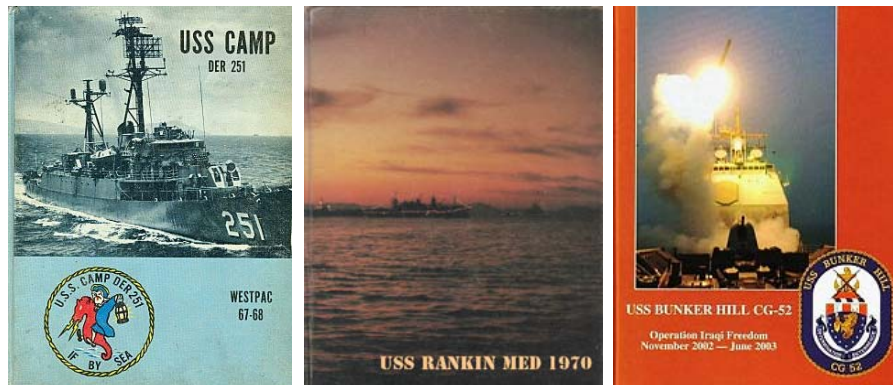




ALL ABOUT CRUISE BOOKS



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Foreword

This material was assembled by Richard W. Dillard, a retired U.S. Navy Master Chief Petty Officer. Rick has one of the largest known collections of cruise books, and is a well-known authority in the field.

Rick gave his permission to post it on our website for the benefit of all who are interested in the subject of cruise books.

Louis "Skip" Sander
The USS Rankin Association
April 3, 2014

Further Reading

Mawdsley, Dean L.: [*Cruise Books of the United States Navy in World War II: A Bibliography*](#), a book at amazon.com

Old Times: [*Cruise book chronicler solving 'jigsaw puzzle' of naval history*](#), an article about Rick Dillard

U.S. Navy Department Library: [*Cruise Books*](#), a website including an inventory of cruise books in the library

Wikipedia: [*Cruise Book*](#), an online encyclopedia article.

www.navysite.de: [*US Navy Cruise Books*](#), a web page with a large collection of viewable cruise books

WHAT IS A CRUISE BOOK?

For centuries, sailors who have visited distant and exotic lands have found ways to document their travels. For some it was etching their travels on whale bone—scrimshaw—to document their travels. Others would decorate their sea chests with majestic drawings and charts. Yet others would take a simpler route and simply etch the name of their ship and a date on large sea shells found on the beaches they had visited. All of these actions had one thing in common: they provided a means for a sailor to recall distant lands, old shipmates, routine or exciting deeds, and a time when they were young.



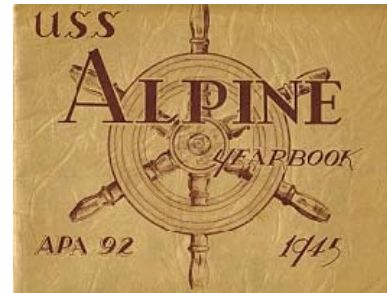
While pen and paper have been used to document sea voyages, naval actions, explorations, and voyages of discovery for many hundreds of years it was only in the late nineteenth century that the earliest versions of what we now call "cruise books" started to appear. It wouldn't be until the mid-twentieth century when cruise books would gain in popularity. Over time cruise books have been called many things: diaries, ship histories, logs, memory books, tour books, deployment books, military annuals, and military yearbooks.

For as many different names as they have been called, there are just as many shapes, sizes, and formats. When cameras were not as prevalent as they are now, early cruise books were primarily text with only a few photographs. Then again, some cruise books were nearly all photographs with the only text being captions. Some "cruise books" are not even books but pamphlets or booklets. In the early twentieth century it was popular to print weekly or monthly ship's itinerary on post cards with a collection of these post cards being able to document a cruise. Some cruise books only served to document turning crewmen from pollywogs to shellbacks in crossing the equator ceremonies and



were known as "Neptunalia" or "Neptune Parties" in honor of King Neptune. Many ships printed menus for important holidays that not only covered the special commemorative meal to be served but listed the officers and men of the ship and their recent history. In the 1930's many ships and submarines published pamphlets in which postal stamps would be cancelled with the name and date of the ports visited.

Dr. Dean L. Mawdsley in the second printing of *Cruise Books of the United States Navy in World War II* defined what actually constitutes a cruise book. He wrote, "Cruise books are not official U.S. Navy or government publications. Instead, they were produced from money either in the unit's welfare fund or donated by the crew, and they were initiated and produced by the crew....The books were distributed free to each crew member or sold for a nominal price." In his first printing he narrowed the scope further by stating "It was not the history of a ship or unit written by an author independently of the crew and crew desires" to differentiate between a cruise book and a ship history book. In essence, a cruise book is similar to a high school or college year book and documents a ship's (unit's) extended cruise away from homeport (deployment).



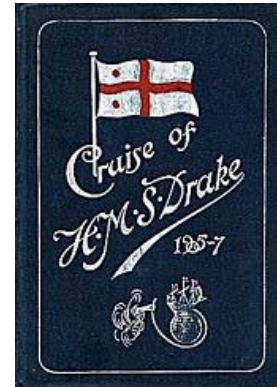
As Dr. Mawdsley points out in his excellent work, and as already mentioned, the term "cruise book" is a misnomer. Some so-called cruise books don't actually involve cruises or even involve the sea for that matter. Some ship "cruise" books actually document periods spent in shipyards. SEABEE units don't "cruise", they build – they fight, yet there are hundreds of SEABEE "cruise" books in existence. VP squadrons (patrol aircraft squadrons) certainly don't "cruise" and there are scores of these "cruise" books in existence. The same can be said of Marine Corps Battalion Landing Team (BLT) or Marine Expeditionary Unit (MEU) books that primarily document actions ashore, Air Force squadron books, or Army books. Yet, because the Navy and Coast Guard have been the predominant producer of cruise books for six decades the term "cruise book" has become the generally accepted term. For those that don't like the definition, "crew's book" serves the same purpose.

Yet, the problem with trying to group anything into to a strict definition is that there are always exceptions. Additionally, a stated definition written fifty years ago may have evolved into something similar but

different today. Many ships, usually on their last voyage, published special commemorative editions of ship's newspapers that could be called cruise booklets. Some, of what many of us know as Familygrams—booklets published for family members to keep them abreast of a unit's activities while deployed, have evolved, *de facto*, into cruise books. Between 1986 and at least 1991, the Seventh Fleet Flagship USS BLUE RIDGE (LCC-19) published quarterly familygram magazines called "Update" that, in essence, served as cruise booklets since the ship didn't publish a cruise book between 1986 and 1998.

In the last few years the Chief of Naval Information has further blurred the definition of cruise book by including what most of us know as ship commissioning booklets into their annual Merit Awards cruise book category. Make no mistake, a commissioning booklet of the late twentieth century and early twenty-first century certainly resembles a cruise book and is very much different than the small pamphlet previously used to commemorate a ship's commissioning. In the future it wouldn't surprise me to see a ship's decommissioning booklet more closely resemble a cruise book.

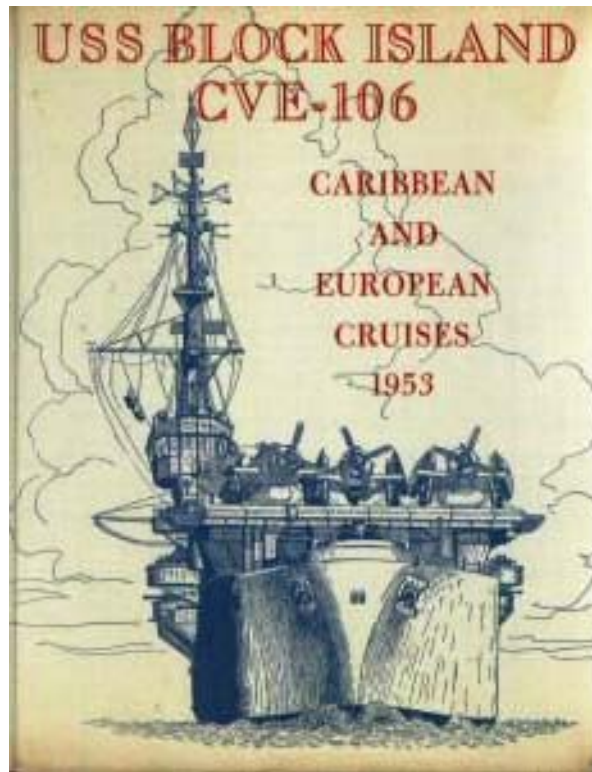
The United States military is not the only one to produce cruise books. Many countries have produced cruise books over the years and, as with the United States, the majority of these cruise books are predominantly produced by a ship's crew. England, Australia, Japan, and Thailand are some of the countries whose navies have produced cruise books. In England, the Royal Navy cruise books are called "commission" books. In general, commission books have a more formal format and extensively use more text than photographs to document a cruise.



Cruise books are not only first editions, for the most part they are "only editions", and are produced in much smaller numbers than first editions of more popular types of books. Very few cruise books are ever re-published because of the cost involved. A generally accepted number told to me by several cruise book publishers is they publish only enough cruise books for two-thirds of the crew. This is because many crewmen do not desire to own a cruise book. Unfortunately, as the years pass, that desire changes. Through fire, flood, divorce, or simply by getting lost, the number of cruise books still in existence for a given cruise shrinks over time. Time also claims the crewmen who made the cruise. As fewer and fewer cruise books become available

through second-hand selling their prices go up. Several websites on the internet charge exorbitant prices for second-hand cruise books.

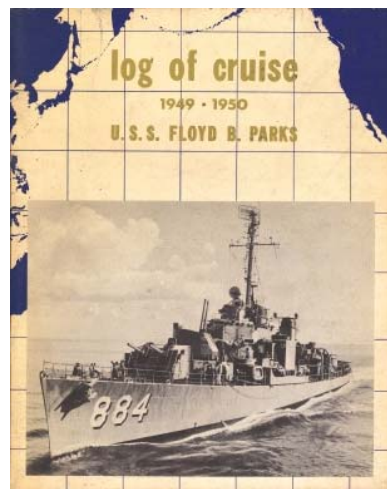
To many, a high price is a good price just to have in their possession that cruise book that recounts an earlier point in their life. Leafing through a cruise book seems to shed the years away. Strangely enough, leafing through a cruise book would evoke different memories today than the memories it evoked the last time you looked through it or the next you look through it. Thousands of sailors I have talked to and corresponded with have told me their cruise book is the most treasured possession of their time spent in Navy and Coast Guard.



WHAT MAKES A GOOD CRUISE BOOK?

The answers to that question are probably as numerous as the number of cruise books published. However, as with everything else, beauty is in the eyes of the beholder(s). Having documented over 4,200 ship cruise books and having the benefit of seeing how formats have changed over a hundred and thirty years of cruise book evolution and having seen the imagination, or lack of, that editors have put into these cruise books I believe there are criteria that differentiate between cruise books deemed "good" or "bad". Below are some of my thoughts.

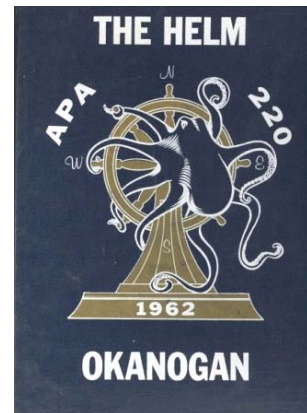
Certainly, two of the earliest considerations that need to be identified before publishing a cruise book are who is the target audience and what is the purpose of the cruise book? To all of us who have served aboard ships and who are familiar with cruise books these questions may sound like no-brainers. But, think about it from a couple of other perspectives. If the targeted audience is strictly Navy and Coast Guard personnel familiar with shipboard life, the ship's routine, and naval operations, not everything needs to be spelled out in the book and one photograph speaks a thousand words.. However, if the targeted audience is wives, husbands, children, parents, grandparents, and friends who are not familiar with life at sea then certain things need to be spelled out so they can appreciate the experiences documented in the book. So, ideally, a cruise book would strike a balance between these two very different audiences.



The purpose of publishing a cruise book can also be viewed from different perspectives. If the purpose is merely to satisfy an order from the chain of command to produce a cruise book and nobody takes an interest in, or ownership of, the end product, the acronym "GIGO"

applies – Garbage In, Garbage Out. If the purpose is to highlight the crew on a given cruise then primary focus should be on the crew and less on events outside of the lifelines of the ship. If the purpose is to highlight the deeds of the ship within context of world events the focus should be more on the operations and role of the ship in performing its mission(s). If the purpose is to relive experiences of a cruise thirty or forty years from now while sitting in a recliner with a cold beer then it is probably a good idea that photographs, especially of crewmen, have captions identifying them as I don't know of anyone that can remember every crewman's name or the particulars of an event that far back. I know of one cruise book in which the only printed words in the entire book are the Commanding Officer's rank and last name and none of the photographs have captions nor is there a written cruise summary of any type! A potentially interesting cruise book becomes a dud if nobody can figure out what is happening from text or photograph captions. Hopefully all of these perspectives will be considered and an appropriate balance attained so that the overall purpose is achieved. Prior to planning a cruise book a committee should be formed to identify the target audience, purpose, and content of the cruise book as well as sharing the workload so that one person doesn't become overwhelmed.

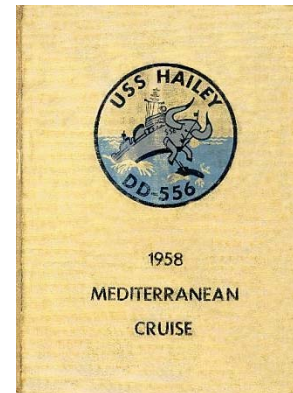
Never judge a book by its cover is an old saying that few of us strictly follow our entire lives. While marketing and packaging concepts sway us in purchasing different items everyday of our lives these concepts do not really apply with most owners of cruise books. Though on-line technology is changing this, most of us never see the cover (or contents) of the cruise books we purchased until they actually arrive from the publishers. So, first impressions come with the first sight of the front cover usually some months after the cruise book editor/committee has decided on the cover. Obviously, while a pink front cover may work for that pink submarine in the movies, a pink front cover is hardly going to endear it to the crew of a hard-charging destroyer and will be the butt of jokes for years to come!



I know of only two ship cruise books with a totally blank front cover. One of these two, in its original state, had an illustrated and titled slip cover. The second, the 1943-44 cruise book of LST-289, has a soft cover of canvas and is bound by marline from the ship's Bosun's Locker. Pretty interesting and imaginative! All of the other front covers I have seen have printing, photographs, ship and/or squadron crests,

sketches, designs, or a combination of these items. The covers range from formal with just a title and/or ship's crest, to informal with a sketch created by a talented crewman, to everything in between. The covers range from white to black and almost every color in between (except pink, I haven't seen one of those yet) with the predominant color being blue. For obvious reasons, amphibious ships and ships with Irish names usually have green color front covers. Perhaps the most unique cover is the one for the 1959-60 USS HELENA (CA-75) cruise book. This was the first mass produced book to have a hand-painted cover. This process involved air-brushing the colors onto a reflective silk material before printing the silhouette and title in black. Because of the handwork each copy is slightly different in appearance from any other.

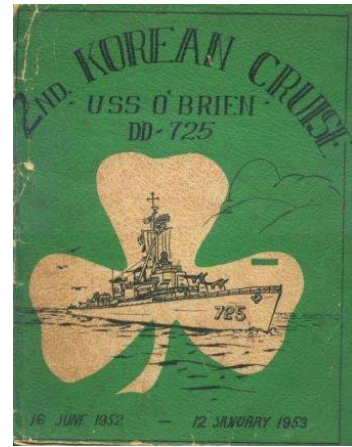
As a minimum, a cruise book should list the ship's name and date of deployment so that the reader has a starting reference point when viewing the book. Some ships place the name and date on the spine, front cover, or inside cover page. Other ships place the name and date in all three of those places while other ships elect to place them in only one place. A title for the cruise book is an easy way to evoke interest in the book. Some example are: *The Rambling Reefer, USS ALDEBARAN AF-10 (1953)*, *The "Minnie" or The War Cruise of the U.S.S. MINNEAPOLIS (1941-45)*, *USS CHEMUNG (AO-30) WESTPAC 1966*, *Memories of a U.S. Navy ship, her officers, and her crew, Deployed in the Western Pacific 29 November 1965–4 September 1966 (1965-66)*, and *CARTER HALL, The Fightin' Five Oh (2007)*.



There are no guidelines on what features a cruise book must contain though, at the local command level there may be guidelines on what it cannot contain! Not necessarily in order, most cruise books contain a chain of command section including embarked staff(s), a section for department or division portraits of crewmen, a shipboard routine section, and a ports visited section as a minimum. Aircraft carriers usually include sections on embarked squadrons, amphibious ships include sections on supporting commands (EOD, ACU, ACB, LCAC, TACRON, MST, etc.) and embarked troops, and small boys a section for the embarked helicopter detachment. This is pretty much the standard cruise book. Other sections that ships have included are: a ship's namesake page, a coat-of-arms page, a brief history of the ship, a summary of the cruise, a list of ports visited, a cruise statistics page, copies of commendatory messages or letters received, a section on

ceremonies conducted (Blue Nose, Crossing the Line, CPO initiation, etc.), a distinguished visitors section, an awards and/or promotions section, a Tiger Cruise section, an editorial staff section, and an In Memoriam section. It is the synergism of the sections included in a cruise book that determine a good cruise book.

Which sections a cruise book contains is up to the editor or cruise book committee and only limited by their imagination and their budget. The cost of the cruise book to the crew is certainly a consideration in the size of a cruise book and therefore which sections to be included or omitted. While Welfare and Recreation committees can elect to subsidize part of the costs involved in printing a cruise book, the size of the ship's crew is usually an even bigger consideration. Small ships (ATF, MSO, ARS, MCM, etc.) with smaller crews, and less Welfare and Recreation funds, are usually forced to limit the size of their cruise books to 50-80 pages to make them affordable to the crew. Aircraft carriers with a crew of several thousand and a thousand or so more personnel in embarked staffs and squadrons, as well as more in Welfare and Recreation funds, publish cruise books of 500-750 pages that are lavishly adorned with color photographs and advanced graphics. To illustrate this point consider the Royal Navy and the thousands of ships that have deployed over the years to create their illustrious history. The Royal Navy does not subsidize a ship's "commission book" (cruise book) and a ship's crew must determine how many of the crew are willing to chip in to get a commission book published and then divide the cost equally between them. Therefore,, due to the high publishing cost very few commission books are published, the Royal Navy has a much smaller number of commission books from their ships when compared to the ships of the U.S. Navy, and a significant amount of a navy's and ship's history are lost to future historians.



In the early 1950's somebody, I don't know if it was the idea of a sailor or a marketing idea from the cruise book publisher, came up with the idea of publishing a series of cruise books with each cruise book covering multiple ships. This idea was not unique as destroyers and submarines have published squadron cruise books and mine-sweepers have published division cruise books for years. However this particular set of cruise books focused on smaller similar ships or multiple dissimilar ships with a common mission, that may or may not

have deployed, and whose crew size, in most cases, made publishing an independent cruise book cost prohibitive. Certainly the granddaddy of them all was the 1952-53 Mine Force, Atlantic Fleet cruise book which covers about seventy-five ships. Others books of that series covered the craft/ships of LSM Division Twenty One (1952), Landing Ship Rocket Squadron Two (1952), Landing Ship Tank Squadron Four (1952), and ARL Flotilla Two (1953). This is just another method of working around the cost factor.

The actual size of a cruise book really isn't a factor in determining whether it is a good cruise book...it is the contents. There are ways to work around costs. Though not usually desirable these days as

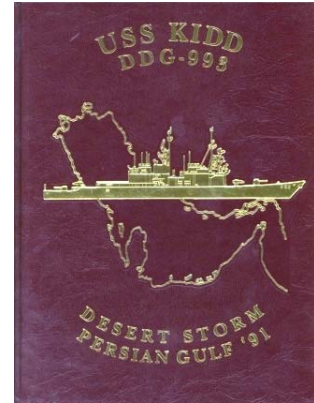


opposed to years ago, group photos rather than individual portraits can free up a lot of space in a cruise book...again, we go back to the purpose of the cruise book. Kevin Farley, a former Herff-Jones cruise book representative in San Diego, once mentioned to me using the header and footer sections of a page as an informational timeline throughout the cruise book. This idea utilizes the space on a page that is normally blank and conveys cruise information in chronological order. Such information might be the date, highlights of the Plan of the Day, a general location, exercise/operation involved in, crew transfers or arrivals, or any unscheduled significant event. Using these header and footer sections on each page potentially eliminates the need for a cruise summary section, a distinguished visitors section and an awards/promotions section. The beginning and end pages of a cruise book are usually blank, contain a cruise chart, or have a generic photograph or design. In most cruise books these pages could be put to better use as commendatory messages and letters or cruise statistics pages thus freeing up more pages within the cruise book.

To me, every cruise book needs to have a cruise summary section. Whether this is a separate section or use of the header/footer concept doesn't really matter. A cruise summary section captures the details of a cruise that will fade over time and puts the cruise into context with world events. Obviously, adherence to operational security (OPSEC) and safeguarding of classified material needs to be foremost in the editor's and cruise book committee's minds when developing a

summary section. The use of on-line technology to plan and actually develop a cruise book while still deployed makes adherence to these established safeguards even more important.

Not every cruise is action packed. Most are mundane. Yet, there are still events on these cruises that can be documented. The primary reason I like to see a cruise book well documented is after documenting over 4,200 ship cruise books I can see a larger picture emerging with each cruise book providing a piece of the overall mosaic. This picture is hard to visualize if only a few cruise books are seen. However, after looking at thousands of these cruise books it is very discernible. Take a few simple subjects like community relations projects, adopt-a-student, and Project Handclasp. With one cruise book a viewer could say that that particular crew cared about the welfare of those less fortunate and volunteered their time and effort to make the life less fortunate better. When you see thousands of such volunteer events over a fifty year time span you truly see the massive scope of the volunteer effort and how it is not tied to just one generation of sailors. It is also interesting to follow the relationships between an orphanage, school, or village and U.S. Navy and Coast Guard ships over time. It would really be interesting to see how the adopt-a-student program, or a blood drive, or medical evacuation benefited the person(s) involved fifty years after the event.

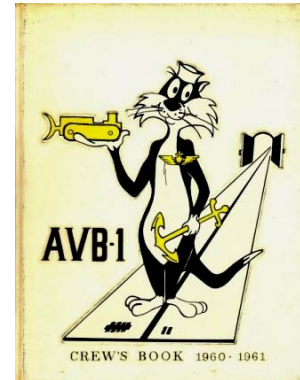


Unfortunately, tragedy strikes at anytime and anyplace. When tragedy does strike and we lose one or more of our shipmates I feel it is very important to remember those shipmates in an In Memoriam section of the cruise book. Someone once said, "you can tell a lot about a society by looking at the people that that society honors" or words to that effect. Those shipmates are not going home with the rest of us and it is up to us, as their shipmates, to make sure they are not forgotten.

Not every cruise book needs to actually cover a single cruise or deployment. A hundred years ago it was not uncommon for a cruise book to cover a three or four year period. In the 1960's the destroyers assigned to Japan usually changed homeports to Japan for a twenty-four month period and their cruise books covered that twenty-four month period. Some cruise books, in these cases "crew's" books, cover an extended shipyard period. Many of the new ships in the 1980's all the way up to present day published "first year in commission" cruise

books that usually covered the forming up of the crew to commissioning to arrival in their first homeport. Older ships slated for decommissioning went to the other end of the spectrum and published cruise books summarizing the career of the ship and events leading up to decommissioning.

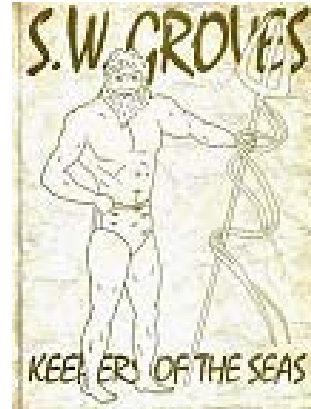
Cartoons and sketches provide interesting ways to capture humorous events at sea. I can't think of a single cruise that I made where somebody, usually more than one somebody, didn't do some knucklehead thing to entertain us. The young sailor that lit his crotch on fire with lighter fluid because he had convinced himself he had caught a STD on Magsaysay. The LT returning late from liberty and running between forward and after brows that are being secured for sea to avoid the XO as the XO runs between the two brows to catch him. The Marines on an LPH standing in line, at sea, in front of a hatch with a paper sign that reads "Bowling Alley opens at 1800". A ship across the pier that casts off all lines and gets underway without unrigging the brow. Thirty or forty years from now looking at comical cartoons in a cruise book depicting these situations will still evoke smiles and chuckles.



Care should be taken when reviewing the draft cruise book product prior to sending it off to the publisher for publication. This would eliminate the potential cost for correcting mistakes and/or grief when somebody tries to include something in a cruise book that is obscene, misleading, violates OPSEC or is just plain incorrect. I've been told of a certain USS MIDWAY (CV-41) cruise book with a group photo that had to be partially blacked-out when a "maller member" of the group was seen protruding from one zipper! A USS SAMPLE (FF-1048) cruise book cover had to be corrected when the ship's name was found to be spelled SAMPLES....in honor of Junior Samples of *Hee Haw* fame! I'm still trying to figure out if that one is true or a myth (though I do have scans of both versions of the front cover) as replacing covers is an expensive proposition. I just recently heard of two other corrections involving the 1960 USS HANCOCK (CVA-19) and 1996 USS CARL VINSON (CVN-70) cruise books where the same photos were cut out of the known copies of these cruise books. Since it is unlikely that several different copies of both of these books magically had the same photos cut out for any other reason, it is a possibility that violations of the "we can neither confirm nor deny" policy may have taken place. You

don't want to be the editor trying to explain these errors in judgment to Charlie Oscar.

During the 1950's and 1960's it was common for ships to employ foreign companies to publish their cruise books. In the Mediterranean the publishers were primarily in Italy and Malta while in the Western Pacific several publishers in Japan were used. The advantages of this were that foreign publishers were usually less expensive and that cruise books were available to the crew prior to departing the theater of operation or shortly thereafter. But there were a couple of disadvantages also. Many of the publishers used stock photographs depicting port visit landmarks so there were no ship specific photographs used and many of the ships had the identical photos of port visits for several years in a row. Additionally, in order to get the cruise books to the crew earlier, the process of developing the cruise book and getting it to the publishers had to be accelerated. As a result, the latter half of the cruise was not well documented in the cruise book. The use of supplements to a cruise book could be used to document the latter half of a cruise.

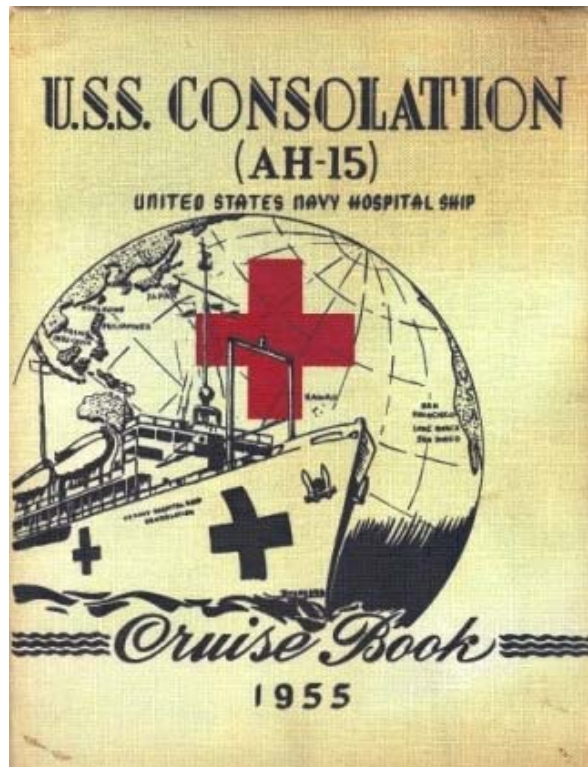


The earliest use of a supplement that I have seen is for the 1945-46 USS GENERAL H F HODGES (AP-144) cruise book. The original hard-back cruise book had been developed and sent to the publishers. A separate supplement was then created which covered the timeframe since the original cruise book had been sent off and the ship's return to the United States. This supplement had photographs of new personnel reporting aboard, old personnel transferring, and port visits and events not covered in the original cruise book. In 1971-72 USS CONSTELLATION (CVA-64) had already submitted their 304 page cruise book to the publishers when they received word that their cruise was being extended. They chose to publish a separate 80 page supplement to cover the extension timeframe. The USS FLINT (AE-32) faced a different dilemma in 1990-91. She completed a cruise in 1990 and had not yet sent off the cruise book draft to the publishers when she was ordered to conduct a second cruise in 1991. Rather than develop two separate cruise books she simply rolled both cruises into a single cruise book.

Every year the Chief of Naval Information (CHINFO) convenes a board to review submitted cruise books and select winners for the Annual Merit Awards in the Large and Small Command categories. The criteria

they use to determine winners have not been publicly disclosed – as far I know. Through personal correspondence with a few board members I know some of the items they are looking for include: identification of theme, use of language (grammar, spelling, active mood), writing style, documentation of mission or deployment, creative layout, effectiveness of art and photographs, organization of content, effectiveness in targeting the audience, and effectiveness in communicating to the family. In the future I'll be writing an article covering the CHINFO awards in more depth.

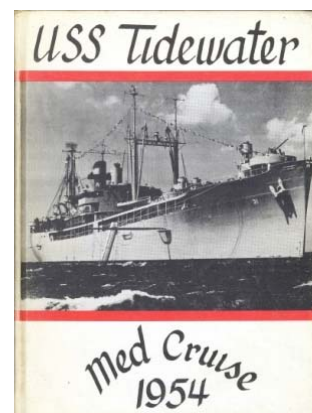
So, to me, a good cruise book must pass the test of time. I should be able to pick up a cruise book from the 1950's and without any outside documentation or assistance be able to relive the cruise through the words and photographs contained within the cruise book. I should be able to easily identify the personalities aboard the ship, understand the events that occurred during the cruise, and recognize the role the ship played in world events going on at the time. If you can do that then in my opinion you've put together a good cruise book.



WHERE CAN I FIND A CRUISE BOOK?

I used to think that fire and flood were the two most common reasons for a sailor to have lost his/her cruise book(s). However, after over thirty-thousand e-mails to former Navy and Coast Guard sailors in pursuit of information about cruise books I now have to believe that the ex-spouse ranks right up there at top! The other more common reasons cruise books are lost include: lost during a move, lost with a HHG shipment, transferring and it's at the last duty station, and loaning it to a friend. Quite a few sailors have also told me they purchased a cruise book but transferred prior to the book arriving from the publisher and the ship never forwarded the cruise book to them. Still others never purchased a cruise book but later on in life wish they had. For these reasons, and probably a lot more, many sailors are seeking to find a copy of the cruise book for the period in which they served on board. That is not as easy as it sounds and I'd like to explain a few reasons why and offer some suggestions.

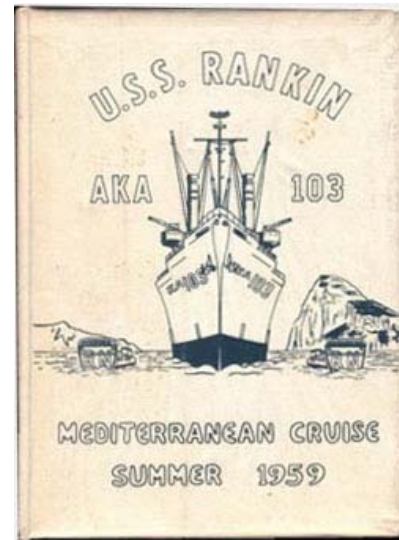
For the most part, one should look at a cruise book as not only a first edition but as an "only" edition as well. I do not know of a single instance where a cruise book has ever had a second printing from the same publisher. There have been a few World War II era cruise books published decades after the original cruise book by different publishers but I only know of one—the USS FRANKLIN (CV-13) reprint—that met or exceeded the quality of the original. The demand for a cruise book will never be higher than at the time of the original ordering from the publisher. Usually ships will advertise to the crew that the ordering of cruise books will be from such-and-such time and end on such-and-such date. Once the initial demand number of cruise books is determined some ships will add in an additional number of cruise books and that is the number that will be used in negotiations with the publisher or publisher's representative. A general number that I have heard several times is that the average order for



cruise books equates to roughly 66% of the crew size. Any lower percentage drives up the cost to the individual crewman and eventually a point is reached where a cruise book is too expensive for the crew even with a Morale, Welfare, and Recreation fund subsidy.

Of course, there are exceptions. Following my first cruise in 1975 aboard USS HALSEY (CG-23) every crewmember was given a cruise booklet about the size of a large comic book. Though I don't know for sure, I suspect that since the cruise booklets were given away at no cost they were published at a Navy publishing command with Morale, Welfare, and Recreation funds. Another ship I served aboard, USS BLUE RIDGE (LCC-19) never published a cruise book during my tour on board, 1990-93. Instead, a quarterly magazine called "Update", a hybrid between a familygram and a cruise book, was made available to each crewmember and the embarked staff. I'm pretty sure these were printed on board the ship. In both cases, the ships had extra copies of each.

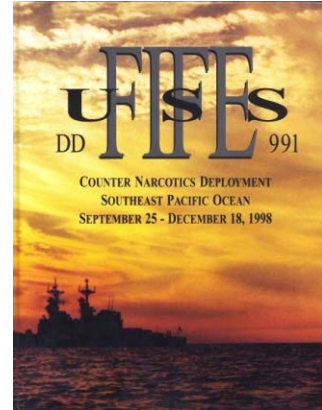
The publisher, like any other business, is in business to make money. Contrary to popular belief, cruise books fall into a special category and a publisher does not print extra copies for sale at a later date. Why? There is no demand for the cruise book outside of the originating command and the numbers of cruise books requested is significantly smaller than, say, a best-seller novel. The demand will never be high enough to justify the cost of a second printing or printing additional copies and then retaining these copies until a potential buyer comes along ten, twenty, or thirty years into the future. Keep in mind that a large cruise book publisher is usually in the process of negotiating and printing numerous different cruise books at any given time. Printing extra copies of each of these cruise books in hope that they might sell at a later date is a shaky strategy at best. Some publishers will print in a single copy on top of the original order and maintain that copy as the business file copy and will not part with it.



Many publishers employ cruise book representatives that serve as the middle-man in the negotiations between the ship and publisher. Some of these representatives may have a few extra copy or two printed in addition to those requested by the ship. I assume, and I hate to use

that word, that the cost differential is made up by the cruise book representative as it isn't added to the ship's cost and I doubt if the publishers absorb the cost. If you can, rather than writing to a publisher in search of a cruise book try to find the cruise book representative and see if he has any extra copies. I know of a cruise book representative in San Diego that sold over three hundred extra copies of cruise books (non-CV/CVN) to a used book store in Lemon Grove and another 20-30 CV/CVN cruise books to a used book store in downtown San Diego. The Lemon Grove book store eventually went out of business and I don't know where the cruise books went. The CV/CVN cruise books were sold within a matter of weeks.

If neither the ship nor the cruise book representative has extra copies available you start running into problems in trying to find a copy. Believe it or not, the hardest cruise books to find are the ones printed within the last fifteen years or so. This is because the majority of the cruise books are still in the hands of the original owners, few of the original owners have passed away at this point in time, and marriages are still intact – give or take. As you go back in time more copies of a cruise book become available through death of the original owner or divorce but at the same time the demand increases for these cruise books as sailors seek to replace lost cruise books or find a copy they never had. Additionally, an increasing number of available cruise books in the re-sale market are bought up by collectors. Obviously, the greater the number of cruise books originally published the greater the odds of locating a copy. Locating a specific cruise book from an aircraft carrier is much easier than locating one from an ocean going tug.



In searching for a specific cruise book the three things you need are time, patience, and luck. I don't know how many times I've searched for a specific cruise book for months or years without success only to find out the next day there are two or three copies up for sale on various websites. Because the numbers are so few and the variables many it is really a hit or miss proposition and if you actually find a copy of the cruise book you are seeking you are very lucky. By far, the internet is the easiest method of searching for cruise books but it is not the only method. I have bought hundreds of cruise books from used book stores, antique stores, military memorabilia stores, garage sales, gun shows, and swap meets. You might also contact the ship's reunion committee as occasionally former crewmen are aware of

copies that might be available but not publicly advertised. Below are some websites I use and recommend in searching for cruise books:

www.blmilitarycollectibles.com	B&L Military Collectibles
www.ebay.com	Auction site
www.abebooks.com	Used books
www.biblio.com	Used books
www.phoenixmilitaria.net	Military collectibles
www.columbiatrading.com	Used books; Columbia Trading Co.
www.manions.com	Military collectibles auction site

Libraries and museums are another possible way to find cruise books. If they have duplicate copies of cruise books they may be willing to sell the extra copies either directly or through friends-of-the-library or museum sales. Naturally, the library/museum will maintain the copy in the best shape. The same is true with private collectors. During the course of collecting over 2,050 ship cruise books in my collection I have acquired numerous duplicate copies. Though I do not sell them, I am willing to trade for cruise books of equal value to what I paid that are ship cruise books that I have not yet documented in my project. Drop me a line at oscmd@hotmail.com and I can look and see if I have a cruise book you are seeking. Put "CRUISE BOOK" in the subject line as I will not open emails where I do not recognize the sender. Even if libraries, museums, or private collectors do not have the cruise book you are seeking they may be able to point you in other directions where you might find that cruise book.

The cost of a cruise book is going to vary. Since the fiftieth anniversary of the end of World War II the cost of used cruise books has risen dramatically. It used to be relatively easy to purchase old cruise books for under \$10.00. If you find one that cheap nowadays you are lucky. But, with time and patience and checking all possible avenues it can occasionally still be done. I haven't done any statistical analysis but I'd estimate the average cost of a non-CV cruise book would be somewhere between \$30.00-\$40.00 and CV cruise books to be \$50.00-\$75.00. Of course, you can pay a lot more if you don't have the time or patience. Unless you are in a time crunch or just don't care about money, there really is no need to pay some of the very high prices you can see on Ebay Stores or some of the used book websites. Some of these sites buy cruise books and then immediately jack the price up tenfold before they resell them.

It is all a matter of supply and demand and demand is almost always going to exceed supply. For the first few decades after a cruise book is

published the demand will come from former crewmen. As time goes by the relatives of crewmen will create a small demand. Finally, libraries, museums, and private collectors will have a demand. As potential demand increases, the supply available to meet it actually decreases through fire, flood, divorce, etc. The creation of cruise book CD's will somewhat offset the demand but most people seeking a cruise book prefer a hard copy.

If all else fails you might consider a reproduced copy of a cruise book. For the most part I'd steer clear of having a museum make a Xerox copy of a cruise book in their possession due to cost. I wanted two scans of two cruise book front covers from an east coast museum and they were more than willing to provide them at \$14.00 each...I didn't want them that bad! The exception is the Naval Historical Center. On their web page they advertise making copies of cruise books in their possession starting at \$35.00. Through their inter-library loan program you might also be able to have your local library borrow a cruise book from them. Though the library must agree not to let the cruise book leave the library, you might be able to make a copy at the library at a cheaper cost.



Some cruise book publishers are already using on-line technology to allow a ship's crew to interact with the publisher as the cruise book is developed. It is reasonable to expect that in the future publishers will be able to sell original copies of cruise books to anybody after the original order to the ship has been delivered. The cost will more than likely be more than that charged for the original cruise book but the quality would be the same. Until that time comes it will still be time, patience, and luck that determine a successful search for a cruise book.

Rick Dillard
OSCM(SW), USN, Ret.
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