



SPOTLESS crew of the submarine USS *Tiru* is reviewed by Carl T. Schmelzer, EMC, during ceremonies marking the chief's transfer to Fleet Reserve.

## Salty Submariner Joins the Fleet Reserve

Dressed in spotless whites, the crew of the submarine *uss Tiru* (SS 416) stood in two straight rows on the deck of their ship. Down between the lines came the inspecting party — with a chief electrician's mate in the lead.

Not long thereafter, the same CPO walked solemnly across the gangway to leave the ship, saluted meanwhile by eight CPO sideboys and accompanied by the shrill notes of a boatswain's pipe. What was it all about? It was about a chief being transferred to the Fleet Reserve and being given a fitting send-off.

Such scenes aren't so uncommon these days, but this one involved a very uncommon chief, Carl T. Schmelzer is his name, and he'll tell you that 21 years aren't such an awfully long time after all.

Schmelzer first enlisted in the Navy just about 21 years before the day he was piped over the side of the submarine *Tiru*. Three years later he got into submarines, and there he stayed for the duration of his naval career. During that career he gained a reputation, throughout the submarine force as a top-notch electrician. At the outbreak of World War II, Schmelzer was aboard *uss Sturgeon* (SS 187) in the Western Pacific area.

Schmelzer's initiative and resourcefulness did much toward

keeping *Sturgeon* in shipshape condition throughout her war patrols. Part of this resourcefulness was shown in his knack for digging up useful equipment in junk yards and salvage dumps. He even came back with some necessary gear from a trip into one foreign navy yard.

One such hunting expedition resulted in a new set of controllers aboard *Sturgeon*. Somehow the push-button controls had been shuffled off to a remote warehouse in all the hurry and scurry of war. Schmelzer found them under tons of old equipment which was to be scrapped. Before long they were installed on *Sturgeon*, replacing the sub's old drum-type controls.

A legend or two grew up around Schmelzer — as they will, around Navy men who have spent a great deal of time in the Asiatic area. The principle one about his old China sailor concerns submarine batteries and Jap depth charges. The story is told that he would laugh with joy when enemy depth charges buffeted his sub. Schmelzer is said to have held that the shaking-up was good for the batteries.

Schmelzer rated 11 decorations and area ribbons by the time he transferred to the Fleet Reserve. Among these are the Presidential Unit Citation, and the Submarine Combat Insignia with nine stars.

with the Army is constantly maintained. During the maneuvers of Operation Harvest, the Navy's ships and men transported tanks, trucks, jeeps and infantry across the Rhine, and assisted in the blowing of the bridge at Hanau that marked one of the most realistic stages of the vast maneuver of the occupation forces.

The activity at Schierstein offers one of the finest examples of U. S. Armed Forces unification in successful operation. Working side by side with the Navy are teams of Army demolition experts who regularly make the patrols on the Rhine, manning the 50-caliber machine guns carried by the craft.

The "doggies" live with the "swabbies" in their Schierstein barracks, standing security watches with them — and exchanging the usual banter that goes with a normal status quo at a service base.

Although the Rhine patrol is one of the manifestations of the yoke of occupation, the Navy crews of the craft on the river are on the most friendly of terms with the crews of the barges and ships that ply the waterway.

German civilians are employed in the crew's messhall, and are entrusted with policing of barracks and grounds. German technicians work with the Navy machinists in the shops. — Kenneth Barnsdale, JO1, uss.

## Milwaukee to Scrap Pile

After 26 years of cruising the oceans of the world, *uss Milwaukee* made her last trip — to a scrap pile.

The 7,000-ton warship has been sold to a commercial firm for \$148,000. She will be cut up for scrap metal.

Commissioned in 1923, *Milwaukee* was soon assigned to the Orient, where she remained most of the time up to 1939. After Pearl Harbor, *Milwaukee* was sent on patrol duty in the South Atlantic, where she captured one and caused another German blockade runner to be scuttled.

In March 1944, *Milwaukee* was one of a group of U. S. warships to be lend-leased to the Soviet Union, and became the first U. S. warship ever to enter the port of Murmansk. The Russians renamed her *Murmanak* and used her for patrol duty in the Arctic Ocean until returning the vessel to the United States in March 1949. *Milwaukee* was the first of the lend-lease vessels to be returned.