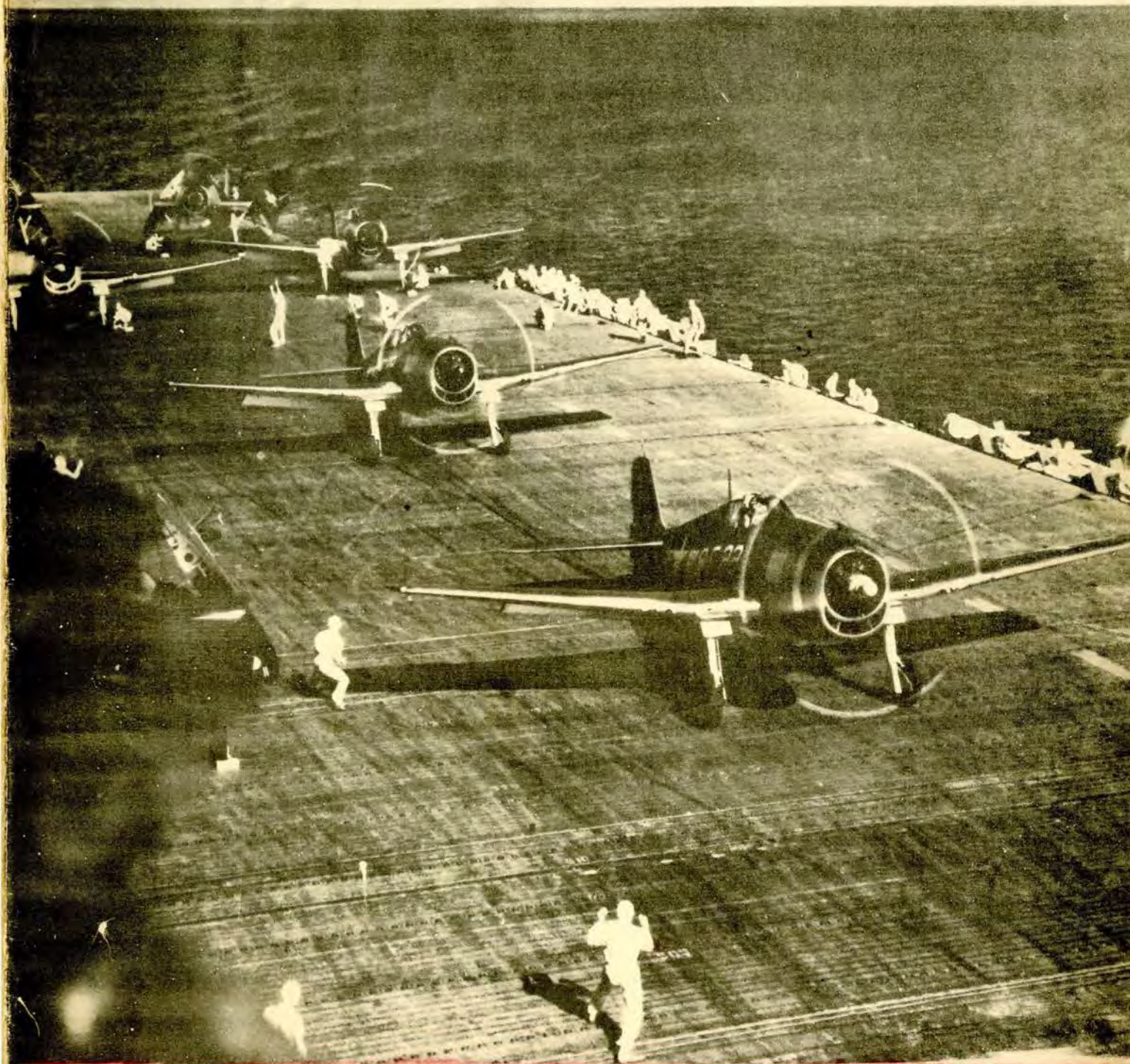


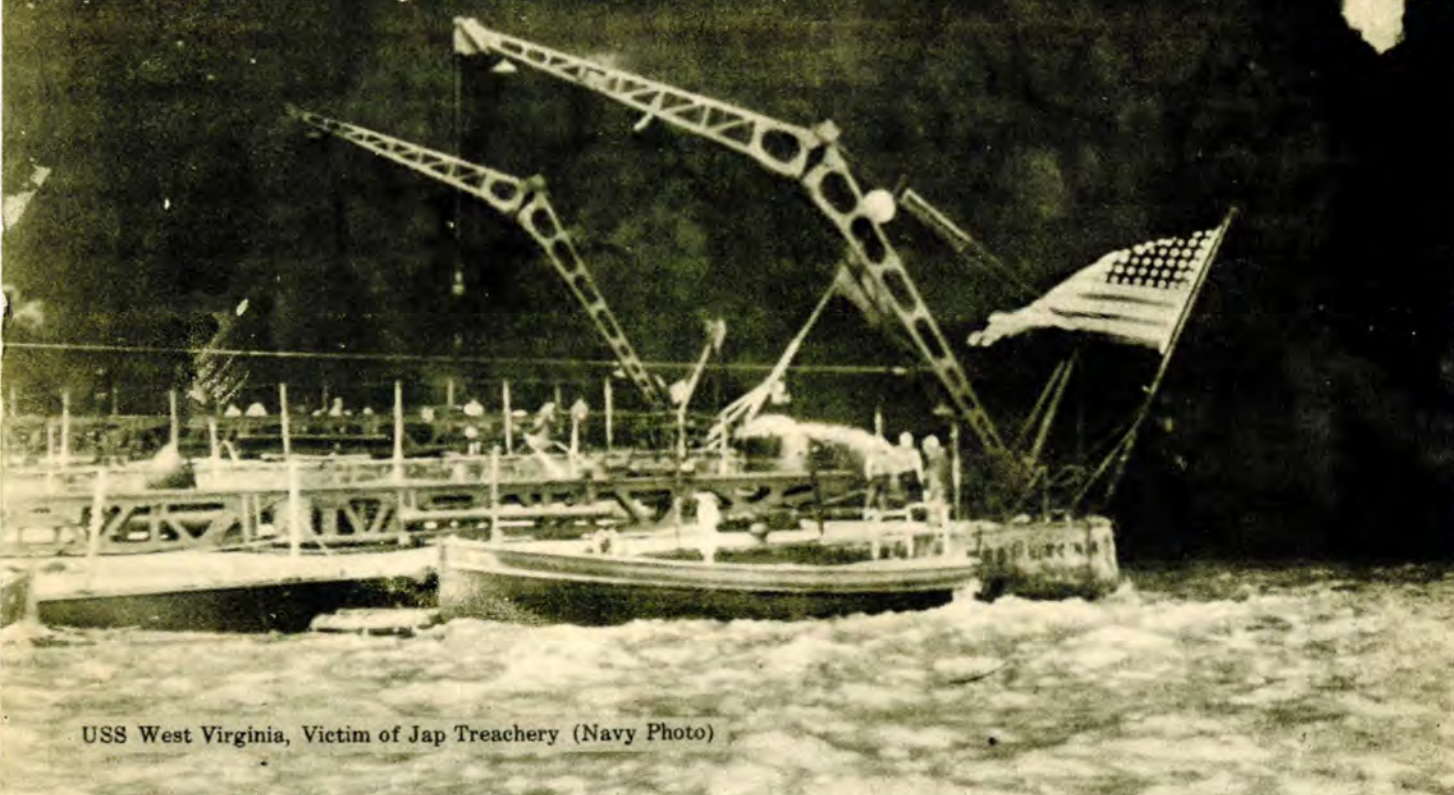
INTREPID

Then - Now - Forever



BEGINNING OUR SECOND YEAR · SEPTEMBER, 1944

Triumph in Absentia



USS West Virginia, Victim of Jap Treachery (Navy Photo)

Fear of Carrier Made Japan Waste Pearl Harbor Advantage

Why did not Japan press home the attack after destroying Pearl Harbor and thus immediately button up the Pacific? Every American has asked himself this question. Capture of the Hawaiian Islands would have made Japan impregnable in the Pacific, enabled her to open a front against Russia, doomed China and Australia, and exposed the American west coast and Alaska to invasion. Why was the drama not played out? Certainly the answer to Tojo's precipitate withdrawal was not dictated by anything left at the stricken Hawaiian port after the Japanese formations had completed their mission. Let us go back more than ten years to Geneva, where the International Disarmament Conference is in session to reduce if possible the total of world armament. By 1932 and the Geneva conference, the United States had only three carriers to Japan's six, and already Japan had launched her undeclared war on China and was an aggressor nation.

However, it was Japan which immediately seized the spotlight at Geneva in demanding that, in the name of humanity, the nations erase aircraft carriers from the list of permissible armaments. Said the Japanese: "Aircraft carriers are most aggressive weapons, which are terribly efficacious against the defense weapons of any nation, and extremely threatening to civil populations." Strange talk for a nation already trampling China and well heeled with flat tops. Nevertheless, Japan violently condemned all naval aviation and drove for its abolition before

From N.Y. Herald Tribune, April 23, 1944 By G. R. Wilson

the aviation committee of the disarmament conference. The United States dissented. Claude A. Swanson, a member of the American delegation and a United States Senator from Virginia, avowed the United States Navy considered aircraft carriers as defensive weapons against submarines; but his assertion was considered specious and he guilty of bombast. Japan carried her point and the nations voted 16 to 2 that flat tops were symbols of aggression. Portugal and the United States being in the minority. France and Great Britain abstained from voting. Had not the conference eventually ended as a fiasco, the United States would have been stripped of her flat tops. That was exactly what Japan wanted, for the Japanese resolution was directed not toward humanitarianism but the United States. Why? Japan had come to realize that the agency of naval aviation alone could interrupt her plans of aggression and that aircraft carriers were the foundation of naval aviation. She had found carrier operation very difficult and knew that the United States Navy was ten years ahead of the world in flat-top technique and could not be overtaken.

The attempts of the Japanese to bar the carriers as weapons could not be misinterpreted. From that date the Navy bore down on carrier procurement and on perfection of naval aviation. By the time Pearl Harbor came up, the United States had added five great carriers to the fleet---the *Ranger*, *Yorktown*, *Enterprise*, *Wasp*, and *Hornet*,---and had improved aircraft and

operating procedures still further beyond any other naval power. Bearing these facts in mind, we now come to the eve of December 7, 1941. The trap is set. An incomparable destiny is within Tojo's grasp. But there is one element missing in the treachery Japan has forged. Where are the American flats? Tojo did not know and dared not move an adequate invasion force eastward to attempt the capture of Hawaii. The planes of the American carriers might mature out of the skies and junk his navy. Tojo was forced to hit and run, rather than invade. I hold that flat tops, by their very existence as a component part of the United States Navy, probably saved us at Pearl Harbor. Fear of American aircraft carriers dictated the limits of Japanese action. Subsequent events have supported the theory. Surprise has been expressed that the fleet of Nippon has not been found at Truk or in the Marshall, Gilberts, Carolines, at Yap, Guam, or elsewhere. I repeatedly have expressed skepticism that the main enemy fleet ever will risk, unless cornered, decisive action against our air-supported naval power. Exactly six months after Pearl Harbor, Tojo made his bid in strength for control of the central and eastern Pacific. His invasion was intercepted near Midway and the carriers he dreaded, assisted by marine and army aircraft, cut him down. His carriers the *Hiryu*, *Kaga*, *Soryu*, and *Akagi*, with all their 275 planes, were sunk by Navy dive bombers because the Japanese concentrated on our torpedo bombers, which had licked them in the Coral Sea previously. The enemy left his naval air power at Midway and thus enabled the United States to continue operations in the Solomons and turn him from Australia. We now can estimate from actual experience how far the Japanese were justified in their fear of United States carriers as expressed at Geneva. The United States has lost four first line flat tops--the *Lexington*, *Yorktown*, *Wasp*, and *Hornet*, and a convoy carrier, the *Liscombe Bay*.^{*} Against these losses the carriers must be credited with the victory of the Coral Sea, Midway, various attacks on the Japanese-mandated islands, the defeat of the submarine wolf packs in the Atlantic, and triumph in absentia at Pearl Harbor.

Much has been written of the vulnerability of the flat top. That a degree of vulnerability exists cannot be denied, but that the big ships are "set-ups" is far from true. Certainly the carriers are more at home in the distances of the oceans than in restricted waters or when brought under powerful land-based aviation. Yet in thinking of carriers, we must look forward rather than backward. Carrier development is not static. No weapon of the war is in a more dynamic state of adaptability. At Geneva, the United States Navy asserted carriers were defense against submarines. Came 1942 and the showdown. Nazi submarines had been driven from American waters by offshore air patrol, and combined Anglo-American forces had the submarines well in hand in European areas. Under these conditions Hitler announced his mid-ocean submarine wolf-pack technique. By now the United States had a great expeditionary force in England, Africa, and points east. The convoy bridge over the Atlantic

was vital. Shore-based air patrols could not sweep the vast mid-ocean areas. What to do? The Navy was on the spot.

Enter the baby flat tops--converted merchantmen procurable from shipyards like hot cakes from Childs. Taken aboard were the ingenious wing-folding Grumman Wildcats and Avengers which hunt together like a man and his dog, the Wildcat ranging fast to find game and point, while the Avenger hustled up with its submarine-blasting bombs. The wolf packs were stopped cold. The aircraft carrier had shown its adaptability. The last official announcement covering the Atlantic picture showed that in three months American forces had sunk twenty-seven Nazi submarines and the baby flat tops got twenty-one of the twenty-seven. However, the point I wish to make is not that the carrier has no weaknesses, but that the carrier has many arrows to its bow. The baby flat top is but one of them. I expect to see carriers of 50,000 tons in this war, mothering heavy bombers, big long-range fighters, dive bombers carrying block-busters and torpedo planes carrying whole batteries of tin fish.

But not only is the flat top dynamic in its modifications to meet various situations, its vulnerability can be diminished. The submarine is its greatest enemy. One torpedo is worse than several heavy bomb hits on a carrier, because the torpedo may cause deck list. Early in the war carriers were without sufficient screen against submarines, but such a condition no longer exists, for, although submarines will continue to get carriers on occasion, the job will be tougher. Against air attack our flat tops have immeasurably improved their defense. Surprise was once a nightmare to carrier commanders. The approach of enemy aircraft no longer depends on visibility. Time is now available to get defending aircraft fueled and aloft for interception, for blowing out of fuel lines as protection against fire, for clearing decks of bombs and torpedos, for securing bulkheads, for breaking out fire-fighting equipment, for distribution of anti-aircraft ammunition and security personnel. Nor is the flat top now vulnerable to fire and explosion of ammunition as she once was. The paint is all gone. Provision is made for escape of vapors, and bulkheading is increased.

Against high-altitude horizontal bombing the carrier opposes speed and change of pace. Against dive and torpedo bombing she opposes anti-aircraft and interceptors. Against submarines she opposes surface-vessel screen. The flat top is most vulnerable when heading into the wind to take back aboard her fuel-exhausted plane. However, her danger from this source has been greatly minimized. Perfection in landing procedure and arresting gear has cut down the time limits, so that American naval aircraft ride one another's tails aboard like a herd of elephants in a parade, and with increased fuel capacity can stay up almost twice as long. The carrier is the perfect symbol of the wedding of the old and the new... sea power which for ages ruled the world and air power which is newly born. It is well for this nation, with its destiny resting between the two great oceans, that the aircraft carrier first reached its highest utility in the United States Navy, surviving even international diplomacy.

^{*}Editor's note: Since this article has been written, the *Block Island* has been lost in the Atlantic.



ANNIVERSARY COMMENT BY C. O.

One hundred and forty years and six months ago today, the first United States ship to bear the name INTREPID entered the harbor at Tripoli, on the coast of North Africa, to carry out what Lord Nelson called "The most bold and daring act of the age". Manned by a crew of ten officers and sixty two men, under command of Stephen Decatur, the original INTREPID struck right into the home base of the Barbary Pirates. Under the very muzzles of a hundred guns, that gallant crew boarded the prize vessel of our enemy and completely destroyed it.

Today, aboard this modern mighty INTREPID we celebrate her first birthday. On this first Anniversary I know that every one of you, my shipmates, join with me in the hope that in our further engagements with the enemy we shall continue to be worthy of the name INTREPID. In cool courage and fearless bravery, in the spirit of the heroic and undaunted crews of the past, God grant that the accomplishments of our future missions may be additional "bold and daring acts of the age."

J. F. BOLGER, Captain, U. S. N.



SAVE WATER



Lt. Commander Hogan, who is, among other things in charge of this ship's water supply, is charged with the responsibility of proper distribution of this water. He must see that there is enough for showers, drinking, cooking, ice, laundry, field day & God knows what. But ahead of all this are the boilers.

Use water carelessly as you have in the past and you'll wind up showerless --- one of Hogan's goats.

SoPac---Do natives of the islands prefer the Americans to the Japs was a question answered recently by the story of a native.

A Malaitan dashed into camp one night and excitedly announced, "I save American, I save American. I heard plane come down. I go out and I say: 'Jap or American?' If he say Jap, I hit with axe." N A News.

THE INTREPID

THEN NOW FOREVER

Captain Joseph F. Bolger, USN, Commanding Officer
Commander R. K. Gaines, USN, Executive Officer

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VICTOR OVER 19 ENEMY PLANES TO GET \$100 FOR EACH



CHICAGO (AP) --- Lt. Alexander Vraciu Jr., 25, of East Chicago, Ind., who once declined a furlough from the Pacific because "there are a few things I want to clear up," was en route home Monday with 19 Japanese planes and \$1,900 to his credit. (June Issue "The INTREPID")

He stopped off at the home of his uncle, John Tincu, Chicago manufacturer, to "collect on a little wager." Mr. Tincu had promised Alex \$100 for each plane he shot down.

"I'm glad he came home now because if he stayed there any longer I'd have to buy the Jap air force," said Mr. Tincu.

☆☆ EXECUTIVE OFFICER'S GREETING ☆☆

It is my privilege to cut the INTREPID'S first Anniversary cake---she's a beauty. (This knife would be a handy size to use on some Jap.) She's a happy ship today as we realize the direction in which we are sailing. We can't win the war without smelling the smoke of battle. We are on our way again for just that. I feel permitted to extend felicitations and congratulations to the Captain on this occasion from each officer and enlisted man. We appreciate his fine message to us and I wish to assure the Captain for us all, that we are ready to do a job.

R. K. Gaines. Commander, USN



Upper right:
Cmdr. Gaines cutting,
C. A. Bassett, Bkr. 1c observing.
Lower right: R. W. Gauslin, Bkr. 2c
and F. R. Nicholls, Bkr. 2c applying
finishing touches.

INTREPID'S FIRST BIRTHDAY CAKE

728 Pounds of Cake -- 90 Dozen Eggs (1080 Eggs Mother!)



By Smokey Joe

Well here we are back again with our monthly ration of journalistic (?) pot pourri. We are still at a loss to figure why the Editor allows us to spoil two issues of the INTREPID Tattler but chances are it's because of one of two reasons: 1 - He is short of good material, or 2 - He is very short of good material. Well, we're as game as he is so "Here we go again" as the three little kids said in the adjoining bedroom the night ----- (censored). Hey censor, lay off willya? Hows a guy gonna write a column with you buttin in all the time? That's the way with those communication guys, nothin to do but butt in on other people's business. I know, 'cause one of them is my room mate and he's got bed sores from so much sack time. (Just kiddin' Paul, everybody knows that stuff keeps you 'jumping plenty).

The Hull Department was pretty sad last week and guess a lot of other people felt the same way. They took our boss away, dawgonne them, and we sure hated to see him go. In all our years (never mind how many) of knocking around we've never worked for a finer gent. He was in our opinion the epitome of everything a real Naval Officer should be: Efficient, Honest, Loyal, Courageous, Kind, Tolerant and Courteous to all. We saw him from the first day we reported for "fitting out duties" at Newport News, tear into a man-size job and do it well. No matter what problems, and there were many (from the first day until the day he was detached) what difficulties, what hardships presented themselves, the Boss tackled them, beat them and through it all he remained his old smiling, genial self.

We quote from a Navy Department Bulletin on Leadership: "Sun Tsu in his treatise on the art of War, written some 500 years before Christ, said: Regard your soldiers as your children and they will follow you into the deepest valleys; look on them as your own beloved sons and they will stand by you even unto death." We don't know whether Commander Philip Reynolds ever read or heard of Sun Tsu's advise but we know he certainly practiced his teachings! Good luck and Happy Days to you Boss, wherever you go.

To our new First Lieutenant we pledge our loyal support and our sincere promise to carry on in a manner that will honor the Hull Department and keep it as always; the backbone of the WHULLe ship! Who booed? Bet it was either some Airdales, Deck Hands or Engineers! Get 'em Casey and chase 'em away from the movies!

Talking about transfers we'd suggest the Supply Department reduce their quotas of Mackerel. Why? Haven't you heard? The great Machinsky is also leaving us and no more will all casualties be handled in the Machinsky way "Just rub it with a Mackerel". We'll miss you Skee and your excellent work and good luck wherever you go. Our frog-voiced Chief Boatswain is also leaving us and even if he did scare a lot of kids out of a year's growth (a time or two), he did a very seamanlike job on board and we wish him lots of luck. Chief Boatswain Brannan, his relief, is a real conscientious old sea dog with about 30 years service and we believe he will carry on in good shape. Welcome aboard.

To deviate for a while from the Hull Department, have you noticed that spry young lad operating on the Flight Deck during Sun and Exercise periods? Name is Lou Kraft, S1c - one of Lieut. O'Connor's athletic assistants. Has two sons in the service, is 45 years old (didn't have to join the Navy or anything else) and every day boxes with eight or ten different huskies (all of them trying to knock his head off) and is always ready to do anything else for anyone at all who may want some help along athletic lines. He is a great gent doing a marvelous job and we sure think a crow would look swell on his dress jumper, don't you? How about it Tom?

While passing out the orchids this is a good time to compliment the whole ship's company on their good judgement regarding what they write home. Have been censoring mail for a long time now and we can count on the fingers of one hand the number of letters we've had to turn back because of indiscreet contents. Most of the rejects occur because of improper insertion of address, use of both sides of the paper and the small infractions of the rules which, however, still keep the letter from getting to that dear little woman who is anxiously waiting for it. Get hep to the regulations and by complying with them your mail will not be held up.

Notice how much cleaner the ship looks these days? We'd say just about 3.8 - give or take a point. Would be a much higher over all average but some spaces drag the rest of the ship down. But in general its really looking like a real man-of-wars-man these days and doesn't it feel good to eat and sleep or work in a spankin clean compartment? You bet it does! Keep it up gang, its a little more effort but you've got what it takes! And remember "Cleanliness is next to Godliness", so if you don't go to church, grab a bucket and massage some paintwork! Who's balmy? You'd be balmy too if right in the middle (Hell no its not the end) of your column the Gunnery Department decided to fire every gun on the damned ship! And talking about fires reminds us we've been very fortunate on this packet (so far) in not having any fires outside of incinerator, engine room and galley fires (censor's note: we're supposed to have them in those places) but don't lets put our guard down 'cause this old man Fire is a tricky sort of a guy, will sneak up on you when you least expect him. Here's a few hints which may help to prevent fires and knock them down quickly if they should start:

- 1 - Place all oily rags in covered metal containers.
- 2 - Return all paint pots and brushes to the paint locker after using and at least by 1600 daily.
- 3 - When taking trash to the Incinerators, don't dump it out carelessly but put in containers provided for that purpose.
- 4 - Don't smoke when planes are being gassed -- That means all hands!
- 5 - Don't fill plane tanks with gasoline to overflowing (the so called positive method). Yes and don't use gasoline for a cleaning solvent either! You think you've got a "C" card or something?
- 6 - Wipe up all oil and grease under aircraft.
- 7 - Don't get "rough" with ammunition when handling it. A lot of St. Peter's guests will tell you its very sensitive to shock.
- 8 - Don't weld or burn anywhere on the ship before checking contents of all adjoining compartments and receiving authorized permission.
- 9 - Don't "play with CO2 Fire Extinguishers or neglect your fire hoses, nozzles and other equipment.
- 10 - Don't take the attitude that in case of Fire aboard ship its the Repair Party's worry and not yours. Brother, when these babies burn, its everybody's worry.

Well now that we've got that off our chest we think its about time to fold up. If you have any beefs, or gripes or anything else for the Hull Department, just drop us a note in the First Lieutenant's Office and we'll see what we can do you for. And remember, there's only 102 shopping days until Xmas! So what? So long!



A SKIPPER'S LAMENT ☆ ☆ ☆ ☆

(By Norm Lahey; From Boston Post)

Was a time when sailors were sent aboard ships
But now it's a bunch of landlubbing drips;
Old men and babies now make up the crew,
And sailors among them are very few;
But we're out to sea—so what can I do,
For I've got to see this voyage through.
There's every type of civilian here
Though they're all dressed up in Navy gear;
"Upstairs and downstairs," the "front and the back"
They call a bunk a "bed" instead of a "sack";
I say to go aft, and their mouths open wide,
You'd think, I was saying to go over the side;
And a moderate sea, you'd believe was a gale
The way I find 'em draped over the rail;
As a skipper I know there's but one thing to do,
I must mold them into a good navy crew
I'll teach them the very best I know how,
That the "back" is the stern, and the "front" is the bow;
I'll teach them to know the "floor" is the deck,
And a doze at the wheel is the cause of a wreck;
I'll go without sleep as I patiently train 'em
But if they call this ship a "boat",
I'm gonna brain 'em

Albany, N. Y. (CNS) --- Mrs. Katherine DeVane was on her way by bus to answer a jury duty summons when she received a more urgent summons than that. At the hospital the verdict was reached: An eight-pound boy.

NAS New York --- One of the officers sprouted a luxurious growth of face-spinach while undergoing treatment for a skin ailment. When he boarded a city bus, the driver was moved to compassion by the lieutenant's rugged appearance.

"Keep yer nickle, buddy. I ain't charging a guy what just come back. Was it pretty tough over there?"

The officer nodded and took a seat amidst admiring glances. The very next day he trimmed the beard to a suave mustache.

N A News.

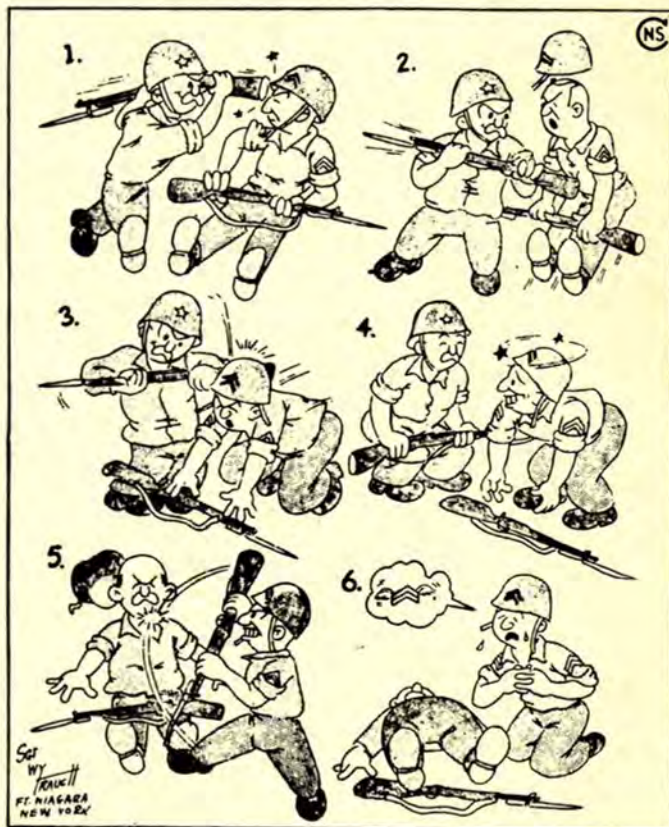
SoPac --- A Navy Lieutenant was flying near Australia carrying out exercises in navigation and attempting to discover his geographical position with a sextant. After a series of involved and confused calculations, he suddenly turned to his pilot and said:

"Take off your hat."

"Why," asked the pilot.

"Because according to my calculations we are now inside St. Paul's Cathedral."

N A News.



GUYS WE CAN DO WITHOUT



THE WATER WASTER



PAGING SERGEANT PAGE!

Like Ceil and Hedy, her name has become a legend to the lovers, wolves and drugstore cowboys of this detachment. The mention of her name turns ones thoughts to magnolias in bloom and twilight along the banks of the Sawannee. She is Doggie Jones' girl, Mable. Mable is the nucleus around which many beautiful tales of sweet romance have been spun by Doggie himself.

When the long shadows of evening begin fingering silently through the quads, tubs, and over the mounts and superstructure of our armored fortress, Doggie is sure to join a group somewhere about the decks to describe another interlude in the lives of a boy and a girl who have found perfect love. To we who listen his is the mythical love reserved for the prince' and princess' of wonderland, too exalted for the myriad myrmidons (Editors note: what a woid) that are real. Particularly when the aforementioned myrmidon is part sailor so says the recruiting poster.

Unlike the song though, Doggie's dreamboat wasn't merely rocked, it was completely capsized. One day a letter came that bore no return address. The contents informed the addressee the sender had recently wed the guy that stayed behind when Doggie went to war. The letter was signed, Affectionately yours. . . . Mable.

Via Sgt. Joe Smith comes this story out of Midway. A vision of feminine perfection, dressed only in the bare necessities of girlish pinks, stepped ashore on Midway one day from a small craft which also contained a large barrel. The vision approached the lone figure of a Marine sitting forlornly beneath a palm tree.

"How long have you been here", she asked.

"Thirty-three months", the Leatherneck answered.

"Then", said the vision, "I have just what you want".

"Lady! Don't stand there and tell me you've got beer in that barrel".

R. M. Pitts reporting of "Sports Spurts". August INTREPID, deserves a hand. His coverage reminds us of Grantland Rice. . . . It's so different. Besides omitting the affixes declaring Lt. Keagy also an honest man he mentions not one word about Lt. Schwabes noble gesture of Navy face saving. An ear witness vows the Lieutenant hamstringing the navigator into turning the ship deliberately into a rain squall. The ensuing deluge thereby preventing another Navy - - Marine bout and what the Navy feared, another Marine victory. (Editors Note: ya gatta admit, the Marine is shy.) A motto among Newspaper men "Don't think it", Write it." Advice to Mr. Pitts "Don't write it, Think it." (Editor again: This from a Marine! Why these guys have only just learned how to read writing and write reading.)

An unsung hero on any ship is a guy that can intone the correct phase at just the right time in any situation; such as the bluejacket who slipped at the top of the ladder leading down to the Marine compartment from the hanger deck, giving every crosspiece in the ladder a resounding "bump", and landing Cantor eyed at the bottom, just as he started, on his lower posterior. One guy in the midst of tense onlookers caused serious faces to beam with laughter with "Paint him red and let him sit there". Thanks Pukas.

The old squib about Marines being neither soldier nor sailor was killed to death lately. There was chipping and painting to be done under a tub with nothing between them and a certain deep ocean but some mounts. As far as we know this art has always been confined to the cloistered realm of sailordom. But look whose doing it now. This observer chewed his finger-



Get outta here---cantcha see we're runnin' field day!

BILGE ECHOES

Reeves, Yeo. 2c

Jimmy Mitchell, Slc, is ready to divorce his wife. She failed to write him one day. Shame on you Mitch. . . . Who's little boy can be found standing outside the C.P.O. galley, at every chow down, waiting patiently for a handout? There's nothing NOBLE about that.

The esteemed Dr. Kurtz has set a fad among the H-Division boys. They've made up their minds that they too would like a Van Dyke with mustache. The only trouble is that none of them are able to get that lovely reddish tinge.

J.O. Brown, Slc, is very worried. It seems that his girl hasn't written to him for quite a spell. Now Brownny that isn't anything to worry about - - many of us are in the same boat. The Soda Fountain King has been having that far away look. Hey Ford, how about letting us in on it.

Winslow, PhM2c, is a rival of Frank Sinatra. How about giving us a treat at the next Happy Hour Winslow? Chaplain Safford has been seen eating with the crew. Welcome to the Crews Mess Chaplain. . . . Have you noticed the swell appearance of the mess halls. Well thank the Mess Cooks - - they did that themselves. Well done boys. . . . Strouse, W.L. BM1c, still a white collar specialist, supervised the painting of the Mess Halls. While wielding the spray gun, coxswains Robinson, R.J. and Ratcliff, P. both were trying to out do each other in seeing which one would make the best "Man from Mars" Who won boys?

In behalf of the officers and crew, the editors of the INTREPID, extend their sincerest condolences to R. G. Weatherford, CBM, USN, whose brother Milton Parker Weatherford GM2c, USNR, was killed in action June 6, 1944.

nails to the cuticle watching a detail of "Saltwater Cowboys" definitely establish themselves as both soldier and sailor, while hanging on with nothing more than their teeth and shoelaces. The guys, Hannan, Guthrie, Wicks, Welker, Wicker, Beringhele and . . . Prince Principe . . . all now sea going soldiers.

☆ FLIGHT OPERATIONS AND SAFETY ☆

Safety measures in War should not be hit and miss propositions, nor relegated to wishful thinking. Positive measures and continuous alertness are mandatory. Effort expended is not wasteful in time or energy but directly results in increased efficiency and greater combat effectiveness. This is true for three reasons:

One - The deadwood is kept drifting - loafers are kept on the job and cluttering kibitzers disappear;

Two - Playing the rules is the fundamental principle of winning teamwork; and

Three - Conservation of lives (or avoiding injuries) and material is one of the major points in the prosecution of war. Safety precautions and safe procedures are therefore vital to each officer and man of the INTREPID.

The prime requisite for high safety record is use of imagination - visualize what may happen and see if you have a safe answer for the resultant action. With heads-up ball by all hands safety can and has in the past approached 100% - with green men, too. Remember, haste and slipshod thinking based on "after all this is war" are frequent underlying causes for major accidents. These are not acceptable excuses. Loss of life or "unsafe" careless accidents cannot be whitewashed in wartime. Were you "heads-up" - could you have helped avoid it?

1. During recent landings a plane side-slipped, narrowly missing superstructure - many unauthorized observers in the way, had the plane not recovered, could not possibly have "ducked."

2. The Island is often lined six and eight deep around tractors (yes petty officers too) - a locked brake or blow out on a plane taking off would have been the last of many of them.

3. Many men (and officers) resent not being permitted to do what their curiosity demands. You are not aboard ship to be wet-nursed or to be resentful of authority, but to obey the rules to the letter.

4. After repeated examples of many men in Pacific actions coming out with serious flash burns, some of the crew still want to strip to the waist or wear sleeveless jerseys.

5. Many of our experienced personnel have forgotten the Island crash that killed and injured some of our shipmates.

6. Spectators will form two or more deep in a narrow walkway or aft in the Island where they could not retreat a foot if a plane was headed for them.

7. Many flight and hanger-deck personnel do not wear their helmets - so that they can be instantly spotted for the operations they perform: or so that they can be directed in case of emergency.

8. Innumerable officers and men walk through the circle of the prop of a hot engine - how do you know the mechanic or pilot in the cockpit won't turn the switch on (and thereby "kick" the prop).

9. Snapping wires, barriers, and fragments of A.A. shell fire are sources of danger - all hands not concerned with operations should stay clear, and personnel who are required for operating this gear should take every precaution to prevent accidents.

10. At all times keep your eyes on the plane, a good player keeps his eye on the ball - keep yours on the plane.

11. Don't try to observe operations from unauthorized vantage point. You will interfere with someone else's job. Your presence may block his escape.

12. Remember, you have your own job to do which is just as important as any topside. Stick to your job and stay clear of the flight and hanger-decks during operations.

13. Fifty caliber machine guns have been discharged in planes on the flight and hanger-decks, wounding several shipmates - gunner's mates and other personnel must be more careful.

BUZZES FROM THE "B" HIVE

By Busy "B" W. A. Dipeler Flc

DID YOU KNOW THAT?

"B" Division with a roster of 206 men is the 2nd largest Division on this ship, being exceeded only by V-6 Division with 250 men.

A cross section view of our personnel shows a good representation from every section of our good 'old U. S. A.:

Virginia	17	Michigan	4
Ohio	14	Wisconsin	4
Indiana	13	Minnesota	3
New York	13	Oregon	3
Tennessee	13	Washington	3
Illinois	12	Dist. of Col.	2
Pennsylvania	12	Iowa	2
Georgia	11	Maryland	2
N. Carolina	10	Texas	2
Mississippi	8	Kansas	1
Missouri	8	Maine	1
W. Virginia	8	N. Dakota	1
Kentucky	8	Oklahoma	1
California	6	Rhode Island	1
Alabama	5	S. Carolina	1
Florida	5	S. Dakota	1
Louisiana	4	Utah	1
New Jersey	4	Vermont	1

THE AVERAGE AGE BY GROUP SHOWS:

17 - 18	3	29 - 30	6
18 - 19	29	30 - 31	2
19 - 20	30	31 - 32	8
20 - 21	31	32 - 33	10
21 - 22	18	33 - 34	3
22 - 23	9	34 - 35	2
23 - 24	10	35 - 36	1
24 - 25	6	36 - 37	3
25 - 26	10	37 - 38	1
26 - 27	3	38 - 39	3
27 - 28	7	39 - 40	1
28 - 29	5	Over 40	4

AMONG THE GIVEN NAMES WE FIND:

12 William's	10 James'
11 John's	10 Robert's
10 Charles'	8 George's

The Smith's win the surnames in a walk since we have just 5 of them.

So with the above information we see that the average "B" Division man is named William Smith, he is 20 - 21 years of age and comes from Virginia.

HAS ANYBODY SEEN HIM?

Emily Post Shouldn't Hear About This

SoPac---That "after you, old man" brand of politeness has been shelved for the duration by Marines in this area. Here's why:

On Rendova a group of Leathernecks refused to take an air raid warning seriously. When the alert sounded, they strolled slowly over to a newly dug bomb shelter, and with Chesterfieldian manners, bowed deeply at the waist and said to each other, "After you my good man."

The courtly touch ended up in a rat-race for cover when a 500-pounder dropped not too far away, spraying the area with tokens of Japanese esteem. Since that time, the boys just take it for granted that their mothers taught them to say "thank you" and "pardon me, please." "Gangway" is now used when Mitsubishi bombers are reported in the vicinity. N A News.

WARDROOM REPORT

SWEAT REPORT

No, that great jubilation, congratulating and celebration in the wardroom sometime ago was not the end of the war.

It was all caused by the fact that the officer's team had beaten the enlisted mens team both games of a doubleheader.

* * *

Lt. (jg) Ray, how about a training table for our officers who take all those exercises? ? ?

* * *

That handsome officer with the gorgeous body is none other than Lt. (jg) Schreiber after a month of calisthenics.

* * *

Shame on Ensign Honour, a navigator who can't find his way to second base.

* * *

Doc Hennig, your fielding is superb, but your hitting is anemic, sub-normal and atrophic.

* * *

Lt. Ruwwe has gone back to work and has been absent from the Lido deck. They use to say "the sun never sets on John Ruwwe's back."

* * *

We think its mean for someone to say Lt. (jg) Hesson looked like the Hunchback of Notre Dame the day after he took those 50 sttups.

* * *

Speaking of Lt. Hesson, we would like to have the prescription of the stuff Manager Murphy gave him when he played that sensational game at second.

* * *

Did you see the look of rapture on Ensign Clemmer's face when the great Sinatra was singing in the movie the other night? ? ? Oh, FRANKIE!

* * *

One of the zoomies was telling his buddies about the steam and exercise room. "What that Chief and his red faced assistant did to me shouldn't happen to Hitler. Those exercises they use were borrowed from the Gestapo who used them to obtain confessions. (such popularity must be deserved)"

* * *

Where did Ensign Honour go when he set sail for second base? ? ? next time "sir" take your sextant.

Many deep and philosophic problems are discussed in those J. O. Bunkroom sessions. For example, one of them was: WHAT IS THE BEST VIEW, THE BIRD'S EYE VIEW OF THE BULL OR THE BULL'S EYE VIEW OF THE BIRD. (knowing the occupants of the bunkroom, I would say the bull wins.)

* * *

Members of the officer's softball team state that Manager Murphy is a great strategist but what they want is a manger who can out yell and out argue Chief Boasberg. They further state that the enlisted men's team gets all the close ones 'cause the Chief screams like Hitler at the first close decision against his team. Then the umpire becomes an appeaser and calls all of 'em after that against the poor officers.

* * *

Lou Kraft of our staff has taken more punishment than Berlin, Lou says "one of these days Lt. DiMarzo's right is going to catch up with me, then the war will be over far as I'm concerned."

* * *

1st Lt. Keagy and 1st Lt. Nickell are very wise in not joining any of our exercise classes. It would be horrible if they took exercise and got tired and sore like we poor sailors do. Thats right boys preserve that Marine superman reputation as long as you can.

* * *

There is a sign in the exercise room that says "MAKE YOUR EXERCISE AS REGULAR AS YOUR CHOW." Ensign Shaw says "whoever heard of anyone exercising six times a day."

* * *

Ensign Seiler shortstop for the officer's softball team has a great arm. His throws from short are beautiful and a thing to watch. They start out as if they are catapulted going real low, then they gain altitude and miss the first baseman's upstretched arms by ten feet, the ball goes higher and higher until it is just a speck in the sky, pretty soon it completely disappears into the stratosphere.

* * *

Lt. (jg) Clear's terrific drive that drove in the winning run for the officer's team was a remarkable hit. The remarkable thing about it was that Lt. Clear later confessed (under pressure) that he kept both eyes tightly shut as he swung at the ball. (We advise Doc Hennig to use the Clear system, it can't be worse.)

* * *

Doc Miller's back is coming along nicely, thank you.



YVONNE de CARLO in PARAMOUNT PICTURES



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FLOTSAM AND JETSAM

Surprise---Mother (entering room unexpectedly): "Why I never!"

Daughter: "But mother, you must have."---Spendthrift.

* * *

Correct---"Confound you, yeoman," roared the Commanding Officer, "why don't you be more careful?"

"What do you mean, sir?"

"Why, instead of addressing this letter to the Intelligence Officer, you addressed it to the Intelligent Officer. You ought to know there's no such thing in the Navy."---Melbourne Hellcat.

* * *

Not Compulsory---An elderly couple registered at the hotel, but the clerk informed them that all he had was the bridal suite.

"What the heck would want with that?" growled the husband. "We've been married 45 years."

"Well," counted the clerk, "if I gave you the ballroom, you wouldn't have to dance, would you?" Gosport

* * *

True---Some people are like a cigarette. When one gets lit, it makes an ash of itself. Gosport

* * *

Uncertainty---Judge: "So you say the defendant stole your money from your stocking."

Plaintiff: "Yes, your honor."

Judge: "Then why didn't you resist?"

Plaintiff: "Well, your honor, how was I to know that he was after my money?" Gosport

SoPac---Used oil drums are a great source of joy to Marine practical scientists in this part of the country. They use them for the following purposes: split in half, they make excellent bath tubs; tied to tree branches and the bottoms perforated, they provide showers; pontoons for canoes; home-made stoves; portable photographer's darkroom; split and hammered out as roofing material; GI cans; mail boxes; foundations for small building; placed end to end as a movie seat; ring lights over boxing arena, and *ad infinitum*! N A News.

* * *

MAD Miramar---The west coast brags of a sergeant who hasn't received one piece of mail for the past ten years. Furthermore, he's not looking forward to any as he is both an orphan and a bachelor.

The last letter he received was in November 1933 from a California telephone company. It contained a five-cent piece which was returned to him for a wrong number telephone call he had made in Los Angeles. N A News.

* * *

NSD Memphis---After almost two years in New Caledonia and the Solomons, one of the Bluejackets was sent to this station. He was complaining to his new buddies here that headquarters only gave him two hours' notice to get ready to leave the South Pacific.

"How that hour and 55 minutes dragged until those trucks came," he said. N A News.

Male Call

by Milton Caniff, creator of "Terry and the Pirates"

Mess Consolidated

