

INTREPID

THEN :- NOW :- FOREVER

Volume I

Monday, August 16, 1943

Number 1

COMMANDING OFFICER'S STATEMENT TO CREW

We are now engaged in a great war. Enemies from across the sea have attacked us without warning. They coveted the country for which our forefathers fought and died. They considered us incapable of defending ourselves. As has been said before, "What kind of people do they think we are?" This ship's company, assembled for the first time on these decks, appears to be a good and sufficient answer. Entrusted to our hands today, is a fine ship. She has been honestly and skillfully built. It is now up to us. There is much work ahead. There are many problems to solve before the INTREPID will be ready to meet the enemy and strike the powerful blows of which she is capable. With your cooperation, loyalty and attention to duty, we will get on with that job and will welcome the earliest opportunity to contribute our part to the certain and glorious victory.

No ship that ever put to sea in time of war has had a better name than our's—INTREPID—fearless, bold, brave, undaunted, courageous, resolute, valiant, heroic—these are the words which define our name. Let us live and fight our ship by that name.

CAPTAIN THOMAS L. SPRAGUE ASSUMES COMMAND TODAY

Captain Thomas L. Sprague, USN, today will assume command of the fourth U.S.S. Intrepid during the commissioning ceremony for the ship at Norfolk Navy Yard.

During the course of a 29 year Naval career, Captain Sprague has commanded three other vessels and has held responsible positions in the Naval air organization.

After graduating from the Naval Academy at Annapolis in June, 1917, he reported for duty on the U.S.S. Cleveland which, at that

(Continued on Page 2)

FIRST INTREPID EARNED NAME IN ENGAGEMENTS AGAINST ENEMY

The word INTREPID is synonymous with courageous, fearless, bold and undaunted. Such was our first ship to bear the name U.S.S. INTREPID, for in the Naval war between the United States and the BARBARY STATES, she distinguished herself by two bold and daring actions.

The first INTREPID was supposed to have been built as a bomb ketch gunboat in France in 1798 for the Egyptian Expedition of General Bonaparte. It was sold to Tripoli and named the MASTICO. It was captured off Tripoli by the American schooner ENTERPRISE, 12 guns, December 23, 1803.

The frigate PHILADELPHIA, under the command of Captain William Bainbridge, ran aground on some uncharted submerged rocks, November 1, 1803, while chasing a corsair and was captured by the Tripolitans, the captain, officers and crew being taken prisoners.

Commodore Edward Preble in the CONSTITUTION with headquarters at Syracuse as a base, learning of the disaster finally approved a plan to burn the PHILADELPHIA and remove her as a menace to future operations against Tripoli. Lieutenant Stephen Decatur with a band of 84 officers and men, all volunteers, acting under orders of Commodore Preble entered the harbor of Tripoli on the night of February 16, 1804, in command of the INTREPID, with orders to burn and destroy the PHILADELPHIA. The INTREPID was chosen on account of her Turkish rig which lessened the chance of her identity being disclosed while entering the harbor and sailing along side the PHILADELPHIA preparatory to boarding that ship. Decatur successfully accomplished his mission and withdrew safely with only one of his men wounded, but not seriously. Lord Nelson, who at this time was in command of the British blockading fleet, before Toulon, expressed it, "the most bold and daring act of the age."

The following officers went with Decatur in the INTREPID:

From the ENTERPRISE

Lieutenant James Lawrence
Midshipmen Joseph Bainbridge
Jonathan Thorn
Thomas Macdonough
Surgeon's-Mate Lewis Herrman

From the CONSTITUTION

Midshipmen Ralph Izard
John Rowe
Charles Morris
Alexander Laws
John Davis
Thomas O. Anderson

The pilot was Salvatore Catalano, a Sicilian.

For some time Preble had contemplated sending a fire-ship into the harbor of Tripoli to destroy the enemy's shipping, and to that end the INTREPID was selected. Master Commandant Richard Somers, of the NAUTILUS, volunteered for command of this perilous enterprise, and Midshipmen Henry Wadsworth (an uncle of the poet Longfellow) and Joseph Israel, with ten men, all volunteers, made up her crew. One hundred barrels of powder were placed below her deck, upon which were piled one hundred and fifty fixed shells, with a fuse, calculated to burn fifteen minutes, led aft to a box filled with combustibles.

(Continued on Page 4)

EXECUTIVE OFFICER'S STATEMENT TO CREW

All hands have done a real Navy job in fitting out our ship. We are ready to take her over. We are rarin' to go — to make every minute, from here on out, count toward developing the finest fighting team — officers, men, ship — that we are capable of.

The enemy shall know well — in fear and trepidation — that we exist.

Intrepid — a splendid name for a United States Naval vessel. "All that the name implies" might well be our motto — and with this goal ever in sight we shall mete out proper punishment and thorough defeat to the enemy.

We know our God, our country, and our loved ones expect this of us.

Intrepid — the watch is set.

ASSISTANT SECRETARY OF NAVY FOR AIR WILL PRESENT CITATIONS

The Honorable Artemus L. Gates, Assistant Secretary of the Navy for Air, will present the citations to the officers and men of the U.S.S. INTREPID who are to receive awards during the commissioning ceremony for the ship today.

Secretary Gates first became affiliated with the Navy when he left Yale University in 1917 to enroll in the Naval Reserve Aviation program.

During the first World War, he achieved the rank of Lieutenant and was assigned to participate in many important missions as an active flying member of the Northern Bombing group in France. At one time he served as Commanding Officer of the Naval Air Station at Dunkerque.

In the latter days of the war, Lieutenant Gates, while flying as a member of a French squadron, engaged in combat with an enemy aerial force of superior strength, was brought down behind the lines,

(Continued on Page 3)

INTREPID

The Ship's Paper of the
U.S.S. Intrepid
Captain Thomas L. Sprague, USN
Commanding
Commander R. K. Gaines, USN
Executive Officer
Lt. K. V. Otteson, USNR
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Ens. H. C. Small, USNR
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**CREW MUST STRIVE
FOR MORALE BUILDING**

Naval battles, unlike the campaigns fought by the Army and Marines for weeks or months at a time, are a matter of minutes. There are naval battles recorded in this war where a decisive victory was won in eight, 11 or 21 minutes. Such vigorous prosecution, to the finalities of life and death for the victor and the vanquished, is proving our Navy the finest.

At the same time the lack of sustained excitement can, paradoxically enough, cause boredom of the worst sort. With our Naval frontiers stretching from Murmansk to Recife and from Attu to Noumea, our warships, unlike the merchant marine ships might not go alongside a dock in the United States for 12 or 18 months at a time. The result among many of these warships' crew-members is a constant dissatisfaction which expresses itself thus: "We're not doing anything, let's go state-side." There is an old saying about a service man not being happy unless he can gripe. Gripping is a good safety-valve, but when a man is obsessed with going back to the states he can defeat every other effort to make him contented and healthy.

Aboard this ship you will find an athletic program that only the size of the hangar deck of a flat-top will allow. In charge of the program will be Lieut. Ambrose, formerly with the Brooklyn Dodgers professional football team. To an old "tin can" or "battle wagon" sailor it will be quite an innovation to have volleyball, basketball, badminton, and rowing machines for exercising underway. Exercise in port has never been a problem, but underway it often happens that watch and watch, or watch in three, plus the combination of Navy chow

and bunk duty can leave a man washed out. His interests amount to: (a) "when am I gonna get relieved?" (b) "gimme another cup of jamoke;" (c) "boy, is that bunk going to feel good!"

It is easily understood why a man can get bored, and will gripe, but before you yourself mistake a lot of worthless weight for meat and muscle, remember that the spaces aboard our ship are not so confined that we have to live and work in the same 50 square feet. The space is there; the program is there. As Lieut. Ambrose put it—"Our desire is to try to relieve tension by providing relaxation through sports competition. That's the dope from a fellow who made his living by having strength and endurance, and it applies to any officer or blue-jacket. The underway routine demands terrific sacrifices at times. You will have plenty to occupy your mind with your job. It will be your own undertaking to prepare yourself to meet the sacrifices of sleep, etc.

As for "not doing anything"; a unit of our size just by being present in certain waters will check-mate an equal or larger-sized unit of the enemy in the chess-like strategy of naval warfare. It is true that our far-flung frontiers have resulted in many officers and bluejackets not meeting their children until those children are a year or a year and a half old. In the Swiss militia it is a part of the policy to give a man a battle-station in some part of the mountainous terrain where he can look behind him, or down into an adjacent valley, to see his own farm with his wife and children moving about the premises. There would be no morale problem in such a militia man's mind. He can see what he is fighting for. But any American who uses his intelligence can see the distinct advantage to himself and his family of fighting out on our far-flung frontiers. The farther the better!

Whatever the cause of your own boredom you are in the Navy to fight and fight you will. The time will come soon enough. And in those first few minutes after General Quarters is sounded—before you engage the enemy—you'd settle for peace-time maneuvers in a minute. That will pass if you have occupied yourself with your job to the extent that in battle you can concentrate on doing a good job to the exclusion of all other thought. Until that time comes pick out the cause of your own personal boredom and fight it, with good health and good thoughts.

**CAPT. THOMAS SPRAGUE
ASSUMES COMMAND**

(Continued from Page 1)

time, was engaged in overseas convoy duty.

In 1918, Captain Sprague was ordered to the U.S.S. Montgomery for commissioning and fitting out duty and for duty aboard as engineering officer when commissioned. The Montgomery, a destroyer of 1200 tons, was one of the first of the flush deck type and was built in the Newport News shipyard. She was employed in overseas conveying of fast transports of the Leviathan and Mauretania type.

Captain Sprague assumed command of the Montgomery in January 1920, and served as her Commanding Officer until he was ordered to the flight training school at Pensacola, Florida, in the late months of the same year.

Upon completion of flight training, in 1921, he reported for duty to the staff of the Commander, Air Force, Pacific Fleet. He was later assigned to Aircraft Observation Squadron Two. This squadron, equipped with the old DH type airplanes, was the first to be employed for air spotting of surface gunfire.

Returning to Pensacola in 1923, Captain Sprague took command of squadron one, and later became senior squadron commander in charge of the flight school.

In 1926, he served aboard the U.S.S. Maryland as senior aviator.

In 1928 he was assigned to the Naval Air Station, San Diego, as Structural and Engineer Officer.

As Commanding Officer of Scouting Squadron 6, Captain Sprague returned to sea duty in 1931. In 1932 he became commander of the Cruiser Wing with additional duty on the staff of Rear Admiral William H. Standley, then Commander Cruisers U. S. Fleet.

A two year period, beginning in 1931, at the Navy yard, Philadelphia, as Superintendent of the Aeronautical Engineering Laboratory was followed by his reporting to the U.S.S. Saratoga in 1936 as assistant air officer. Shortly afterwards, he became air officer in the same vessel.

In 1936, Captain Sprague reported to the U.S.S. Langley as navigator.

Returning to Pensacola for the third time, he assumed duties as Superintendent of Aviation Training in 1937. During this period he was promoted to the rank of Commander.

In 1940, he reported to the U. S. S. Ranger as Executive Officer.

**EXTENSIVE ATHLETIC
PROGRAM IS PLANNED**

Headed by Lt. J. V. Ambrose, former college and professional athlete, the ship's athletic department has been busily engaged in procuring equipment to provide the greatest variety of sports for recreational purposes for officers and men of the crew of the Intrepid.

The department hopes, by developing an extensive and well integrated program of inter-divisional and inter-departmental sports, to materially benefit morale and maintain high physical efficiency standards among the personnel.

The athletic officer and his assistants will endeavor to make available coordinated activities throughout the day. As far as possible, these recreational activities will be arranged in classes so that the greatest number will be able to take advantage of the facilities.

Every effort is being made to provide an attractive and interesting program which will be greatly enhanced by enthusiastic voluntary cooperative effort on the part of the officers and men of the crew.

Lt. Ambrose is well qualified to lead such a program, having acquired wide experience in the field of sports during his attendance at Catholic University in Washington, D.C., and during the time he played center for the Brooklyn Dodgers in the National professional football league.

New York (CNS)—Apprentice Seaman Genevieve Sullivan, sister of the five Sullivan brothers who lost their lives when the cruiser Juneau was sunk in the Pacific, is completing her basic training at the WAVES school here.

In 1941, Captain Sprague placed the U.S.S. Pocomoke in commission as Commanding Officer. The Pocomoke was the first of the large seaplane tenders converted from a c-3 class hull. During his tour of duty in the Pocomoke, he was promoted to the rank of Captain.

Captain Sprague placed the U. S. S. Charger in commission as Commanding Officer in 1941.

Having served in the first World War, Captain Sprague holds the World War victory medal, as well as the American Defense medal and the American Theatre of Operations medal.

MEN WILL WEAR GREY, DECLARES 'OUR NAVY'

Enlisted men as well as officers will soon be wearing slate-grey color uniforms, according to an article in the mid-July issue of "Our Navy" magazine.

In the near future, according to the magazine, enlisted men's sea-bags will include two grey jumpers, three pair of grey pants, and one white jumper and one pair of white pants. Grey hats will also replace conventional white.

The magazine stated that "other changes are in the wind."

These changes, the magazine declared, are "not drastic," adding that "they will not satisfy those of you who have clamored for the coat, white shirt and tie as the dress uniform of all P.O.'s."

"Our Navy" pointed out that there is a growing insistence of many Navy men that something should be done to alter pocketless dress blues.

While admitting that its story on the uniform change was not complete the magazine said it was written "with the cooperation of the Bureau of Naval Personnel."

TWO YANKS CAPTURE 40 ITALIANS IN SICILY

Sicily (CNS) — Two American paratroopers captured 40 Italian soldiers, including a captain and three sergeants, during early landing operations in Sicily.

The Americans, Sgt. Ronald Snyder, Philadelphia, and Pvt. Michael Zolvick, New York, became separated from the other paratroopers in their group and lay all day in a trench near an Italian garrison.

At dawn they saw three Italian soldiers walking toward them. Snyder jumped out of the trench and pointed his Tommy-gun at the Italians. They surrendered. After that another batch of Italians came along every ten minutes. Snyder and Zolvick captured them all. In a couple of hours they had 40 of them.

North Africa (CNS) — An MP stopped a WAC sergeant when she failed to salute a group of second lieutenants.

"Would you have saluted," she asked, "If they called you 'Toots'?"

"So you met your wife at a dance; wasn't that romantic?"

"No embarrassing. I thought she was home taking care of the kids."

ALL HANDS TO HAVE RECOGNITION TRAINING

During the first months of the war in the Pacific it became apparent to all concerned that the problem of aircraft recognition would be one of the factors leading to ultimate victory or defeat in any specific engagement. It was not only imperative that pilots know our own as well as the enemy's planes, but also it was necessary for our surface gunners to be able to distinguish friend from foe.

At that time the method of identification in use by the Navy was commonly known as the "WEFT" system, a system whereby the observer analyzed the component parts of the plane, i.e., wings, engines, fuselage, and tail. This led to the use of analysis sheets on which all the possible combinations of parts were listed and on which the observer based his identification. By this time the plane traveling at upwards of 250 knots would have already completed its mission of destruction. This led many gunners into the habit of firing before the plane was identified, causing our own pilots no end of trouble.

On March 15, 1942, the President, having conferred with our Army and Navy leaders, attempted to provide a new method of aircraft recognition. The new method was based on the use of models. To obtain the necessary equipment, the Department of Education asked the school children of America to build 500,000 model airplanes. The plans for these planes were drawn up by the Bureau of Aeronautics, who offered honorary commissions to the builders up to and including the rank of Captain.

Certain limitations were apparent soon after the planes began pouring into the various training centers. Before these objections could be ironed out, Dr. W. R. Ranshaw, Head of the Department of Optical Psychology at Ohio State University, offered the Allies a new system of aircraft recognition. Dr. Ranshaw's system was based on the principle of reintegration.

The Navy Department has decided that ultimately every man in the Navy will complete the course in aircraft recognition.

In the U.S.S. Intrepid, a program, consistent with the desires of the Navy Department, will be carried out to the fullest extent.

"Have a good time at the party, daughter dear, and be a good girl."

"Make up your mind, mother!"

STOP PASSING THE BUCK

One way to increase production,
And yet keep our money sound
Is to realize what we're doing,
And not pass the buck around.
If we settle down and do our work,
And don't just wait for the gong,
We would get a lot more accomplished

By not passing the buck along.
Don't stand by and envy others:
Get down to laboring and pound.
Do your own work without whimpering

Stop passing the buck around.
The boys in the front-line trenches
Gain on their hard-fought ground;
They don't wait for someone to do it,

They don't pass the buck around!
Do you realize what could happen,
If we should lose to that hound?
We would be slaving for someone else

Where we couldn't pass the buck around.

Now if you cherish your freedom,
Where liberty and peace abound,
Do all the work assigned you,
Stop passing the buck around!

—Harry E. Edwards

ASS'T. SEC. OF NAVY FOR AIR WILL AWARD CREW

(Continued from Page 1)

and made a prisoner of war.

He was released after the Armistice was signed and returned to the United States where he resigned from the service.

Secretary Gates was awarded the Distinguished Service Medal with the following citation: "For exceptionally meritorious service in a duty of great responsibility in going to the assistance of a wrecked British aeroplane on August 23, 1918. Although it was known that the wreck was near the enemy coast and that he was in danger of being attacked, this officer proceeded to the rescue without gun layers or other means of defense in order to save weight, making it possible to pick up and transport the officers of the wrecked plane, which work was successfully accomplished in spite of many difficulties and dangers." For the above exploit, Secretary Gates also was awarded the Distinguished Flying Cross by the British.

He was nominated by President Roosevelt for appointment as Assistant Secretary of the Navy for Air August 28, 1941. The appointment was confirmed September 3, 1941, and Secretary Gates took the oath of office September 5, 1941.

Roland Van Harrington, Syracuse, is leading the International in stolen bases.

COMDR. GAINES REPORTS FROM COMBAT AREA

Commander R. K. Gaines reports to the U.S.S. Intrepid as Executive Officer following an active tour of duty in the combat area.

As Commander of the Enterprise air group, he contributed materially to the many successful engagements with the enemy participated in by that vessel.

After graduating from the Naval Academy at Annapolis in 1925, Commander Gaines reported for duty in the U.S.S. New York.

From 1927 to 1928 he attended the flight training school at Pensacola, Florida.

Upon completion of flight training he was assigned to duty with Fighting Squadron Three in the U. S. S. Lexington. This tour of duty lasted for two years.

In 1932 he returned to Pensacola as combat instructor.

During the later months of 1932 and early months of 1933, Commander Gaines was assigned to Fighting Squadron One.

From 1933 to 1934 he served in Observation Squadron One aboard the U.S.S. Arkansas.

Leaving the Arkansas he reported to Patrol Squadron Five at Coco Solo, C. Z. and served with that squadron until 1936.

In 1939 he was assigned to duty in connection with the commissioning and fitting out of the first Yorktown and duty on board when commissioned in the air department.

During the years 1939 to 1940, Commander Gaines reported to the staff of Vice Admiral William F. Halsey, then Commander, Aircraft, Battle Force.

As Commanding Officer, he reported to the Naval Reserve Aviation Base at Chicago in 1940.

In 1942, Commander Gaines assumed command of Carrier Replacement Squadron 10 which later became the Enterprise air group.

Commander Gaines holds the American Defense medal, the Pacific Theatre of Operations medal, the American Theatre of Operations medal, the Presidential unit citation for duty in the U.S.S. Enterprise and a commendation from Admiral Halsey for action in the Solomons area.

Sampson, N. Y. (CNS)—Know what Herbert Mailman does at the Sampson Naval Base? That's right, he works in the Station post office.

WHAT WOMEN THINK OF THEIR MEN

Men are what women marry.

They have two hands, two feet, and sometime two wives, but never more than one dollar or one idea at one time. Like Turkish cigarettes they are all made of the same material; the only difference is some are better disguised than others.

Generally speaking, they may be divided into three classes: husbands, bachelors and widowers. A bachelor is a negligible mass of obstinacy entirely surrounded by suspicion. Husbands are three types: prizes, surprises and consolation prizes. Making a husband out of a man is one of the highest forms of plastic art known to civilization. It requires science, sculpture, common sense, faith, hope and charity. Mostly charity.

It is a psychological marvel that a small, tender, soft, violet-scented thing should enjoy kissing a big, awkward, stubb-chinned, tobacco and bay-rum scented thing like a man. If you flatter a man you frighten him to death. If you don't you bore him to death. If you permit him to make love to you he gets tired of you in the end, and if you don't he gets tired of you in the beginning.

If you believe him in everything, you cease to charm him. If you believe all he tells you, he thinks you are a fool; if you don't he thinks you are a cynic.

If you wear gay colors, rouge and a startling hat, he hesitates to take you out, but if you wear a little brown beret and a tailor-made suit, he takes you out and stares all evening at a woman in gay colors, rouge and a startling hat.

If you join in the gaieties and approve of his drinking he swears you are driving him to the devil. If you don't approve of his drinking and urge him to give up his gaieties, he vows you are a snob and a "nice."

If you are the clinging vine type, he doubts whether you have a brain; if you are a modern, advanced, intelligent woman, he doubts whether you have a heart. If you are silly, he longs for a bright mate; if you are brilliant and intelligent, he longs for a playmate.

Man is just a worm in the dust. He comes along, wriggles around for awhile, and finally some chicken gets him.

—Author Unknown

FIRST INTREPID EARNED NAME IN ENGAGEMENTS AGAINST ENEMY

(Continued from Page 1)

At eight o'clock on September 4th, the INTREPID, with two boats towing astern for the escape of her crew, was accompanied in as far as the rocks off the western entrance by the ARGUS, VIXEN and NAUTILUS. After leaving her consorts, close watch was kept upon the INTREPID by the crews of these vessels, and the last seen of her she was standing into the harbor about a musket shot from the mole. Then the darkness shut her in, but soon after the batteries began firing in all directions. This was shortly followed by a vivid flash and a tremendous explosion, which was heard and felt by the ships outside—this was the last to be known of the INTREPID.

This disastrous affair was virtually the end of the war. Preble returned home. On his arrival in the United States, he was greeted with the liveliest acknowledgements of a grateful nation. Congress voted him their thanks for his signal services to his country, and requested the President to bestow on him a emblematic gold medal. Commodore Preble was the first officer who received the thanks of the citizens of the United States, by their Representatives and Senators in Congress assembled, since the adoption of the federal constitution, and the present form of government.

Among other testimonies to his well earned fame Sir Alexander Ball, a distinguished Admiral in the British Navy, addressed him in the following terms, on his quitting a command rendered memorable by numerous feats of heroism and ability:

"I beg leave to repeat my congratulations, on the services you have rendered your country, and the hair-breath escapes you have had in setting so distinguished an example to your countrymen, whose bravery and enterprise cannot fail to mark the character of a great and rising nation, in a manner that will ultimately be attended with the best and most important consequences to your country."

The Pope made a public declaration that "The United States though in their infancy, had, in this affair done more to humble the Anti-Christian barbarians on that coast, than all the European States had done for a long series of time."

At the Naval Academy at Annapolis (originally erected in Washington) stands a fine monument, in memory of those who lost their lives before Tripoli. The names of the officers in whose memory the monument was erected and which appear on it are: James Decatur, Henry Wadsworth, Richard Somers, James R. Caldwell, John S. Dorsey and Joseph Israel.

The second INTREPID was built at Boston, commissioned in 1874, brig rigged and iron hull, 170 feet 3½ inches in length, 35 foot beam, 11 feet depth, steam torpedo ram, 438 tons. From August 3 to October 30, 1874, she cruised along north Atlantic trying her torpedoes. From 1875 to 1882 she was in commission at New York Navy Yard. From 1883 to 1889 she was undergoing repairs and alterations at that yard. She was stricken from the Navy list and sold in 1892.

The third INTREPID was built at Mare Island in 1904 by the U. S. Navy. She was a steel vessel, bark-rigged, and was designed and used as a training vessel. She was stationed at Yuerba Buena, California. She was sold December 30, 1921.

The fourth INTREPID is an aircraft carrier. She was launched April 26, 1943, at the Newport News Shipyard and was the first major warship to be constructed at that yard in a graving dock. Her keel was laid December 1, 1941.

Mrs. John Howard Hoover, wife of Vice Admiral Hoover, was the sponsor and used the traditional champagne in christening the ship.

The INTREPID is a sister ship of the ESSEX and the YORKTOWN also built at the Newport News Shipbuilding and Drydock Company.

When commissioned, the INTREPID under the command of Captain Thomas L. Sprague, USN, will take her place as another important addition to the Navy's mighty fleet. It is the fervent wish of the officers and men who take her to sea that she may again perform "the most bold and daring act of the age" and will add new lustre to the name INTREPID in the annals of the United States Navy.

MEDICAL DEPARTMENT IS WELL EQUIPPED

The attack is over. Screams of the wounded resound throughout the darkened, ruptured compartments. Flames lick at the bulkheads and dart from the overhead. In the dim shadows, white-clad figures glide toward the wounded. Stitches are taken; bandages are fastened; the dead are removed. The medical department is at work.

The medical department is responsible for the health of the crew, for the care and treatment of the sick and wounded and as far as possible for the prevention and control of disease. It shall be, at all times, prepared for any emergency.

General duties of the medical department are as set forth by the U. S. Navy regulations, 1941 printing—articles 1132 to 1183 inclusive. All hospital corpsmen will be instructed by medical officers in both practical and theoretical work of their ratings. Personnel assigned as stretcher bearers will be given intensive training and shall be required to demonstrate intelligent knowledge and practical application of first aid measures. Instructions in personal hygiene and first aid shall be given to all personnel as the Commanding Officer may direct.

Sick call will be held twice daily at 0830 and 1900. Officers and men requiring medical attention between taps and reveille should make known this fact to the night duty corpsman who will sleep in the first bunk in the sick bay ward. A medical officer will be on duty in the sick bay space at all times.

The sick bay space is located aft on the third deck. It consists of a clerical office, medical officer's office, surgical dressing room, pharmacy, laboratory, x-ray room, operating room, aviation examining room, dental office and a 38 bed ward. The sick bay spaces are equipped to handle any case which may arise.

The operating suite consists of two rooms, the first of which is the sterilization and scrub room in which all surgical goods and equipment are sterilized. The room is equipped with a large steam autoclave and several small electric sterilizers. The operating room proper is a completely outfitted surgical unit and is capable of handling any case of minor or major surgery.

It is the ultimate mission of the medical department to keep as many men at as many guns as much as possible.