

HI-TIDE

EBB 'N FLOW OF THE MIGHTY "O"

Vol. 1

19 MAY 1944

No. 1

SHIP'S COMPANY NAMES PAPER

BON VOYAGE, JOE

It is with great regret that we "bid adieu" to the self-styled, happy-go-lucky Joe Ferreira, soon to be transferred. His genial nature and fine, cooperative spirit have endeared him to officers and men alike. Whether it was in the performance of his duties on the deck or in the piloting of his boat, Joe set an example for all sailors to follow.

A fisherman by trade, Joe has spent most of his thirty odd years at sea. In fact, Joe (Contd. Page 2 Col.2)

UNIFORM CHANGE

In accordance with a recent change in uniform regulations for enlisted personnel of the Navy, undress jumpers are to be shortened four inches and hang straight. Dress jumpers are to be shortened six inches and are to hang straight also. Hems on both jumpers are to be two and one half inches to provide material for all men.

During the necessary transition period men will be permitted to wear the draw-string type jumpers until the supply of these jumpers in stock is exhausted; those in possession are worn out.

GALLOWAY WINS FIRST PRIZE

SECOND CHOICE TO BE USED AS SLOGAN

HI-TIDE takes 1st place in contest for name for ship's paper. The author of the winning name, John Lloyd Galloway, PhM3c, will be awarded the grand prize of \$15.00, \$5.00 of which is the contribution of the welfare fund.

"The Ebb 'N Flow of the 'Mighty O'", runner-up in the contest, was entered by Newton J. McGillis, Y3c. "Who there was no provision for such prize in the rules of the contest, the committee decided to award a second prize of \$5.00 to McGillis for his entry which is the slogan of the paper.



Honorable mention goes to the following: Jack M. Cook, Slc, for "The Loudspeaker"; Roy D. Howard, SK3c, for "The Barnacle"; Howard M. King, MM3c, for "The Shakedown" and "P" "D" Stuckey, MM2c, for "The Shakedowner".

(Contd. Page 2 Col.1)

NEW M.A.A. SHACK NEARS COMPLETION

Our new Master at Arms' shack, which is just forward of the port mess hall, is near completion and the final date of occupancy is set for sometime next week. It was found after a recent inspection that there are to be bunk and locker accommodations for six men. This new shack is more centrally located and will be a definite improvement from the standpoint of sanitation.

CHIEF MAKES WARRANT

This week another Chief stepped up the ranks. Mr. Hicks, formerly our only CMOM, was promoted to Machinist, warrant rank.

Fortunately for the ship, he is still with us, but on the QT there was a wistful stateside gleam in his eye when he heard about it.

A couple of weeks ago Machinist Shull was promoted to Ensign and his orders took him back.

SHIP'S COMPANY NAMES PAPER

(Contd. From Page 1)

The committee expected it to be an easy matter to choose the name for ship's paper, but after they saw the many type-written names listed on two sheets of legal-size paper their hope for a quick decision soon vanished.

Consideration was given to each entry as a possible good name for the paper, and a final decision was made by means of a difficult process of elimination and much hot debating.

The committee said that many good names were submitted and all hands are to be congratulated for their original entries.

HASH MARKS

There seems to be a lot of confusion over who rates "hash marks". Regardless of what may have been printed in "Our Navy," no one is authorized to wear a "hash mark" until he has completed four years of active duty.

DRAFTING GIRLS

Public opinion on drafting unmarried girls between the ages of 21 and 35 for the WACs for non-fighting jobs has won favor in the eyes of the public at home.

It has been shown that 78% of women are for it while 22% are against it or undecided. Men in favor of drafting girls are 72% for with a remaining 27% against or undecided.

One of the big issues is whether service men approve or disapprove of drafting girls.

BON VOYAGE, JOE

(Contd. From Page 1)
was "salty" before many of our leading regulars ever thought of donning the blue.

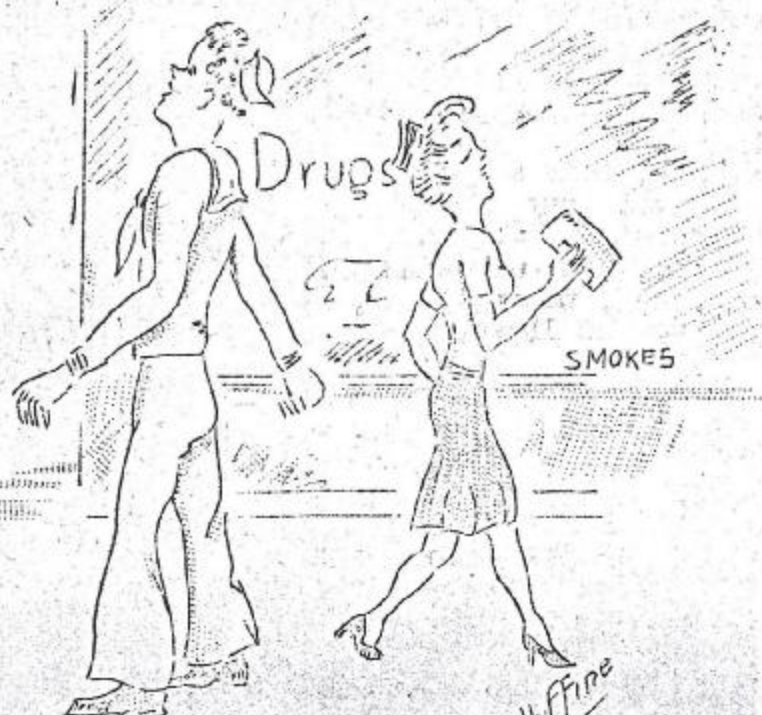
Of Portuguese descent, Joe won his American citizenship papers in November of 1942 and in the following January joined the Navy. All hands will long remember Jose Ferreira as one of the most popular men to sail aboard the "O".

DR. KELSEY PRESCRIBES

In a recent interview Dr. Kelsey, Head of the Medical Department, urged that all hands use lots of salt in their food. "You can't use too much," said Dr. Kelsey. "All the salt lost in perspiring needs replacement and using lots will prevent 'heat exhaustion', 'engine-room cramps', etc., and will help 'prickly heat.'"

All hands were further urged to take advantage of sunbathing but to avoid sunburn and to be particularly careful ashore to avoid being bitten by either daylight or night-flying mosquitoes. "Many tropical diseases, including malaria, bonebreak fever and elephantiasis are contracted from mosquito bites."

In regard to a prevalent misconception Dr. Kelsey stated: "The rumor that malaria can not be cured is false--the majority can be cured and most of the remainder controlled by quinine and atabrine."



"This ain't the Navy"

Huffine

INCREASED POSTAGE

The Revenue Act of 1944, enacted by Congress over President Roosevelt's Veto, increased the rate of domestic airmail from six cents to eight cents for each half ounce or fraction thereof.

The rate of six cents for each half ounce or fraction thereof, as established by Order #18989, 2 October 1943, will continue to apply to airmail sent to or by the Armed Forces of the United States overseas and served through Army and Navy Post Offices.

Vol. 1

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"THE EBB AND FLOW OF THE 'MIGHTY O'"

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Hi-Tide is published weekly on board the USS Ormsby for the benefit of Ship's Company.

— OUR POLICY —

Upon the suggestion of the Captain and the Executive Officer that a paper be published aboard for the interest of the crew and officers, we, the staff, have pooled all our ideas in the composition of this paper which we hope you, our readers, will enjoy. In this issue we have sought to be original and to set a standard, for future issues, but our aim will ever be toward a higher and better goal.

HI-TIDE will be published once a week and will consist of four sheets, or, in other words, eight pages with three columns to a page for easier reading and better appearance. A large share of the paper will be devoted to Ship's news. Our cartoons by our cartoon artist, will be inserted where it is hoped they will emphasize the greatest humor.

Various feature articles will be given by-lines of those authors writing the articles. The members of the contributing staff do not have by-lines but they are none the less vital to the paper's success.

We want you at anytime, this being your paper, to feel free to submit any good contribution you may want printed, whether it be humor, poetry, news, etc., and we will do our best to publish it, tho, we can't print everything sent in due to the limited amount of space.

There will also be a "Letter to the Editor" column to which you may send in your letter of opinion, praising, denouncing, or recommending any idea.

Incorporated into the paper will be a LOST & FOUND column by means of which articles lost or found may find their way back to their rightful owners.

HI-TIDE may be sent home and it should prove to be a very helpful supplement for letters to the folks at home, when personal news is scarce. THE EDITOR

HERE 'N THERE

Twenty-five men have reported aboard for duty within the last week. Three of these men, Schauble, Schewe and Crump were aboard prior to being transferred to a hospital for treatment.

The latter men spent several months following the Ormsby from one place to another before they finally caught up to her.

Mansir, SM2c, was transferred last Friday to a communication unit ashore.

Before reporting to this ship he was attached to the USS Harria.

With battleships and other types of war vessels it is common to call a certain class after one of them such as the North Carolina class. Well, there is a certain class of APA known as the ORMSBY class.

Thirty five thousand enlisted men of the Regular Navy have been promoted to a commissioned rank since the beginning of the war. Two former chiefs are now Lieut. Commanders.

Lester Lynch recently received word that his brother, 1st Sgt. U. S. Army, has undergone an operation from which he is recovering nicely. Sgt. Lynch is stationed at Camp Mission in Missouri.

Clarence Holcombe, seventeen year old son of our Bos. Holcombe, is seriously ill with a tumor of the brain. He is to be operated upon in the near future. The staff expresses the wish of all hands for his speedy recovery. Bos. Holcombe is one of our newer officers.

OUR CAPTAIN

There is no person aboard whose life presents a more colorful panorama of sea experiences than does that of our commanding officer, Leonard Frisco, Capt., D-M, USNR. Only a biography of voluminous proportions could do justice to his career as a mariner, which embraces more than thirty years of continuous service in the United States Navy and in the Merchant Marine. It is with apologies, therefore, that we present this bare sketch which might well bear the captain "From Apprentice Seaman to Captain."

Captain Frisco was born Feb. 11, 1895. In 1911 he enlisted in the U. S. Navy as an apprentice seaman, from which rate he advanced to ordinary seaman, able seaman, third class quartermaster, second class quartermaster, and chief quartermaster, in turn. During World War I he was promoted to the rank of Ensign, and ordered to duty aboard the USS Drayton, on which he went overseas in May, 1917, to remain in the European Danger Zone on convoy duty until after the armistice.

As a rated man he was attached to the USS Perkins, Warrington, Drayton, Burrons, Great Northern (Transport), Rodgers, Bush, Sampson, and Laurance.

Resigning from the Navy in 1921, Capt. Frisco then went into the merchant service, where he advanced from 3rd officer to master. During this part of his career he sailed for Moore and McCormick, International Freightage Corp., and the Black Diamond Lines. He was in command of the SS Anaconda, City of Alton, Black Gull, and Black Heron.

In December, 1940, he reentered the Naval Service aboard the USS Henderson, where he served as 1st Lt. and Executive Officer. He then served as Navigator, Executive Officer, and Commanding Officer, respectively, on the USS Wright, whence he was ordered to take command of the USS Ormsby in Feb., 1943.

With thirty years of married life in back of him, Captain Frisco has, in addition to his wife, a son, 28, who is an engineering officer in the merchant marine, and a daughter who is a confidential clerk in the 12th Naval District.

At present he calls San Francisco his home, but the family's permanent home is in N. Y.

When asked the number 1 question, Captain Frisco replied: "The 'Mighty O' should be pretty close to Tokyo in a year."

AUTHORIZED CAMPAIGN BARS

Since the beginning of the war, four new campaign bars have been authorized, and only four. They are the American Area Campaign Bar, the American Service Medal, the European-African-Middle Eastern Area, the Asiatic-Pacific Area.

Those whose sea service is limited to that on the Ormsby rate the American Area Bar and the Asiatic-Pacific Bar, with three and possibly four stars. Those with service prior to the start of the war are entitled to wear the A. D. S. M.

NEW RATES

Effective 16 May 1944 28 men were advanced in rating as follows:

Carroll, C. E.	EM3c
Coffey, J. F.	Bkr3c
Coombs, E. C.	F1c
Crawford, H.	St2c
Crossley, D. W.	Cox
Dermody, B. J.	SK3c
Duncan, O. R.	S1c
Echols, D.	StM1c
Eidson, C. S.	S1c
Holderness, D.A.	F1c
Jenkins, R. J.	SF2c
Johnson, W. H.	SM3c
Jones, E. F.	SC3c
Kasey, C. C.	FC3c
Laughlin, A. K.	MoM1c
Lynch, L. S.	S1c
McCracken, A.	GM2c
Meacham, S. S.	B3c
Paarman, E. E.	BM2c
Pezzolo, M. E.	EM2c
Powers, C. R.	SK1c
Redd, H. E.	S1c
Redd, R. B.	S1c
Shippey, C. S.	SM3c
Vinson, H. B.	F1c
Webb, A. L.	SF3c
Wilson, M. D.	S1c
Livermont, L. L.	WT3c

MUSTERING - OUT PAY -

By act approved 3 Feb 1944 mustering out pay was provided for personnel of the Navy, Marine Corps, Coast Guard, and Reserve components discharged or released from active duty on and after 7 Dec 1941. Personnel with less than 60 days active service are entitled to \$100 only. Personnel with 60 days or more active service, no part of which was outside the continental U. S. or Alaska, are entitled to \$200. Personnel with 60 or more active duty days, any part of which was ashore or afloat outside the continental U. S. or Alaska, are entitled to \$300.

Disbursing officers will pay \$100 of this money on discharge from service. The balance is collectable on application to the Bureau of Supplies and Accts.

'ROUND THE SMOKING LAMP



Hi Smokers:

The Smoking Lamp is lit, so drag a fag, gather 'round, relax and be at ease.

First off, the S Div will be glad to know that Snipes SC3c, who some months back suffered from a rare kidney ailment, is now much improved. He expects to be fully recovered in plenty of time.

And isn't it a shame to keep Casanova Stratton at sea. Think what his smiling face would do for those tired, weary war plant girls.

The word is going around that there is a bit of confusion in the Med. Dept. with so many new men--not enough chairs for all to sit at once. Too bad!

Is it true a pair of Chiefs have conceded the C.S.M. to be their Master. Acey-Mahoney? Huh? And while in the C.P.O. quarters---who recently became a convert--at least no more getting caught. Eh Willie?

Up 1st Div. way there is a Coxswain--This particular one cherishes a certain powder puff which he keeps carefully stowed in his locker. Wonder why?

Of all proud papas aboard, C. R. of C & R tops them all. But then, he's excused. His is the first boy of the family this generation.

Ask Dan McGrew of the 2nd Div. about an experience he had in No. five hold one time. For particulars see Ellis, BM2c, of the same division.

What StM2c is worried because a certain

windy city chick remains absent on mail day. Cheer up mate--yours truly is having soldier trouble.

Can't line a thing on the Pay Office this week, but watch out "Oats" yours truly will get you yet.

All the fireroom snipes have dug out all their hard-earned pennies to buy a pair of shoes for a certain curly headed Wtlc. Who could it be?

On the foreign news angle (from the States) it seems that a certain storekeeper, late of the "Mighty O" canteen, chipped and painted his passage. And Bull Moniz got just close enough to the galley of this luxury liner to scour the paint work within. Fancy that!

This tidbit arrived at our post office addressed to Penny, our soon to be (he hopes) ex-Mail man, in the scrawl of ex-Cop Muldowney, the diminutive Irishman. He says that bottled goods are scarce, but the bars are well supplied for (Contd. Page 6 Col. 3)

MOTHERS HONORED AT SERVICES -

A Protestant vesper service built around the theme of Mothers' Day was held at 5:30 o'clock on Sunday, May 14. The attendance at this service was excellent and constituted a fitting tribute to all Cransby mothers. The Chaplain took his text from the Fourth chapter of II Kings.

Immediately following the service all hands joined in a "Singing-Song," harmonizing lustily on many songs.

PLAYING THE FIELD

The sports on board ship are comparatively few so we will have to limit our coverings for the time being.

Usually when a person thinks of sports, football---basketball---track---baseball---swimming---etc., rush to his mind. However, let's not overlook so important a sport as a rousing game of Acey-Ducey played by two over-zealous characters with more time than money. The hysteria that follows a timely Acey-Mahoney is equaled only by a last-second field goal with the score tied in a Rose Bowl classic. The aggravating cries and actions of the lucky tosser, the lined face and tearful eyes of the opponent, these are all part of a great game, strictly Navy.

Now then, let us lay the plans for an Acey-Ducey contest for all ship's company. Any one may compete. We would like to have a consensus of opinion on the subject; therefore, I shall keep my ears open as two "P" coat sleeves in the wind and take account of the interest shown.

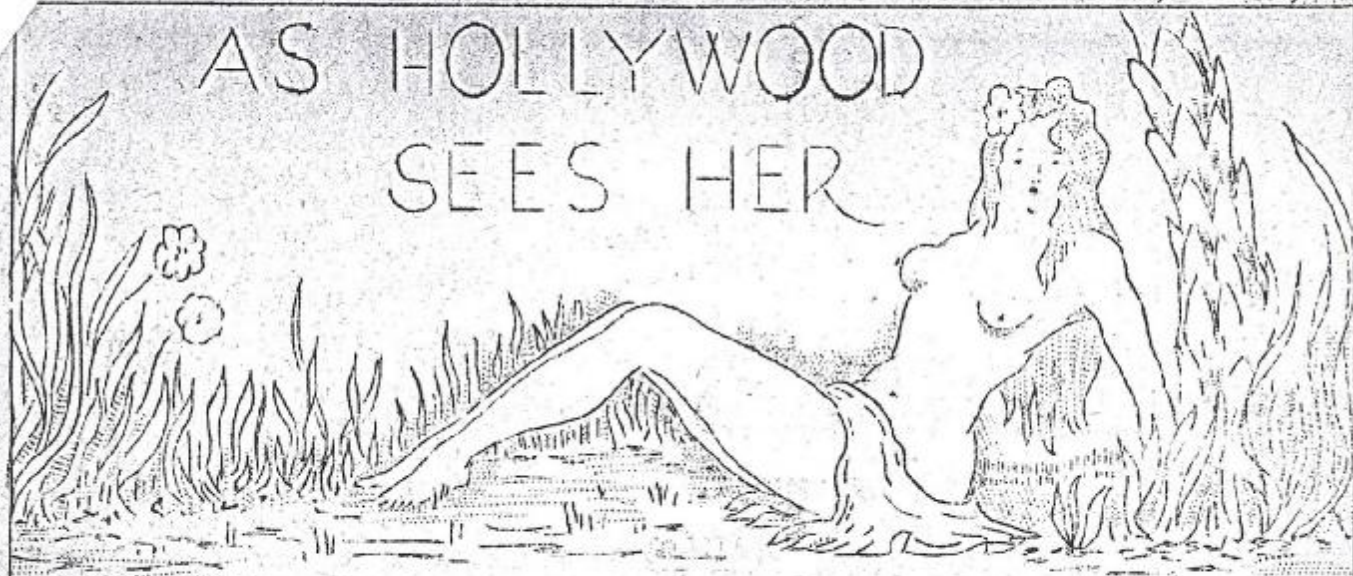
All "Owls", "Kibitzers" and "Hocklers" will be allowed to attend matches when at last arranged. These raucous individuals must control themselves at all times, as we must not under any circumstances distract the brilliant minds of the players in quest for title and glory.

Stand by--the word will be passed---then to the arena.

P.S.--Spitballers and screwballers will be permitted to use their own delivery on the dice.

J. J. Kunzer

AS HOLLYWOOD SEES HER



BUT WE'VE GOT A RINGSIDE SEAT!



JIVE

By C. L. Greene

Hi "Gates":

Here's hoping that all you hep cats are still in the groove and jumping solid. Up to date in the "Musical Universe" our latest news is that Georgie Auld, former alto sax-man with old man "B. G." has finally got out on his own and has every joint that is lucky enough to book him jumping. Yep, he's right in there pitching along with such Goodmannites as Harry James, Lionel Hampton, Gene Krupa and other celebrities known to many of us.

By the way, Krupa has finally beaten the rap and is at present fea-

tured "Hide Man" with Tommy Dorsey's outfit.

Krupa's outfit is now under direction of his treasured trumpet player Roy Eldridge. Anita O'Day, his vocalist, is on her own and appears to be doing nicely. She admits that she misses the old gang. We miss them also.

Well, Cats, let's keep punching and shuffling along 'till seven darks hence. Don't forget to keep your gleaners intact, your listeners open for more of what's cooking on the "Big Island." We'll hand it to you as it comes to us.

Stacking myself for a spell, this is the old music master saying I'll be missin' you.

(Contd. From Page 5) thirst quenching. He must have written that letter some time before five P.M.

There it goes. The Smoking Lamp is out. So long 'till next week.

Yours truly,
DEADLIGHT IEE

P.S. Is it true that certain officers are wearing thin the proverbial wardroom carpet waiting to receive word of advancement in Rank. Break out the cigars in the canteen, Black; the rush may soon be on.

AN ELEGY

CAME WE THENCE TO THESE ATOLLS,
TO HITHER'S BEACH FROM YONDER SHORE
IN SEARCH OF SPOILS OF SILVER AND GOLD?

NAY, NAY, NOT SO--
TIS FATE THAT DREW US COME THIS FAR
TO SEEK THE SPOILS OF A STARTED WAR;
WHENCE ONCE WHERE PEACE AND PALMS ABODE
NOW A FOOTSTOOL FOR A JAPANESE LORD.

TIS QUIET NOW, AS WE LAY OFF SHORE,
MOON AND STARS SEEM TO BE NO MORE
FOR ABOVE TIS BLACK AS A SOOT STAINED STACK.
NO LIGHT--ALL IS AT EASE IN SILENT REPOSE.

LISTEN--TIS THE HUM OF A SKYWARD BIRD.
THESE ARE THE HUMS THAT OUR FOES HAVE HEARD,
THUS BRINGING A SHELL FROM YONDER BEACH
AS THEY OUR RENDEVOUS DOTH SEEK.

BUT WAIT LOOK INTO YONDER SKY.
SAILING LANDWARD AS A HUGE DRAGON FLY.
IS IT A METEORITE NEARING ITS JOURNEY'S END?
NAY, TIS A SHELL SHAPED AS A STAR
TO EXPOSE THE HIDINGS OF OUR FOES AFAR.
AND LOOK TIS A FIRE ON YONDER STRAND
YES, TIS A CRAFT STUCK IN SINKING SAND.

COMES MORNING AND NOISE OF THE GREAT CONFUSION
STILL MAINTAINS A SONG.
LOOK EAST AND TIS THE MORNING SUN
RISING TO FROWN ON A BLOOD STAINED ISLE.
IN THE AIR A SKYBIRD WINGS THROUGH THE SKY
WHILE BELOW BLOOD AND DEATH DOTH FLY;
FOR MANY A MAN ON THESE ISLES DID DIE.

TIS EVENING NOW AND NIGHT DRAWETH NEAR
WHEN OER THE HORIZON SPECKS DOTH APPEAR.
TIS SKYBIRDS OF AN ANGRY Foe
SEEKING TO BEAT US OFF THESE HELL RIPPED
SHORES.
BUT NAY, TIS NAUGHT FOR THEM TO TRY
FOR ABOVE THE SKIES ARE FILLED WITH FIRE.

CAME MORNING AND ALL HELL RESUMED
FOR MEN ONCE OF ROYALTY NOW SOLDIERS OF DOOM.
FOUR DAYS HAVE PAST NOW AND ALL AROUND
ONLY FAINT NOISES ARE HEARD FROM YONDER SOUND.

BUT LOOK INTO THE WATER
WHAT DOTH THOU BEHOLD?
THE BODY OF A STATE'S MARINE
WHO FELL ON YONDER SHORE.

WHY FLOATS HE THERE IN ESTACSY
THIS AMBASSADOR OF LIBERTY?
HE FLOATS THAT YOU AND I SHOULD
UNITE IN ONE COMMON BROTHERHOOD.

HE HATH NOT GIVE HIS LIFE IN VAIN,
FOR ALL AROUND ANGELS DOTH SING,
AND WE SHALL USE THESE CONQUERED ATOLLS
TO DESTROY ALL BONDAGE
AND PRESERVE MEN'S SOULS.

C. L. GREENE, CK3c

BOOK REVIEW

To all readers interested in Nazi novels we recommend All Thru The Night.

This is the story of a young married couple and their encounter with Nazis. The husband is a leader of underground movements with many breathtaking assignments to carry out, while his wife, though sometimes subjected to Nazi punishment, will not expose him to his enemies. It also tells of the Nazis' persecution of innocent citizens and their wholesale raping of the younger girls.

This book can be obtained at the ships library during library hours.

DROPPINGS FROM CHARLIE NOBLE

CPO: Just why are you coming back to the ship half drunk?

Sailor: On account I ran out of money.

Some tourists were standing on the edge of Mt. Vesuvius looking at the molten lava. An American said to his companion, "Looks hot as Hell."

An Englishman standing nearby said to his friend, "Those Americans have been everywhere."

In the files of the US Navy are thousands of letters from dependents, some of which are very strange, here are a few:

"Please send my wife's form to fill out!"

"I have already wrote to the President and I don't hear from you. I will write Uncle Sam and tell him about you both."

"In answer to your letter I gave birth to a boy weighing 10 lbs. I hope this is satisfactory."

PLUG FOR THE DIT-DAHs

Although it is unknown to the general public and even a large number of Naval personnel, the radio shack on almost all our major vessels of war and transports do a message-handling job which, if it were a money making proposition, would be quite profitable.

The war-time conditions which govern communications make it necessary for ships operating in combat areas to intercept all radio messages sent from some central point which receives operational orders and requests for supplies, information concerning the enemy's movements and the movements of our own ships.

Prior to the war radio communication was a matter of individual force and type, commanders sending, receiving and relaying messages to and from ships directly under them, by radio. The ships concerned then receipted for these messages by radio and that was all there was to it. Due to the fact that a ship's position may be discovered by enemy direction finding apparatus, however, this pre-war method of radio communications was discontinued.

To cope with the situation the Navy found a very satisfactory solution to its problem by installing high powered transmitters in various spots all over the world, and to these stations all the messages for ships in these areas are sent.

The ships and smaller stations having the necessary information as to when and on what frequency (or wave length) the mes-

sage will be sent, listen and intercept all messages from this high powered station and break or decipher the headings of the various messages, which are in a cipher or code. From these headings it is determined whether the message is to them. It is then sent to a coding board and is broken down into plain language and taken to the proper officers aboard ship.

During the period of one month each ship's radio handles over 5000 messages from this central source, the high powered area transmitting station.

MARS SETS FOUR NEW RECORDS -

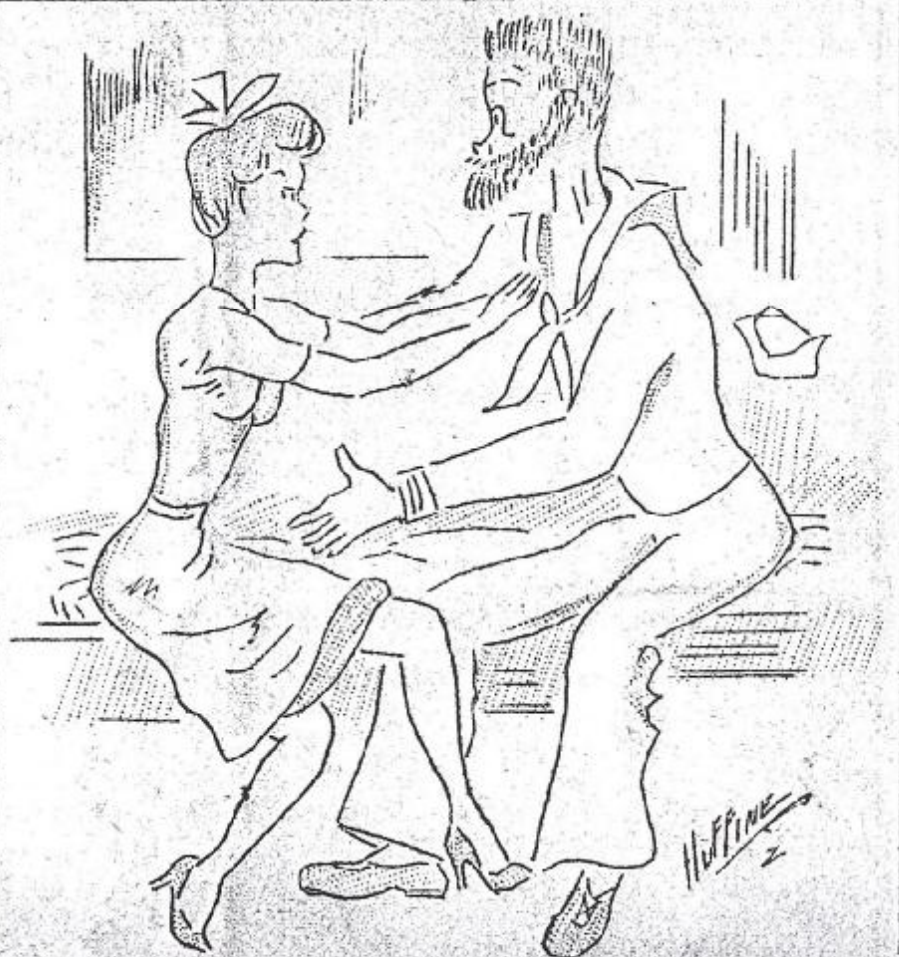
A few weeks ago, the Navy's mammoth flying boat, the Mars, flew non-stop from Maryland to Brazil, a journey of 4600 miles

that took 32 hours and 17 minutes. In so doing the Navy flying boat not only ~~showed~~ shake down, but also established four new records for distances and weight load.

Enthusiastic over the performance of the Mars, the Navy called for bids. Here are a few facts about the Mars.

It has a wing span of 200 feet, which makes it almost double the size of the Flying Fortress. It has an overall length of 117 feet. Its weight is in excess of 70 tons. It is powered by four two-thousand two hundred horsepower engines, 18 cylinder Wrights. It can carry 15 tons of cargo, has sleeping accommodations for 16 and has a fully equipped galley.

Ephraim C. Coombs, Flg and Amos Dale Turnbow, SF2c are to be transferred today. ~~They~~ wish that the best of luck.



WAIT A MINUTE! HOW DO I KNOW YOU ARE BILL KANE WHO WENT AWAY LAST JULY?