

Carmita Courier

P A C I F I C

V I C T O R Y

P E A C E

While many details remain to be settled before the magic phrase "going home" is actually effected, to us out in the forward area the cessation of hostilities between the Allies and Japan means, more than anything else, that we have finished our job on behalf of our country and are now ready to return to its borders.

Just as in all phases of life, the degree of joy we derive from victory will be largely measured by the amount of effort we have made individually, and as a team of which we are a part, toward the accomplishing of our particular duties. If we have worked only "to get by", our innermost joy will be just that great and no greater. If we have worked above and beyond the call of duty, the pleasure we feel will be of that character. Nothing our superiors may say or do can alter this personal reaction.

To the officers and crew of the USS CARMITA I extend my congratulations on having done a fine piece of work in supporting, at the front lines, our fighting fleet without any casualty despite handling of many thousands of tons of equipment valued many millions in dollars. Yours has been one of many contributions to the now famous Service Squadron TEN. You, for the first time in the history of our nation, supplied the U. S. Marine Corps afloat and ashore from a mobile supply base afloat. You were the only regular supply source for the Marines, located on every major combat ship, west of San Francisco.

The record of victory bespeaks your job having been well done.

Carry on this same spirit, and make your experiences a stepping stone to the same type of life as civilians. Your character should be better for your service. God bless you all.

Charles E. Burch, Jr.
CHARLES E. BURCH, Jr.,
Lieut., USNR.

USS CARMITA (IX-152) - Lt. Charles E. Burch, Jr., USNR, Commanding.
Editor, Carmita Courier, - Clive N. Pillsbury, Y2c.

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Tuesday,

14 August 1945.

DETROIT (SEA). - A new corporation to be jointly owned by the Henry Kaiser interests and Graham-Paige Motors Corp. will be formed for the production of a new lightweight, low-priced automobile. The corporation will produce two cars - the "Kaiser" on the West Coast and the "Frazer" here.

LONDON - From London comes the story that a British naval observer, Lieut. Robert Morgan, planned an assault on the world's record for land speed by using a jet propelled automobile running on one wheel which is twelve feet in diameter. The 26 year old test flier expects to travel at least 520 miles an hour. Present world land record is just a shade under 370 miles an hour.

(SEA) When actress Constance Moore's 3-year-old daughter complained that she had never been to a restaurant, Connie took her to the Brown Derby for lunch. After they were seated at the table mama said: "Now, dear, let's say grace just as we do at home."
"But, mommie," piped the child, "do we have to if we're paying for it?"

SHOEMAKER, Calif. (SEA) As yet unclaimed at the Receiving Station here is a letter addressed to: "The Sailor Who Won the Ducks at Stockton on July 4."

HONOLULU: A wave a bit lonely for friends from home indicated in one of the newspapers that she would like to meet anyone in the service from the same town. The village in Indiana has a grand total of 27 in all branches of the service but 371 replies with requests for dates poured in. Oh, yes, her picture appeared in the paper.

WARTIME SCIENCE MADE TECHNICAL, MEDICAL GAINS.

(SEA) - The curtain of secrecy covering the scientists' part in our war effort was lifted a little this week to disclose:

SECRET WEAPONS: "The bitter and dangerous battle against the U-boat was a battle of scientific technique - and our margin of success was dangerously small. The V-1 attack on London was finally defeated by three devices developed during the war..."

MEDICINE: Among the most conspicuous achievements (1) Acquisition ... of sufficient knowledge of the therapeutic value of penicillin to warrant its official adoption by the medical divisions of the Army and Navy..." (2) "Developments in insect repellants and insecticides, particularly DDT, important in guarding troops against insect-borne diseases, such as typhus and malaria. (also used in guarding Bollinger's stores) (3) "Study of human blood plasma which has led to use by the armed forces of serum albumin as a blood substitute, of immune globulins to combat infections, and of fibrin foam to stop bleeding." (4) "Improvement and standardization of the treatment of malaria by atabrine."

These developments were noted in a report of "Science, the Endless Frontier" by Dr. Vannevar Bush, director of the Office of Scientific Research and Development.

(SEA) Under the G.I. Bill of Rights, veterans may attend recognized colleges throughout the world. Subsistence and tuition will be paid as in the case of U.S. institutions.

Under certain conditions Veterans may apply for discharge abroad. It is necessary to show ability to acquire living accommodations and means of gainful employment.

All members of the crew interested in remaining overseas may obtain additional information from the ship's office.



PRELUDE TO PEACE

Nine o'clock Friday evening, August 10 (west of the international date line thus it was then Thursday in the States) found the harbor calm and quiet with scores of fighting ships, service vessels and assorted small craft dimly silhouetted against a sprinkling of lights. Moments later the electrifying news flash of Japan's offer to accept the peace terms of the Potsdam declaration, subject to continued sovereignty of the emperor, was received. Cheering drowned out further news, men scurried to spread the message, card games ceased, correspondence was deserted or hurriedly put away, motion picture screens darkened and all ordinary routine was suspended.

Signal searchlight beams began to play about the sky, whistles were blown, a siren or two sounded, colored signal flares burst forth here and there, and spontaneously the celebration was underway by common consent.

Within minutes the sky was illuminated by the beams of hundreds of searchlights, some moving in slow motion, others in swiftness, weaving an ever changing pattern of lights and shadows like all the Hollywood premieres rolled into one.

Signal guns were fired and flares shot off as fire hoses were broken out and manned. Red and green distress signals, resembling Roman candles, arched gracefully into the sky by the hundreds in an endless stream giving the harbor the appearance of a vast fountain of color.

Shouts and cheers rang out against a melody of fog horns, ship's bells, piercing whistles and sirens. It was as noisy as the wildest of New Year's eve celebrations yet the din was sweet, it was the music so long awaited. Boys slapped each other on the back, shook hands all around, exchanged greetings and engaged in speculation about the date of departure for the States.

It was a Fourth of July, a premiere event and a New Year's eve celebration merged in one, an impromptu affair that was neither long nor drawn out, - lights, colors and sound subsiding during the second hour. Beyond this was the deep change represented by the reversal in outlook, the need of personal reconversion from active service plans to prospective civilian status, a change from routine according to plan to life of individual initiative and action, something looked forward to eagerly but thoughtfully.

All recognized the distinction between the Japanese offer and a consummated surrender and this may have had a sobering influence on the celebration but there was firm conviction that to all intents and purposes the war had been won, that its end officially was merely dependent on short diplomatic negotiations to which this was the prelude.

Affairs like this are not dismissed lightly, the thrill is prolonged and there is need to share enjoyment and to exchange thoughts thus many turned to writing letters while others discussed developments between breaks in radio news programs. Coffee was served and a cold supper, buffet style, set out. It was well after midnight before most of the boys turned in, at the end of an unforgettable experience.

HELEN HIGHWATER

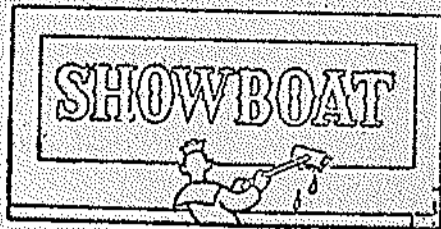


"Hey, what's coming off here?"

PACIFIC VICTORY SOUVENIRS

'Tis too early to collect lipstick, a most desired souvenir. That shall have to await return to the States, but as a valued token of days that you shall always remember this space is reserved for autographs of your shipmates.

STANDING ROOM ONLY



"National Velvet"
"Rhapsody in Blue"
"Kismet"

How could it be otherwise in response to such tempestuous pictures as "Incendiary Blond", starring Betty Hutton, the irrepressible blond bombshell. Action, color, music and emotion all skilfully woven into a starlit tale, - such was our first screen feature of August.

"It's a Pleasure"

Men lining the rail, the main deck filled, all vantage spots on bridge and boat decks taken, men perched on boats and ventilators and overflowing onto craft moored alongside.

"Sudan"

Like a butterfly emerging from a cocoon the Carmita theatre mushroomed from a compact group huddled around a subdued loudspeaker in front of the screen to the front rank of showplaces at sea. New installations, better equipment and a good run of pictures have all played a part.

"Janie"

"Wilson"

Maestro of the new Carmita theatre is Joseph C. Blomquist, EM1c, from Rushville, Nebraska. He is ably assisted by John Daniel Roberts, EM3c, of Detroit, Mich.

"Winged Victory"

Since the foregoing was written about ten days ago some reversals in the way of equipment and programs have taken place yet this form of recreation remains at a high level, easily in first place aboard this ship.

"The Clock"

Where do the films come from? Squadron TEM's fleet rendezvous is Hollywood's greatest area distribution center, screening more individual films per night, with a better percentage of attendance, than any other spot on the globe. With the fleet undergoing service, from 750 to more than 1,000 shows run each night, more than are operated in the entire city of New York. As to attendance, even a poor picture or one previously shown draws upward of 75% of all personnel not on duty while a good picture very nearly makes a clean sweep.

"A Song to Remember"

Three large motion picture exchanges serve the area, all of which are swamped from the moment of opening at 0800 daily. The largest is aboard one of the administrative ships of the Squadron. This exchange alone selects, procures and distributes over 5,000 films (including duplicate copies) per month.

"Salty O'Rourke"

The aim is to provide a different show each night of the year for every vessel from the smallest patrol craft to the largest dreadnaught afloat. To accomplish this the Navy leases the best two-thirds of all new pictures released and adds about 50 top hits of previous seasons.

The exchanges also serve as clearing houses for disc recordings of top band programs and radio shows. More than six thousand of these are distributed monthly by a single exchange.

"Irish Eyes are Smiling"

"Hollywood Canteen"

"Princess & the Pirate"

"Meet Me in St. Louis"

"Two Girls and a Sailor"

"For Whom the Bell Tolls"

"Arsenic & Old Lace"

"Tonight & Every Night"

LANDING CRAFT ARE JACK OF ALL TRADES

The ugly duckling has nosed out small craft of classical lines for top honors in the service fleet. The box shaped, blunt nosed landing craft, designed expressly for landing men, equipment and material on beaches, is now the "Jack of All Trades" among small craft or boats used to ferry men, run errands and transport supplies in harbors where task forces are groomed by the service fleet.

The popular models are the LCM (Landing Craft, Mechanized) and the LCVP (Landing Craft, Vehicle, Personnel), one or more of which are attached to nearly every ship. The LCM, 50 feet in length, has twin diesel motors while the LCVP, 36 feet in length, has a single diesel motor. The former will carry a medium tank, heavy truck or bulldozer, and the latter a jeep or other light vehicle plus personnel, the vehicles to be driven ashore under their own power over a ramp made by lowering the bow.

The normal crew for these craft consists of three men, a coxswain, an engineer and a bowhook. There is no mystery about the duties of the engineer but the bowhook is the seaman who handles the lines when mooring and casting off, and who employs a boat hook to aid in landing or fending the boat off from ship or pier. In addition the bowhook is usually an understudy of the coxswain and acts as his relief on long runs. The coxswain is the skipper of the boat, responsible for its operation and is required to be skilled in handling boats under all conditions. He must possess a working knowledge of many subjects including navigation and signaling.

Boat crews have rugged duty since they operate in fair and foul weather, exposed to the intense heat of the sun and to the lashing of wind and rain. The advantage of viewing the sights, of visiting ships and islands, is offset by confinement to a comparatively small and vulnerable shell, of having to eat on the run when and where possible and of having drinking water luke warm in a community jug. A few "M" (short for LCM) boats have rather comfortable, improvised quarters, screened for protection from insects, but these are the exceptions as cargo space is at such a premium that the majority are merely fitted by their crew with box bunks, just forward of the steel enclosed coxswain's turret, the front covering of the bunks being a canvas fly which may be raised to form an awning offering a little shelter for those not engaged in piloting the craft.

The "VP" (short for LCVP) serves as a taxi and pickup truck, customarily making mail and movie runs, picking up bread from bakery units, parts from tenders and supply ships and transporting men for transaction of ship's business. It is often called upon to handle tons of provisions or supplies, - occasionally to transport working parties and recreation groups.

Small craft are governed by nautical rules of the road much more complex than regulations for automobiles. Traffic problems arise, especially in congested areas such as in the vicinity of a mail ship or enroute to a recreation spot. Here and in other busy lanes may be found the sea going traffic officer using a speedy PT boat in place of a motorcycle. Tickets for speeding and other violations are handed out but so far none have been directed to the Carmita, thanks to the skill and care exercised by our coxswains headed by Robert White (Whitey to his shipmates).

Whitey is a resident of Cleveland, Ohio, having attended West Technical High, entering the service after twelve years experience as a meat cutter. He was last employed in one of the country's most modern meat markets, located at Cedar & Taylor in University Heights. His wife, Mary Julia White, keeps the home fires burning at 9505 Lamontier Ave., Cleveland.

White is brown now, as deeply tanned as most natives of Micronesia, with eyebrows bleached nearly white, from exposure to the sun while stripped to the waist. An excellent swimmer, he is about as much at home in the water as a seal. Many times he has been obliged to dive in and free the propeller from debris or to examine the hull beneath the water line to assess damage from coral in making a beach landing. When not on duty he likes nothing better

than to join the boys in song. Last December he organized a glee club to sing carols on Christmas eve.

White has trained a number of boys in the handling of small craft, assisted by Joseph Korzeniowski, better known as "Ski", the VP's engineer. Ski, MOLL3c, makes his home with his mother, Andzia Korzeniowska, of 162 E 91 St., New York city.

Together with the ship's fire and rescue team, whose harbor battle station is in the VP, White received commendation early this year for participating in the rescue of members of the crew of a stricken vessel.

VP adventures in which White and Ski have teamed include the rescue of a couple of sailors swept away from shore by a strong current while enjoying a swim, and the pulling to safety of two boys who jumped off a raft as volunteers to untangle a line fouled in the propeller only to find themselves in trouble owing to having absorbed a combination of too much beer and sunshine during a liberty outing. Another Ohio boy, Richard Gene Shaffer, of 870 Carpenter St., Columbus, Ohio, skilled as a coxswain, was the third member of the crew at the time of the last mentioned incident and assisted in the rescue of the two boys.

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Many thanks, shipmates.

The Green dragon staged an impromptu, surprise party for the editor of the Courier on August 7, at the close of the motion picture program. After birthday greetings from all hands, the first slice of cake was cut by the captain, then the editor took over.

The affair was a simple gesture yet one of the kind which means so much and which you never forget.

I wish that I might have had a picture of the gang in the mess-hall, with the cake in the foreground. The cake, undoubtedly the largest I shall ever have to honor a birthday, was a masterpiece baked and decorated by George Lakerdas, SC2c. It was in three sections of four layers each with an added layer, just for good luck, linking the sections together. There were not enough candles aboard ship for the occasion and so this traditional feature was omitted in favor of special decorations in green icing. It is just as well that I didn't have to try my luck blowing out a horde of candles thus imperiling my wish as it now seems well on its way toward coming true.

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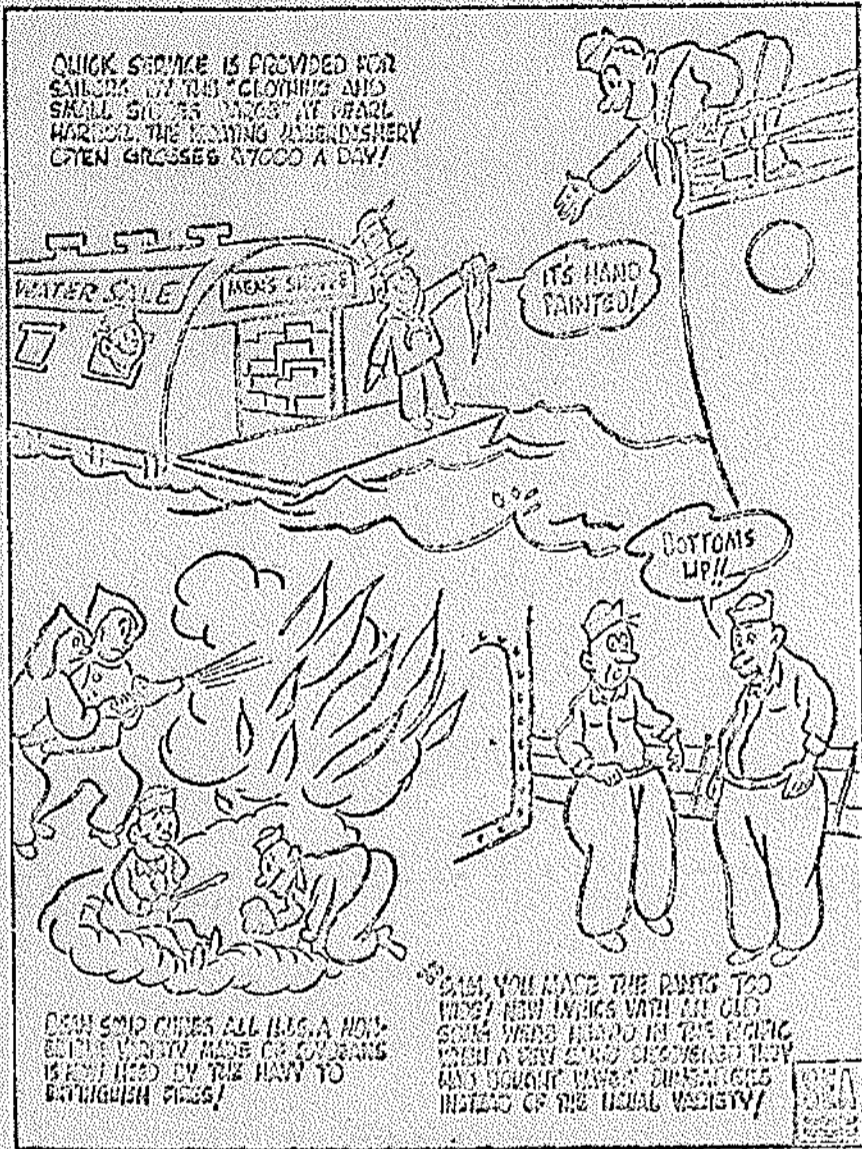
STALEMATE

by Nick Pouletsos

Three Strikes 'n Out at 'Home



WHATKNOTS by KERN



STRIKER

