



VOL. 1 No. 4

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**RECOGNITION VITAL TO
SUCCESSFUL WARFARE.**

Recognition is a new subject in this war and must be known by officers, lookouts, and gunners -- ALL persons fighting topside.

There is no excuse if one of our planes is ever shot down through a battery officer's, gunner's, or director operator's failure or lack of ability to recognize it quickly and surely. And on the other hand enemy planes must be recognized with certainty in order to open fire at long range - to hit it promptly and finish it off at short range - so no enemy plane gets near the ship undamaged or insufficiently under fire to cause a sure miss of its bomb or torpedo.

"There is no short cut to recognition. But there is one golden rule in either teaching or learning the subject - 'Make it interesting.' Background data is most important in building up for each airplane a living character and personality and removing from it the stigma of a dead silhouette or a featureless photograph with no past, present or future. In fact 'glamor' is half the battle in getting it across. In practice each airplane has more vitality and personality in sight, sound, smell and handling qualities than any other man-made machine. Told in detail these features stamp themselves in the memory as a logical sequence instead of a series of unconnected and uninteresting facts.

"Having absorbed the background which brings each type to life, with the silhouette as the skeleton, as many photographs as possible as the flesh on the bones and the detailed interest as the breath of living personality, flash training provides an excellent background for co-ordination of mind and memory.

"Therefore let us not forget that aircraft recognition is not just another subject to be swotted up and forgotten. It is a matter of life and death - yours and the other man's - your shipmates. In action prompt, precise and accurate recognition in a fraction of a second is the only sort that counts. Absolute familiarity with both hostile and friendly aircraft is the only standard. Fortunately, acquiring the knowledge to reach that standard can be a process of absorbing interest when it is approached the right way."

MERRY CHRISTMAS

The old familiar greeting comes to life again and with it memories of happier occasions. At home and abroad, on the continents and seas of the world, fellow Americans exchange with each other the customary salutation "Merry Christmas". The survival of this feast does appear and sound strange with war, death and destruction about us, but as long as man inhabits this earth the meaning of Christmas will not die.

Two thousand years have passed since the world was awakened by an angelic choir heralding the birth of the Saviour of men. In the town of Bethlehem these glad tidings were announced and through the course of centuries every land has heard the story. "Fear not; for behold I bring you good tidings of great joy, that shall be to all the people. For this day is born to you a Saviour, who is Christ the Lord."

The advent of Christ was the beginning of a new civilization. In it man was to realize the purpose of his own existence. There were nobler things than the grandeur of materialism and the slavery of paganism for which the children of God hungered. Human happiness and hope could only find nourishment in truths that came from on High. From Bethlehem came forth the sublime concepts of freedom, justice, and love upon which society is founded and in which peoples can live in peace and promote their temporal, and eternal well-being. The joy of Christmas is man's song of gratitude; more than that Merry Christmas is our salutation now, in our determination that men should live as God has ordained in his image and likeness, and as heir to Heaven.

TO THE SHIPS COMPANY

We the staff, wish to take this space and opportunity to wish you, our patient readers, a Merry Xmas. May your hollidays be filled with the best things of life.

The Ship's Paper of the U. S. S. INTREPID

Capt. T. L. Sprague, USN Commanding

Comdr. R. K. Gaines, USN Executive Officer

Staff

- Lt. K. V. Otteson, USNR
- Lt. T. F. Herlihy, USNR
- Ens. G. C. Halcrow, USNR
- L. W. Vickrey, Yeo. 1c, USNR
- L. G. Smith, Yeo. 3c, USNR
- T. A. McDonald, Prtr. 1c, USN
- R. A. Bolduc, Prtr. 3c, USNR
- S. L. Piscitello, S1c, USNR

CONCERNING OURSELVES

The newest inside, confidential, strictly q. t. dope received from the boys in the South Pacific contains the surprising news that Japanese sailors do not spend their time smiling through their buckteeth and muttering, 'So sorry'.

They train and work for that day when the U. S. S. INTREPID comes cutting through the waves looking for a fight. When that day comes the best man will win.

We have a great and beautiful ship. No finer aircraft carrier exists. Tojo's boys have one strike against them now. The two additional strikes that add up to a strikeout are up to us. We must handle planes, fire guns, cook chow, wash out clothes, keep the ship clean, and perform every other task necessary to the operation of a ship better than the Jap. We must smile, carry out orders, be friendly, and want to cooperate with each other better than the Jap. If we are better, the rewards are great. If we are not better - use your imagination.

The greatest reward for being a good sailor is simply that you feel good. You know that you have done well your part in our effort. A second reward lies in an increased interest in your duties, a growth of friendliness among the fellows you work with, and a habit of mind and action which makes your duties progressively easier. You will also gain promotions and earn more mazuma.

The last reward for your hard and good work will be shared by ourselves and hopeful people everywhere. We shall win the victory. After months of training and performing the job we will enter into the ten, twenty, or sixty minutes of action which will constitute the total of the INTREPID'S battle existence. With an ability to win out, we shall win out. Victory shall be ours. We can go home to the folks well, happy, and heroes.

Think of the girl back home, the chow mother used to cook, or the scarcity of beer in Norfolk. But don't forget a little Japanese sailor who is learning his duties and standing his watches. You must be a better sailor than he when you meet him some day.

'SPARKS' says:

Electrical equipment develops very few major casualties in ordinary circumstances if kept clean and if systematic inspections are made in regards to lubrication and insulation. You will save yourself future 'headaches' and hard work if you start NOW in making routine inspections of your circuit daily. You will also make your job easier by learning the location of the equipment and the quickest way to reach it in an emergency. Quick action in emergencies may insure the safety of you, the shipmates about you, and your ship.

Coordination of effort not only improves the efficiency of operation, but also eases the tasks of each individual.

Recommendations for advancement in rating will be based on initiative and ability combined. If you have ability and fail to display it in initiative, don't expect to be advanced to a higher rating.

Recommendations will come through your leading Petty Officer to be passed on by your Division Officer to the Executive Officer for action.

A cheerful, willing worker has the edge on the man who is continually 'ducking' work even though he may not have as much ability as the 'gold-bricker'.

Your Division Officer will be advised from time to time on the eligibility of his men for promotion and the rewards will go to the ones who deserve them.

Get 'on the beam' and quit dragging the anchor, Shipmate.

The glorious deeds of American Naval heroes have inspired our Navy men of today to uphold the Navy's traditions with deeds of valor that have carried the ominous note of doom to our enemies. Every Navy man should become acquainted with the history of the American Navy. Who among us can help but feel the thrill of pride in the dying words of Captain James Lawrence - "Don't give up the ship"; or Farragut's "Damn the torpedoes - full speed ahead".

American sailors have always had a natural pride in their ships and their own abilities.

We have a fine ship under us. The INTREPID can be the pride of the fleet if her crew determines to uphold the traditions of the American Navy.

Highlights of Elbert Hubbard's MESSAGE TO GARCIA.

An inspiring article appeared in the 19th century in a magazine which has been printed in nearly all of the world's languages. It was written by Elbert Hubbard who was lost in the sinking of the LUSITANIA.

I don't remember the article word for word but will try to give you the highlights.

During the Spanish-American war President McKinley wanted to send a message to the insurgent leader in Cuba who was known as General Garcia. No one could be found who knew where to deliver the message until a man by the name of Rowan stepped forward and said



DIVINE SERVICES

Sunday

Catholic Mass 0700 - 0900

Weekday Mass 0700

General Protestant Services 1000

Christmas Day

Catholic Masses 2400, 0700, 0900

General Protestant Divine Services 1000

SPARKS' SAYS;

Continued from page 2

he would deliver the message to Garcia. He only knew that Garcia was somewhere in the jungle terrain of Cuba. He didn't ask for extra men to help him. All he wanted was to be landed on the shores of Cuba with the message. Three weeks after he was landed from an open boat on the shores of Cuba he had traversed hostile territory through dense jungles and delivered the message to Garcia.

Today we want men who can 'deliver' in an emergency. There are men, who, when asked to do a job invariably come up with one of the following exclamations - "That's not my job" - "Let Bill do it" - "Can I get someone to help me?" - "Won't it wait until tomorrow" - or "Smith's got the duty; let him do it".

A great many advancements in rating are awarded on the basis of willingness and initiative. A true Man O' Warsman is always on the alert to lend a hand to his shipmates at any time.

DID YOU KNOW-----

That Commander R. K. Gaines, USN, our Executive Officer and Chief Pay Clerk O. A. Carver, USN, both received the Presidential Unit Citation, awarded for services on the "Big E" (USS Enterprise)?

That Torpedoman P. Causey, USN, is the holder of the Silver Star Medal for heroism on the GRAYSON while in action against the Japs?

That Lieutenant K. V. Otteson, USNR, has been awarded the Navy and Marine Corps Medal for heroic conduct during the Coral Sea Battle?

That C. A. Bone, CTC, USN, has also been awarded the Presidential Unit Citation for outstanding services while attached to the USS ATLANTA?

That Charles A. Young, MM2c, USNR, was awarded the Navy and Marine Corps Medal for heroism during the Casablanca "show" while attached to the USS ANCON?

CHIPS OF THE HULL

I think NOTHING could be more pleasant at nite, Than to hear the bugler play 'taps' just right. It seems to sort of soothe you as it tells you to go to sleep. But about then I hear the bosn's whistle peep; It's so darn shrill it curls your hair, And then the bos'n growls, something like a bear.

It would be much more pleasant, and this is straight from the heart- If we'd let the bugler suffice and omit the bosn's part. If this can't be done, may I suggest to you, If we must have the bosn, let's reverse the two.

A fitting name, the INTREPID For the 'triple-threat' of the sea Who's destined to put Hirohito "Down" where he should be.

You couldn't pick a better ship 'To do the job up well, For she and her crew will never rest Till the "Rising-sun" is set in hell.

A \$34 Question I wander aimlessly about the ship As day by day we sail, And ponder on one single thought- Where in the H--- is the mail?

Famous last words. What happens when you turn this gadget like this?

***** Merry Christmas Everybody! *****

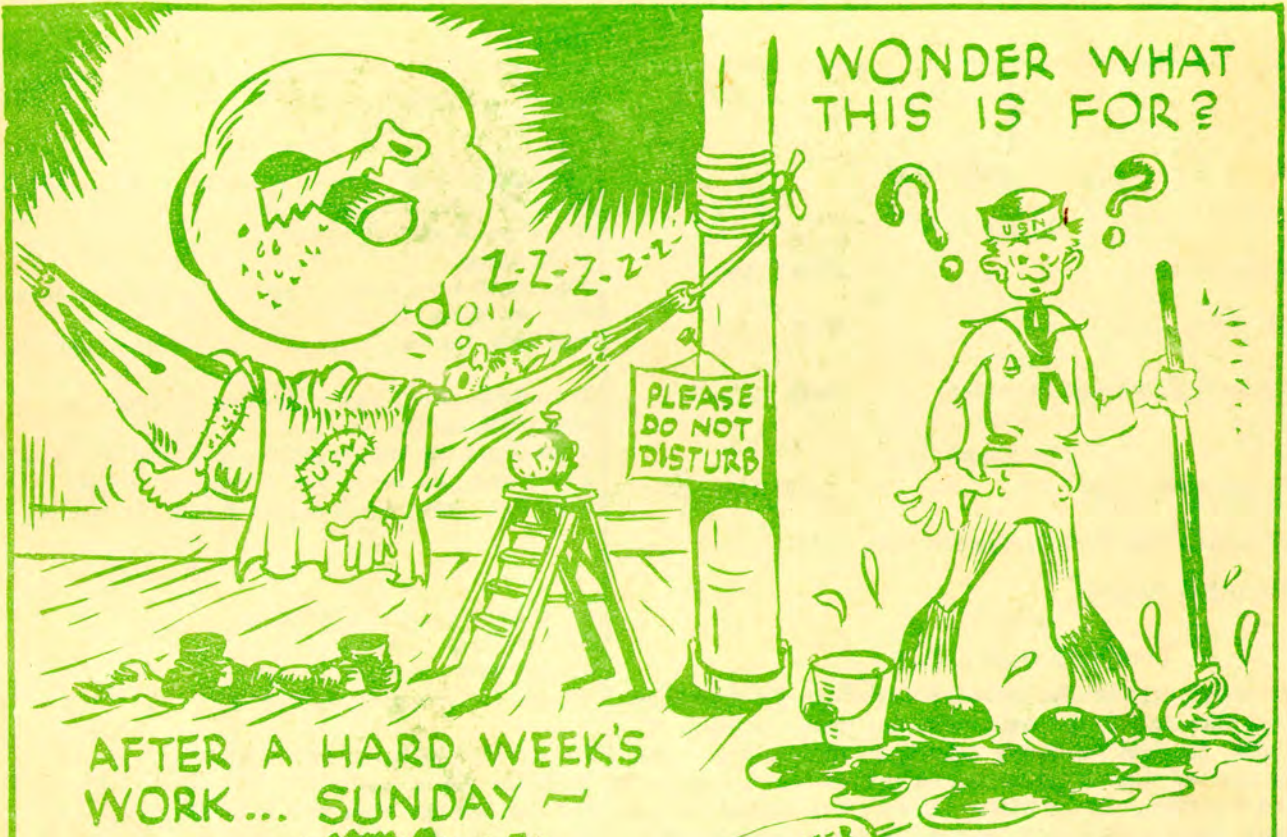
That the Veterans Administration published extracts of a letter received from a woman residing in the "far-away" section of a state:

"I am annoyed on my application you have marked my child illiterate. Oh, why did you shame me of it? It is a lie, I married his father a month before he was borned."

That, a certain member of the Medical Corps told the following:

"A dear old lady spotted a brand new Lieut.(jg), but was puzzled by his corp device. Said she: "Young man, what may you be?" B.N.L.J.G.: "Madam, I am a naval surgeon." 'My, my,' said the D. O. L. 'How you youngsters specialize these days.' "

That the above jokes are lousy, and only used here to fill up a couple of lines that would otherwise be filled with a couple more lousy jokes?



AFTER A HARD WEEK'S WORK... SUNDAY ~



THREE HOURS AND FIFTY-EIGHT MINUTES TO GO!

MAIL DISTRIBUTION...