



Intrepid

ENGINEERING EDITION

DECEMBER 1955

THE INTREPID

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Commander W. E. Ellis, USN, Executive Officer

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Presenting the Engineers

Gentlemen, we present the Engineers. These are the guys who get you where you want to go. These are the fellows still referred to as the "Black Gang," even though our modern shiny boilers of today bear not even the slightest resemblance to those old coal furnaces of yesteryear. These are the guys who run our main engines and keep them in running order, provide electrical power for the ship, make our drinking water, keep our elevators running, and perform many other jobs too numerous to mention.

These are the same guys who, during battle, work below in the sweltering heat of the firerooms and the engine rooms, standing ready to answer all bells. Their only conception of what's going on topside is the varied reports coming down through the phones. The sound of the five inch guns going off can be better described as felt, rather than heard, down there.

These are the guys who remained at their stations while the compartment slowly filled up with smoke and the acrid odor of gunpowder, from the raging fires above, while the temperature crawled upward past one hundred and fifty degrees.

No, their lot may not be a very glamorous one, but we can still be proud when we say, "Gentlemen, we present the Engineers."

HOW'S CHOW

or

%*&\$!/?@*%\$!/?

In the last two months we've frequently asked the simple question: "How's the chow?" And it has been a very rare occasion when the answer has been even close to printable. That's why we've selected #%) (çç**-/?&*%\$#:-ç*!! as the sub-title for this editorial.

Now it's not our purpose to "carry the torch" for the INTREPID'S chow. Neither do we say that it's as bad as some of those unprintable remarks might indicate. What we do say is that if the chow is as bad as you think it is, you're not going to do yourself or the chow one bit of good by saying "#%) (çç**-/? etc." to the guy sitting next to you and by chipping your teeth to the guy in the bunk below you.

This, however, doesn't mean that your hands are tied--that you've got to take the food and like it. There has been outlined for all hands, in an Executive Officer's Memorandum, an accepted procedure for stating your feelings about the food, and your officers encourage you to follow this procedure. And that's the purpose of this editorial--to outline that procedure again. If you have a complaint to register, do this:

1. Go to your Division Officer and discuss the matter with him. If possible take him a sample of the food in question.
2. Your Division Officer will then discuss the matter with the Supply Officer. If your complaint is justified, steps will be taken to remedy the situation at once.
3. Your Division Officer also has the alternative of taking the matter up with the Executive Officer.

In other words, any officer (not just the Officer of the Deck, one of whose duties it is to sample the crew's rations at each mealtime) can be of help to you. But following the above outlined procedure is the only method of registering a complaint and at the same time being sure that it will reach sources that will definitely take action. Adhere to this procedure and your complaint will be heard---and you'll be helping both yourself and your shipmates.

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OUR PROBLEM

With deep regret for the past system of distribution, the editors have devised a plan which may prove successful if full cooperation is given.

Future publications will be issued to the Mail Petty Officers of each division and from the different Department Offices for officer distribution. These copies will be obtainable in the ship's library at a date immediately following completion of each edition. It will be required that each petty officer sign for the number of copies he receives. Any personnel not receiving a copy should report to the ship's Newspaper Office on the 02 deck where all excess copies shall be kept.

Full cooperation is desired so that it may be certain that each man receives his copy of the newspaper.

AIR GROUP FOURTEEN REPORTS ABOARD

Comdr. Brown Leads

Re-formed Squadron

When the 269 officers and men of CAG 14, without knives in their teeth, swarmed up the cargo net and over the starboard side of the INTREPID, it was the third time in five months this group had put a boarding party upon the decks of the Mighty I. '14' is a lucky number, for this was 1400 Sunday the 14th of October, and a happy home-coming for all hands. On the 29th of last June the Air Group personnel were guests of the ship, as passengers, when it sailed for Hawaii from Alameda. The following month the Group was aboard again, this time for a very pleasant shake-down cruise. A third trip on CV-11 begins a tour of duty in familiar surroundings of which '14' has long since grown fond.

CVG-14 was first formed 10 November 1943 at NAS Quonset Point, Rhode Island. It was present at the commissioning of the new WASP at the South Boston Navy Yard 24 November, 1943, and went aboard as her first air group 27 January, 1944. From that date until CVG-81 relieved them, 10 November 1944, the original group travelled 80,000 miles with the WASP, VF-14 alone flying the equivalent of 3,500,000 miles. The members of the three squadrons had time for considerable action in the course of this little jaunt. They were at the first and second battles of the Philippine Sea, the Marianas campaigns, Iwo Jima, Okinawa, Formosa, Wake, the Bonins (on the Fourth of July, 1944) and Palau - to name only a few. During the second battle of the Philippines Lt. Comdr. Downing, the skipper of VB-14, scored the first hit ever made on the Jap BB YAMATO. VF-14 took time out to shoot down 140 enemy aircraft, destroy or damage another 411 on the ground, and sink or damage 126 enemy ships.

The present air group, conscious of quite a tradition to uphold, re-formed 1 January this year at NAAS Ream Field, San Ysidro, California, under the administrative command of ComFair West Coast. In addition to the three original squadrons, VB, VF, and VT, an entirely new command VBF, formed 12 January. Comdr. S. R. Brown joined the group as Commander Air Group 14 in February.

Some mention should be made of training activities carried on by the group up to the present time. The squadrons had their first workout aboard ship on the USS Matanikau (CVE-10) in March. With bounce drill temporarily out of the way, everyone spent much of April and May learning that darts are not just something you toss in the ready-room, but that the Navy's rocket training in the Mojave Desert gives carrier aviators a special kind of dart very effective against big game. Finally on the 26th

of June the group reluctantly bid farewell to romantic San Diego and went north to sail with the INTREPID. So commenced CVG-14's second time out during the war. The 14th of August, the end of the war, still seemed a long way off.

The air group was sent to NAS Kahului on Maui, where it was based during a three month period in the Hawaiian Area. In addition to finding out that a luau in Hawaii is just like an old fashioned weenie roast in the States, the pilots and crewmen flew a shakedown aboard this carrier, sharpened up on bombing and gunnery, and put in a few rough nights on the SARA, learning how to land by imagination. Then came 14 August 1945. Next morning... but enough of that.

Within one month later most of the "civilians" had taken off for the Old Country, and the air group was once again on the move, this time aboard the USS (Snake-pit) Copahue bound for Saipan. Some days later a few hardy members of the outfit who had survived the trip made their way painfully to Marpi Point, where they set up operations and discovered new uses for F4U belly tanks. Most of the group are still not very well adjusted to the comforts of CV-11, but members of ship's company, who plainly regard these things as routine, must recall that air group boys are a little shaken by some of their experiences in the recent past.

Having dwelt perhaps too long on 14's history, one should not fail to note its leading personalities. The Commander of the Air Group, Comdr. S. R. Brown, came to CVG-14 from his former duty as skipper of VB-82. For eleven months following the beginning of the war he was Senior Naval Aviator aboard a CA. The four squadron commanders are familiar names: Comdr. Van Antwerp of VT, Lt. Comdr. Campbell of VB, Lt. Comdr. Jacobs of VF, and Lt. Comdr. Downing of VBF. Distributed among the squadron skippers and the present officers and men of '14' are decorations amounting in number to some seven Navy Crosses, one Silver Star Medal, 15 Distinguished Flying Crosses, 38 Air Medals, and one Presidential Unit Citation.

By way of latest rank comment, Air Group 14 extends hearty congratulations to Lt. Comdrs. Campbell, Fewell, Garwood, Main, Russell, Seitz, and Sweatt. Let us all remember that VF-14, which once broke the fleet launching record by putting its planes up with an average take-off interval of eleven seconds, now leads again with four lieutenant-commanders.

"M" Division Data

The "M" (main propulsion machinery) of the Engineering Department has cognizance of reduction gears and operation and maintenance of the ship's propulsion plant. This includes the four main engines, their attached shafting and propellers, and the auxiliaries necessary for their operation.

Each main engine unit consists of: a h. p. and l. p. turbine connected to a common reduction gear which reduces turbine r. p. m. to shaft, or propeller, r. p. m.; a condenser for collecting and condensing to water the exhaust steam from the turbines; two lub. oil pumps, one electric and one steam, which pump the lub. oil to the bearings and reduction gears and two cond. pumps, one electric and one steam, for returning the condensed steam to the feed tank from which it is pumped back to the boilers for feed water.

The four propellers with their respective driving engines are numbered from starboard to port so that the two outboard propellers are No. 1 and No. 4. The main engines, condensers, and reduction gears for No. 1 and No. 4 propellers are located in the forward engine room. The machinery for No. 2 and No. 3 propellers are located in the after engine room.

The following facts about the main engines might be of interest to one with no previous knowledge of the subject. At full power each engine produces 37,500 horse power. Each engine consumes 262,500 lbs. of steam per hour at an initial pressure of 600 lbs. gauge at a temperature of 825 degrees F. when generating full power. The bearings for the shafts contained in each engine and its reduction gears require 523 gallons of lubricating oil per minute for proper lubrication.

At present the "M" Division complement is three commissioned officers, one machinist, six chief machinist's mates, and 78 machinist's mates and firemen. Although few of these men had previous experience before entering the Navy many are now favorably inclined to following the machinist's or machinist's trade in civilian life.

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Can You?

Can you write, read, or think? If you can do one of these, then the ship's magazine needs you. Come at once to the INTREPID magazine office on the 02 deck adjacent to the captain's ladder.

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Nazis Lost 7 Million Men

London (CNS) — Prime Minister Attlee said the German armed forces suffered casualties of 7,400,000.

Below Decks With:

"A" Division

The "A" Division, sometimes referred to as the "soup-to-nuts" or "if-you-don't-want-it-give-it-to-us" division, is composed of 100 highly trained technicians. Technician, that's a guy who doesn't know how it works either, but who with the aid of a wrench and a persuader, manages to fix the darned thing somehow.

There are six officers in the outfit. Starting with the top and working down to the Division Officer, they are, Mach. Poncia, from Saratoga, California, in charge of the generator turbine, machine shop, and blacksmith shop; Mach. Honeycutt, from Indianapolis, Indiana, in charge of diesels, air compressors, ice machines, air conditioning, and steam heat; Mach. Smith, from Osage City, Kansas, in charge of hydraulics-elevators, cranes, steering engines, and anchor windlass; Ensign Omohundro, from Nashville, Tennessee, log room records officer; Lt(jg) Johnson, from Norristown, Pennsylvania, division officer ex-officio; and Lt(jg) McDonald from Jack Benny, Illinois, division officer in-bunkio.

Perhaps the most impressive fact about the division is that it has some piece of equipment in nearly every space in the ship, from the anchor windlass forward to the steering engine aft; from the main generators below decks to the whistle and siren at the top of the island. The division heats the ship when it's cold, cools parts of it when it's hot, supplies power to turn the generators for electricity, compresses the air, operates the elevators, steers the ship, makes new parts for machinery, belonging to other divisions, and supplies refrigeration for your ice cream, milk, and cold storage spaces! It is truly a division of many trades.

"B" Division

"B" Div. with 204 men is the second largest division on our ship. Ably skippered by Lt. H. M. Lee, of Campbellsburg, Ky., with Ensign M. H. Pelosi, Jr. of Phila., Pa. this division plays an important part in maintaining the life blood of our ship, steam. The division mans our four fire rooms with two boilers in each; is responsible for the evaporators (but don't blame us if you don't get a shower, we don't either) and also furnishes the boiler repair and fireroom repair gangs. The divisional duties also include the oil and water details. They are the fellows who are always running around the ship pulling out sounding rods from holes in the deck. In addition to the above named officers we have a capable Ch. Mach. in W. W. Lockhart of Riverside, Calif. and Mach. D. P. Harbin of Austin, Texas, (he's one of those 30 year men you hear about). In personnel the division has slightly more than 41% of her men that reported prior to 1 October 1943 still aboard. 30 states and the District of Columbia are represented with Pennsylvania leading the way with 13 men.

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EXTRA ADDED

Since commissioning the INTREPID has traveled over 129,000 miles, equivalent to more than five times around the world. During this time a point on the largest diameter of one of the low pressure turbine rotors (which rotate about 10 times as fast as the propeller shaft) has traveled a linear distance of nearly 3 million miles, equivalent to six times the distance to the moon and back.

"E" Division

And the Lord said "Let there be light", and there was light. Even in the earliest known days, in its earliest known form, "E" Division came through.

In its present form, 125 men strong, "E" Division stands ready to perform a myriad of jobs, the only similarity among them being that they all deal with that mysterious and elusive quantity, Electricity. To the far flung corners of the ship our electricians travel, armed with only their trusty fuse pliers and voltage testers, and perhaps a roll of rubber tape or two, to tackle any work that might arise. Their territory covers the space between the running lights on the bridge and the pump motors in the bilges, the wildcat on the forecable and the sound powered jackboxes on the fantail, and they are prepared to tackle anything from a pocket flashlight to one of the ship's huge generators.

In order to facilitate the distribution of these many assignments the division is subdivided into five separate groups, each group having its own headquarters, routine jobs, and emergency calls.

In the island, the Lighting Shop gang stands ready to service the signal lights, searchlights, flight deck lights, electric fans, storage batteries, and sundry other similar items.

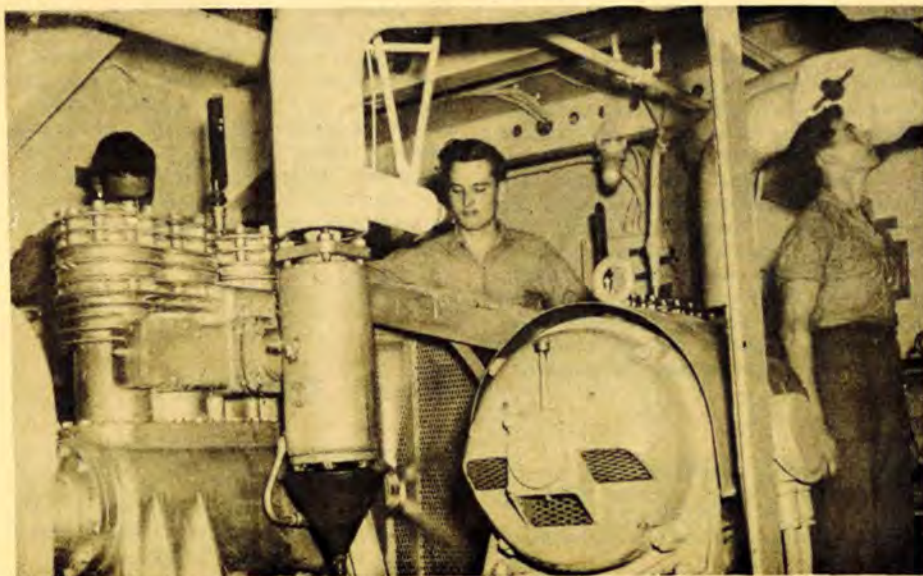
All of you who stand in the forward chow line pass the Power Shop three times a day and gaze curiously inside at an assortment of fellows gathered around the jo-pot. This is a composite group consisting of the General Power and Ordnance Power gangs. The former is the group that services the motors and circuits for items such as the steering gear, ventilation systems, and galley equipment, while the latter group divides their time between the gun mounts, ammunition hoists, and plane elevators.

The Internal Communications gang is concerned mainly with the ship's phone systems, both sound powered and ship's service. They are also charged with the care of the main gyros and loud speaking system.

Last but not least is the Distribution gang. This group is the backbone of the division because it is under their watchful eyes that the ship's main generators supply all ship's power. In addition they are responsible for all the lighting and electrical auxiliaries found in the engineering spaces.

Yes, the story of the Mighty "I" stands out as a shining light to the nation, and "E" Division is there to make sure that the light keeps shining.

Chicago (CNS) — Someone ran this ad in a Chicago paper: "For rent: dark, dirty four-room apartment, complete with shabby furniture"



Just a Letter

Dear Clem,

U kin kum out ob hidin' now. De 'merican league hab wun de worls seris. De Tigers ob Detroit beet de Chicago Cubs. It took them seben games to do it tho.

Dem Tigers had a pitchur by de name ob Newhouser dat did pretty good, an a couple ob sluggers named "Doc" Cramer and "Hank" Greenberg. U remember Greenberg...he enlisted in de army twice; an den he made captain so day let him cum back an play baseball after fightin' i' fo' years. Mighty nice ob dem, don u think? Anyway he hit 2 homers in de seris.

De Cubs didn't do 2 bad as day hab a pitchur dat only allowed 1 hit. Him's name is Pass-o, or sumthin like it. He didn't quite live up to his name as de records sez he pass 1 man, but den his infielders helped out wid a duble play. Pretty nice ob em wasn't it?

U member ole Cholly Grimm? He managed de Cubs, an almos kep u in hidin' fo' anudder year. And your ole fren Stanley Camfield Hack, of third base fame and fortune did his part too. He eben got 4 hits in 1 game. Phil Cavarretta wun de National League batting crown an he wuz also de leadin' hitter in de seris 2. He plays roun first base.

De las' time u writ me u say sumpin' bout goats. Well de Tigers got one ob dem 2. It was a feller named Hostetler, in de sixth game he was comin home to score what would have been de winnin run, but he got goin so fas he fall-down-go-boom, an de teams had to wait a day an play anudder game.

De Cubs has got a real fas feller in centafiel'. He made 26 putouts all by himself. Besides dis he threw a man out at third. U ought to try to ketch him someday. His name is Andy Pafko.

Does your town hab a fire truck? Well Detroit is usin ders fo' a oitcher, at leas' dats what de radio 'nouncer says. He says Trucks is very fas, well ain't dey supposed to be, but how kin dey strike people out? Well dey did it in Detroit. Guess u better kum see me an mebbe we figur dis out.

Top pitchers in the Sporting News poll were Hal Newhouser, majors' top winner (25 games), strikeout king (211 fanned) and Tigers' world series hero with 2 won, 1 lost against Cubs, and Hank Borowy who won 10, lost 5 for Yankees, then took 11, lost 2, plus 2 world series victories for the Cubs... Other hot pitchers were Boo Ferriss (won 21, lost 10), Red Sox, year's top rookie; Roger Wolff (won 20, lost 10), Washington; Red Barrett (won 23 lost 12), Cardinals; Hank Wyse (won 22, lost 10), Cubs... George Stirnweiss, Yankees, won AL batting championship with .309, second lowest in history for champ, also led league in hits, runs, stolen bases

V-Sixers Cop Title

SHOW CLASS IN

SHIP'S TOURNEY

The Sporting World

Along the nation's college gridiron front two military and three Indiana teams are, at present writing, in the lead for the No. 1 spot of the nation.

These teams are Army, Navy, Indiana, Purdue and Notre Dame. Each of these teams has a wealth of power and reserves. At present Army seems to be the strongest followed by Purdue, Navy, Indiana and Notre Dame in that order.

Army's touchdown twins, Davis and Blanchard, are almost unstoppable. So far they are the two outstanding backs of the year.

Following these teams in a country wide sweep, we find Pennsylvania and Columbia strong in the east; Alabama, Duke and Virginia strong in the south; TCU, Texas U. and Baylor lead the Lone Star State with St. Mary's, Southern Cal and Washington the power on the west coast.

The Sunday Shooters, otherwise known as the Professional Leagues are being topped by the Cleveland Rams. So far this year the Rams have bowled over every team they have met except the Phila. Eagles, to whom they dropped one decision. In the Eastern Division of the league, all the teams are about equal. If and when the Rams do get to the playoff it should not be hard to choose the winner.

Patton Won't Run

Wiesbaden, Ger. (CNS) — Rejecting an offer to run for office, Gen Patton declared that he has no political affiliation and "never even voted in my life."

During the past few months two basketball tournaments have been held. The first was won by the V-6 Division, with the V-3 lads close behind.

The initial tournament was a double elimination tournament. The Plane Captains of V-6 went through without a loss, while the Radar gang of V-3 lost only to the V-Sixers until they met again in the finals.

In the latest and current tourney, the teams were divided into four small leagues and after a round of playing each team once the two top teams of each league were entered in the final double elimination round. In one league, however, three teams were entered as the Marines, the V-6 Eagles, another outfit from the same division and the Radar boys were tied for the leadership of their division.

The winning V-6 team has been broken up somewhat by transfers, and at present they along with the V-3 and the Fire Control men present the favorite teams.

Las Vegas, Nev (CNS) — Sgt Lester Schmeel, a homecoming GI, rushed into the arms of his waiting wife, Ann, lost his balance, fell through their front porch lattice work into a concrete driveway. Bruised but undismayed, he got up, essayed another clinch, was conked on the head by a brick jarred loose from the chimney. "Welcome home, dear," said his wife.





Mrs. Ralph Millikan Jr.
St. Louis, Mo.

Engineering Pin-ups

The Engineering Department held a contest to pick the cutest baby and their choice for that honor was Jerry Sifford, two and one half year old son of Warren H. Sifford, WT2c, of No. 4 Fire Room in "B" Division.

Jerry was seven months old when this picture was taken. Jerry was born to his proud parents in Dry Brinks, Virginia, but their present residence is in Princeton, West Virginia. Jerry has grown immensely since this picture was taken, but according to his father he is as cute as ever.

The winner of the contest held to pick the "most beautiful wife" in the Engineering Department is the very lovely Mrs. Ralph Millikan Jr., wife of Ralph Millikan Jr., EM3c, of "E" Division. Before their marriage Mrs. Millikan was Ralph's best girl throughout his life (started young didn't he?). Their present residence is at 5631 St. Louis Ave., St. Louis, Missouri.

Mrs. Millikan is five feet three and one half inches tall, brown hair and eyes, weighs 118 pounds and is 18 years old. Ralph married her on his 12 day leave which the crew received when we pulled in to the States in May.

Choice for first place in the contest for the "most beautiful sweetheart" goes to Miss Marna Williams, sweetheart of Stanley E. Coulter, Flc, of "B" Division. Marna is Stan's one and only and we can understand why!

Marna is five feet four inches tall, has blond hair, blue eyes, weighs 114 pounds and is 19 years old. She hails from Monterey Park, California.



Miss Marna Williams
Monterey Park, Cal.



Jerry Sifford, age seven months
Dry Brinks, Va.

TRANSPORTATION

STATES! HERE I COME—



1945 A.D.

W.E. WALLACE

THE SHIPS THAT NEVER CAME

I WONDER?



1955 A.D. (AFTER DESPAIRING)

W.E. WALLACE

He: We can't have any fun this evening. All I have is some small change.
She: Well, what do you think it takes to send my kid brother to the movies—a five dollar bill?—*The Beam*

Then there was the fellow, alcoholically over-subscribed, feeling his way around a lamp post, muttering, "Sno use, I'm walled in."—*The Beam*

Then, there is the man who is so crooked that the wool he pulls over your eyes is half cotton.—*The Beam*

Sign in the window of a West Coast beauty salon: "Don't whistle at the girls when they leave this salon. One of them may be your grandmother."
—*Bedside Examiner*



"Watch out for his free toe!"

Mose was brought up for the fourth speeding offense. He muttered under his breath something that sounded a lot like an oath.
"Repeat that!" snapped the judge.
"Ah says, God am de jedge, God am de jedge!"—*The Hoist*

She: "Here in Hawaii we have the same kind of weather all the year 'round."
Sic: "What in the world do you talk about?"—*The Hoist*

A father and mother were discussing their daughter.
Mother: "Do you think our daughter has a one-track mind?"
Father: "Yes, and I think there is a troop train running on it."—*The Hoist*

Male Call



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



Bitter Glitter





MARIE WILSON - *Melba Goldwyn-Mayer*

6746

Scuttlin' The Butt

Why is it everytime the INTREPID hits port you find Oser in sick bay? Do your teeth always hurt you when there's a little bilge duty, Bob?

Is it true Christ always dodges when he passes a blower? Don't get your beautiful hair mussed, Norm. Does Lt (jg) Simmons think he is in a marathon when he's on watch? Last official count was 80 turns around the engine room per hour. That ought to be some sort of a record.

Our beloved 1c, Capanec, found a way to beat the water shortage: Remove a section of pipe from the fire pump and you'll get a beautiful spray! Rather wet, aren't you, Bob? Is it true Kenny Shachsieck was spreading the scuttlebutt about the carburetor on the main engines being fouled up? Who's kidding who? This isn't a V-8, you know, Kenny! Why is CMM Werner always looking in the bilges with his ever present flashlight? Lose something, R. T., or do you expect to find a mermaid? Have you heard the most reverend Geo. T. Cockman trying to convert all Yankees over to Rebels? Masino screaming to be called Mr. Civilian? He has 44 points! Lucky dog.

Has anyone noticed the pin-head Charles Atlas wandering around the after Engine Room? Hello, Chief Rider, you beautiful hunk of masculinity! (That last one will---rate me bilge duty for one month!)

Of course, all the men are plotting their post war courses. Someone remarked that the experience Wyckoff has had with that canvas chair should rate him a job as tester in a mattress factory--- Corey says, no matter what happens you'll never find him standing in the bread line. He'll put his wife in line and then drag on her--- Speaking of pin-up pictures, the men of #1 Fireroom wanted to enter a picture of Clarence Restad draped in a towel---Society note: James G. Bates, formerly of Georgia Tech, was entertained by a friend in Honolulu. It must have been Bates' birthday because he received a pair of pliers and a military escort back to the ship---Why doesn't "Chicken" Vess stop singing the blues?---According to Winchell, "Bucky" Buchanan and "Two-Chord" McDaniel are 'that way' about each other. Don't they know that the days of feuding are past? Congratulations are in order for "59 1/2 Point" Quate. He has nearly succeeded in his attempts to burn salt water. He says the only difficulty is, it won't light.---Does Casella's conscience bother him? --"Tommy" Helton says that the swimming at Eniwetok was great till "Shorty" Stratemeyer jumped in and stirred up the mud-Foland is the champ - ion burner cleaner of #2 Fireroom. Next time he'll eat his soup slower--- Anyone knowing the whereabouts of 800 gallons of feed water last seen in #3 Boiler, are requested to notify #2 Fireroom. A suitable reward is offered.---CWT Harrison, the Oil King, is writing a book especially for "Wide-a-wake" White. It is titled "Valves, Which is Which and Why". Hollywood has "The Nose", "The Look" and "The Great Profile" but "B" Division has "The Hat"



THE CHAPLAINS' CORNER

"What have we fought for?"

During the war that has just come to a close there have been many silly and flip-pant remarks made on the subject of "What are we fighting for?" The tremendous sacrifices made by the nations of the world and the sorrows visited upon bereaved families, and the blood shed by our mates on the fighting fronts lead us to hope that we will not become muddled in our thinking. It would be stupid for us not to see the importance of all our efforts towards bringing about peace.

Herbert Agar, formerly editor of the Louisville Courier-Journal--and now a Naval Officer on active duty, in his book "A Time for Greatness," makes the following observation. "The United States would seem to be ordained to take the lead in bringing the sense of spiritual equality to the world. From the beginning we have talked in terms of 'all men'. There was a time when we came close to welcoming all men. Not the chosen few, not the successful, nor the superior or the well bred, but the members of the human race. The lines on the Statue of Liberty still mean much to Americans."

"Give me your tired, your poor,
Your huddled masses yearning to breathe free,

The wretched refuse of your teeming shore,

Send these, the homeless, the tempest-tossed to me,

I lift my lamp beside the golden door."

"Here and there in our country, over quite a large area, we have produced the nearest approach to equality that has been seen in our advanced society. We have shown ourselves that we can do better."

"For those who still wonder about what we have fought for, we can be humble at the responsibility which faces us now that victory has been won, for the war aims of the United Nations have ever been the historic aims of the United States. Now the whole world is reaching for it as the last hope of man. Now is the testing time for our beloved country."

---Naturally every division has a scuttlebutt champ and ours is "Sheriff" Ingham--- Best politician is Kuryla and our "Miracle Man" is D. A. Roberts. He never misses a movie and always gets a seat. I wonder who he bangs ears with?

Just Leathernecking

Among the high point men in the detachment is Corporal "Company Clown" Himes. Bill has served on the INTREPID since commissioning over two years ago, and has been assistant to the First Sergeant about a year. He tells us that he plans to spend many hours with his "Lulu Belle" in the Blue Ridge Mountains of his home state. For this particular column we owe Himes thanks because of his contributions to the news and description about the boys. Best of luck to him and all the boys who left recently!

The Sunday evening "Singspiration" seems to be a complete Marine monopoly. Leading the song service is Pfc. Dick "Future Yoeman" Blough. "Pappy" Speakman is the genial and energetic president and chairman of this noble group. That studious young man - of course we're referring to Pfc. Arch "Deacon" Fleming - gives the Scripture reading and devotional talk. This in addition to a group of leather lunged Marines putting forth with not quite unmusical vocal sounds (singing they call it) makes it a real happy little session and swell social group of both Navy and Marine fellows.

Corporal Wicker, that genial casanova, is now sweating it out with 95 points and no relief, as yet. It seems as if he is in a hurry to get to his wife and kiddie in the Nation's Capitol via San Francisco and New Orleans. In a hurry, did I say?

Often heard sayings among the Marines: "This will amaze you;" "You have no worries;" "Let me sleep, I had the twelve to four;" "How many points have you got?" Know any late scuttlebutt;" "When we going back to the States?" "I got three kids but I can't get out.....(afterthought) - "Well, I got 'em anyway."

A practical joke is a practical joke but when it comes to cutting off some of your hair it ceases to be funnyso said Corporal "Prince" Principe. It seems that Pfc. Hendrix remarked to Prince that he had a tick, and that this particular tick was boring right down through the top of his head and if it wasn't forcibly ejected the results would be serious. "Prince" never having seen or heard of a tick was then duly informed about them and rushed immediately to sick bay. Having already been informed of the circumstances by the jokers, a corpsman (from California) proceeded to discuss in vivid detail the unusual seriousness of a tick, with colored pictures for examples, and prescribed the only tick cure. Then he proceeded to shave the hair from around the tick and applied a dressing giving the patient the "treatment"one drop of "Tick Cure" applied to the spot every four hours....yes, it was vera, vera funny.....while it lasted.

The latest in styles at this moment is the mustache. Not only is it popular among the men of lower rank but even the gunnery sergeant is cultivating one!

The Rainmakers

The evaporator, or distilling plant, is the machinery used to convert sea-water into fresh water. From first appearances, it would seem that the easiest way to make this conversion would be to remove the salt from the water. Instead, the opposite is done, and water is removed from the salt. In order to describe how the evaporators work, it will be necessary to explain what distillation is.

Sea water is a solution of salt compounds dissolved in water. Distillation is the process of boiling pure water out of the solution. This is done by heating the solution until water vapor is formed and driven off, leaving behind the impure salt compounds. Therefore, when the vapor is later condensed, or changed back to water it is pure and fresh. In other words, the process of distillation is divided into two operations. The first is to heat the water until vapor is formed, and the second is to cool the vapor so that it will condense back into water.

Now that we are all experts on this little matter of distillation, let us see how it is applied to our own evaporator set-up. The evaporator, as a unit, is composed of three shells, or distilling chambers, in which the evaporation is accomplished. Since there are three separate parts to the unit, it is known as the three-stage or triple-effect evaporator. Sea water, or feed water as it is called, is taken from the sea, heated, and then pumped into shells for boiling. The water vapor thus formed is taken away from the shells, condensed, and then pumped to reservoir tanks.

The two main sources of water consumption are boilers and personnel. Water made for the boilers is known as reserve feed water and averages up to as much as 20,000 gallons per day at sea. Water made for personnel, known as ship's water, averages over 60,000 gallons per day. With ship's company numbering well over 3,000 officers and men, each man's ration is below 20 gallons daily. However, this must include water used in showers, laundry, sick bay, scuttlebutts, cooking, photo lab., etc., and does not mean that each man can use his ration for showers and personal use alone.

If you would like to come down to the assembly line some day, it's down in the forward auxiliary machinery space, and the rainmakers will be glad to show you around.

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Normandie Condemned

Washington (CNS) — The hulk of the French liner *Normandie*, raised from the Hudson mud and partially restored at a cost of \$16,000,000, after it burned and capsized, has been declared surplus property by the Navy. It would cost about \$20,000,000, 1/3 of the ship's original cost, to restore the *Normandie*. There's a good chance the vessel will be sold for scrap.

News From Home

Bethlehem, Pa (CNS) — John Weber, who doesn't like his brother, has been ordered by a court to pay the latter \$1750 for biting his left thumb off at the second joint in a fraternal fracas several months ago.

Chicago (CNS) — Because they're too hot to handle, wartime racketeers here are peddling \$1000 bills for \$800. The big folding stuff was acquired in black market operations, officials said.

Detroit (CNS) — Esther Schlum 19, has an easily aroused boy friend. When she parked his car overlong while shopping, he cut off all her lovely blonde curls with a hedge shears. Now she's suing him.

Oklahoma City (CNS) — When police spotted a naked woman walking the streets of this city, they arrested her and vainly tried to clothe her in her cell. She refused, but after spending the night seated on the radiator grilling she changed her mind and asked for some clothes—and a pillow.

Philadelphia (CNS) — James Mason, a hod carrier who helped build Philadelphia Central High School in 1894, has enrolled in it—at the age of 75.

San Francisco (CNS) — Herbert Wong awoke so suddenly when a piece of plaster fell from the ceiling of his bedroom and dented in his nose that he leaped from his bed through a window and fell 50 feet to the sidewalk below. "Wow," said Wong to the city ambulance driver, "what a nightmare that was!"

Engineering Bosses

Shown in characteristic pose are Lt. Comdr. W. E. Lewis, Engineer Officer, and Lt. S. E. Phillips, Assistant Engineer Officer.

Mr. Lewis came aboard the *INTREPID* as Assistant Engineer Officer 'way back before she had her commissioning birthday. Then on 29 March, 1944 he was assigned as the *INTREPID*'S Engineer Officer, and although the writer wasn't here to see, he ventures Mr. Lewis displayed one of his broader grins on that occasion. And why not? For during his Navy career thus far he has served duty in all departments aboard ship except one, and loyally enough confesses he "likes engineering best."

After graduating from the Naval Academy in 1936, Mr. Lewis has served successively on the U. S. S. *Mississippi*, *Savannah*, *Dunlap*, *Wasp*, *Knight* and *Walker*.

Laying a career aside, Mr. Lewis is a family man. Back in home town Attleboro-Massachusetts, his wife and children — two boys and a girl, aged five, six, one respectively—await his return. Stand by to answer all bells.

"Boss" number two in the Engineering Department is Lt. Stanley E. Phillips, U. S. N. He is also an old timer on the *INTREPID*, having come aboard in January 1943 as Electrical Officer. Then in February 1944 he succeeded Lt. Comdr. I. J. Heckman as Assistant Engineer Officer.

Mr. Phillips enlisted in September 1913 as Landsman for Electrician and attended Electricians School on Mare Island, from which he graduated with his rating as E2c. He then launched on successive duty which includes submarine tender U. S. S. *Cheyenne*, submarines H2 and K8, U. S. S. *West Virginia*, Navy Yard Philadelphia, U. S. S. *Minneapolis*, Submarine Base Pearl Harbor, U. S. S. *Indianapolis*, and Fleet Air Base Iceland where he was Public Works Officer.

Lt. Phillips is originally from Akron, Ohio, but says he hardly calls that home — understandable with a tour of duty like his! He is married and has a son now serving as AOM2c on the U. S. S. *Matanikau*, 2 CVE.



"Some Statistics"

We who serve on board the U.S.S. INTREPID are proud of the fact that mighty aircraft carriers such as ours are sometimes referred to as "Floating Cities." The following facts and comparisons, which seem unbelievable, were compiled from actual operating records of our engineering plant. After reading these, should anyone fail to realize what a veritable giant our engineering plant represents, we shall be glad to personally conduct him on a tour through the lower depths of the U. S. S. INTREPID.

The INTREPID'S main engines making 32 knots for one hour use enough energy to run your eight cylinder, heavy sedan car at 40 MPH continuously for four months! (the equivalent of driving around the world four times!) This same quantity of energy will keep an ordinary 100 watt electric light burning for 128 years!!

In steaming at 32 knots for one day, the INTREPID burns enough fuel oil to heat a six room house for 283 years (based on using heat six months out of the year)

Since commissioning the INTREPID has burned approximately 28 million gallons of fuel oil....enough to heat a city the size of Portsmouth, Va. (peacetime population --- 50,000) for three years!! - enough to heat a city the size of Nashville, Tenn. (peacetime population about 170,000) for one year.

The INTREPID carries close to 2 million gallons of fuel oil-enough to travel 18,000 mi. (three-quarters way around the world) at 12 knots!!- enough to make three round trip cruises between New York and London without refueling.

The INTREPID carries enough diesel oil at full capacity (about 53,000 gallons) to propel a 20 ton diesel truck around the world 13.6 times.

The INTREPID'S evaporators distill enough fresh water in one day to supply drinking water for a family of five people for 89 years (assuming that each person drinks about eight glasses of water every day).....enough to meet the drinking water demand of a city the size of Long Beach, Calif. (peacetime population about 169,000).

The INTREPID'S generators can produce enough electrical power in one hour to furnish electricity for the average six room house for six years.

The INTREPID'S generators at maximum output are capable of supplying the total electrical load for a city the size of Riverside, Calif. (peacetime population about 35,000)!!

The INTREPID'S eight boilers contain a total of 15,984 tubes which if placed end on end would extend over a distance of 36.3 miles. Her four main condensers contain a total of 28,852 tubes which would similarly extend for 68.5 miles, while her four auxiliary condensers contain 6,312 tubes extending 9.2 miles if so placed. This gives a total length of boiler and condenser tubes of 114 miles!!

The Wolf

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by Sansone



"Hmph! Who's interested in books!"

The N. B. D. N. S. Reporter

All this is authenticated straight-stuff direct from the World Wide News Agency of Scuttlebutt and Rumor brought to you by the N. B. D. N. S. (Navy Bum Dope News Service) all rights reserved.

FLASH - Chicago will lose a number one citizen now that E. C. Bork has decided to make from the good earth his daily bread. Charlie Kohler to request permanent shore duty on Asiatic station: reason-good chow. "Strong arm of the law," Vallade, to take over the athletic department; he studied under the incomparable Charles Atlas. Did you ever view brawny arms and legs? Pappas studying for PhM every field day. He should have plenty of dope by this time. Steve Kovack, Johnny "Buckethead" Byrd and Ed - "Woody the Woodpecker" - Names have set up a fund to purchase a park bench in Sandusky, Ohio, as a start for an "Old Sailors Home" - prospective customer H. H. "Just call me Hosenose" Groene.

Baltimore papers copy: J. J. Single has finally received his permanent appointment as MM3c; congrats Joe!

AWARDS OF THE MONTH

A lifetime pass to the house of mirrors at Woodside Park for Dick DiLaurenzo from the Philadelphia Hep Cats Association. Invitation to Mike Nasminsk from the Schlitz breweries for a tour of inspect-

tion. Offer a third base spot for J. J. Williams with the Homestead Grays - A season pass to John J. Anthony's Good Will Show to Harry "Fearless Fossdick" Kennedy by the honorable order of Grippers, Groaners and Growlers. Engraved loving cup to A. L. Desmarais and R. C. Duclos from the Mattress - Back Association. IT'LL NEVER HAPPEN

Tool issue room open at 0800. An argument in A-320-2L without Bork in the middle. Ortel missing noon chow, or any other chow. Brignac silent about anything. Schweizer without a sea story and a cup of "Joe". Larkin without a comeback. Kennedy without a long story and an excuse. "Mother" Rarig not looking for someone. A game of hearts in "329" without Wruble and Werstak in it. Rotation of commissioning crew. Daley and "Porthole" Swingle without hair tonic. Nesmith not asking,

"what do you want it for?" The phone in the deck edge silent for an hour.

QUESTIONS OF THE HOUR

Will Ristau get transferred? Is Turner still aboard? Will the fresh water be on tomorrow? Will the commissioning crew be transferred? Ship over and see next month's installment for answers to these burning questions.

Nothing is to be written in this space except FULL NAME, RATE, and DATES. IF ANYTHING ELSE IS ADDED, THE PAPER WILL BE DESTROYED.

Full Name _____

Rate or Rank _____

Division _____

U. S. S. INTREPID

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Peace is Here®

Pfc. Frank X. Hundshamer

The day has come; we fear no more
Of enemy boasts, of cruel war!
We've reached our goal; we shout and cheer
For once again, Peace is Here.

We count our dead, long is the list
Of gallant men, once loved and kissed!
In hearts and minds, a prayer should rear,
No more shall die, Peace is Here.

Thousands return, happiness pours
On hardened faces, at certain doors!
Mud, dirt, and slime no longer near
For they'll come home, Peace is Here.

Wife and sweetheart, mother and dad
No longer worry, no longer sad!
The crisis past; forget that fear
For he'll be back, Peace is Here.

Glory's theirs; islands they took
Now told in print, in a history book!
Stop that tremble, smile off that tear
For it is done, Peace is Here.

Time is so long; smiles so few,
Thru pain and death, loyal and true!
Timeless the hour, endless the year,
They gave their all, Peace is Here.

They won the war, dead and alive.
Back to their homes, those that survive!
The dead have saved, what they held dear,
They died not in vain! Peace is Here.
(Published-Syracuse Post-Standard)

Tuscaloosa, Ala (CNS)—
officials stopped caddies from
filching golf balls from a water
hazard here by installing a live
alligator in the hazard.

Navy Seeks 660,000 For Post-War Fleet

Washington (CNS)—Bills introduced simultaneously in the House and Senate provide for a peacetime Navy, including the Marine Corps, of 660,000, which embodies the recommendations of the Navy Department. Specifically, the Navy would have 500,000 EM and 58,000 officers, and the Marines 100,000 EM and 8000 officers.

Meanwhile, the Navy is refitting carriers to aid in the task of bringing sailors home from the Pacific. Three escort carriers, for example, were converted for the purpose in a week, and can now carry 1000 men.

Wright Won't Rebuild His Hotel in Tokyo

Chicago (CNS)—Frank Lloyd Wright, famed American architect who built Tokyo's earthquake repellent Imperial Hotel, received this telegram from the Jap baron who runs it:

"Hotel still stands as monument to your genius. Please come back and rebuild a damaged wing."

Replied Wright: "Let them rebuild it themselves."

Long Beach, Cal (CNS)—
Hot-tempered Lorenzo T. Forter, 84, shot and killed his old buddy, William T. Judd, 74, because—he told police—"Judd was too young and skittish for me."

Hot Shot Charlie Found in Louisiana

New York (CNS)—Curious coincidences are a dime a dozen in this war, but, anyway, here are a couple of more, noted by Milton Caniff, creator of Male Call and Terry and the Pirates:

Caniff used one Gen Vince Casey in his strip, basing him on B/Gen C. D. (Casey) Vincent, presently CG at Naper Field, Ala. On the real general's staff is Lt Vincent Casey, recruiting officer.

Soon after Flip Corkin, whose prototype is Col Phil Cochran, appeared in the comic, a Lt Philip Corkin turned up in Michigan.

And a Sgt Charles Charles, at that time in Louisiana, made himself known not long after the debut in the strip of Lt Charles C. (Hot Shot Charlie) Charles.



Hot Shot

Japs Nuts About C-Ration Hash

Tokyo (CNS)—C ration hash stew has gone over so big with the Japs that a single can sells for 20 yen (\$1.33) on the Tokyo black market. Despite sharp orders by both American and Japanese authorities, Black Market Jap merchants are offering 20 yen for a package of American cigarettes and 10 yen for a packet of sugar contained in Army field rations.