

Vol. 1, No. 4

* * * *

16 JULY 1944

"O" HAS ANNIVERSARY

WAR CORRESPONDENT ABOARD

By WILLIAM HIPPLE
NEWSWEEK

WAR CORRESPONDENT

I came aboard "The Mighty O" for one of those "short" trips and stayed so long that I began to feel like a regular crewmember. Of course I don't qualify as a regular crewman because neither Comdr. McCormick nor any of the division officers were able to get a lick of work out of me. Besides, I'm still a civilian (you can touch me--carefully).

However, I felt like one of you in more ways than one. I got my head stepped on any my over-sized ears kicked while sleeping on deck. (Contd. Page 2 Col. 3)

RATE CHANGES

All new advancements or changes in status of enlisted personnel to third class petty officer, second class petty officer, first class petty officer, or chief petty officer inclusive of Regular Navy and Naval Reserve shall be temporary. Examples: BMlc(T), CBM AA(T), CBM(T). This change became effective July 1, 1944, and will continue so until further notice. (Contd. Page 9 Col. 1)

CONVERTED ONE YEAR

When the SS Twilight went hurtling down the ways back in October, 1942, no one had ever heard of the USS Ornsby. Built by the Moore Drydock Co. of Oakland, Calif., the SS Twilight was christened by Mrs. Blanch L. Lloyd, and at that time was destined to sail for the Maritime Commission as a cargo ship.

CAPTAIN'S ANNIVERSARY LETTER

One year ago today I had the pleasure of addressing the officers and crew of this vessel. The occasion, as you all know, was the commissioning of the U.S.S. Ornsby, and I stated at that time that I was mighty glad to be the first commanding officer of the Ornsby, and that I was also glad to have you all on board. At this time I want to repeat that statement.

The Mighty "O," as you men have affectionately named her, has done her stuff, and I doubt if any other vessel in the Fleet can beat her excellent record of miles steamed and her combat employment, of which every assignment was performed in an efficient and successful manner. Although we have not yet landed Marines on the Japanese "home stretch," we have come so close to it that it is giving the Nips the (Contd. Page 8 Col. 3)

Hardly before she took the water a change was made; the new class of fighting ship, the auxiliary transport, attack, was just coming into its being, and the Twilight with its husky C-2 hull was chosen by the U. S. Navy for conversion and outfitting as the APA49.

Early in 1943 this ship was floated into pier 36, a Matson Navigation co. pier, and hundreds of Matson workmen were set to work. (Contd. Page 2 Col. 1)

NEW PAY SYSTEM

The Disbursing Office will soon inaugurate the Navy's new pay procedure. This is a new system of paper work which serves four purposes:

1. To facilitate prompt and proper payment of Navy personnel regardless of location and not withstanding changes of duty stations.

2. To facilitate the registration of allotment for payments to (Contd. Page 9 Col. 2)

COMMISSIONING STORY

SHIP OF INTEREST TO MANY

(Contd. From Page 1)

Back in those early days of March and April, 1943, the big ship in its prime coat of paint was quite a curiosity to passersby. She was headed landward and her bow was something to see. Those forward kingposts could be seen from Third Street, and from the Bay Bridge travelers there were many neck-craners wondering about this ship.

Matson was awarded the Army and Navy "E" for its work on the Cascade. They must have done a fine job on the Cascade, because they seemed to have burnt themselves out. They were very slow on the Ormsby. Scheduled to be in commission by the middle of May, the date had to be pushed ahead several times.

But in June, the 28th of June, this ship, now painted and trimmed in full dress, was commissioned the USS ORMSBY (APA 49).

That was a great day.

Many of the present crew were there. There was a bustle and hurry to make everything ready. The crew was brought over from the Receiving Ship, and they crowded the dock. Most of them had never climbed a gangway; some of them were not sure whether their ship was the big one at pier 36 or the ferry boat (Fort Sutter) across the way, where they were to bunk for a few days.

In the afternoon the band had arrived and the loudspeakers were adjusted. There was more scramble to find number four hatch or to locate the port "stairs."

The bugle sounded. Orders were read. "Attention! Face aft! Right hand salute! Sound Off!" The ensign, jack, and commission pennant were mast-headed. "Face inboard." The ship was placed in full commission and delivered to the command- (Contd. Page 2 Col. 3)

HIPPLE STORY ~

(Contd. From Page 1) and I expect a cauliflower to bud and bloom any day now. I felt rain in the face most every night. I sweated gallons and gulped down salt pills. I saw the heat rash rise and shine on my back and hindquarters. I narrowly escaped the brig several times when your conscientious policemen saw my ungainly form stretched out during morning GQ.

I acquired an excellent tan, got in more sack time than in years and read so many books from your estimable library that odd and unuseable facts are practically running out of my ears. I gorged on your food and did nothing about it in the way of exercise. One day I grunted through two push-ups, but the second one was such a strain that I desisted from further physical exertion.

But seriously, I've had plenty of time to look around and I've been impressed by the Ormsby and the way you guys operate her. Now I know why you have earned so many "well dones" for work accomplished.

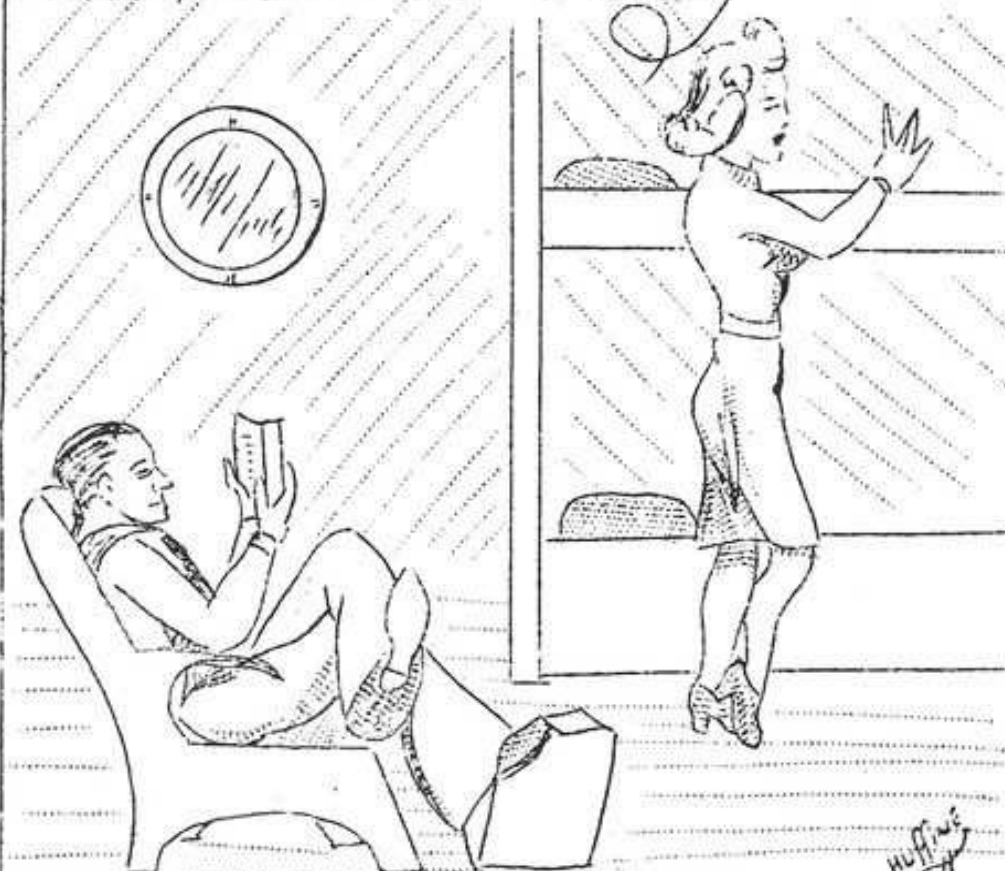
I've enjoyed sailing with you, too, despite the fact that I'm becoming known as "Scooped" Hipple, instead of the more favorable "Scoop."--and you know why.

I'll be seeing you "Mighty O-Men" again on the road to Tokyo.

BOXING TEAM ~

Interest in the recent boxing bouts held aboard indicates a desire to have a ship's boxing team. All men who would like to participate see Lt.(jg) Carl or the Chaplain.

This Ain't The Navy



Vol. 1

Hi-Tide

No. 4

Organized 27 April 1944

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

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Hi-Tide is published semi-monthly on board the USS ORMSBY for the benefit of Ship's Company. Paper may be mailed home via regular mail only.

ESPRIT DE CORPS

Last month, the 28th of June, this ship was one year old. This issue of Hi-Tide we have devoted to the Ormsby's anniversary. We all know what she has done. Her record of aggressiveness and efficiency speaks for itself. I refer to the Ormsby as a unit because that is just what she is--a unit made up of mechanical power and personnel. One can not operate without the other; both are dependent on each other. But it is the latter that makes up her "personality." It can give her class and distinction or it can make her drably "just another ship."

In many respects we have succeeded in making our ship an outstanding personality. But we have miserably failed to bestow upon her one basic characteristic, "esprit de corps," or ship's spirit, if you will. Why? What is the reason for the lack of enthusiasm in ship's activities which prevails. The fault lies within each individual, and it is up to him to remedy this condition. That an indifferent, lackadaisical attitude prevails is borne out most noticeably at the boxing matches in which a ship's company man fights a visiting opponent. The opponent's supporters in every case have shown an awareness of the fact that it helps his morale when he receives cheers and encouragement from the ringside, regardless of whether he is receiving all the punches or giving them. On the other hand, our man has to be content with the few meager cheers he receives from his shipmates. Yes, he may come out the winner, but no bouquets to us for having lent our moral support, because there has been none in any appreciable amount.

Not only is our lack of "esprit de corps" manifest at boxing matches, but in ship's

LETTER TO THE EDITOR

Dear Sirs,

Today I received the first edition of your grand paper "Hi-Tide." Captain Frisco sent it to me. I really enjoyed every item in it. While I am most familiar with Capt. Frisco's history and background, because of the period of years we have shared it together, it was nice to see in print.

I want to wish you the best of luck and success with your grand paper. Name and slogan are perfect and I hope all will enjoy it as much as I have. My best wishes for continued success. It brings the ship's doings closer to us left at home. Sincerely,

Margaret M. Frisco

activities in general. Such being the case, it is really an issue which should be of paramount concern to every man and officer attached to this vessel. Consider the effect which our failure to correct her "personality deficiency" may have on the Ormsby's future. If we who commissioned her take no pride in her achievements and feel no resultant sense of comradeship, how can we expect future crews even to approximate casual interest in things pertaining to the ship!

Would it not be well as we stand on the threshold of a new year in the Ormsby's career to take cognizance of the fact that inadvertently we are one, and, as such, we win or lose, live or die-together. That which brings glory to one, does so for all. So let's muster our enthusiasm and take pride in making ours the "Lighter 'O'."

THE EDITOR

OUR EXECUTIVE OFFICER

To be the executive officer of a Naval vessel is to be a busy man. His is the task of coordinating the organization of the ship's different departments into a smooth working unit. It is his job to handle all matters pertaining to personnel. In carrying out the multitudinous tasks required of the position, an executive officer must be thoroughly acquainted with the ship and the men who run her. He must be ready at any time to step into command of the vessel in the absence of the commanding officer.

Our Executive Officer, G. W. McCormick, Commander, D-M, USNR, has had a long and varied career at sea—it began when he enlisted in the Regular Navy in 1916, just before the U.S. got into World War I.

During that war he served aboard the USS Delaware. The big "D" was part of the sixth Battle Squadron of the British Grand Fleet during the war. Both before and after the war she was one of the best "homes" in the

fleet. At one time or other she held every trophy that the Navy had—in Gunnery, Engineering and Athletics -- including the "Meat Ball" and the Battenburg Cup. She was also the fastest battleship at that time. In February, 1918, during a heavy gale in the North Sea, he received a bad fall and the resultant injury subsequently led to his discharge. In November 1919 he was "paid off" out of the Regular Navy, holding the rate of O1lc.

By this time the sea was in his blood. In the early part of 1920, he returned to sea in the Merchant Service, in the employ of Consolidated Navigation Company. During the next five years he worked his way up and through the grades of third, second, first officer, and in 1925 was made master of the SS Bannack—not a mean accomplishment for a man of 26 years of age in the years of decline of our merchant fleet, such as followed the last war. The year 1932 found Command-

(Contd. Page 5 Col. 3)

PLAYING THE FIELD ~

By Hine

Staging a nautical approximation of New Orleans' "Sugar Bowl" week, Dartmouth's "Winter Carnival" and all other weeks devoted to sports, the Ormsby came forth with a week of recreational activities that may well be envied by any other ship in the fleet.

Commencing with a recreation party on a tiny islet in the Pacific, and ending with our old favorite, "the double feature," the week's festivities, consisting of swimming parties, boxing bouts, songfests, and, ever popular, rope yarn Sundays, afforded ample proof to all hands that, when the time is right, our ability to fight is equalled by our ability to play.

All vitamin D lovers had two wonderful days in which to bask their all, and I do mean all, in a blazing sun which they (me too) are now paying for—but plenty. My posterior region greatly resembles a slice of Hormel's best. I came back from that island paradise the color of a faded danger flag. It must have darkened the very marrow of my bones. Oh well, think of the fun we have peeling ourselves.

The songfests, as well as the boxing bouts, have proved to be very popular with crew and officers alike. Songfests, led by our Padre, seem to be the very thing our local "Sinatras" have been waiting for. We figured the other night that on the first chorus of "Man on the Flying Trapeze" the voices carried an even four miles against the wind, which, I might

(Contd. Page 8 Col. 1)

CAREFUL - - - SARGE





'ROUND THE SMOKING LAMP

Hi, Smokers:

Canteen sales show a sharp rise in popularity of Bull Durham, pipe tobacco and other forms of "makins." There couldn't be a shortage of cigarettes, could there? Well anyway--roll yourself a tailor-made. The lamp is lighted for those with ingenious dexterity.

Now that Dewey is nominated, party lines are becoming sharply defined aboard the "O." Galloway is one of Dewey's staunchest campaigners, but Deadlight Ike picks Eleanor again, in a breeze.

What kind of good books does Casey read in his far-too-few spare moments--a dash of romance?--Maybe!

Was Clark of the 1st Division learning or supervising recently as he spent half a morning watching an officer chipping a weight. My! My!--such business.

A lot of people are asking what was in the prize package Ottensmyer delivered so carefully to the drink as he stepped from boat to gangway a day or so ago. And he was nursing so tenderly too.

The typewriter told the ashtray--the ashtray told the desk light--the desk light told the wastebasket that it may be wedding bells for Mather, Ylc, when he hits the States. The gallery overheard and each photo of the girl on his desk blushed that it might be true.

Among the recent additions to the M.A.A. force is Stacy--affectionately sometimes called "J.G." Stacy.

Should you ask him what the "J.G." stands for, duck, brother, duck!

Casanova Conklin they call him in the Engine Room, though there's talk of changing it to B.S. Artist instead of Casanova!

Did Gabriel, C.S.K., get that letter off to his congressman--the one suggesting that waves be permitted aboard as well as abroad? He wants one in the Supply Office to do his light work.

Has Pat, the radio-man, made any progress toward solving his double trouble dilemma? Let's hope so, one's bad enough.

With cigars at better than six bucks a box the boys who got rated the first of July can see no profit for that first month at better pay. At that price McGillis and yours truly are glad they don't have to worry about putting out for cigars right now.

Rubber bands, rubber bands, rubber bands. What does Trahan do with so many rubber bands?

Those who are reluctant to participate in the boxing matches each evening might be interested in knowing that everything is being done to persuade certain of the MAAs to do their bit of morale boosting by stepping up and challenging any and all comers. Don't rush, fellows. Just sign up and wait your turn.

With that, it's time to darken ship so yours truly can walk in safety. So till
(Contd. Page 8 Col. 3)

Comdr. McCormick

er McCormick at a desk in the position of Assistant to the Superintendent of the company.

Shortly thereafter, due to the intricacies of politics, the company retired from the shipping business and he was off to sea again. This time with South Gate Nelson. It is ironic to note that many of the ships of which he was master during the years that followed were the same ships he had commanded while with Consolidated Navigation Company. Among them were the SS Belliveau, SS Winona County, SS Cold Harbor, SS Liberty, and, among others, the SS Capillo. The last mentioned vessel had the distinction of being one of the last U. S. ships to clear a German port, in September, 1939, before the British naval blockade put the squeeze on.

Later in 1939 he went to the Federal Shipbuilding Company for new construction and in January, 1940, commanded one of the first of the New C-2 vessels, the SS Lightning, on her maiden voyage to Australia.

It was in May, 1941, that Commander McCormick was called up for active service in the Navy, and, holding the rank of Lieutenant Commander, his first assignment was that of Assistant Port Director and Routing Officer, Baltimore. He remained at this post until assigned as Executive Officer of the Ormsby, to which he reported April 12, 1943.

Commander McCormick has been married since 1940 and has a son 2½ years old whom he would like to see in the Navy of tomorrow. He has
(Contd. Page 8 Col. 2)

Twin' on the "49"

Look a heah! Look a heah! You cats think YOU are having a bad time out here? Give a little heed to the bad hour we give "Cuddle Up A Little Closer," "Tuxedo Junction," and some of those other choice platters aboard. Man, those aren't grooves we've worn in 'em -- they're ravines. I mean, they are REALLY survey material. Latest scoop from the "Padre" is, and I quote: "We'll be diggin' some of that righteous jive in the next solid port we hit." Yep, the "Padre" is hep and promises us plenty of sweet and swing, come liberty and recreation time.

By the by, any of you hepsters who rally 'round No. 4 each and every eve to get your kicks are welcome to drop any requests for records or any particular artists to Bowman, keeper of the juke box. Any and all suggestions will be considered

when the big purchase comes off in the near future.

Our latest notes from here and there are ...Benny Goodman reforming orchestra for Walt Disney flicker... Gloria De Haven (blond lovely) playing opposite the "oh and ah" boy, Sinatra, in his next titled "Step Lively"....Bob Zurke, the former Bob Crosby pianist, famous for his "Honky Tonky Train," passed away after a bout with pneumonia... Helen Forrest "knockin' 'em dead" since leaving Harry James to do a single...Artie Shaw laying plans for an orchestra to do picture, radio, and record work...King Cole trio; sensational negro boys, sign contract to appear each week on Orson Well's radio show... Buddy Rich rejoining T. Dorsey after Marine discharge...Krupa forming new orchestra....

The (Hine) End

DROPPINGS FROM

Charley Noble

Johnny at Poultry Show: "Let's stay until they let the animals out."

Mother: "They don't let them out, Johnny."

Johnny: "Yes, Mother; last night dad told Uncle Bill they would wait after the show and pick up a couple of chickens."

A middle-aged woman lost her balance and fell out of a window into a garbage can. Chinaman passing remarked: "Americans vely wasteful. Woman good for 10 years yet."

"Say, Tony, those rabbits you sold me all have the hiccups."

"Sura, Boss. Dey are Belchin hares."

A young Theologian named Fiddle

Refused to accept his degree:

For, said he, it's enough to be Fiddle

Without being Fiddle, D. D.

Dtsn. Kate (pointing to a cigarette butt on a company street): "Is that yours?"

Seaman: "Of course not, you saw it first."

HOW SALTY ARE YOU?

Two Officers made scores of 3.6 and 3.2 on the following sea terms. Give yourself two tenths of a point (.2) for each correct answer and see how well you can do. Answers on page 8 column 2.

1. Acockbill
2. Ash Breeze
3. C and S
4. Fourth Class Liberty
5. Half Seas Over
6. Horse Market
7. Jackass
8. Seaman's Disgrace.

It cost \$3,750,000 righting the Normandi



DAY DREAMING

Griff
JUN

BOOK REVIEW

GUEST WRITER
DYER JENSEN

Recommended for everyone's pleasure is the currently popular novel and recent best seller by Betty Smith, *A TREE GROWS IN BROOKLYN*. Briefly, it is the story of the growth of a small girl, giving detailed description of the adjustments and problems she faces. It is the characteristically common everyday occurrences, so true to life, that make the book interesting and unique. The plot in the main, describes the life of the Nolan family with the emphasis on their little girl, Francie. Adding the necessary spice which gives blend to the novel are the parts which Francie's relations play. Their comments, ideas, superstitions and beliefs are a continuous source of laughs.

The author's texture of writing is consistently excellent. She uses the terms and mannerisms of speech typical of the age and town. The reading is easy and fast, each sentence usually containing a smile or a laugh. All of the characters in the book are people we know and meet each day; we had just forgotten them temporarily. Above reproach or unfavorable comment are the character descriptions of Aunt Sissy, Aunt Evy, Kattie and Johnnie Nolan, not to mention Drummer, the horse.

The story is not an attempt to glorify Brooklyn; neither is it an attempt to condemn the people, the poverty stricken conditions forcing on them their way of life and their method of doing things. It is a pure and simple account of the facts existing and how

the inhabitants cope against it. Throughout the four hundred and seventy-eight pages laughs are in abundance. It is a book hard to put down once the story has begun. From the first page to the last page it is enjoyment seldom acquired from reading.

HERE'N THERE

BOSSE TRANSFERRED

J.E. Bosse, S2c, was transferred last month to another vessel. Before coming to this ship he was assigned to an Amphibious Boat Pool and Training Center. His home is at Cincinnati, Ohio.

"O" COMMENDED

The ORMSBY received another commendation last month from the Commander Transport Group which read as follows: "You did a good job fueling and rejoining formation yesterday."

FIRST IN FLAG HOIST
DRILL

Flag hoist drill for 7 July 1944 found the ORMSBY in first place with a 96.5 per cent average. There were four other ships competing.

Last week two former ship's company men paid the Ormsby a visit. They were L. M. Fairchild, now RM3c and R. P. Mansir, now SM1c.

"Red" Howard has news that his father is now on the police force in Santa Clara, California.

Goldblatt, SK3c, anticipates a reconciliation with his former wife upon his return

AWARDS GIVEN

For outstanding and conspicuous gallantry William Charles Woodward, RM1c, and Dan Joseph Goodman were recently awarded the Presidential Unit Citation and Silver Star, respectively.

Woodard, while attached to the First Marine Division, successfully executed forced landing assaults against a number of strongly defended Japanese positions in the S.W. Pacific. His division held an important strategic position despite determined and repeated Japanese air and land attacks.

Goodman received his award for intrepidity in the performance of his duties as boat coxswain of the USS J. Franklin Bell during the operations against Attu Island in May, 1943.

APPRECIATION

The Commanding Officer of the USS MacDonough expressed his sincere appreciation for the generous service rendered by our landing craft.

The boat crew--Cipe, R.L., Cox; Puliafito, A.P., F2c, Headley, S.L., S2c--handled their boat skillfully and executed willingly and cheerfully.

to the States. Best wishes, "Goldie."

Mihalik, SM2c, learned recently that his brother, Steven, Pfc, U.S. Army, is now in France.

J. M. Pintozzi has received the good news that his mother, who has been critically ill, is considerably better. Best wishes for continued improvement.

PLAYING THE FIELD

(Contd. From Page 4)
add, isn't bad.

Led by O'Brien of the 3rd. div. and Follis of K div. the "O" has put on quite an aquacade each afternoon. Thrilling to see is O'Brien's "Tarzan" dive from one of the monkey lines attached to no. 2 davit. What started out to be a full gainer with a half-twist turned out to be a belly flop with three buttons missing for Charles (I play ball) Follis. All in all, though, the swimming these days is proving to be a welcome relief to perspiring bodies.

Reminiscent of those tropical slugfests held in Havana years ago, when Dempsey, Willard, Johnson, and the rest fought their hearts out, are our own bouts held on No. 3 hatch. Led by Giaccone, who superbly outpointed his opponent, and Ferguson and Hale, with t.k.o.'s to their credit, the "O" has come up with a fine bunch of boxers. (Something to remember the next time we are alongside the Zeilin.) Also showing skill in their respective bouts were: Escobar, Ayala, Hester, Botting; Quintanella, Carter, Aranza, Parris, McElroy, Hoffman, Scialpi and Canterbury. Buddies Escobar and Ayala demonstrated what ex-Golden Gloves boys can do, even though we accuse them of pulling their punches. Gamest fighter of all was probably Carter of 2nd Div., who in his first fight, accepted a challenge and did very well though bare feet and darkness proved to be a handicap. "Style" Hester made his opponent all midway in the second round. What did

CMDR. McCORMICK

(Contd. From Page 5)
one brother in the army, a Sgt., who, he believes, is at some Officers' Training School; and also a brother in the Navy, who at last reports was BM2c. Scuttlebutt has it that Commander McCormick may soon be detached from the Ormsby and given his own command. Should the rumor prove true, it will be our loss; for the enviable record that the Mighty "O" has made among ships of her class has been due in no small measure to the untiring efforts of our Executive Officer, Commander McCormick.

HOW SALTY ARE YOU

Answers to quiz on page 6.

1. Acockbill -- The position of an anchor when it hangs by the chain over the bow.

2. Ash Breeze--Progress made with oars in a calm.

3. C and S--Annotations in a liberty book indicating that a returned sailor is clean and sober.

4. Fourth Class Liberty--Scanning the shore, especially with binoculars, when restricted aboard ship.

5. Half Seas Over---Well on towards being drunk.

6. Horse Market--An eddy caused by confused tidal currents.

7. Jackass--A cornucopia canvas bag filled with oakum and hoove into the hawsehole to prevent the entrance of sea water.

8. Seaman's Disgrace -- A fouled anchor.

you do, R.M., show him your operation?

Lt.(jg) Carl and Lt.(jg) Hamlin refereed all bouts during the past week.

CAPTAIN'S LETTER

(Contd. From Page 1)
jitters.

All this has been accomplished by YOU--your loyalty and cooperation, the conscientious and efficient manner in which you went about your duties, your hard work with little recreation--and it makes me still mighty proud to still be her commanding officer and very glad to have you aboard. With continued hard work and all together as one big team, the "Mighty O" will continue to give the Japs a lot of trouble in subsequent operations.

With lots of luck and Gods Blessings to all,

LEONARD FRISCO

ORMSBY STORY

(Contd. From Page 2)
ing officer. The watch was set. The time was started. The log was commenced.

When the crew was dismissed from quarters that day, all hands were sure something big and important had happened, but nobody really knew how the Ormsby would take to the seas, or which waters she would plow thru.

Now, on the first anniversary of that day, so long ago, we know what sea she has taken to and we know how she has taken it. The crew of the USS Ormsby can be well proud to have served this year. Her part has been well-played; and her part has been an important one. It can be said now, that the Mighty "O" has lived up to its commission and the highest traditions of the U.S. Navy.

Maj. Clark Gable, 43, retired from the Army.

RATE CHANGES

(Contd. From Page 1)

Reenlistments of Regular Navy personnel shall be made in the permanent rating held at the time of discharge, and temporary rating held at the time of discharge shall be restored immediately.

Changes from pay grade 1A to 1 and temporary advancements also apply to officers who are holding temporary warrant or commissioned rank who are eligible for change in enlisted status.

Until further notice no discharge of Naval Reservists for the purpose of reenlisting in the Regular Navy will be authorized.

SERVICES HELD

A Protestant Communion service was held last Sunday night on number three hatch.

A bit of color was added by Doctor Lo Pinto with his violin, accompanied by Mr. Allison at the organ.

The order of service was as follows: Organ Prelude, Invocation, Hymn, The Apostle's Creed, Gloria Patri, Special Music, Prayer, Hymn, Communion Meditation, Mass, Inbitation onto Sacrament; Prayer of Confession; Words of Institution, Prayer of Consecration, Administration of the Sacrament, and Hymn of Benediction.

Roman Catholic Mass was said on number three hatch, with a visiting priest officiating. Confessions were heard before and after the service.

During the interval when there has been no Catholic Priest aboard prayer groups have been held for Catholic men--a ship's company officer leading in the saying of the Rosary.

PAY STORY

(Contd. From Page 1)

dependents, Veterans Administration, war bonds, etc.

3. To reduce the paper work required of disbursing officers ashore and afloat.

4. To provide for the more frequent submission of data by disbursing officers in an effort to reduce losses of records incident to the casualties of war.

In connection with the new pay system the crew of the USS Ormsby will use the new pay receipt on pay days, a pay receipt that does not have to be signed by an officer but which is to be fingerprinted in the pay line. There will be no pay numbers under this system of payment. The pay line will be in alphabetical order. This will be difficult the first few paydays but it must work out. Because pay numbers will no longer be used the service number will be inserted in the upper right hand corner of the new pay receipt.

A more detailed explanation of the new pay procedure will be given the crew later.

LT. FREEMAN -

First Lieutenant Martin R. Freeman, USMC, was awarded the Silver Star Medal for conspicuous gallantry and intrepidity while attached to a company in the First Battalion, Sixth Marines, Reinforced, during action against enemy, Japanese forces in the Southwest Pacific in January, 1943. "When a patrol in front of his company line was subject to intense enemy cross machine-gun fire which inflicted severe casualties on the patrol

HOIST -

Throwing of cigarette butts from one deck down onto another is thoughtless, rude, dangerous and as such, prohibited. It in the future ship's company does not refrain from this act during moves, no one will be allowed the privilege of smoking while movies are being shown.

The working parties are to be commended on the fine job done and the high spirit with which they worked.

Unless otherwise announced Ship's Company Library and the Chaplain's Storeroom will always be open at 1800 daily.

Library facilities are being severely strained due to the fact that books are being held over due.

Radiomen and Electricians are to be complimented on their splendid cooperation in recent recreation activities aboard ship.

The ship's electricians would like to stress the vital importance of leaving the red battle lights intact. These are to remain on at all times.

Men are urged to fill out their voting ballot cards as soon as possible.

and pinned it down; Lieutenant Freeman, with complete disregard for his own personal safety, left the company Command Post in response to a call from the patrol for aid and moved forward through concentrated sniper fire to a point where he could assist members of the harassed patrol. In the fa-

(Contd. Page 10 Col.2)

BLOOD PLASMA IN SHOCK

One of the advances in surgical care of casualties, possibly the most important of all, is the use of plasma in shock. It was only during the last few years that the mechanism of shock has been understood; and not until the war brought casualties to Europe was the tremendous benefit of plasma appreciated. The knowledge is now on all fronts, and thousands of lives have been saved by its early use.

In shock the loss of fluid from the circulating blood and its extravasation into the tissue, leaves the blood volume reduced markedly and the concentration too great. Plasma is the perfect medium to increase the blood volume and has the advantage that no blood typing or matching need be done. Small, compact units are easily transported to the patient wherever he may be located.

Plasma, rated far in advance of Penicillin in its importance in treatment of casualties, is indispensable; whereas the sulfa drugs can do most of the things that Penicillin does.

Patients in shock

may be unconscious, and may have a marked pallor, cold sweat (if not in the sun) and fast, feeble pulse. The treatment other than plasma is to have the patient lie with his head down-hill in the shade, if available; give warm coffee or soup, if it is at hand and the patient can swallow liquid. Rest is important.

The donors at Red Cross centers throughout our nation are most outstanding examples of selfless giving to the war effort. They have no thought of reward, and have no way of knowing what particular individuals will receive their plasma.

To the Red Cross and their donors we owe a debt of gratitude. They are doing their part--at home.

LT. FREEMAN

(Contd. From Page 9)
ce of continued heavy enemy fire, he rendered invaluable aid to the seriously wounded until his upper left arm was shattered by a bullet. Despite the severity of his injury, he returned to his Command Post and reported the enemy situation, thereby furnishing vital information which enabled the company

OFFICER: REC- EIVE ORDERS

Lt(jg) Chapman and Boatswain Holcombe recently received their orders and were transferred from the ship for new duty.

Mr. Chapman, who we all knew as the commissary officer, was one in the group of old timers that lent a hand in the commissioning of our ship. It was rumored that he was reassigned out here.

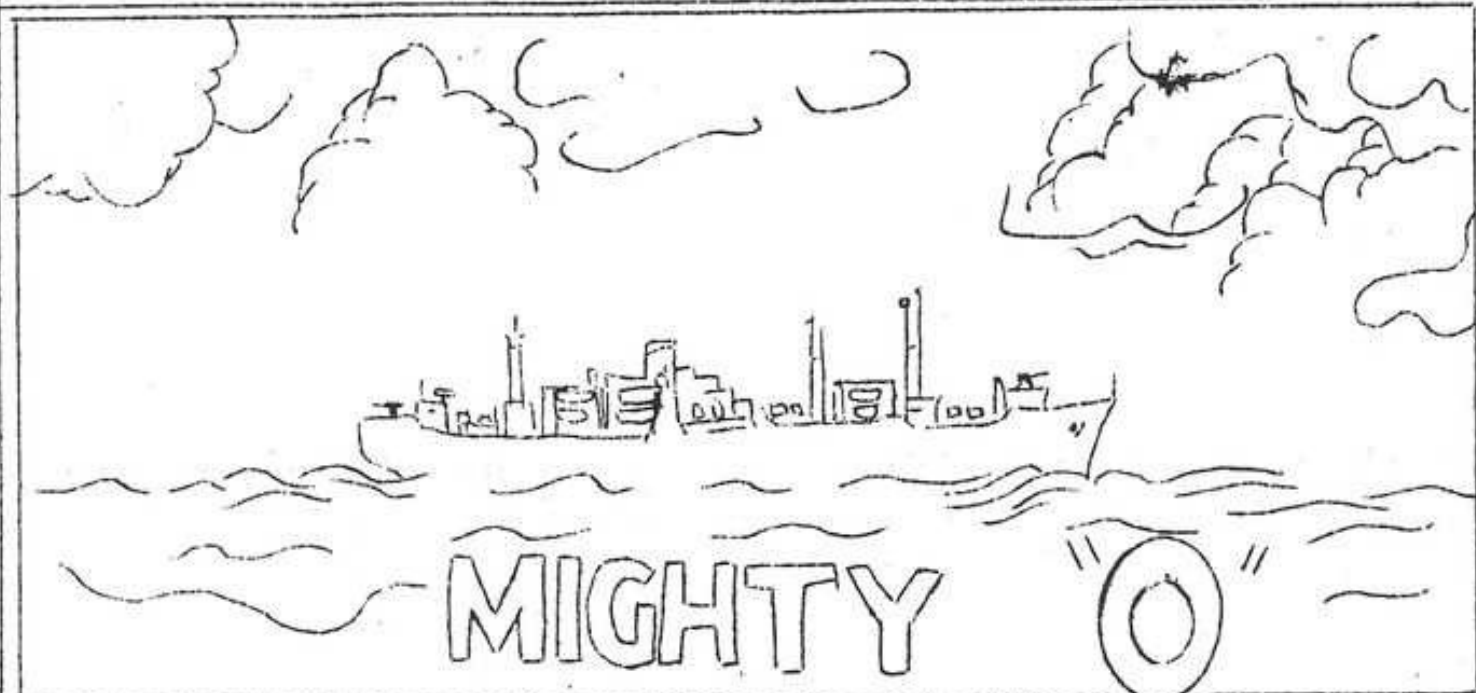
Boatswain Holcombe reported aboard at a later date. Prior to his transfer Mr. Holcombe was promoted to the rank of Chief Boatswain. He is reporting to the Twelfth Naval District to await further orders.

commander to take positive action and undoubtedly saved the lives of many of the patrol. First Lieutenant Freeman's indomitable courage and valiant devotion to duty under extremely adverse conditions were in keeping with the highest traditions of the United States Naval Service."

Sec. of Navy revealed we've added 100 carriers, 30,000 planes and 8 battlewagons to our sea and airpower since July, 1940.

DR. I. WITTY
KLEPTOMANIA
TREATMENT





IN RETROSPECT

Although officially our ship did not exist until June 28, many of us associated our organization with a date as early as the first of March, when we were assigned to await the commissioning. Those of us who had no reason to learn the mechanics of the Mighty "O's" inards did odd jobs until mid June, meeting our shipmates. Others were learning the ship.

One day some of us were ordered to lash up and leave. Military secrecy kept us in the dark until we found ourselves aboard a broken down old ferry named the Fort Sutter. Most disappointing. Working and sweating to settle ourselves and prepare this temporary home for those to follow, we were angered by an order to be in dress blues in ten minutes.

As we trailed out on the dock securing Irish pennants, combing our hair and generally allowing our tempers to become more ruffled, we were ordered into divisions and into rank. Men were arriving from other temporary stations. Finding our

own division, getting into rank in order of rate and size added confusion to deteriorating dispositions. Someone got the word, "Commissioning." At last! As we marched past her bow she looked mighty, she looked big, she looked new and efficient. Some of us were truly landlubbers though we had been sailors for a year or more. Everything was massive steel machinery. Too mighty to ever be a home. Towering stack, towering king posts, towering super structure. Then the "skipper" accepted the ship and we were officially recognized as a crew. That was June 28, 1943. Those minutes, those days gave us a close knit organization that we aren't always conscious exists.

Then there were days of tripping over civilians finishing the compartments and their furnishings; the loading of equipment and supplies; settling into our own bunks, our own lockers, our own divisions; learning our ship.

The test run was as exciting for some of us as a speed boat ra-

ce. A short while later the first run to sea. Finally our trial run, destination whispered but not too certain. Flying fish off the bow, porpoises along side, sea birds swooping in our wake kept the rails lined as the bear pits in the zoo back home. A tropical island, our first glimpse of a war area. Swimming, surf boarding, a new tatoo, some souvenir shopping. This fun can't be war. We were approaching the south seas but our excitement wasn't so intense because we were in waters perhaps overrun with the enemy and few of us had any travelogues of this part of the world. Our first glimpse of the island natives was pleasant. We found the happy, healthy tribesmen anxious to trade a mat or shells for smelly talcum or a white skivy shirt. The next stop was a place portrayed in movies many times. But here we were disillusioned. The beauties as in so many other islands were in great need of certain secret under garments, a lot of cosmetics, a new hair do. (Contd. Page 12Col. 1)

RETROSPECT

(Contd. From Page 11) and a plastic surgeon. The myth of South Sea Island Magic and Beauty followed Santa Claus and the Easter Bunny.

Next our first civilized foreign soil. People spoke the English language, perhaps a bit differently and had different traffic rules and different types of theaters, but they were friendly and many of us will remember weeks of work and play and become a bit nostalgic.

Then we were the Mighty "O", a ship prepared for action by many hours of practice. Action? Sure: Look on our dress blues when we get back. Stars and bars, and we rate each one. Scared? Sure. Petrified. However, when action is at hand your heart stops pounding. There are things to do. An approaching shell makes you jump but after it is gone it is gone.

The wounded and killed? We have been very, very fortunate, but we have had to care for men from the fields. Riddled bodies for burial at sea. Riddled bodies to be kept alive and mended. Deck hands, officers, doctors, and the fire gang all forgetting their fatigue, helping the injured, giving blood where plasma donated by those back home was not sufficient.

Our trial run has lasted a year. We have been knitted together in work, in liberty, in action, in recreation parties on coral beaches. One big happy family? Hell, no! Who ever heard of such a thing. Gripes? Sure! Try being away from your own folks for months.

BAND VISITS

The Ormsby was treated to a concert given by a visiting band on July 12. Highlight of the show was the singing of the band's two vocalists. Joe King, the band's dusky blues singer sang three of the afore mentioned type while "Smoke Gets in Your Eyes", and "Irish Eyes" were the "show stoppers" of the other vocalist. "The Johnson Rag" and "Jumpin' at the Woodside" were the featured instrumentals of the band. Comedy by the Master of Ceremonies, accordion, harmonica, mandolin, solos, and Cowboy songs rounded out the programs.

WELL DONE

The staff wishes to express its sincere appreciation to Benauble, RMc, Griffith, PHMc, Hutchinson, PHMc, Mather, Ylc, Crooks, Yld, Rund, SFMc, Thomas, PHMc, Bray, Slc, Dr. Melsay, and all others who have assisted in the publication of this issue of Hi-Tide. Without their splendid cooperation our anniversary edition would not have been possible. It is gratifying to see such hearty response to our plea for contributions from members of ship's company.

months. Try living with Americans of every national background and heritage for months and you will want to go home for a while too. But loyalty? Look at our records of operations, action commendations and common undertakings. They did not come from a disloyal or disunified organization!

DRILLS HELD

For the six days beginning July 8th and winding up on the 13th, the Ormsby has been competing in a set of "torrid" divisional flag hoist drills, including six ships. These drills are graded on the bases of speed and accuracy of hoisting, understanding, and acknowledging for all kinds of general signals and calls. Each day the drills were led by a different ship.

July 8th, our signal gang sweated their way through, in true Ormsby fashion, to a smashing first place. The 9th ended in a photo finish, nosing the "O" into a high second place. The Mighty "O" led the drills on the 10th, thus putting herself out of competition for the day. Tuesday, the 11th, was a mighty battle for all ships. The differences in percentages for that day ranging only from 89.3% to 91.7% for the five competitors, the "O" coming in fourth with 90.3%. July 12th was another close match. Our boys coming through with a high third. The concluding bout Thursday ended in a fierce battle between three ships for first honors, the "O" coping second in a final decision.

Each day the drill was judged by the leading ships, thus entering several different methods of scoring. This makes it impossible to get a satisfactory and accurate score for the whole weeks contest, but from an average of scores compiled on the Ormsby signal bridge, the "O", as usual, scooped the field for a fine first place.