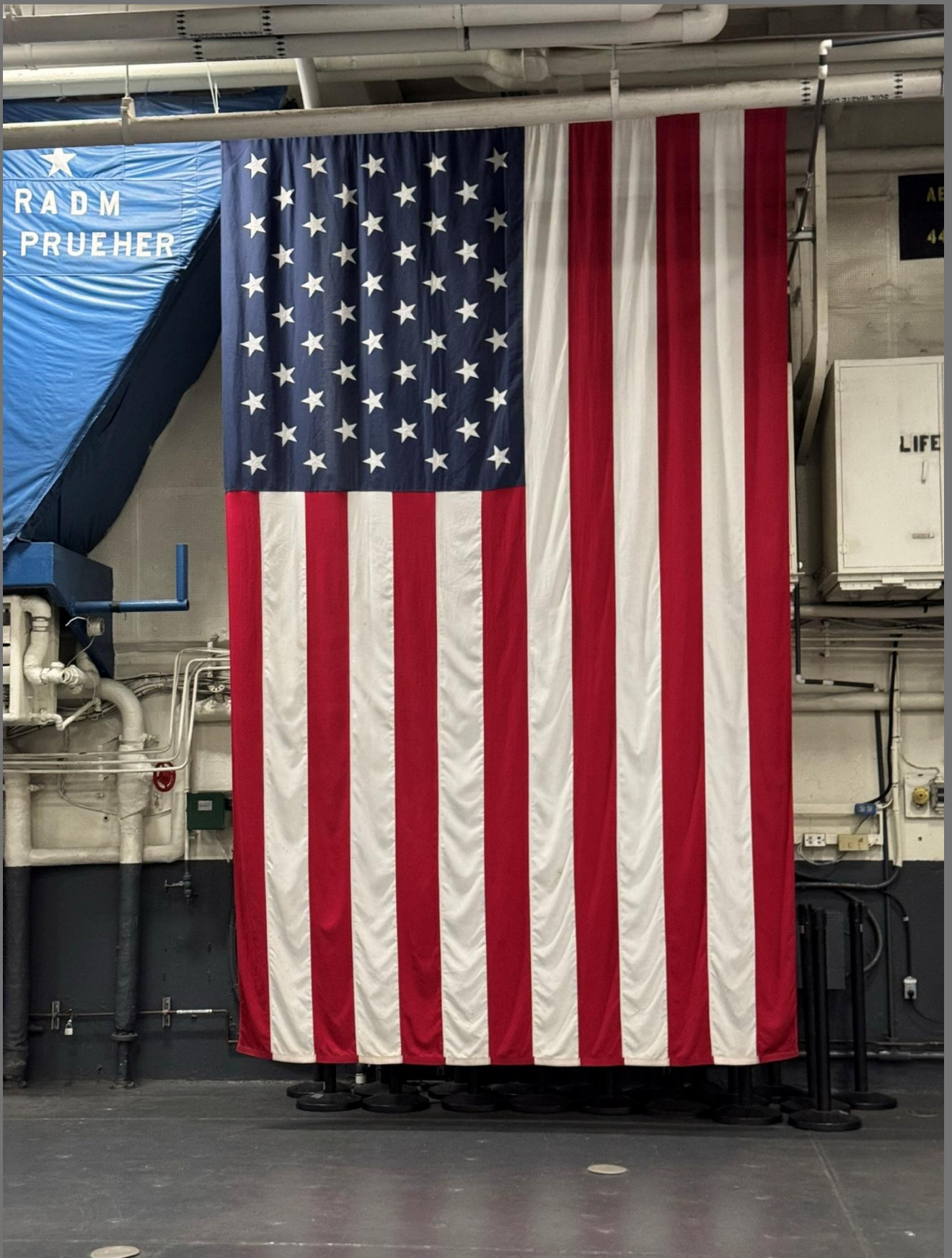
Ship
RESTORATION

"Welcome Aboard!"

DO NOT
ENTER

AREA
CLOSED







THE MIDWAY CLASS CARRIERS

A New Class of Ship: The "Super Carrier"



The U.S. Navy's class of "super carriers" was developed during World War II to overcome ship design issues that led to early-war British and American ship losses. Ships with large compartments tended to roll over when one side of their hull filled with water due to torpedo damage. In addition, bombs penetrated early aircraft carriers' wooden flight decks and exploded among aircraft and fuel supplies stored below.

The new ships' design featured many smaller compartments that localized flooding, blast damage, and fire. The new carriers also could "counter-flood" non-damaged compartments within the hull to maintain an even keel. The flight decks of these new ships were constructed with three inches of steel, with another two inches on the hangar deck, for greater protection against enemy bombs. Engineering equipment below the hangar deck was enclosed in an additional two inches of steel. Protection against enemy attack was vital if aircraft carriers were to survive damage from bombs and torpedoes.



A TALE OF THREE SISTERS

SS Midway (CV-41)

Named after the Battle of Midway fought in June 1942, the first ship of the "super carrier class" was commissioned in September 1945, one week after the end of World War II. Milestones and accomplishments included:

Operated throughout the Cold War, from 1945 until 1992

Developed new tactics during sub-Arctic operations; launched the first ballistic missile from a carrier







Pratt & Whitney R-2800 Double Wasp Engine

The Engine That Won the War

Pratt & Whitney R-2800 Double Wasp

Model R-2800-10
Type Radial engine
Cylinders 28
Displacement 2,800 cu in (46 L)
Weight 2,300 lb (1,043 kg)
Horsepower 2,000 hp (1,474 kW)
Rev/min 2,700



Used in the following aircraft:
Boeing Stearman
Curtis Wright CW-20
Curtis Wright CW-24
Curtis Wright CW-32
Curtis Wright CW-40
Curtis Wright CW-54
Curtis Wright CW-58
Curtis Wright CW-60
Curtis Wright CW-64
Curtis Wright CW-68
Curtis Wright CW-72
Curtis Wright CW-76
Curtis Wright CW-80
Curtis Wright CW-84
Curtis Wright CW-88
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Curtis Wright CW-96
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Curtis Wright CW-172
Curtis Wright CW-176
Curtis Wright CW-180
Curtis Wright CW-184
Curtis Wright CW-188
Curtis Wright CW-192
Curtis Wright CW-196
Curtis Wright CW-200









IN THE HEART of the Midway sits a giant torpedo waiting for a shot at an unlucky iceberg. These sailors are, left to right, Chief Torpedoman Walter Zaman, Shawmet, R. I.; Lewis Ator, Fall River; Stanley Wilczewski, Easthampton; Vern Miller, Romeo Labreque, Springfield; Chief Ordnance Bill Powell, Everett, and Milton Rockhill, Fall River.

"Official Photograph U. S. Navy"

Mark 13 Aerial Torpedo

The Mark 13 torpedo was the Navy's leading aerial torpedo used throughout World War II, including the Battle of Midway in June 1942. The torpedo weighed 2,216 pounds, including the 600 pound high explosive warhead, and was dropped from the weapons bay of torpedo bombers.

Though largely retired after the war, in 1946 a Mark 13 was employed aboard the USS Midway during Operation Frostbite to torpedo an iceberg as a test of attack capabilities in arctic conditions.

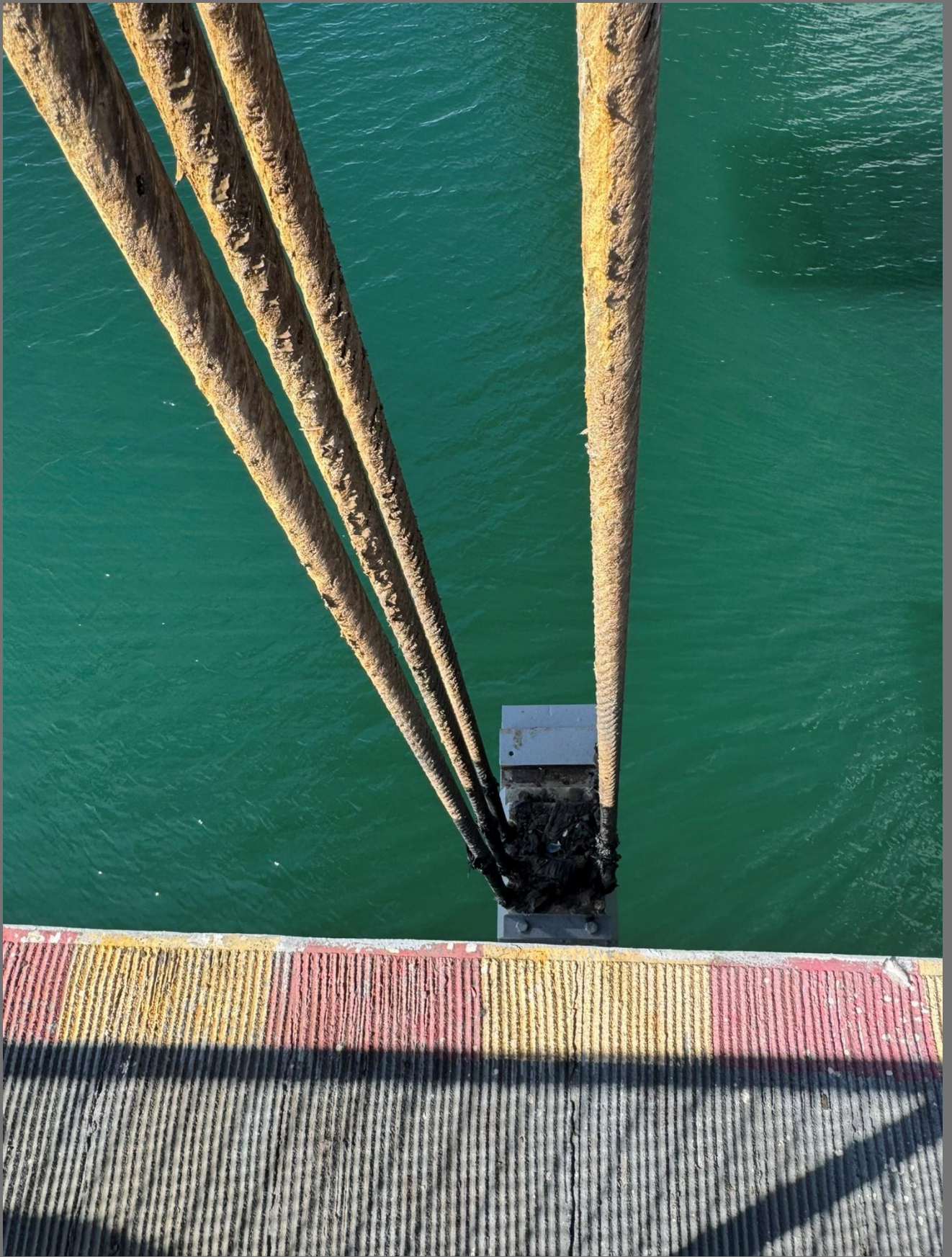






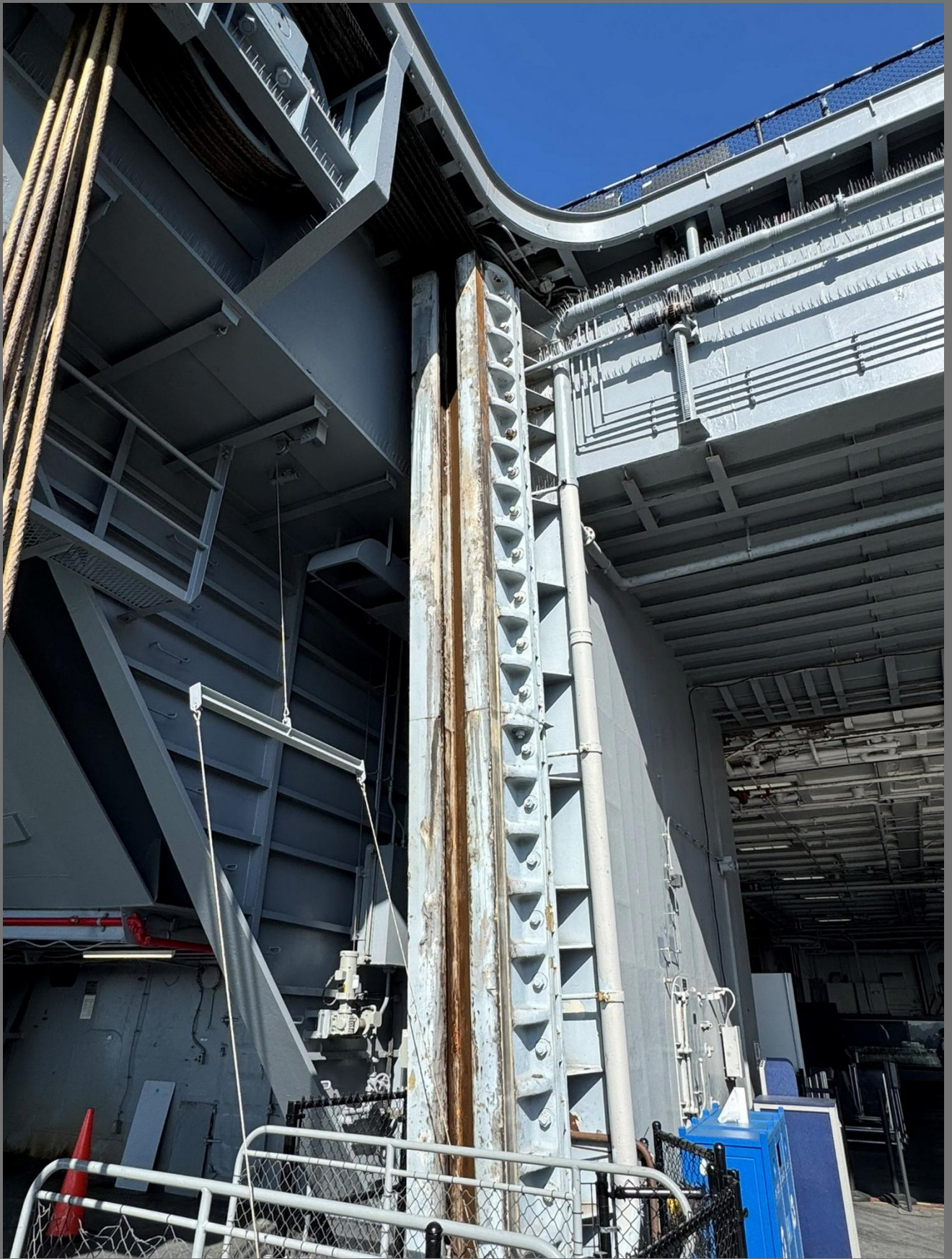


























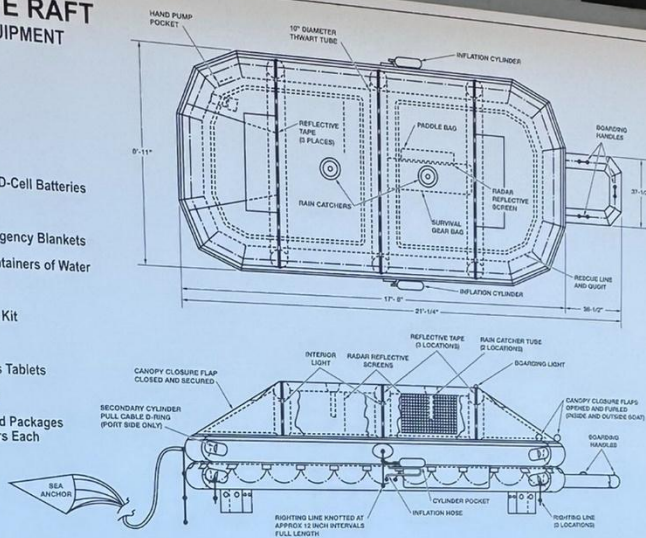






25-MAN LIFE RAFT EMERGENCY EQUIPMENT

- ① 25-Man Life Raft
- ② 2 Oars
- ③ Bailing Bucket
- ④ Signal Mirror
- ⑤ Flashlight with 4 D-Cell Batteries
- ⑥ Signal Whistle
- ⑦ 25 Survival Emergency Blankets
- ⑧ 25 16-Ounce Containers of Water
- ⑨ Utility Knife
- ⑩ Survival Fishing Kit
- ⑪ First Aid Kit
- ⑫ Motion Sickness Tablets
- ⑬ Sea Dye Marker
- ⑭ 25 Survival Food Packages with 6 Food Bars Each



Mk 6 Mod 1 life raft. In case the ship sinks before the life raft can be launched, a hydrostatic release device frees the raft allowing it to rise to the surface.



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Mk 6 Mod 1 life raft. In case the ship

MARK 6, 25-MAN LIFE RAFT

In the event the USS Midway had to be abandoned, 198 encapsulated 25-man life rafts were available for the crew on special mountings just below the flight deck. These capsules could be released manually or automatically when they hit the water.

Each capsule contained a self-inflating life raft, emergency rations, and survival equipment.

To the right of the open exhibit is a closed capsule as it appears when mounted in place.







 VF-151 Swallows
Who Have Departed
the Pattern

Scott "Big" Baker
David "Casper" Gans
Mike "VP" van Golen
William "Wolf" Foster

Richard "Fox" Farrell
Tom "Shoe" Glaser
William "OC" Hankins
Robert "Bibb" Polkore

 VF-161
Rocks who have
departed the pattern

Rory "Wiley" Banks
Scott "Scooter" Lamoreaux
Stephen "Sonny" Martone
Tim "Muff" Murphy







Grumman C-2 Greyhound Cargo-Transport Aircraft

As the E-2 Hawkeye entered squadron service, Grumman proposed a cargo aircraft based on the design. Designated the C-2A Greyhound, the new transport used the same wings and engines from the Hawkeye, but with a revised fuselage. Accommodating 26 passengers or 12 stretcher cases, the C-2 also offered more than twice the payload capacity of the earlier C-1 Trader. Entering service in 1965, the Greyhound gradually replaced the Trader on carrier flight decks, eliminating the need for gasoline fuel on carriers as the Greyhound used jet fuel for its turboprop engines. Beginning in 2020, the tilt-rotor Bell-Boeing CMV-22B began to supersede the Greyhound for ship service.

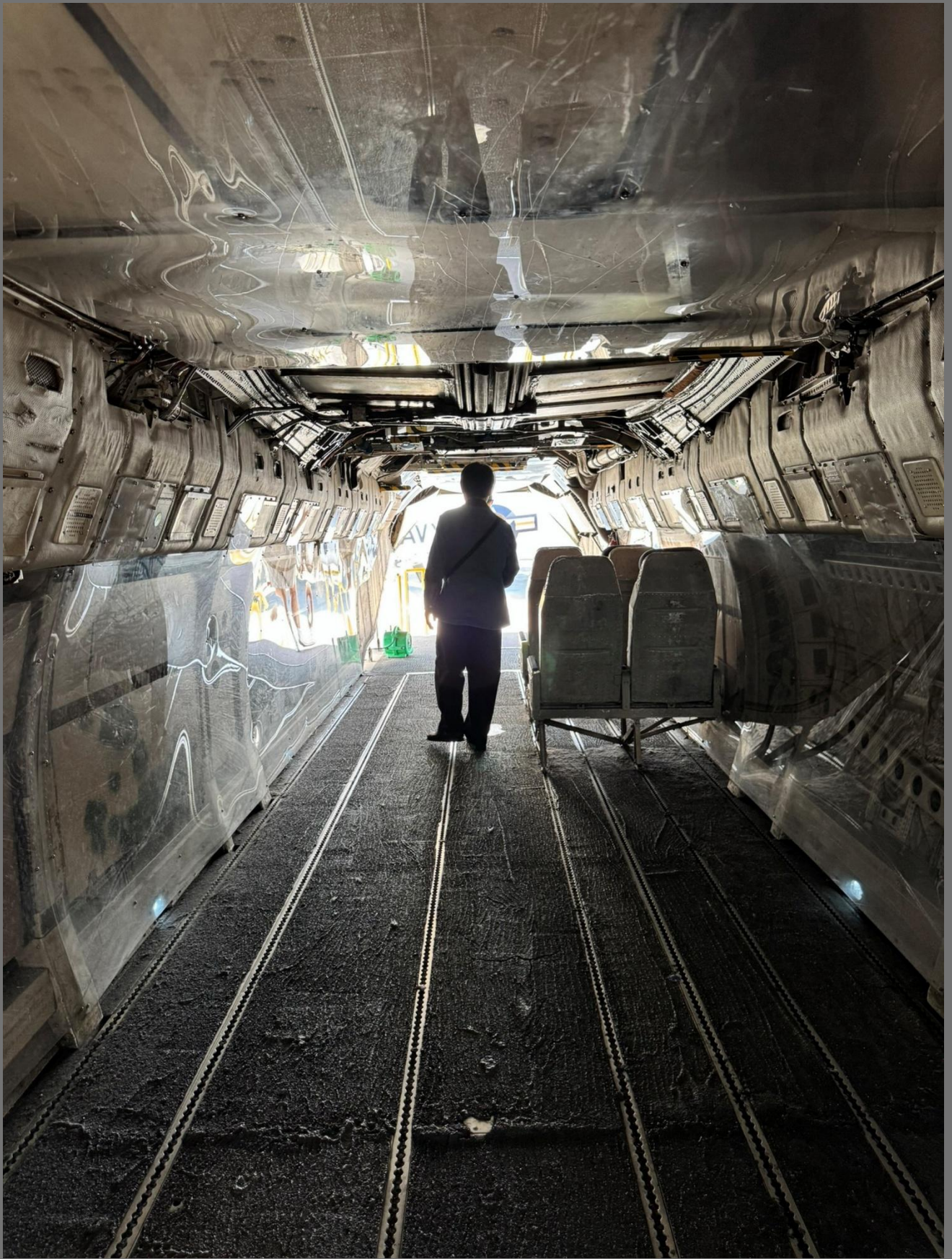
Manufacturer	Grumman Aerospace
Crew	Three, with twenty-six Passengers
Dimensions	Wing span 80 ft, 7 in Length 56 ft, 10 in 57,500 lbs
Gross Weight	
Powerplant	Two Allison T56 Turboprops
Performance	Max speed 357 mph Range 1,200 miles Ceiling 35,500 ft
Payload	10,000 lbs

This aircraft on loan from the
National Museum of Naval Aviation
at Pensacola, Florida.



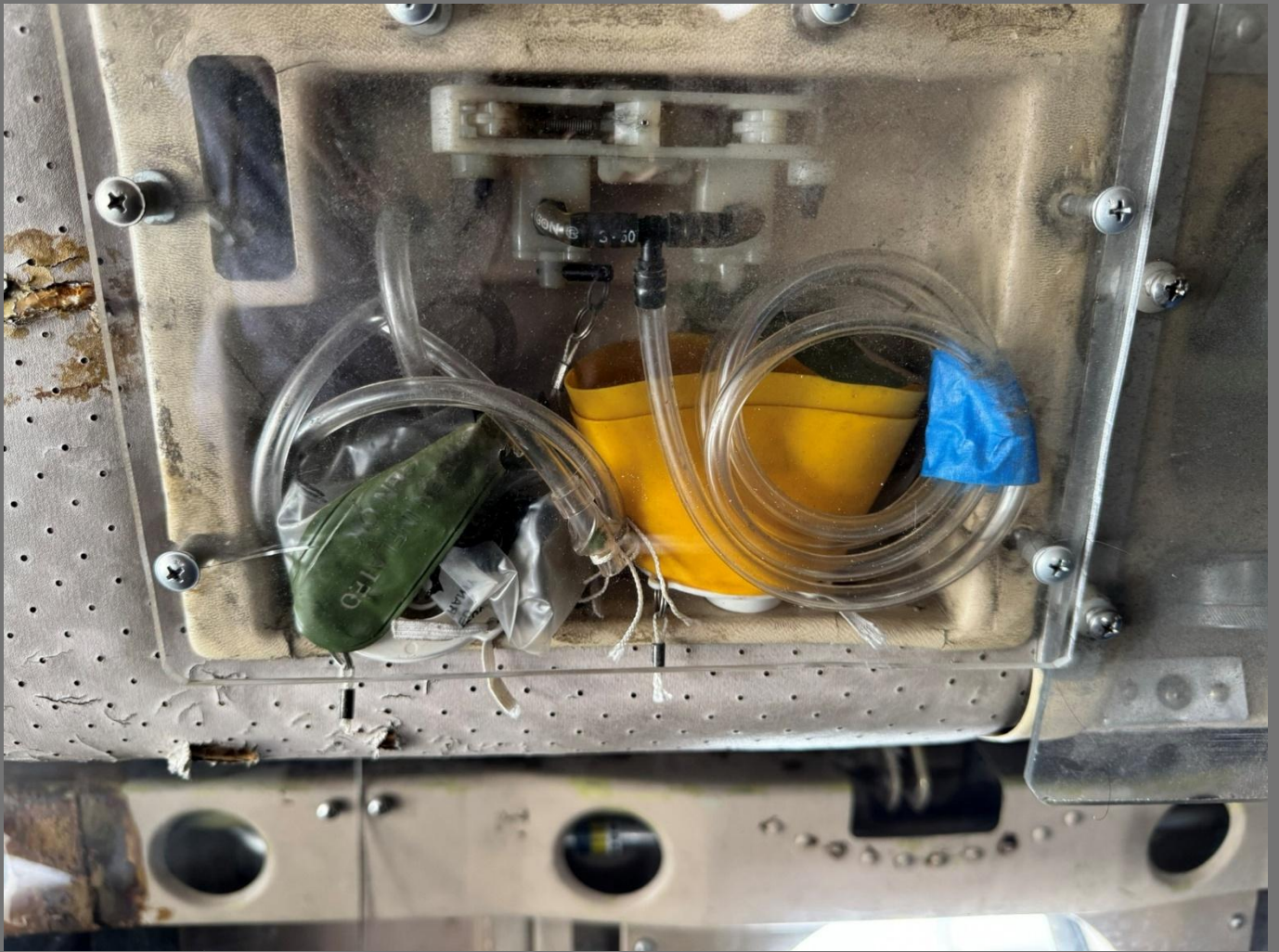




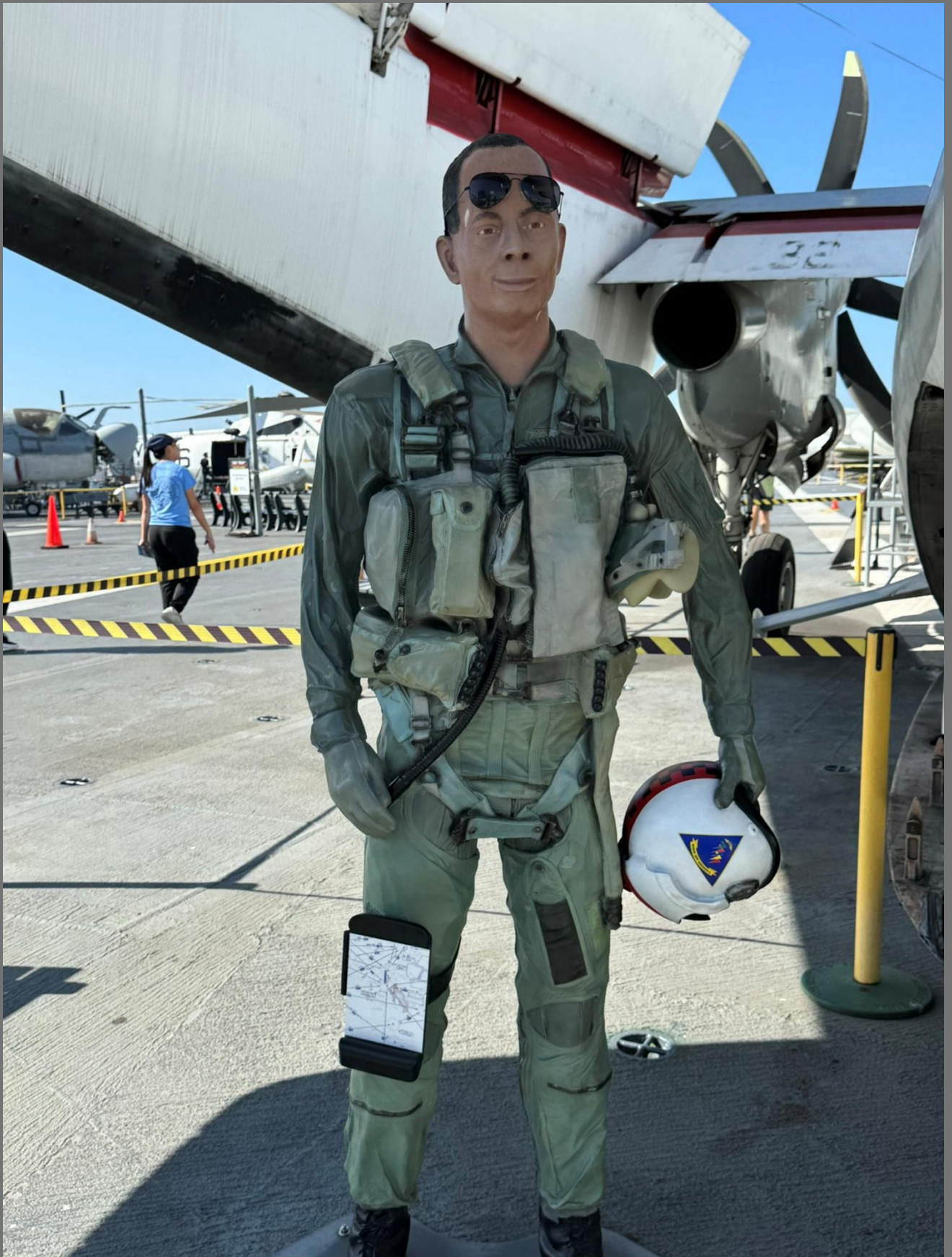




















F-14 Tomcat
Fighter

The F-14 Tomcat is a twin-engine, variable-sweep wing fighter aircraft. It was developed by McDonnell Douglas and the Naval Air Station Miraflores. The aircraft was first flown in 1970 and entered service in 1974. It was the last fighter aircraft to be designed and built by a single manufacturer.

Key Features:

- Variable-sweep wings
- Two engines
- Two seats
- Two pylons for missiles
- Two pylons for fuel tanks
- Two pylons for bombs

Specifications:

- Length: 67 ft 10 in (20.67 m)
- Wingspan: 33 ft 10 in (10.33 m)
- Height: 16 ft 10 in (5.13 m)
- Weight: 23,000 lb (10,430 kg)
- Max speed: 2,330 mph (3,750 km/h)
- Range: 2,000 miles (3,219 km)
- Service ceiling: 50,000 ft (15,240 m)

History:

The F-14 Tomcat was the last fighter aircraft to be designed and built by a single manufacturer. It was developed by McDonnell Douglas and the Naval Air Station Miraflores. The aircraft was first flown in 1970 and entered service in 1974. It was the last fighter aircraft to be designed and built by a single manufacturer.



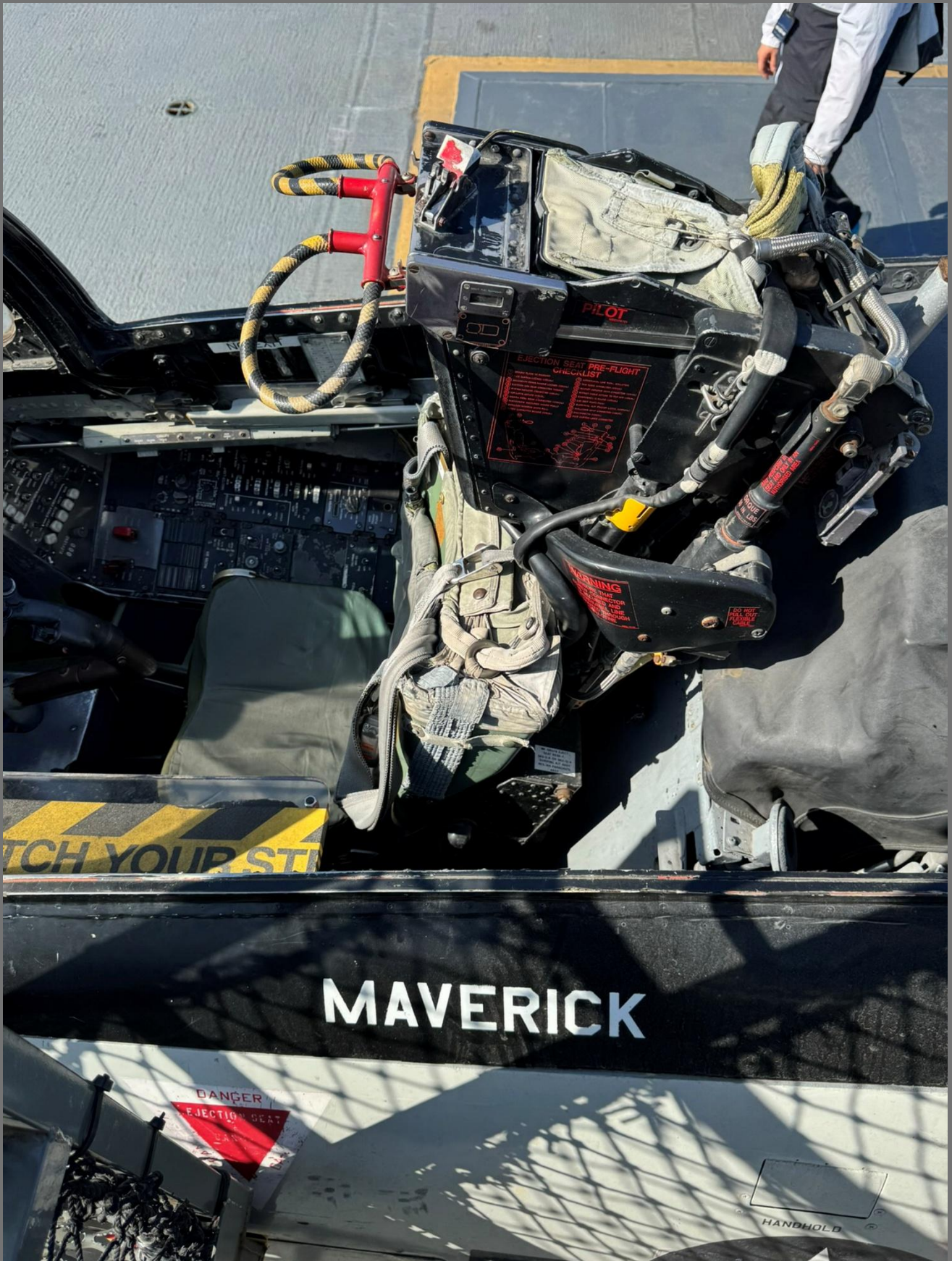


































F/A-18 Hornet

Strike Fighter

The F/A-18 Hornet was the first carrier aircraft that was designed from the beginning to have both fighter and bomber capabilities. After entering service in 1983, the F/A-18 gradually took over the roles of other aircraft to become the dominant manned fighter-bomber flying off carriers today. This particular Hornet is painted to resemble a late-model MiG fighter for air-combat training at Top Gun.

Manufacturer	Boeing Aerospace (from a McDonnell-Douglas/Northrup design)
Crew	One/Two
Dimensions	Wingspan: 40 ft/44 ft, 9 in Length: 56 ft, 4 in/60 ft
Gross Weight	51,500 lbs
Powerplant	Two General Electric 17,751 lb static thrust F404 turbofans/ Two General Electric 22,000 lb static thrust F414 turbofans
Performance	Maximum Speed: Mach 1.8 (1,190 mph) Range: 1,300 miles Ceiling: 50,000 ft
Armament	20mm Vulcan cannon Sidewinder air-to-air missile Air combat data pod

This aircraft on loan from
National Museum of Naval Aviation
at Pensacola, Florida.



















CH-46 Sea Knight

Vertical Replenishment Helicopter

In 1964 the Navy adapted the CH-46 Sea Knight to resupply ships at sea, called Vertical Replenishment (VERTREP). Two powerful engines and a simplified center of gravity made it a safer resupply helicopter. Its twin rotors enabled the Sea Knight to carry heavier loads and conduct resupply more efficiently. The CH-46 was a frequent visitor to aircraft carriers and was also a popular passenger transport.

- > Manufacturer Boeing Aircraft Corporation
- > Crew Three, up to 17 passengers
- > Dimensions Rotor Diameter: 51 ft
Length: 84 ft, 6 in
- > Gross Weight 23,000 lbs
- > Powerplant Two 1,400 shaft hp
General Electric T58 shaft turbines
- > Performance Maximum Speed: 166 mph
Range: 230 miles
Payload: 4 tons

This aircraft is on loan from
National Museum of Naval Aviation
at Pensacola, Florida.









SH-60 Seahawk Multi-Purpose Helicopter

The SH-60 Seahawk is an extremely adaptable design. Today it is the dominant naval helicopter, appearing in a wide range of missions. Helicopter units are now divided into two types: "Helicopter Maritime Strike" squadrons flying the MH-60R on Anti-Submarine Warfare (ASW), maritime surveillance, and attack missions; and "Helicopter Sea Combat" squadrons flying the MH-60S on Anti-Surface Warfare, combat support, combat search and rescue, vertical replenishment, and troop transport.

Manufacturer	Sikorsky Aircraft Division
Crew	Three to five, depending on mission
Dimensions	Rotor diameter: 53 ft. 8 in. Length: 64 ft. 10 in.
Gross Weight	21,844 lbs.
Powerplant	Ten 1,000-hp engines

























RED SHIRTS

Red shirts are worn by the personnel responsible for maintaining the aircraft's armament systems. They assemble and load ammunition such as guns, bombs and rockets. The flight deck Fire Fighters also wears red shirts.

TOP SECRET

Experience USS Midway Museum's New
Carrier Intelligence Center Exhibit!

NOW OPEN!



Interactive elements
that put you in the role
of a naval intelligence
officer.



GO BEHIND THE CURTAIN AND DISCOVER THE SECRETS!

USS Midway
MUSEUM

AMERICA'S LIVING
SYMBOL OF FREEDOM





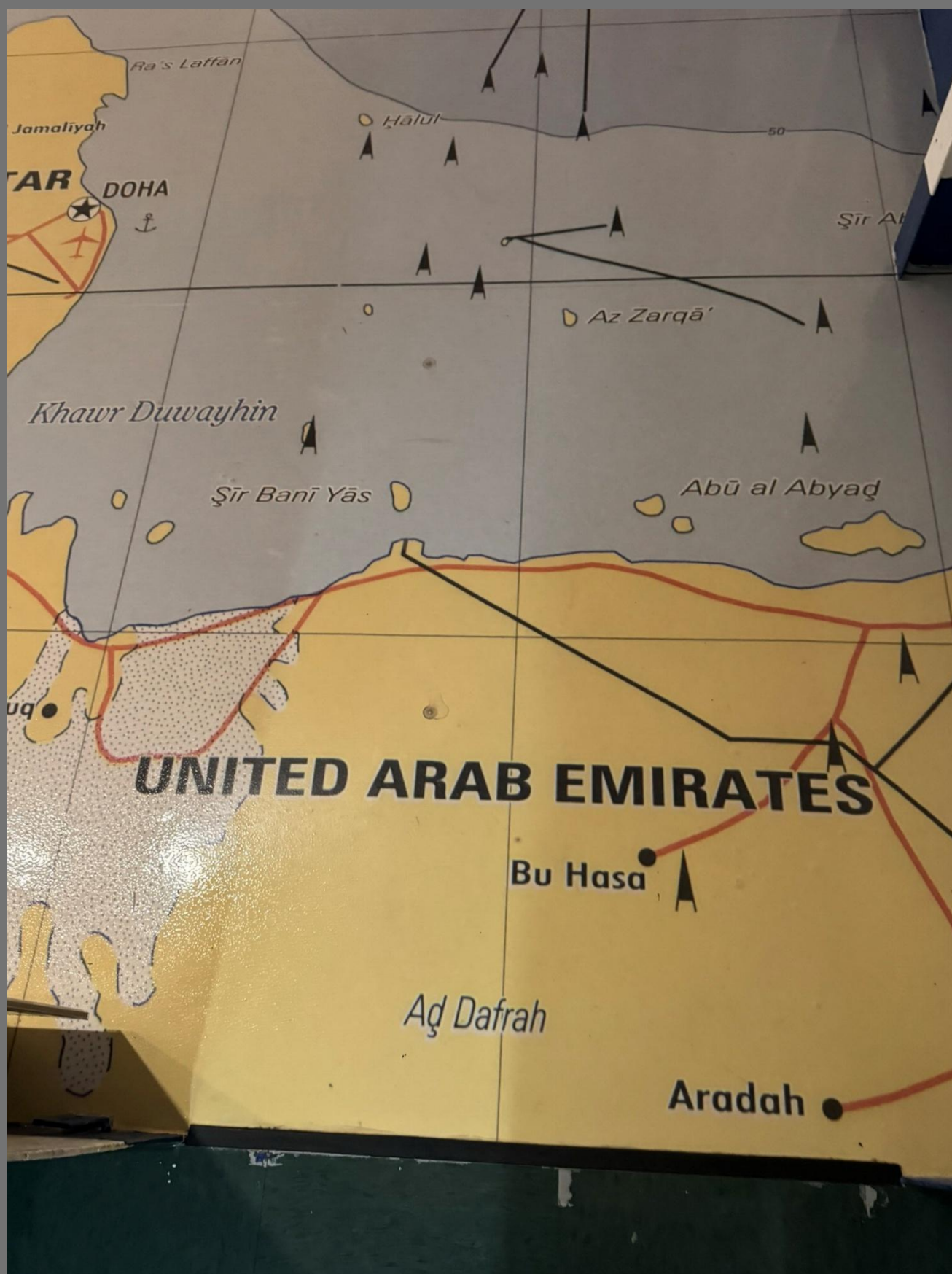
**DANGER
HIGH VOLTAGE**

**UNAUTHORIZED
PERSONNEL
KEEP OUT**

**AN/SPN-42
RADAR ROOM 8**

FOR ACCESS CALL
OE DIVISION AT 7105

O
R
B-



THE WORLD COMES TOGETHER

FREEING KUWAIT

In a dramatic display of global unity, 42 nations joined forces to work for the liberation of Kuwait.



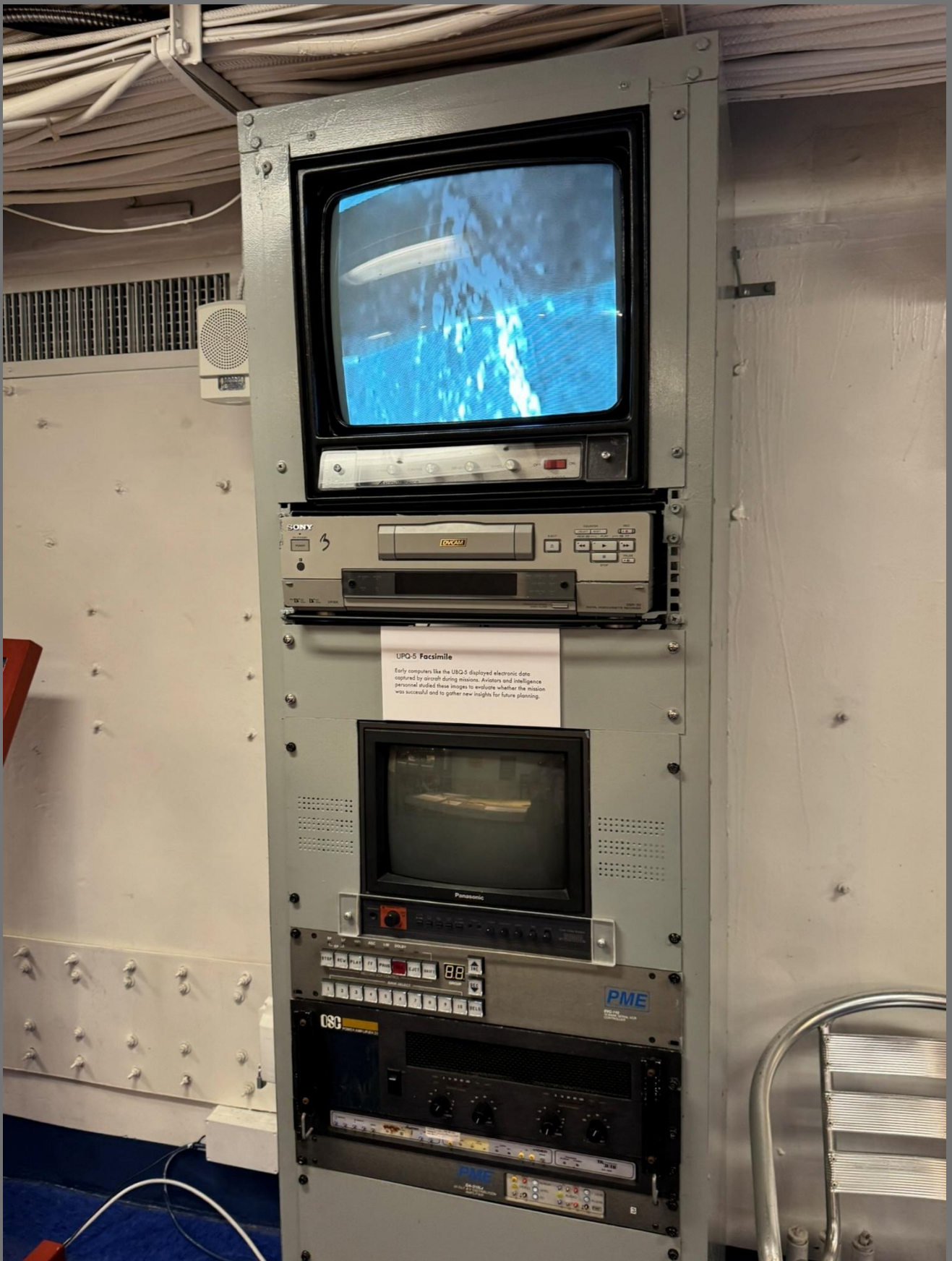
NAVAL INTELLIGENCE

THE BACKBONE OF EVERY MISSION

Combat operations, search and rescue, and humanitarian aid all depend on accurate intelligence. It's a top-secret, high-stakes world where a blurry photo, a fragment of radio chatter, or even a change in weather can mean the difference between life and death.

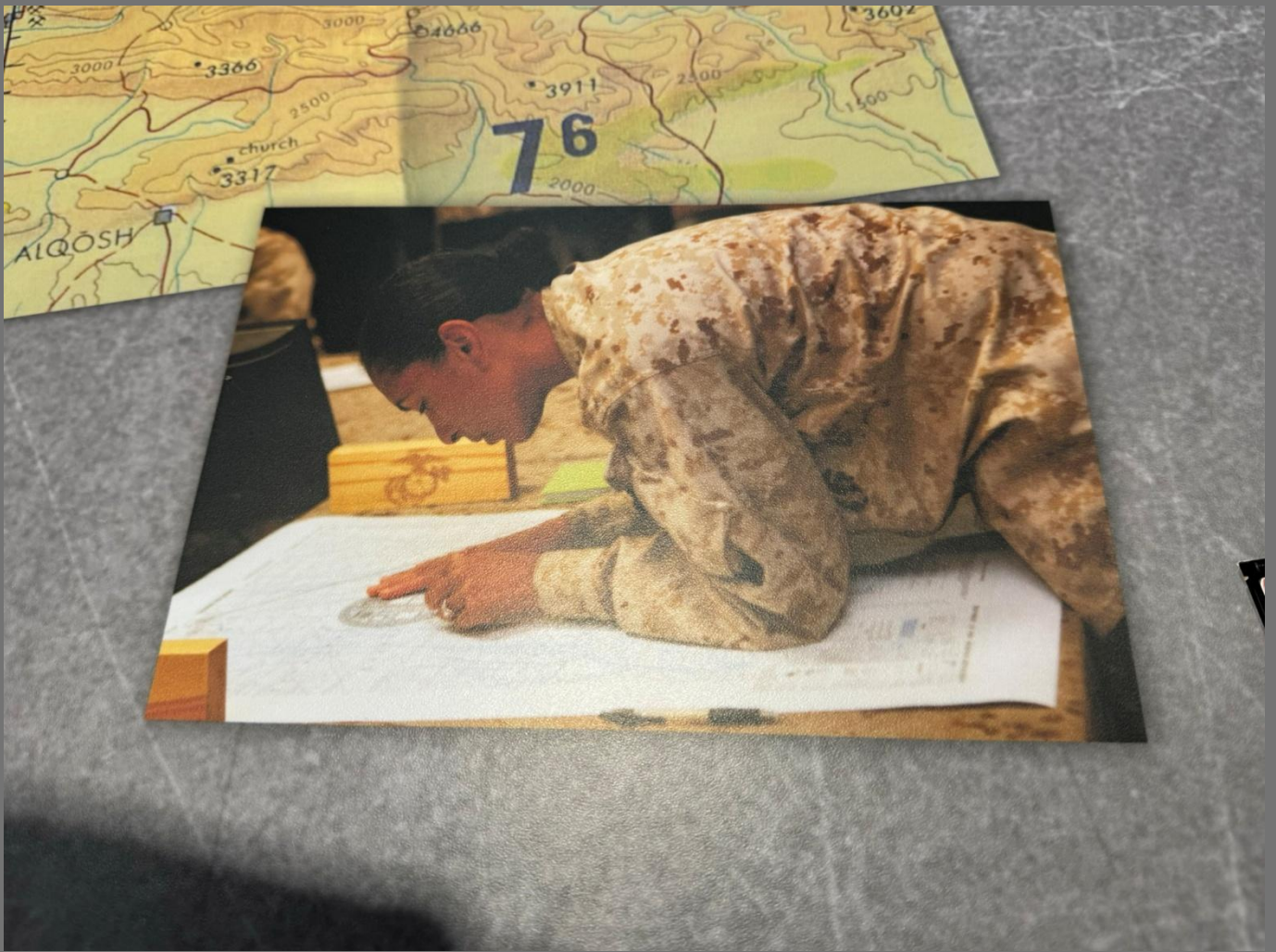






UFO-5 Facsimile

Early computers like the UFO-5 displayed electronic data captured by aircraft during missions. Aviators and intelligence personnel studied these images to evaluate whether the mission was successful and to gather new insights for future planning.





ASR-35 Teletype Machine

Teletype machines were essential for fast long-distance communication. The machine converts typed text into secure electrical signals, transmitting classified information, intelligence reports, and weather data to and from CVIC.







MARCH 18, 1991 \$2.50

INSIDE KUWAIT: Anger and Chaos

TIME

A Moment To Savor

And the lessons of victory



#268CXXXXXXXXXXXXCARR-RT-0181XXXXXX
#HGAKN781R93#9 1580127 83-11
MR R HUGAR CB31RE**
9781 M KEN CARLY DR 0013#
PL00028
CD 80127-3928
LITTLETON

















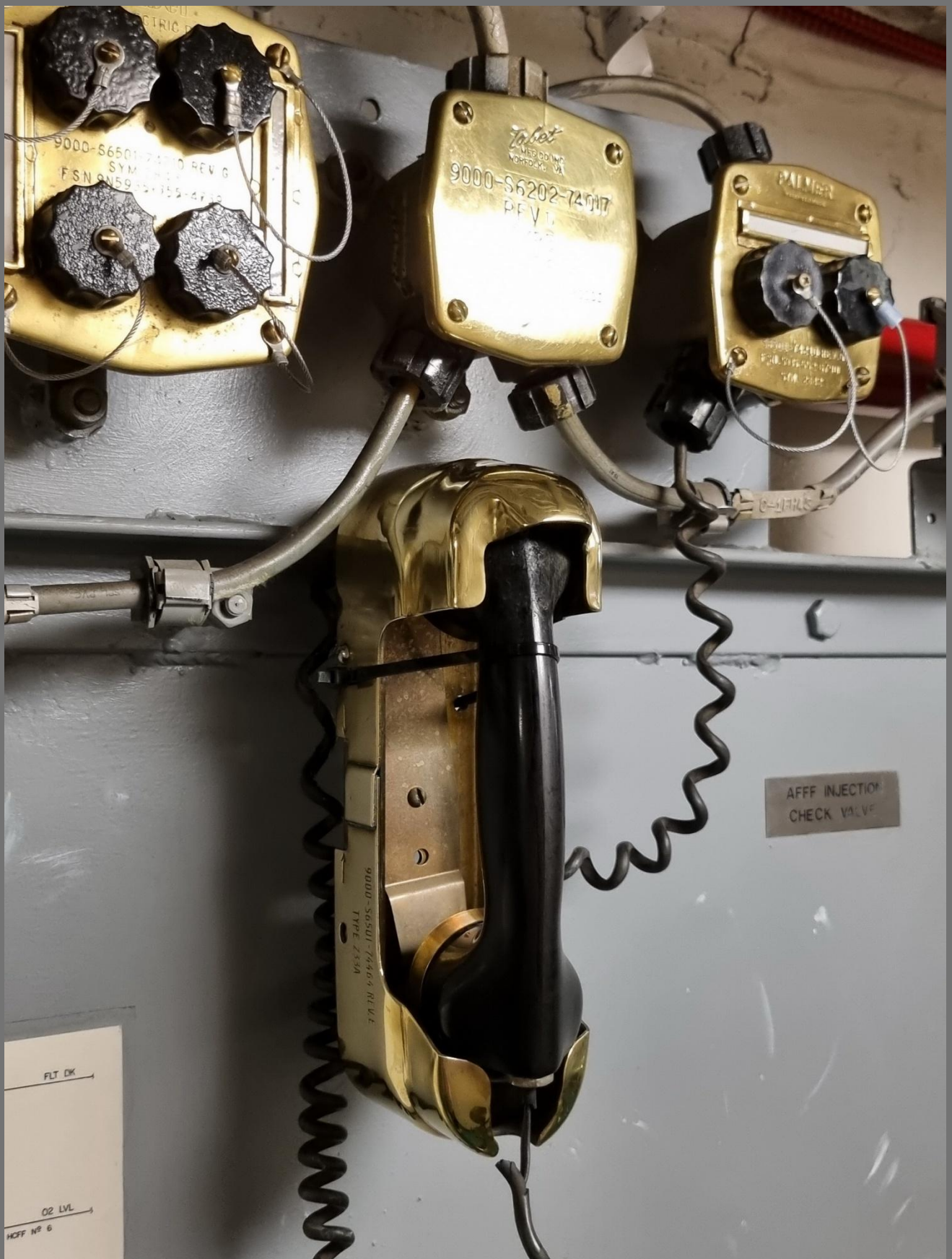




Radar screen contacts are based on IFF IDENTIFICATION FRIEND or FOE interrogation by the equipment on the right and other data inputs such as altitude, origin, course/speed, visual ID, voice authentication, etc. The identification process is completed and the appropriate symbol attached to each contact.

FRIEND		AIRCRAFT		SURFACE SHIP		SUBSURFACE
UNKNOWN		AIRCRAFT		SURFACE SHIP		SUBSURFACE
HOSTILE		AIRCRAFT		SURFACE SHIP		SUBSURFACE







Equipment Donated by:
Doris M Karabinus
NNN0TVB/WA6LLC

In Memory of
William D Karabinus
(1933 - 2004)
NNN0QMY/WA6RAM

Model 28 Radio Teletype
This compact teletype has
many of the same functions
of the larger teletypes.



RITDZYU W RUHPSG00230 140230-UUUU--RUWNSUU
ZNR UUUUU
P 031515Z MAY 90 ZYB
FM COMNAVSURFFOR SAN DIEGO CA
TO COMFACFLT PEARL HARBOR HI
INFO COMTHIRDFLT
COMSEVENTHFLT
USS MIDWAY
NAVSURFWARCENDIV
HNLGREN VA
NAVSURFWARCEN SHIPSYSENGSTA PHILADELPHIA PA
BT
UNCLAS //N02100//

SUEAAS
UUUUSAUASTALL//
RFEF/A/DOC/CLF-CPF INST 5279

.3A/ APR 1989//
NARR/REF A IS CPF/CLF INST ON THE MANAGEMENT OF AFLOAT
COMBAT SYSTEMS AND CAI INSTALLATIONS//
RMKS/1. UPON COMFACFLT APPROVAL SUBMIT AN LOA ADD REQUEST
TO HAVE SHF FIELD CHANGES INCLUDED IN TEN SHIPS' LOA FOR
COMPLETION DURING CNO AVAIL

BT
#20230

NNNN

OTTUZYUW RUWNSUU01010 1440230-UUUU--RUHPSUU

M

ZNR UUUUU
O 240230Z MAY 90 ZYB
FM USS MIDWAY
TO USS BLUE RIDGE
INFO COMSEVENTHFLT
CTF 76
BT

UNCLAS //N02100//
SUBJ/RETRANSMISSION REQUEST//
REF/A/MSG/BUE RIDGE/231005ZMAY90//
RMKS/1

. RNEF A WAS RECEIVED INCOMPLETE

. REQUEST RETRANSMI SION

OF REF A///
BT
#0101





1. SRC-16 VOICE 8/CW 3/FSK 3
2. SRC-16 VOICE 9/CW 4/FSK 4
3. LOCAL RCVR PANEL TL-2
4. RAD RM No.3 LF RCVR No.1B
5. XMTR WRC-1 RCVR No.3-8 USB

SUPRAD
CRYPTO
RM
KY-8

QC BAY

PRI-FLY
C-II38
NO. 3

PRI-FLY
C-II38
NO. 4

WAR
ROOM
JACK
BOX

XMTR
NO.2
TL-2

XMTR
NO.3
TL-2

DK
OFFICE
NO.2

DK
OFFICE
NO.3

METRO
TL-3

CRYPTO
RM
KY-8

QC BAY

PRI-FLY
C-II38
NO. 3

PRI-FLY
C-II38
NO. 4

WAR
ROOM
JACK
BOX

XMTR
NO.2
TL-2

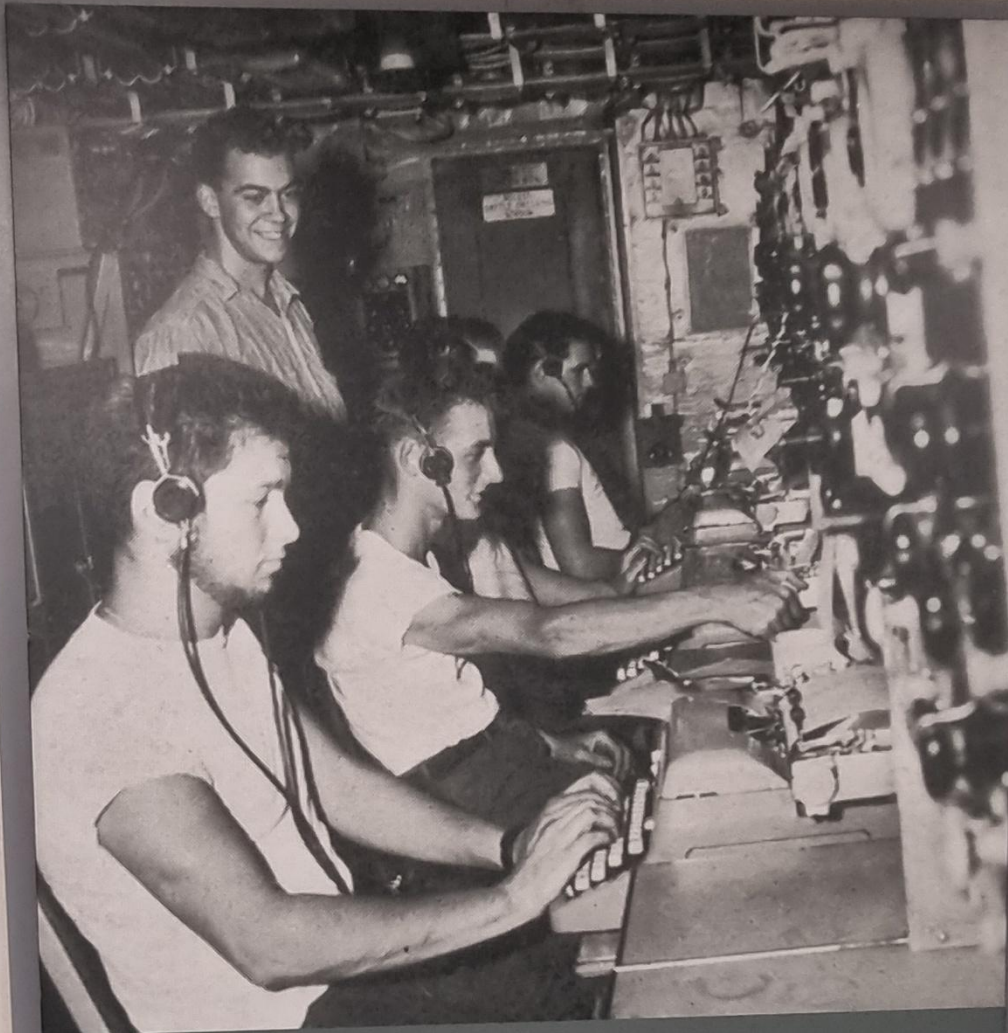
XMTR
NO.3
TL-2

DK
OFFICE
NO.2

DK
OFFICE
NO.3

METRO
TL-3

1. RAD RM No.3 WRC-1 R
2. RAD RM No.3 WRC-1 R
3. RAD RM No.3 WRC-1 R
4. LOCAL RCVR PANEL TL



"I got so good that I could read code faster than I could type it. Sometimes I would even dream in code."







Captain Larry L. Ernst
June 13, 1991 - Apr. 11, 1992



Command at Sea Badge

The Command at Sea badge is worn only by officers who have earned command of a ship or a ship-based air unit. The Midway's Captain would wear this badge on the right shirt pocket during his tour, and on the left after his tour ended.









U.S.S. MIDWAY



COMMANDING OFFICERS

C. H. BOLGER	CAPT. U.S.N.	10 SEPT. 45 TO 12 JAN. 46
H. C. DUBROW	CAPT. U.S.N.	12 JAN. 46 TO 14 JULY 46
B. W. WHITNEY	CAPT. U.S.N.	14 JULY 46 TO 11 AUG. 47
C. A. WAREHOUSE	CAPT. U.S.N.	11 AUG. 47 TO 22 APRIL 48
D. MASSEY	COMMANDER U.S.N.	22 APRIL 48 TO 26 MAY 48
D. W. SHARP	COMMANDER U.S.N.	26 MAY 48 TO 7 SEPT. 48
S. M. E. A. BOUIN	CAPTAIN U.S.N.	7 SEPT. 48 TO 8 AUGUST 49
S. W. M. BEAKLEY	CAPTAIN U.S.N.	8 AUG. 49 TO 1 JULY 50
C. H. KIVETTE	CAPTAIN U.S.N.	1 JULY 1950-8 MARCH 1951
C. H. TRIP	CAPTAIN U.S.N.	8 MARCH 1951-2 APRIL 1952
C. H. CHIRVE	CAPTAIN U.S.N.	2 APRIL 1952-4 APRIL 1953
C. D. S. GORRER	CAPTAIN U.S.N.	4 APRIL 1953-1 JANUARY 1954
C. H. ASHFORD JR.	CAPT. U.S.N.	19 JAN. 1954-1 OCT. 1954
C. R. D. HOGUE	CAPTAIN U.S.N.	1 OCT. 1954-7 SEPT. 1955
C. F. E. NUESSE		
C. T. BLACKBURN		
C. J. H. MINI		
C. W. W. COUSINS	CA	
C. R. G. DOSE	CA	
C. R. M. MATHAN		









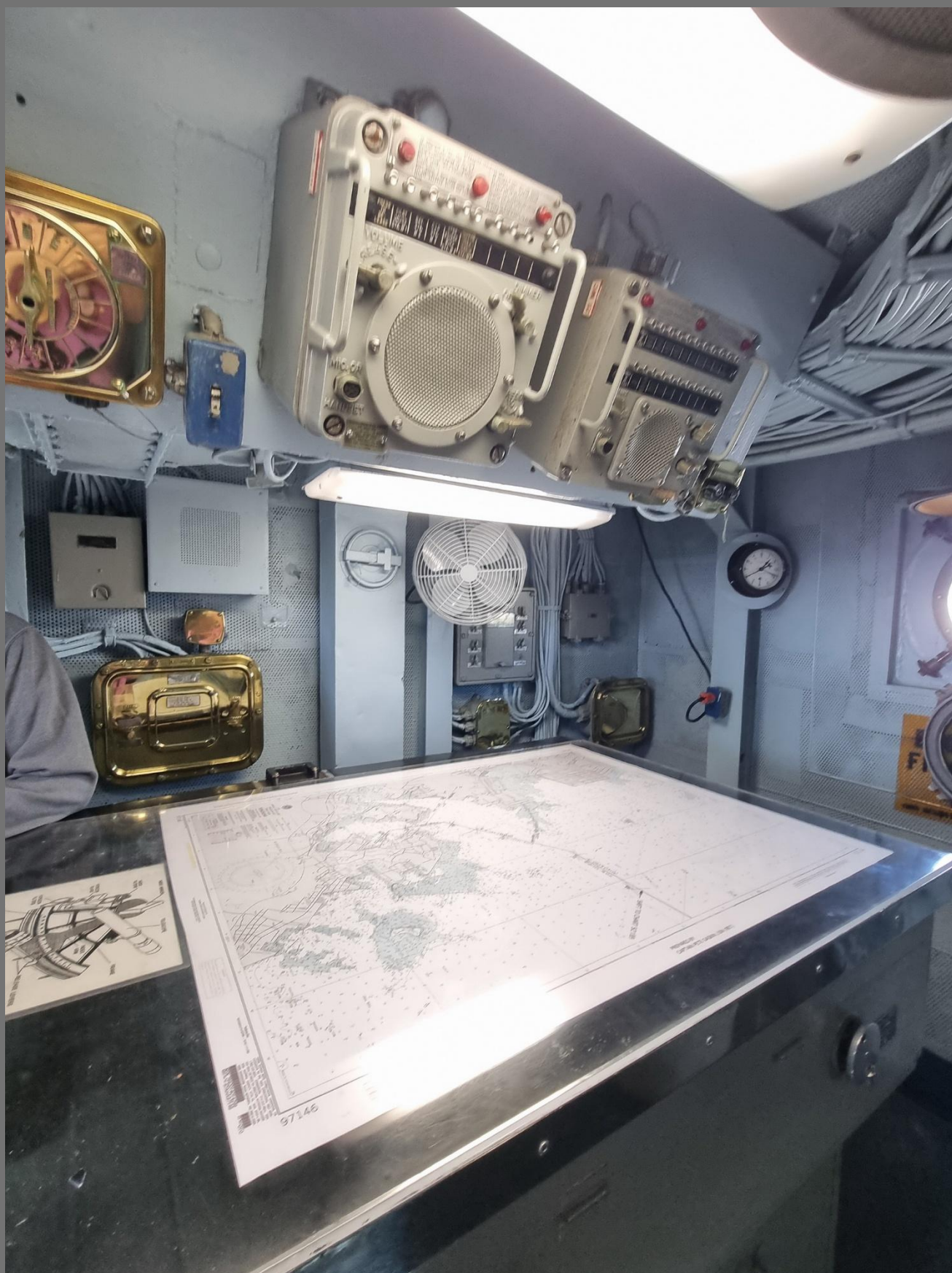














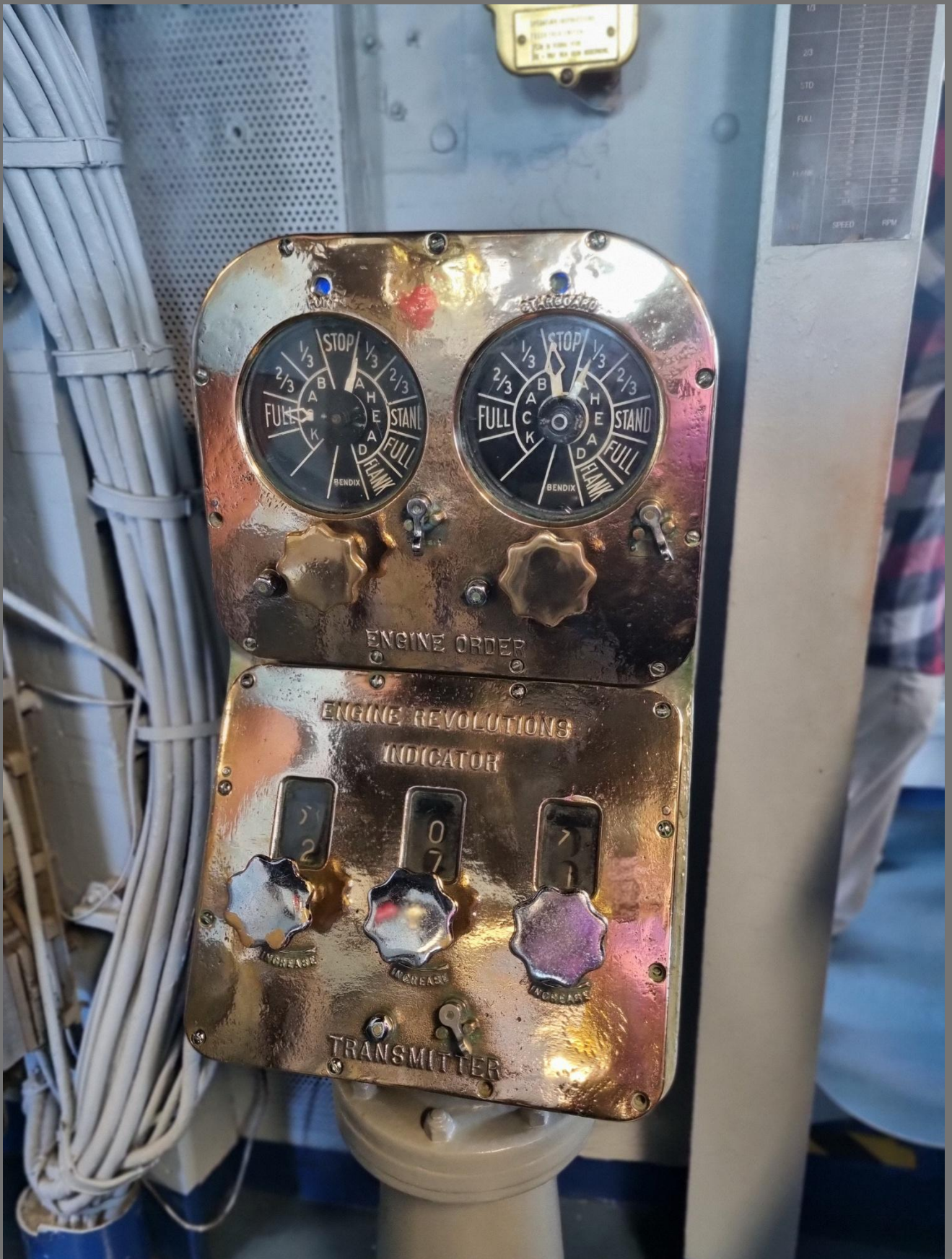






















USS Midway[®] MUSEUM

USS Midway Store
910 North Harbor Drive
San Diego, CA 92101
United States

Store : 1502
Date : 02/07/2026
Time : 13:56
Ticket : 32148
Salesperson : Self Checkout
Cashier : Self Checkout
Welcome to our Store!

Tax Reg. No: 863230538



Receipt No: 132399

Date: 02/07/2026 13:56

Item Name	Qty	Price	Total
KCESMIDWAY			
SOV KC Rmv B4 Flight MW 1		10.00	10.00
62846-46			
SOV PC Midway at Sea 1	1	1.00	1.00

Subtotal	USD	11.00
Tax	USD	0.85
Total	USD	11.85

MASTERCARD USD 11.85

*****7887 CONTACTLESS_EMV
Transaction Type : SALE
Auth # : 511668
Terminal ID : A0000000041010

Thank you for shopping with us.
Comeback soon.







SHIP'S
CHAPEL

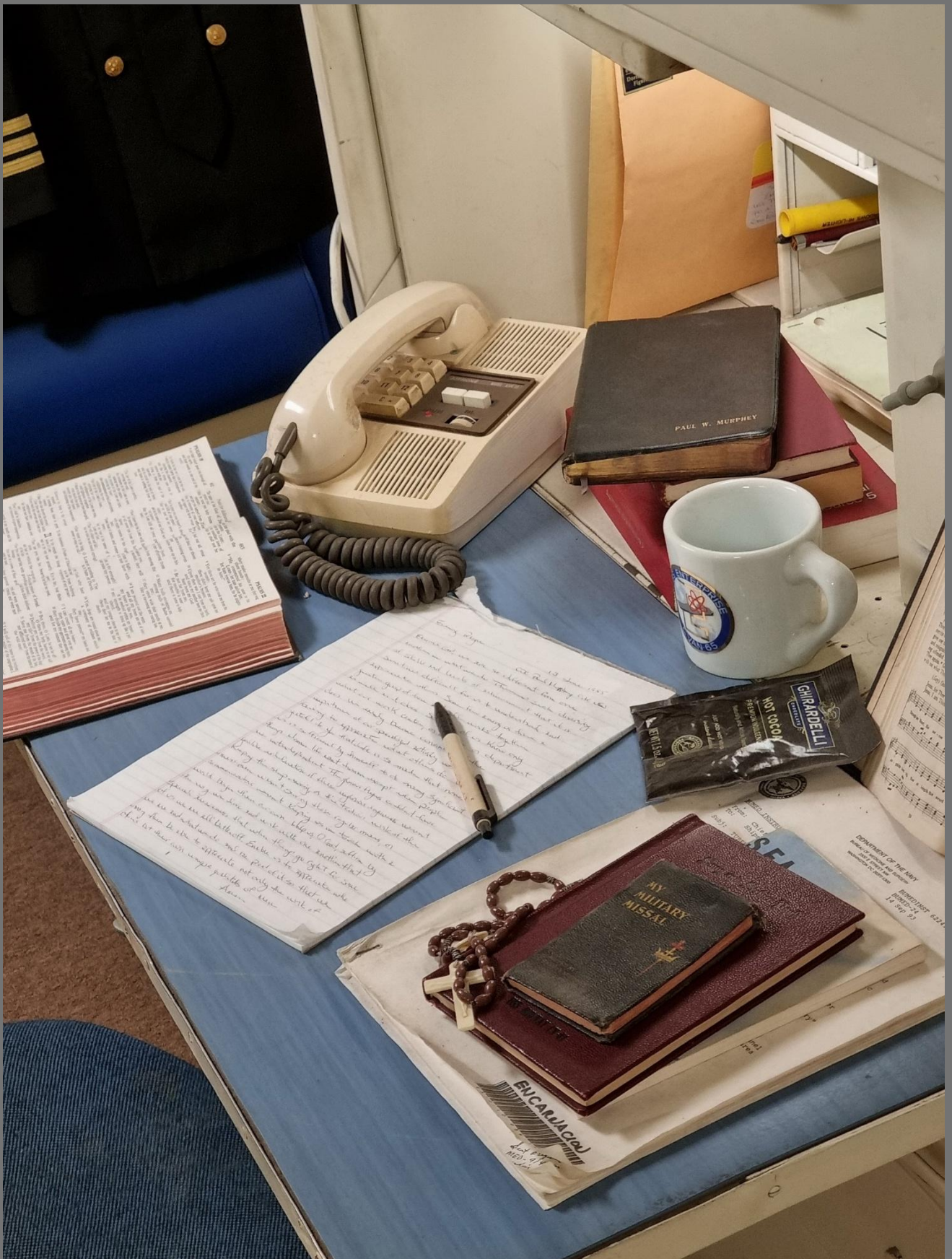
THE
JERUSALEM
BIBLE

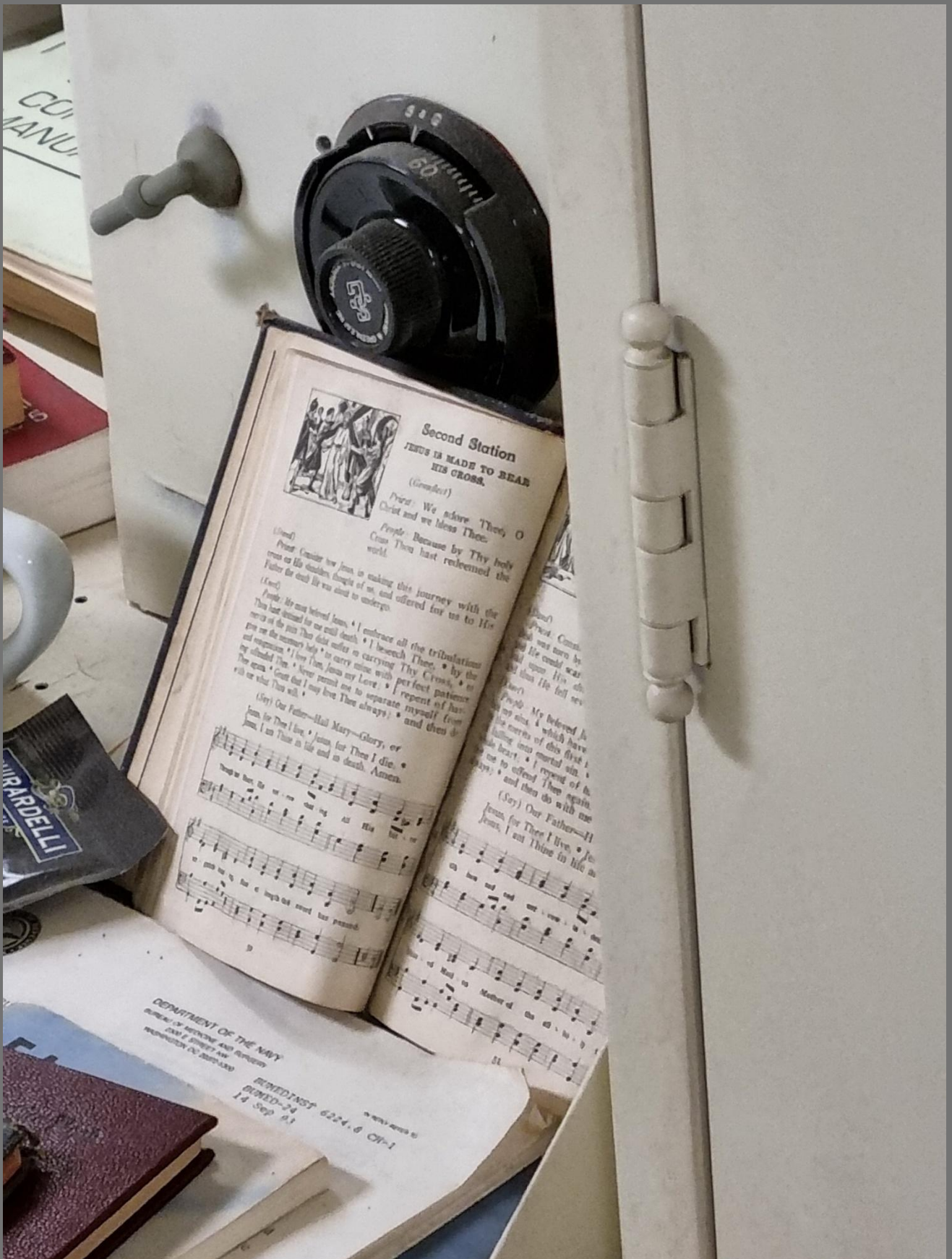


7













54FT.
W.L.

FR
205

ESCAPE SCUTTLE
DO NOT OBSTRUCT











BOOT CAMP UNIFORM INSPECTION

The confining conditions of shipboard life has always required crewmen to use every inch of available space to stow their personal effects. This exhibit demonstrates how recruits were taught to fold, roll and tie their uniforms in preparation for storage in their lockers prior to the 1970s when personal storage facilities were expanded. Each item was placed in a particular location on the recruit's bunk. The uniform was inspected and checked for proper markings by the recruit's company commander, the recruit stored his gear in his locker. This training helped the new recruit prepare himself for the cramped conditions aboard ship.



Please do not lean on glass

PEA COAT

SOCKS

SOCKS

CAP BLUE

U.S. NAVY

BUCKLE (2)

BELT, WHITE W/BUCKLE

SOCKS

BRUSH, SHOE

DAUBER, POLISH

CLOTH, SHOE

BOOT POLISH, BLACK

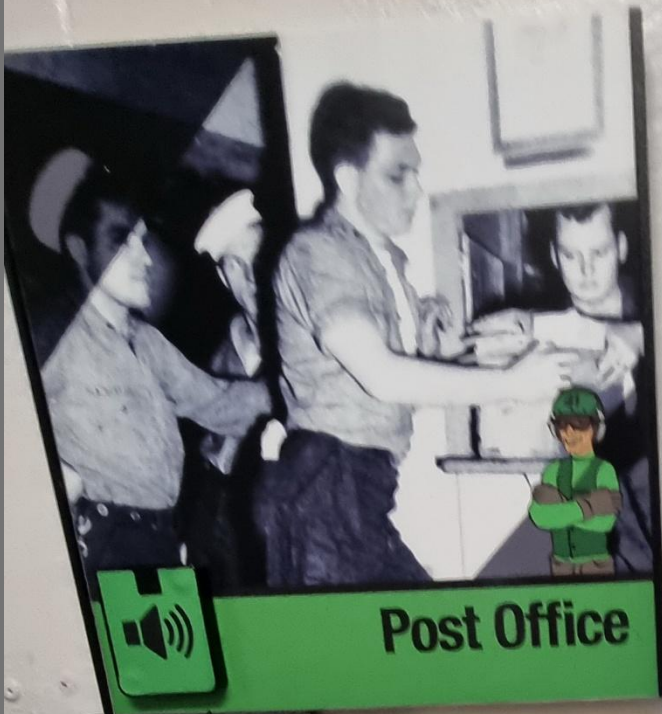
BLUE JACKETS MANUAL

THE BLUEJACKETS' 1944









The answer to
the question is:
3 WEEKS



FILL IN THE TO AN
LINE OF MONEY ORD
THE TIME OF PURC



U. S. S. MIDWAY 11 January 1948

My Darling Wife:

Hello Darling its another Sunday and all I have is time on my hands, but I'll try and put it to a good purpose, and that's writing you a letter. This will be kind of hard as news is very scarce, but I'll do my best.

To start with here a little information, I don't know how true it is, but it does seem kind of logic to me. The doc is that we will be anchored in Hampton Roads on the 10th of March. And the ship will unload in preparation for going into the Navy Yard. If that is the purpose. I guess the planes will be flown ashore. I hope that its to Oahu as I would rather be there than at the main base. I guess they will keep the men on board to help unload, but I imagine they will let the chiefs come ashore. I hope so. So Darling we only have fifty eight days between us, after that there won't be anything between and I don't mean may be. Darling I can hardly wait for us to be together again. I guess its going that we have been parted. I only hope that we do a lot of operating the rest of the time, as the last week went by pretty fast. That's because I was busy and I didn't have much time to think, but when

Mark.

Adapted up? not much here!

We're just sitting in
the Machine Hall waiting to see if
we are going to war or not!

We are going back to
Japan in early March & when we
get there I am going to take
leave & come home for 30 days.

I am bringing my girlfriend
from Japan with me!

My mom is ~~long~~ having
a party for my birthday on
March 25th &
I would love
to see you
there!



Went
back to work
in the
lab & a

P.S. I'm
USS MID
SOCCE







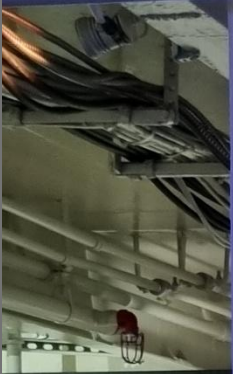
1990

USS MIDWAY FIRE

"After that day, everything changed."

Eric Fleming, Damage Controlmen

On June 20, 1990, a deadly fire ripped through the Midway. While undergoing a routine procedure near Japan, a leak in an internal fuel pipe ignited and set a below-deck storeroom ablaze. When the ship's Damage Controlmen responded, they attempted to open a hatch and an explosion occurred. Three men were killed and 16 injured during the fight to prevent the fire from spreading further.



Machinist

...newsworthy
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...and each oth
...stant drill
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...to h
...injure
...the
...oth



ASL
TOUR



Engine Room







LOW LUBE OIL (ENGINE)

NG
RATION
RE MUST NEVER
IS TEMPERATURE
ING CONTINU
AN 15 MINUTES



**THE FEW!
THE PROUD!
THE MARINES!**



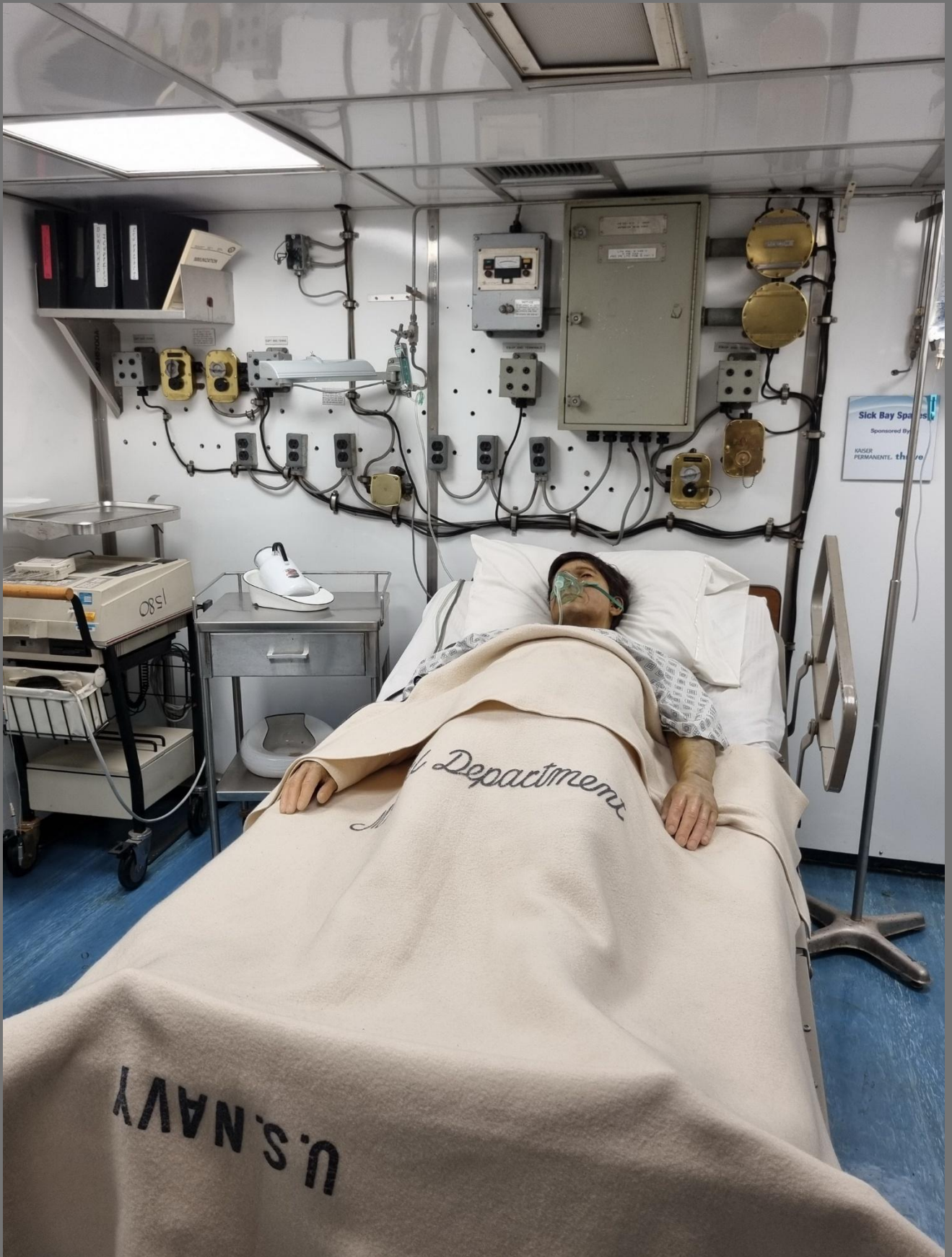
















Midway's Sick Bay

Lab and Pharmacy

Midway medical was a full service facility and included a lab where cultures were grown and biological tests were taken. The pharmacy was in the rear and featured a service window, which can be seen near the exit. The pharmacy also contained an all-important coffee mess as well.













