

The JUMPER JOURNAL

Vol. 4 No. 1

ABOARD THE S.S. MARINE JUMPER

22 MARCH 1946

SOVIETS GIVE U.S. "SILENT TREATMENT"; TRUMAN TO PROTEST TO STALIN?

WASHINGTON: A Russian diplomatic spokesman has reported that oil concessions will be Russia's price for full withdrawal of Russian troops from Iran. Meanwhile, Russia is according the United States the "Silent Treatment". United States diplomatic quarters believe that a White House communication direct from President Truman to Generalissimo Stalin, appealing for Big Three unity may be sent as a result of the Iranian crisis.

The State Department denied that such a step was being considered now, but such an appeal could not be confirmed before it was sent, or even before the decision was made to send it.

Such a top level appeal would not be without precedent. On several occasions in the past, Mr. Truman and his predecessor, the late FDR, have gone over the head of a Soviet Foreign Office when Russian-American relations have bogged down. It would be a logical step before the meeting of the UNO Security Council in New York next week.

Reports from Moscow also indicate that Russia may not have unilaterally violated the Soviet-Iran pact to withdraw her troops by 1 March. Russia claims that in this treaty Iran promised not to grant oil concessions to any foreign power, and that Iran has violated this agreement.

U.S. Delegate to the UNO Security Council, Edward R. Stettinius, has already asked that the Persian dispute be put at the head of the UNO agenda.

The Persian ambassador has sent a new letter to the Secretary General of the Council. The letter, the contents of which are still secret, will be distributed to all the members of the council.

Meanwhile, the Senate Foreign Relations Committee unanimously approved the nomination of Lt. General Walter B. Smith as the new Ambassador to Russia. Smith was formerly Eisenhower's Chief of Staff.

Share this copy of the paper with your buddies! There aren't enough to go around.

TO ATO ALL TROOPS

(A statement from the Ship's Master)

As near as can be foreseen at the present, we expect to arrive in Singapore in the late evening of Monday, the 25th. The vessel will stop in Singapore only to take on fuel oil, which should not detain her more than a few hours, and it is certain that there will be no shore liberty granted there. Actually the vessel does not dock at Singapore, but at an island a good distance from the city.

If we encounter reasonably good weather on the homeward passage, we may expect to arrive in Seattle on or about April 14th. Fine weather can cut a day or so off this approximation and bad weather can add a day to it.

We have a voyage of nearly 10,000 miles ahead of us. I sincerely hope that everyone finds it as pleasant as (continued on page four)

WE'RE OFF

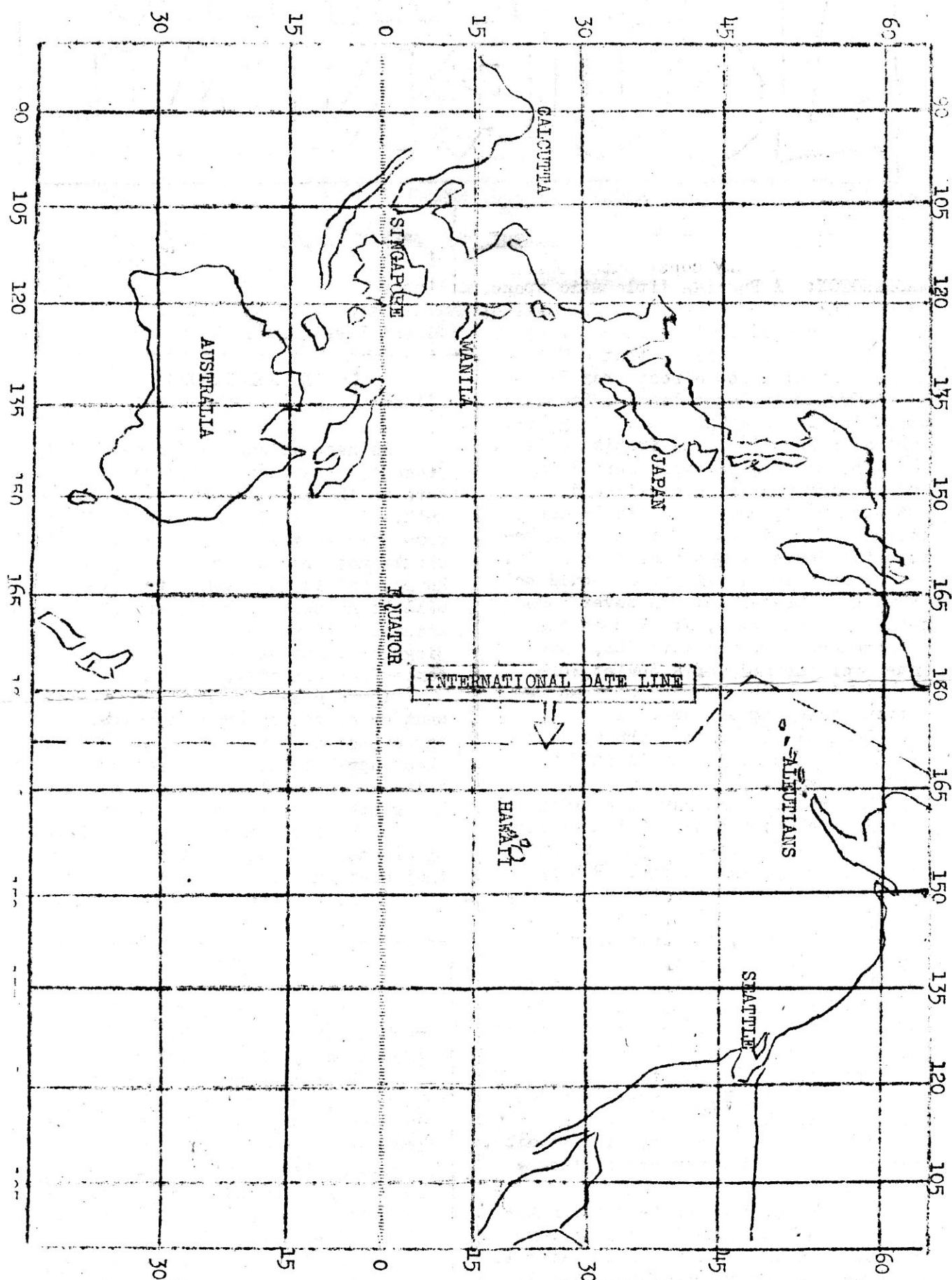
A few moments before 0337 this morning, the Hooghly River pilot, proceeded by four pieces of baggage and a bearer, went over the starboard rail of the MARINE JUMPER, dropped down the ladder without disturbing the cock of his gold-braided cap, and stepped into a whaleboat manned by eight carsmen, headed for the pilot ship anchored off the JUMPER'S quarter.

Standing in the stern sheets, he called, "Cheerio. Good luck!" The JUMPER started a long turn into the southering wind, and, slowly picked up speed, headed for the open sea.....and the U.S.A. The long run home really was on!

22 MARCH 1946

NAV. JUMPER JOURNAL

8-00



Every day this paper will give the ship's location in terms of latitude and longitude. Also the distance in miles from Calcutta and to Seattle will be shown, as will the approximate direction, in degrees, of the ship's course on that day. Save this map and follow the Jumper's position.

BRIEFS IN THE WORLD'S NEWS

TOKYO: There was increasing speculation in Tokyo today that there will be only one major War Crime Trial before the Far East International Military Tribunal, namely, that of the former Japanese Premier Tojo and 18 or 20 co-defendants.

OTTAWA: Prime Minister MacKenzie King said last night that Soviet directed espionage activity constituted a fifth column in Canada. No diplomatic break with Russia is contemplated, however. King revealed that he had visited President Truman and others to discuss the situation. King further said that he was "sure that Marshal Stalin would not have approved" the espionage. The revealing of the spy plot was postponed so as not to jeopardize the first meeting of the UNO.

WASHINGTON: Lt. General John C. Lee, Commander of the U.S. Forces in the Mediterranean Theater, acted within his authority when he placed the "Mail Call" column of the area's Stars and Stripes newspaper under censorship, a War Dept spokesman said today. The War Dept did not amplify that statement.

Meanwhile, Major H. C. Kessner, of the Stars and Stripes, sent 3 identical cables to President Truman, Chief of Staff Eisenhower, and Secretary of War Patterson, protesting the column's censorship.

NEW YORK: The Franco Government of Spain replied to the U.S. protest note today. The Spanish Government claims that American troops under the OSS planned to invade Spain last year. Franco further stated that Spain was not aiding the Axis during the War.

YOKOHAMA: The C.O. of the 8th Army today said that all EM with 41 points would be on their way home by March 21. Some 2000 soldiers affected by the order will sail on the Marine Robin between the 21st and 24th of March.

DUBLIN: Prime Minister De Valera defended Eire's wartime neutrality policy in his Saint Patrick's Day speech. He expressed hope that America forgives Eire and that his country did not lose American good-will during the war.

(Continued in next column)

WE HIT THE DECK

This is the first issue of your JUMPER JOURNAL. We of the staff want to express our desire to make this your paper, published to give you the latest world news and shipside information. Among the many features we plan to bring you daily will be the position of the ship, special messages from the commanders, religious schedules, movie schedules, lost and found items, Special Service news and a "Rumor Clinic" which will help you to nail any wild rumors you may hear.

If you have lost or found any articles, report them to the librarian. We'll publish them for you and try to help you regain them.

And if you have any wild rumors you want tracked down, write them down and turn them in to the librarian too. We'll do our best to get the facts and publish them.

So, if you have any suggestions, criticisms, or beefs, let us have them. We are doing our best to make this, your paper, one you'll look forward to reading each and every day.

BRIEFS IN THE NEWS (contd)

WASHINGTON: A bi-partisan committee of 26 men are studying proposals to extend the draft. They are trying to determine how America will contribute her Armed Forces to the World Peace Organization of the UNO.

NUREMBERG: Reich Minister Hermann Goering reiterated his readiness to die for Hitler and for Nazi Principles today at the War Crimes Tribunal. When questioned by Prosecutor Robert H. Jackson he stated that he was certain that Hitler was dead.

DETROIT: A few General Motors employees are still delayed in returning to work because of local differences. Elsewhere the strike situation was the best it has been in a long time, with only some 558,000 men still idle in the United States.

TO ALL TROOPS

(continued from page one)

possible. Your own personal cooperation and action will contribute more than any other factor to your liberties and privileges aboard. I promise you we only make unpleasant rules as you yourselves make them necessary. I ask again that you carefully observe all restricted areas.....that you keep off and protect the liferafts and lifeboats...finally, that you do not court death by sitting or standing on the rails, or needlessly exposing yourselves about the decks during bad weather.

Since early in 1942 I have been steadily engaged in the transportation of troops. I served on the ARGENTINA which carried thousands of you fellows to every major theater both in the Atlantic and the Pacific. I vastly prefer bringing you home. I am better aware than you are of the many difficult and unpleasant situations you are forced to face and endure here or on any other troopship. I dislike them as heartily as you do and make every effort I can to improve them.

If there is among you any of my old friends I should like to renew acquaintance. Likewise, I should like to see anyone from my home town, Dillon, Montana, or my present residence, Salmon, Idaho.

I wish you all a pleasant voyage and sincerely hope that you find a happy homecoming at the end of it.

E. G. Innes
Captain E. G. INNES

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At the time of the writing of this letter, we are headed down the river toward the open bay on the first leg of our journey home.

We still have a long way to go, and our trip will be made much better if everyone will continue to cooperate in doing his share in the daily routine of the ship.

This ship was not designed as a pleasure craft, as most of us will realize, and all will suffer many inconveniences, but I believe we would all prefer to go home under such circumstances rather than to be starting to India under far more favorable conditions.

The ship is crowded, and we are
(continued in next column)

TO ALL TROOPS

(continued from previous column)

pretty close together, and will be so for several weeks, but a sense of humor and in interest in our fellow men will shorten the voyage.

On behalf of my staff, I again want to express my appreciation to our troops, our officers, members of the Ship's Company, and members of the Transportation Command for their willingness to help in getting the job done, and I wish you all a happy and early landing in good old Uncle Sugar.

Robert W. Motherwell
ROBERT W. MOTHERWELL
Lt. Col., Air Corps,
Troop Commander.

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Men, you are welcomed aboard by myself, the Master of the vessel, and all members of the military and Merchant Marine complement. In an attempt to take as many of you as possible back to the states, we have put somewhat of a strain on our facilities, which has resulted in a certain amount of confusion. However, these problems are rapidly being solved and in a few days we all can settle down to a nautical life.

While aboard ship at sea there are certain regulations that we must abide by for the safety of the ship and everyone aboard. There has to be a certain amount of control in order to carry out the ship's regulations; a copy of these regulations are posted on all bulletin boards and it is paramount that every one familiarize himself with them. They are neither harsh nor strict, in the sense that they restrict your freedom. Every available foot of deck space has been allocated for your use with the exception of that which is reserved for the permanent party. You must realize that this is the home of the permanent party and that we will be aboard long after you have debarked.

Anyone who has a legitimate gripe, or a useful suggestion to make, is free to come to me or anyone of my staff or to anyone on the transient staff.

Franklin H. Clark
FRANKLIN H. CLARK
Captain, T.C.,
Transport Commander.

S.S. MARINE JUMPER COMPLETING THIRD PACIFIC TRIP

A comparative newcomer to the seven seas, the MARINE JUMPER is completing its third round-trip in the Pacific, the first two missions having been made to Manila.

The ship is a Kaiser product, launched at the Kaiser shipyards, Vancouver, Washington, May 30, 1945. Designed strictly for carrying troops to and from theaters of operations, the JUMPER apparently was made for capacity and safety, but not for comfort.

A GI shipping ticket would call the ship "raked stem, cruiser stern, single screw, full scantling type", but to the crew of Merchant Mariners it is only "The JUMPER".

Calcutta rumors that the ship was so named because it jumps over the waves were not exactly true. However, the boat moves right along at a cruising speed of 16 knots and full speed of 17.5 knots. Then, when the wind, weather, and current are helping out, it can make as many as 19 knots.

Completely fueled, the ship will hold enough oil to carry it 11,914 miles without a stop. But the crew never runs even close to that, preferring to refuel along the route and playing safe with a considerable reserve at all times. At normal speed the vessel burns up to 450 barrels of oil a day.

Length of the ship is 523 feet, and it is 72 feet wide. The propeller is a four-bladed instrument of manganese bronze 21 feet 8 inches in diameter and weighs 45,000 pounds. The gross weight of the vessel is 12,420 tons.

This trip the JUMPER is carrying 233 officers and 3153 enlisted men, which is about 100 more than full passenger capacity, according to the book.

MAY RAISE SERVICE PAY

From Washington it is reported that the Army and the Navy have asked Congressmen to increase service pay by twenty per cent to try to attract volunteers away from well-paying civilian jobs.

FORMER SEATTLE TRUCKING EXEC IS JUMPER'S TRANSPORT C.O.

For Transport Commander, the JUMPER boasts a weather-beaten old-tar who received his early sea-training on the highways of Washington State and his post-graduate course in a Seattle office building.

Captain Franklin H. Clark of Seattle was the man far behind the man behind the drydock in civilian life. An executive of a trucking outfit, he never boarded a ship before he joined the Army.

Today, after three years at sea commanding ships' companies, the Captain laughs, confessing that at first he didn't know bow from stern.

On the JUMPER, he commands a ship's company of seven officers and 27 EM, who are the supreme military command aboard. Divided into three groups, they handle medical work, radar, and the many details of transportation, from feeding the men to keeping the ship clean.

This is Capt. Clark's first voyage aboard the JUMPER, but he previously sailed to Yokohama on the S.S. MARINE MARLIN, sister ship of the JUMPER. On other trips he visited the Hawaiian Islands, the Philippines, Alaska, and the Aleutians.

Of his three-day glimpse of Calcutta, said Capt. Clark, "I've had enough!"

LIVE JIVE ON JUMPER

Within a few days the ship will have music daily on the superstructure. Two small combinations are being organized that promise to make the JUMPER jump. The absence of a bass fiddle and drum set will be a slight handicap but the cats will do their best to give out with "Thik-Hai" jive for the duration of the voyage.

Several of the musicians have worked with "name bands" in the States and have been stationed in Calcutta as members of the "Jive Bombers", the well-known theater swing band.

TO FILM LIFE OF FDR

Hollywood reports indicate that four major studios are bidding for the late FDR's life story.

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Capt. S. J. Brown, A.O.C.
Transport Services Officer

AT THE MOVIES

Arrangements have been made for showing a different movie every evening. The first show starts at 1915 and the second at 2130 hours.

Friday: Abbot and Costello
"IN HOLLYWOOD"

Saturday: "MILDRED PIERCE"

SHIP'S LIBRARY

A very limited quantity of reading material is available in the library in Zone 5 of the Boat Deck. Readers are asked to return books promptly so that others may read them. Any contributions to the existing supply will be accepted with enthusiasm.

Here are the library hours:

0830 to 1130
1330 to 1600
1700 to 1800

ATHELETIC AND RECREATION EQUIPMENT AVAILABLE

Boxing gloves, medicine balls, playing cards, an accordion, several tonettes, and a guitar are available in the Special Service Office in the Library.

DAILY RELIGIOUS SERVICES

Catholic:

0730 Mass--Zone 5, Boat Deck.
1830 Rosary Lenten Devotion--Port side, forward.
1900-1930 Confessions--Transport Chaplain's Office, Zone 5, Boat Deck.

Protestant:

1830 Hymn sing, Starboard Side, Forward.

Jewish (Fridays only):

1900 Zone 5, Boat Deck.

QUESTION BOX AND RUMOR CLINIC

This column has the purpose of settling rumors by getting the facts from the various authorities on the ship. Submit any questions or rumors to the Librarian. They will be answered, as space permits in this paper.

RUMOR: The ship will stop in Singapore.

FACT: According to Captain Innes the JUMPER will stop at a refueling station on a small island off Singapore late Monday. It will not dock in Singapore.

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QUESTION: Why was the JUMPER flying the British flag yesterday on the forward mast?

ANSWER: It is customary to fly the flag of the country in whose port the ship is harbored on this mast.

*

QUESTION: What was the reason for the small black lantern-like object hoisted over the bow of the ship yesterday?

ANSWER: This object was the "Anchor Ball". It indicates that the ship is at anchor.

LOST AND FOUND

(Report Lost and Found items to Librarian, Zone 5.)

LOST: 1 Ronson Standard lighter belonging to Sgt. R.A. Pierce.

*

FOUND: (1) Dog tags of William E. McNaughton. (2) Sun glasses in leather case

