

SCRAPBOOK OF ELIHUE ESTRIDGE

**THE USS LEXINGTON
DURING THE YEARS 1935 TO 1938**

Dedicated to his children Nina Robinson,
Marc Estridge, and Hern A. Estridge

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*The United States of America
honors the memory of*

ELIHU H. ESTRIDGE

*This certificate is awarded by a grateful
nation in recognition of devoted and
selfless consecration to the service
of our country in the Armed Forces
of the United States.*

John D. Lane
President of the United States

Memory Leaves

Date	My Friends' Autographs	and their Homes	Comments
7/24/35	Robert E. Graham	Bellingham Washington	"From one salt to another"
✓ ²	L. D. Carter	Plains, Montana	Here's How!
✓ ²	Frank Joseph Leon	Utica, New York	"Humility"
✓ ²	B. J. Telardo	Stamford, Conn	"Daddy to them all"
7/24/35	L. B. Phillips	Casma, N. Car.	"Ol' Bad Me"
7/24/35	J. F. Doyle	Salem Massachusetts	"Shipmate"
✓ ²	T. E. Briggs	Des Moines Ia.	
✓ ²	H. F. Greene	Adrian Michigan	Humor Washin ^g -machie -ALIAS- Washroom Willie!

Memory Leaves

Date	My Friends' Autographs	and their Homes	Comments
23/7/35	R. A. Slack	Embleton, Perina.	"Aired."
24/7/35	C. L. Owens	Woodlawn, Maryland	"Me for a ship without finger fittings."
9/2/35	Joe W. Merrill	Waverly, Iowa	"Check"
✓	Leon M. Hill	Estes Park, Colo.	
"	Boyd A. Omang	Grand Forks N. Dak.	Balbon Buxter?
"	Fred W. Dance	Norfolk, Virginia	
"	Thomas M. Schaffer	Moccasin Mont.	Ed read.
"	Walter H. Jones	Reading, Penna.	Wish he would feed me more.?

Memory Leaves

Date	My Friends' Autographs	and their Homes	Comments
V-2-36 V-2-36	J. B. Brandt, Jr.	132-02-140 th St. So. Long Beach, Cal. N. Y.	"Turn Too"
"	K. E. Gray	210 Nass St. W. Ind.	"China Band"
"	K. M. Globus	Cleveland, Ohio	"Gas & Erl"
8/6/36	L. B. Lockwood	Cedar Rapids, Iowa	"Spuds"
8/6/36	Fred Weichert Jr.	Elizabeth New Jersey	"Shipmate"
8/6/36	Jim "Mickey" Brown	Hastings-on-Hudson N. Y.	"Bottoms up!"
8/6/36	"E." Reese	East, Cleveland Ohio	"Debts"??!
8/6/36	Richard Lamb	Oakland California	"Air Mach. Mate"

Memory Leaves

Date	My Friends' Autographs	and their Homes	Comments
1883 June 6 1902	Rev. Flanagan	Prine City, Mo.	Show me'
"	Murvel Newlan	Shelbyville, Ill.	Save your money Good luck and best wishes on life's journey.
"	Joseph Browning	Stronghurst, Illinois	Yeh! some day you will reach the top of the ladder (Best of wishes)
"	Steve E lko	Duering Wise	Watch your step
"	Drew, B. C.	Early Ark.	If you get married be sure you're the Boss
"	O. E. Skimmer	Wink, Texas	
"	E. A. Clarke	Long Beach, Calif.	
"	M. M. Miles	Denver Colorado	Jimmy Valentine

Memory Leaves

Date	My Friends' Autographs	and their Homes	Comments
1-2	<u>C. C. Sanders</u>	Mason City Iowa	I love you here!
"	W. D. Westlake	Dayton ^{128 Neal a} Ohio	Scullery maid Always a buddy.
"	C. S. Hartman	Beaumont, Texas	Civis and Majestic. Zoom Cliku Zoom Happy Landings
"	J. E. Coleman	Muscatine, Iowa	Your always the same old pal!
1-8-3	J. R. Angeles	Salt Lake City Ut.	Hi Jack to Crumby my polar bear pal! always lucky.
"	William "B" Bristol	New Haven Conn	"Land Lubber"
"	J. E. Bowman	Petersburg Virginia	
"	A. L. Howell	Seattle Wash	

Memory Leaves

Date	My Friends' Autographs	and their Homes	Comments
V-S-3	L. F. Chalk	Aberdeen Wash Box 822	
"	R. J. Dickens	Denver, Colo.	
"	E. J. O'Hara	Augusta, Ga.	
V-S-2-B	Miss Royowitz	Rochester N. Y.	Happy Landings
V-S-2-B	R. B. Hall	Payson Utah	" "
"	H. L. Vick	Portsmouth Virginia	" "
"	M. O. Clements	Lake City Arkansas	Three packets to you.
"	L. C. Lehmann	Tampa, Florida	Gypmates Forever!

MY LOG AND DIARY

For week ending 193

At or To
 SUNDAY en route from

Remarks:

At or To
 MONDAY en route from

Remarks:

At or To
 TUESDAY en route from

Remarks:

At or To
 WEDNESDAY en route from

Remarks:

At or To
 THURSDAY en route from

Remarks:

At or To
 FRIDAY en route from

Remarks:

At or To
 SATURDAY en route from

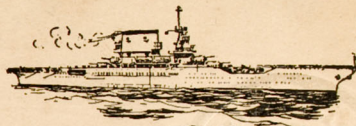
Remarks:

CRUISING RECORD				DISTANCE FORWARD—
WEIGHED ANCHOR		DROPPED ANCHOR		
DATE	PLACE	DATE	PLACE	TIME OF TRIP

TOTAL MILES
AT SEA TO DATE

Ship of the U.S. Navy

U. S. S. LEXINGTON



SHELLBACK IDENTIFICATION

Estridge, E.H. S2c
was initiated into the Solemn Mysteries
of THE ANCIENT ORDER OF THE DEEP
20 May, 1936 — Lat. 0°-00' Long. 81°-15'-20"

AUBREY W. FITCH, Captain, USN

THE ROYAL ORDER OF THE DEEP
DOMAIN OF NEPTUNUS REX
and
REGION OF THE GOLDEN DRAGON

To all SHELLBACKS and GOLDEN DRAGONS
wherever ye may be:

GREETINGS: Know ye by these present that:

E. H. ESTRIDGE, AMM3c, USN, VS-2

was duly initiated on board the

U. S. S. LEXINGTON

on 14 July, 1937, Latitude 0°-00'-00", Longitude
180°-00'-00", as the ship crossed the Equator and
International Date Line during the search for the
lost Earhart Plane.

LEIGH NOYES, Captain, USN.



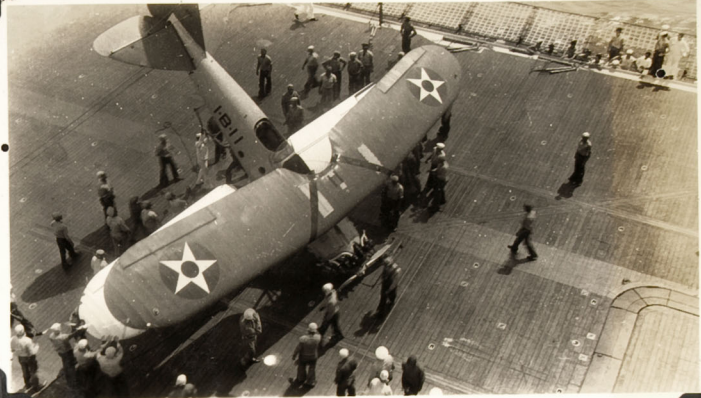
WORLD RECORDS

ESTABLISHED BY U.S.S. LEXINGTON JUNE 9TH-12TH 1928
SAN PEDRO, CALIFORNIA TO HONOLULU, TERRITORY OF HAWAII
TWENTY-TWO HUNDRED AND TWENTY-SIX MILES
SEVENTY-TWO HOURS AND THIRTY-SIX MINUTES
RECORD DAY'S RUN SEVEN HUNDRED SIXTY-EIGHT MILES





Going Aboard



ROSE OVER



Landing on Board



CRACK UP

FIRST HOP



JFI UTILITY SHIP



USS PORTLAND

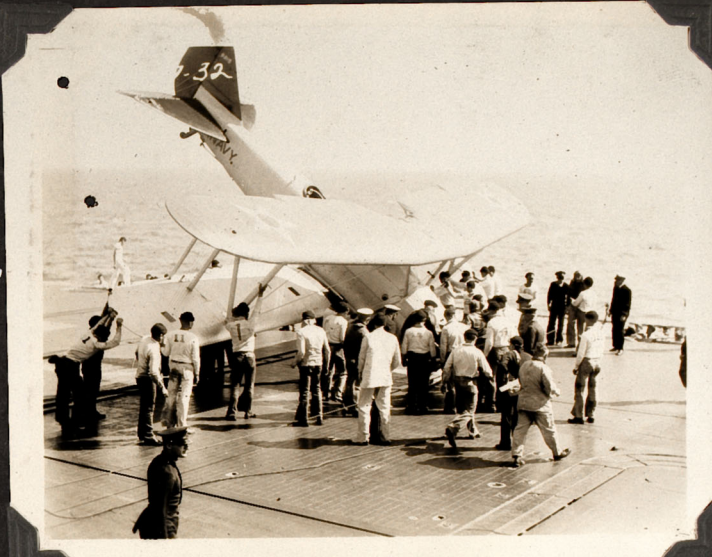


U.S.S. LEXINGTON



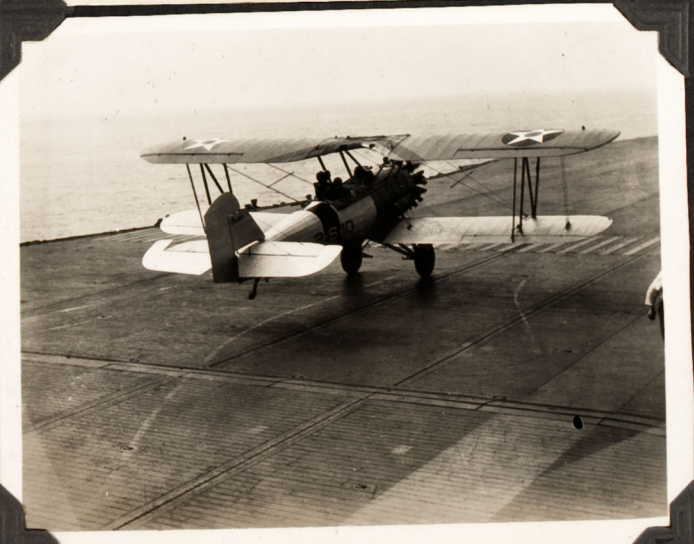
Wet Landing

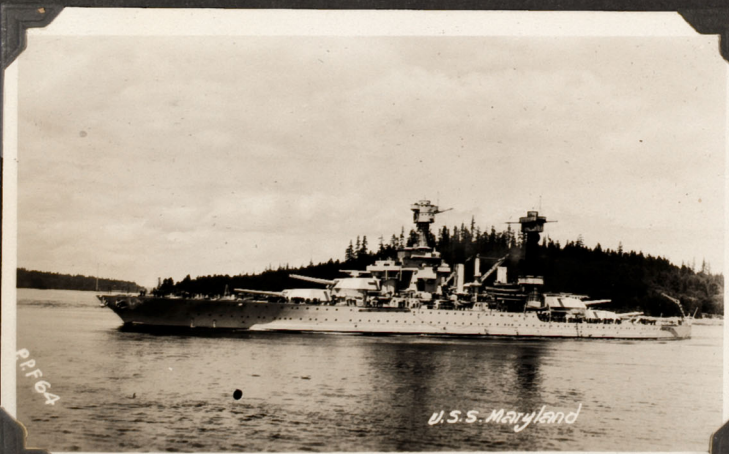
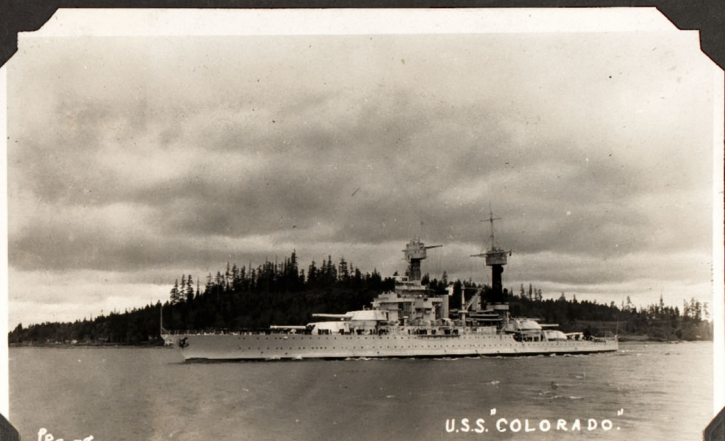
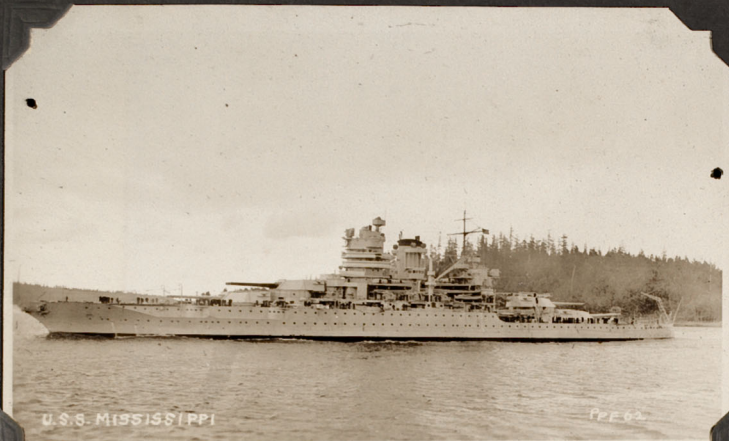
Some Landing



In The Pack

Take Off







F.M. Smoke
Smoking
←





One Group



Coming Long Side For Fuel



T.G.es

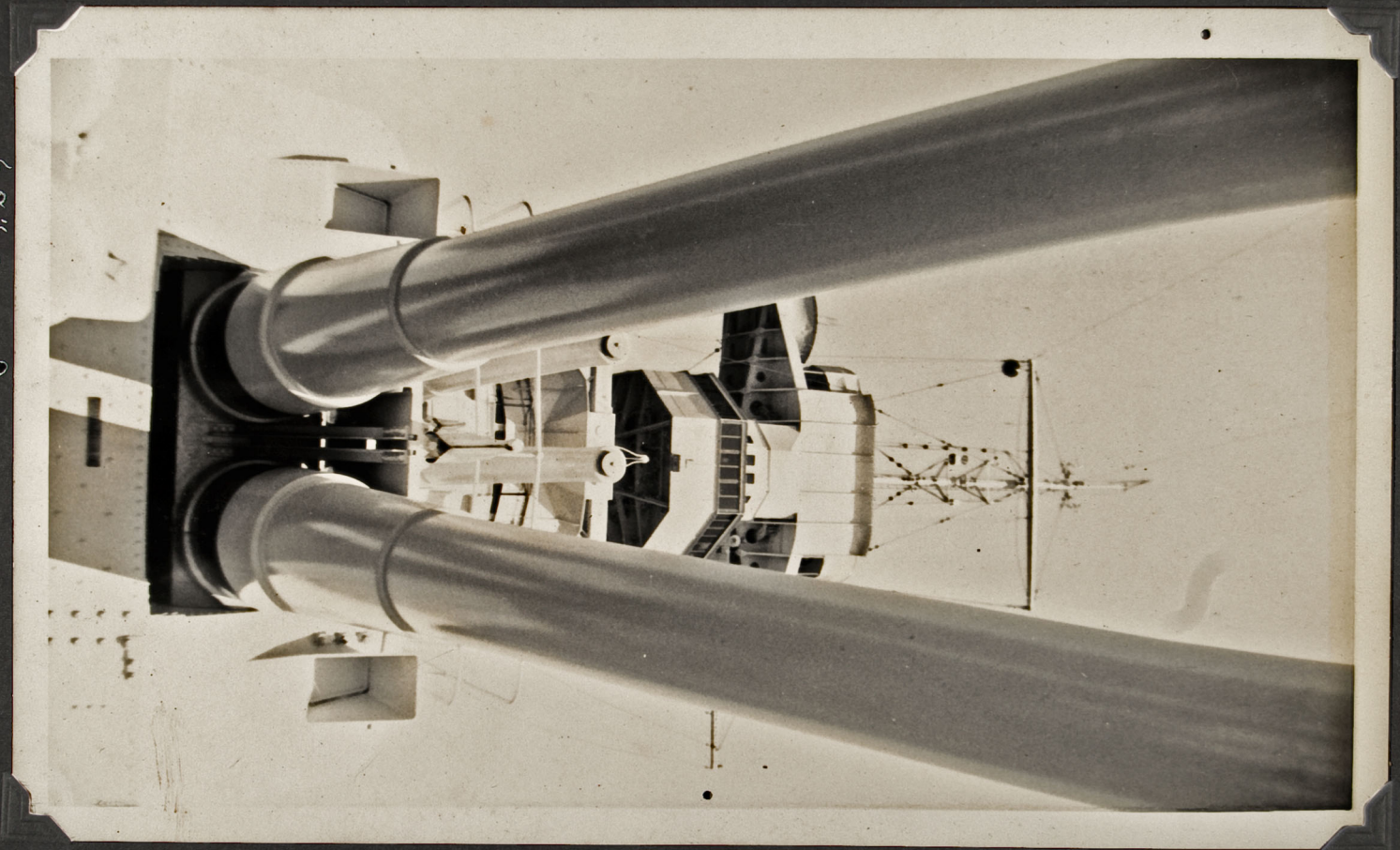


U.S.S. Sar.

V-S-3
SFI
1934-5



6 8" GUNS





103



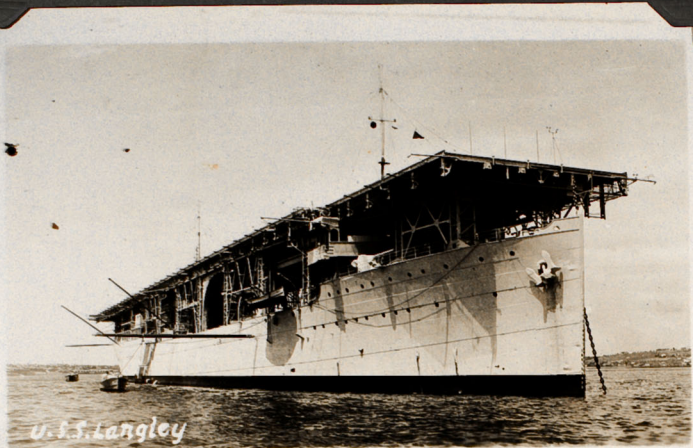
100s
in pack



101



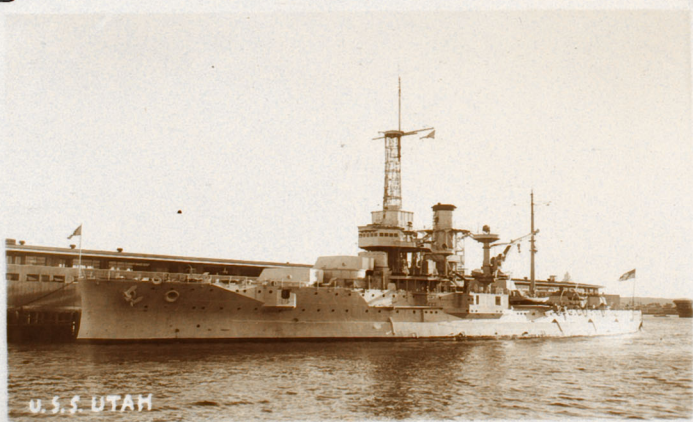
StarBoard
TURN



U. S. S. Langley



U. S. S. HENDERSON



U. S. S. UTAH



U. S. S. DEWEY



U.S.S. McEVILLE



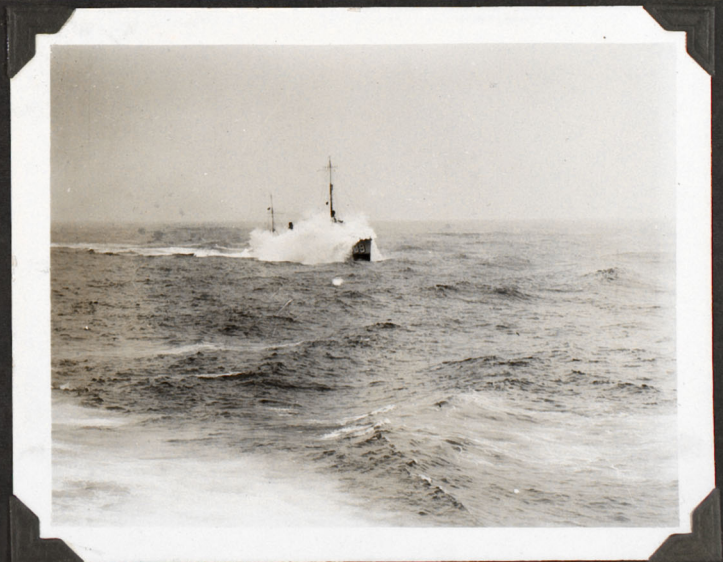
USS McEville, Pe. Florida, Sept. 3, 1943



U.S.S. BARRACUDA
U.S.S. NARWHAL
AT PEARL AND HERMES



USS McEville, Pe. Florida, Sept. 3, 1943





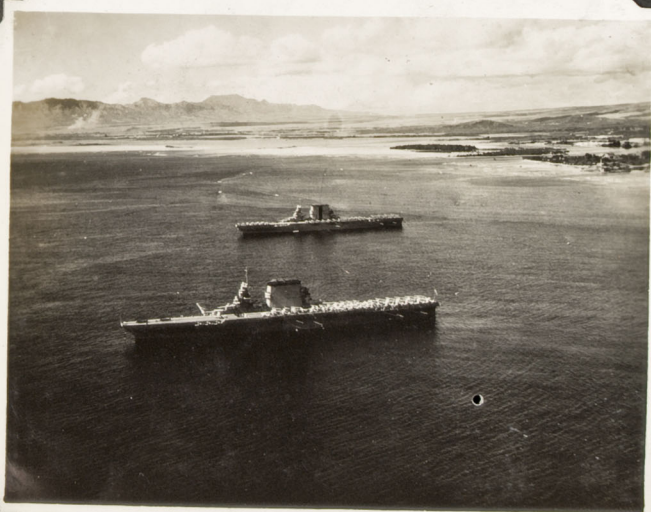
Lahaine
RdS.

Scouting
Problem



F4B4
leaving
deck

Honolulu
"Aloha"



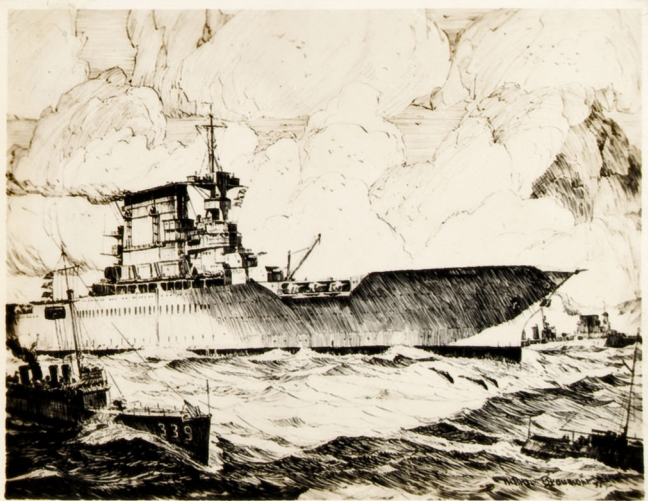


↑
Fueling
A. can
↓

Shoving
OFF
← 1951
4 JULY
FOR AAT
SEARCH

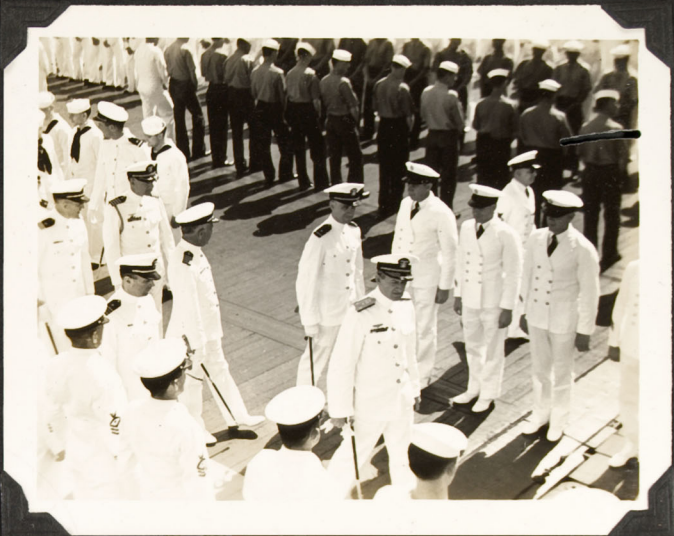


↑
Darken
SHIP
←

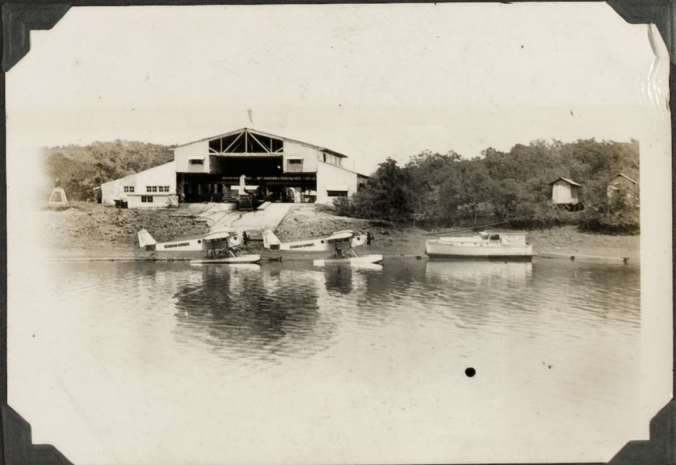
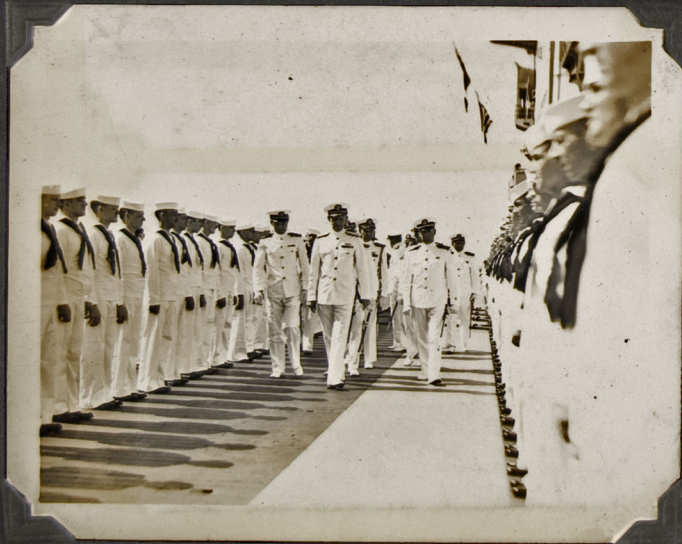




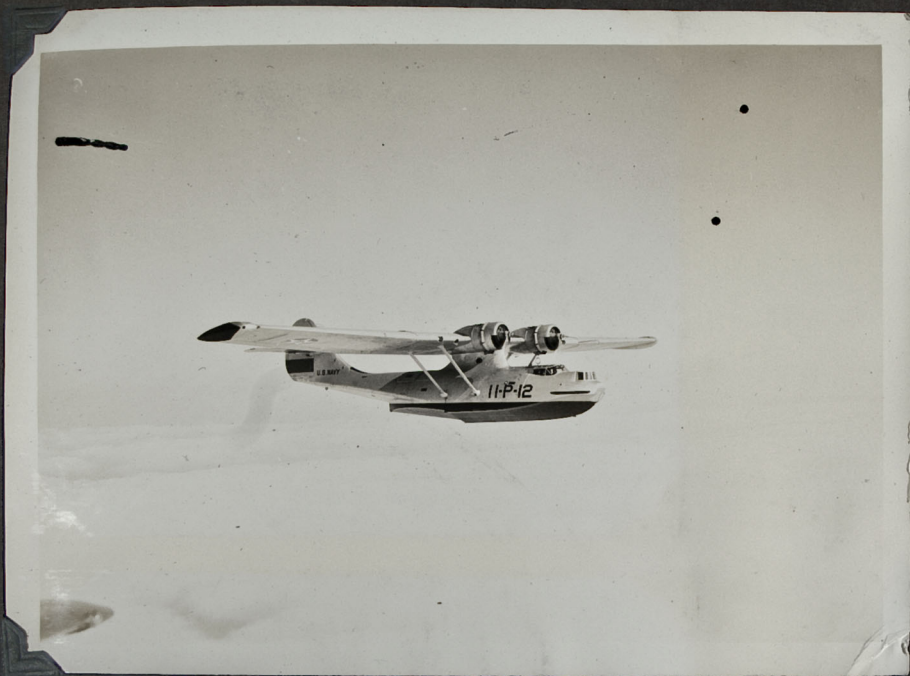
Flight
Formation
AT 12000 FT.
Y-S-3



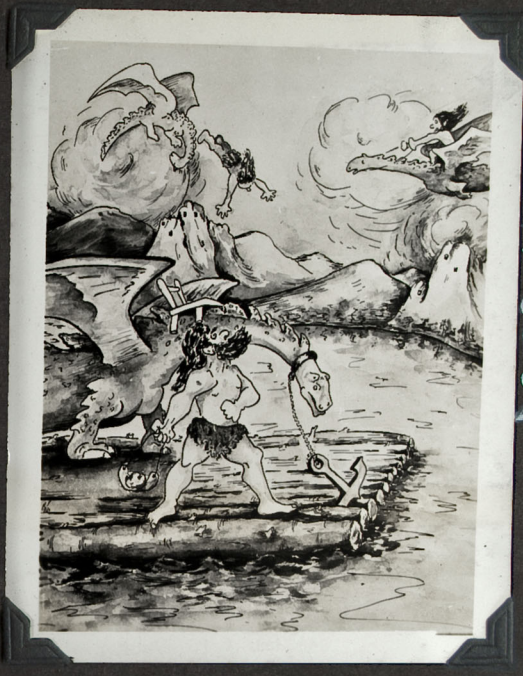
INSPECTOR



BALBOA PANAMA



P.B.Y. 1



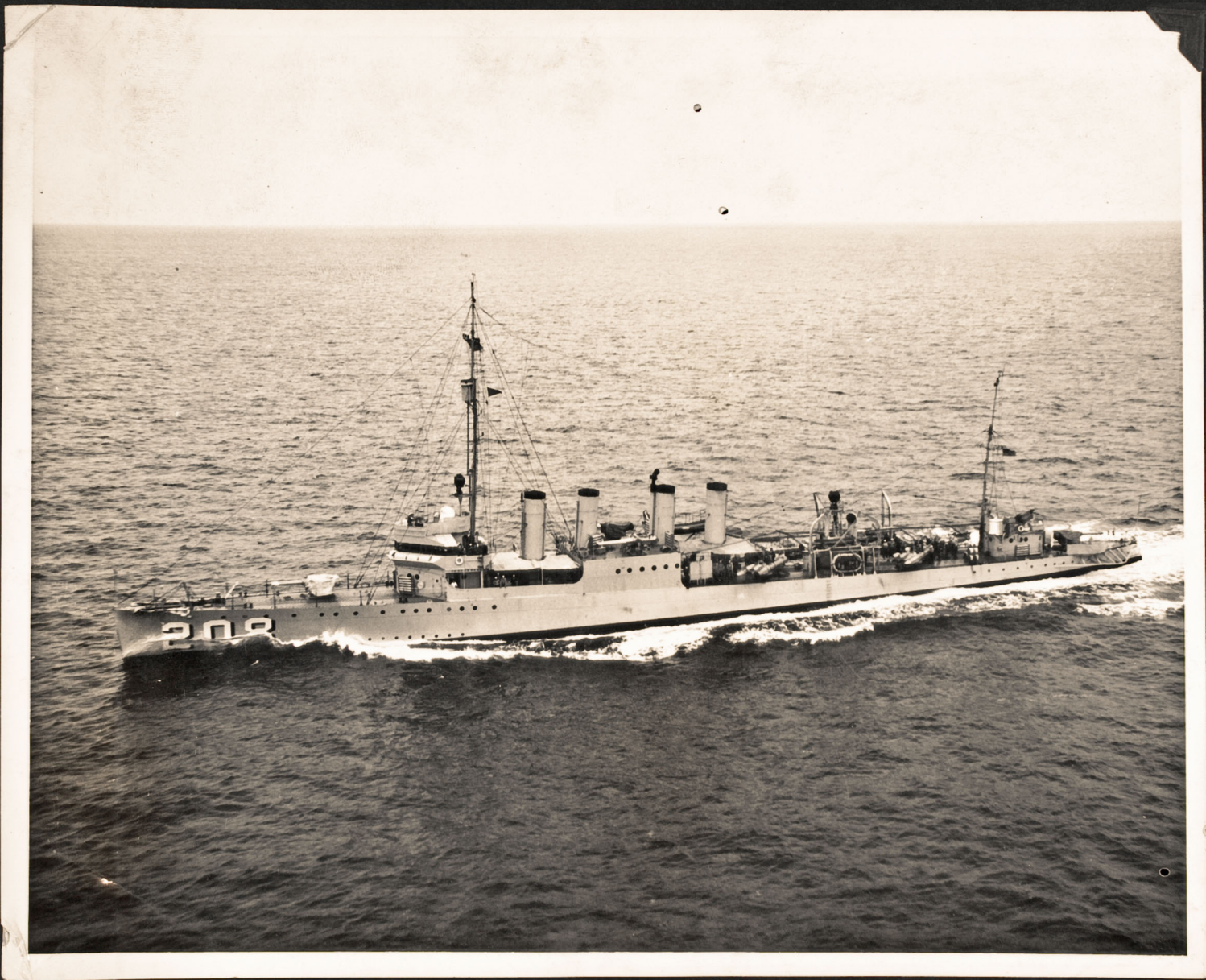
FIRST
aircraft
AM
carrier



ARMY JOB



JAMOLIA EAHART CRACKUP



Tin Can



Fleet





U. S. S. TARBELL

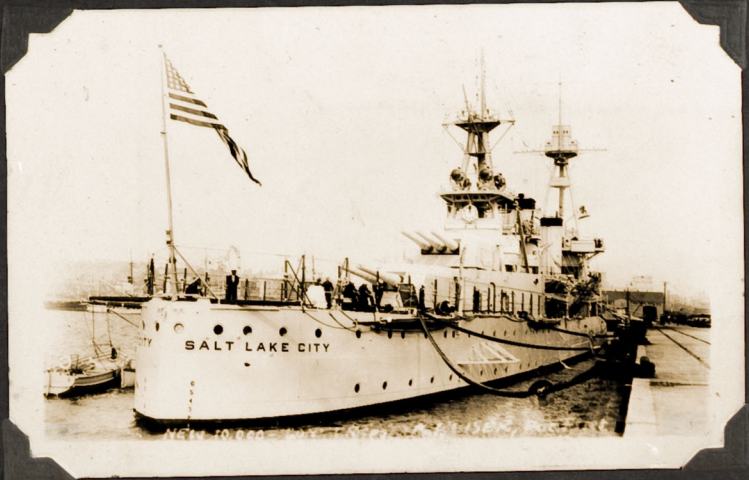
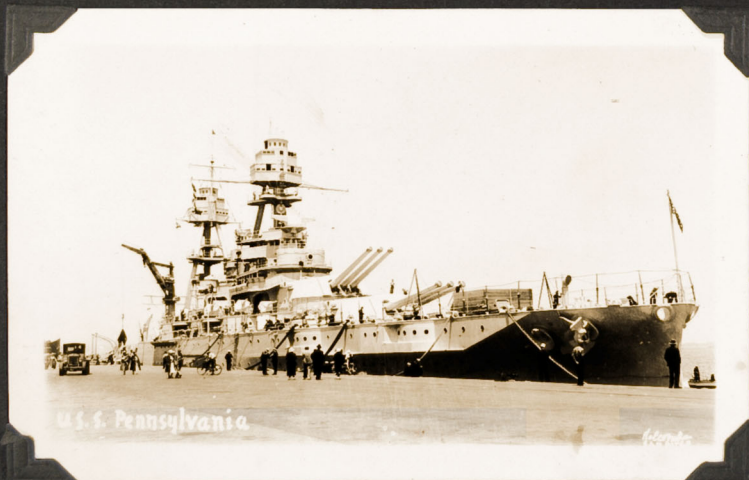
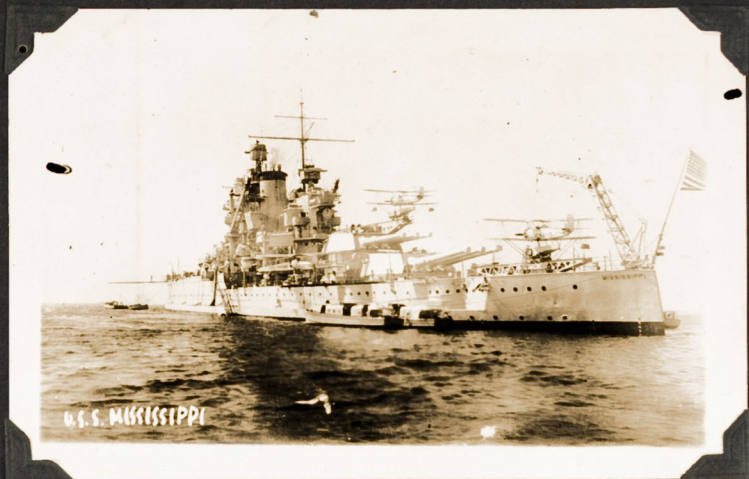
COVERED
WAGON
↘



U. S. S. ARCTIC

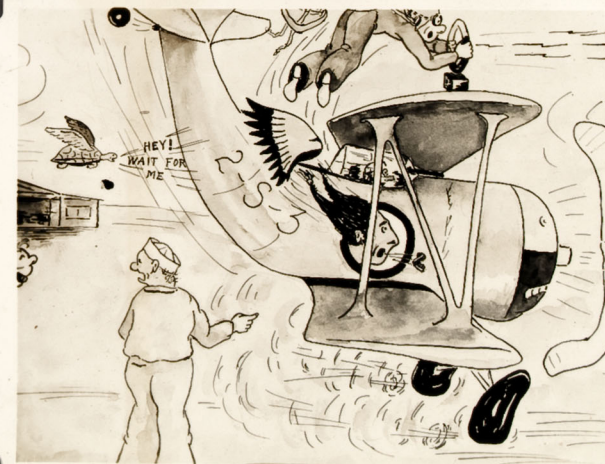
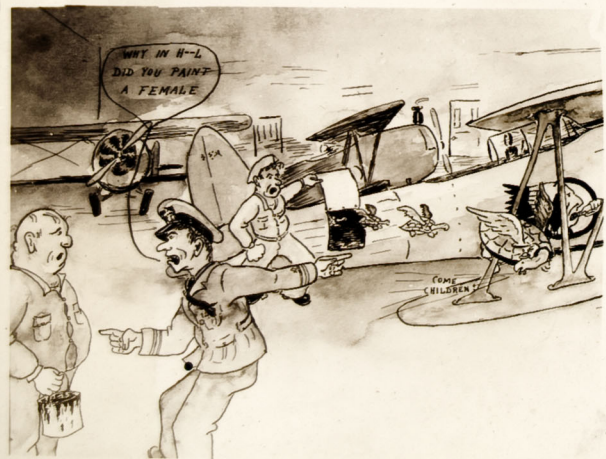
○○○
HONOLULU
DIAMOND
HEAD
↘
⚓







A LITTLE BIT
OF OUR DEAR OLE
NAVY LIFE



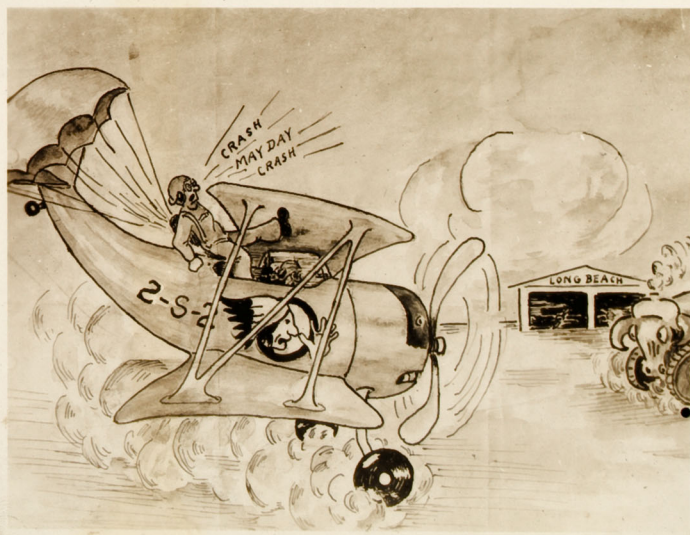


Unexpected
flight quarters



Some fun

one of him self
These are free hand drawings by
Mr. Mortenson a ship mate in our
squadron vs 2 of our squadron



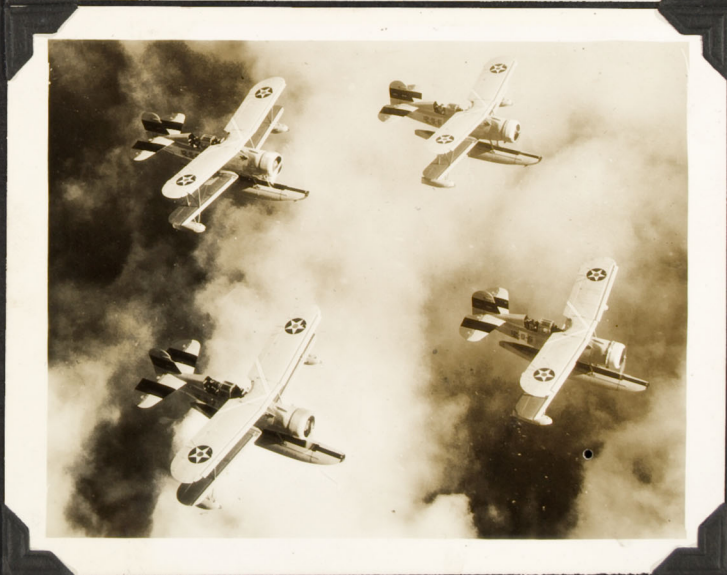


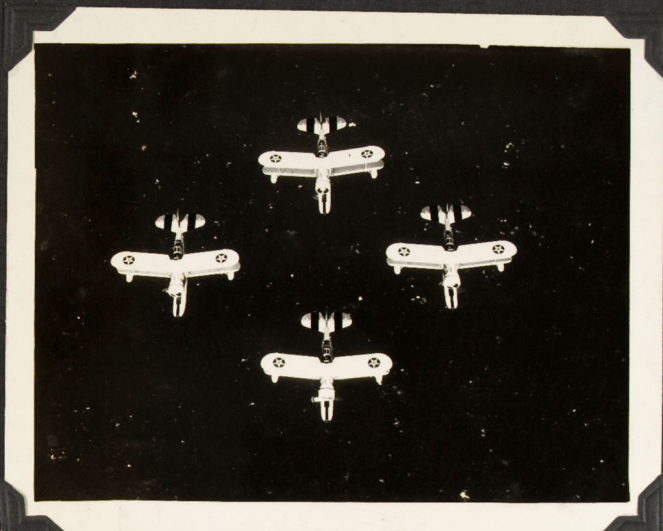
Some
more
of
our
work



Vo.V.S.
WINE
FOR
EST

Same
Place
But
No

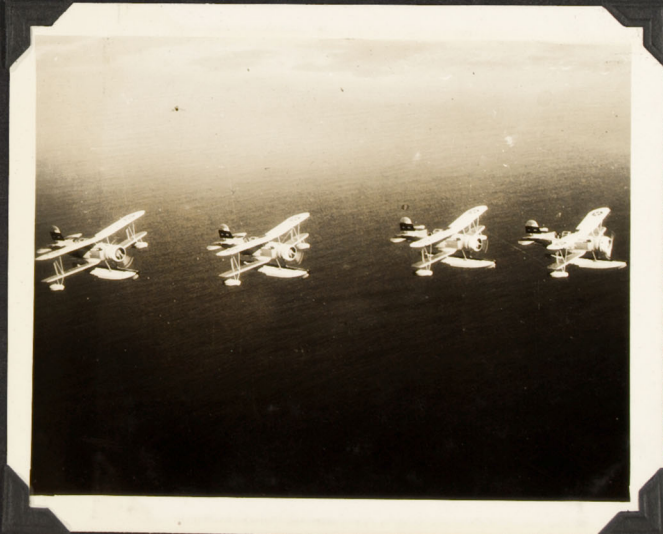




S.O.C.I.
VOVS
WING



CLIPPER
SHIP



Same
Thing



es
Comi
ne
Home
←



U. S. NAVY PLANES



U. S. NAVY PLANES







SB201

SB201

V.143



SB201

250C11
2A 11



250C20





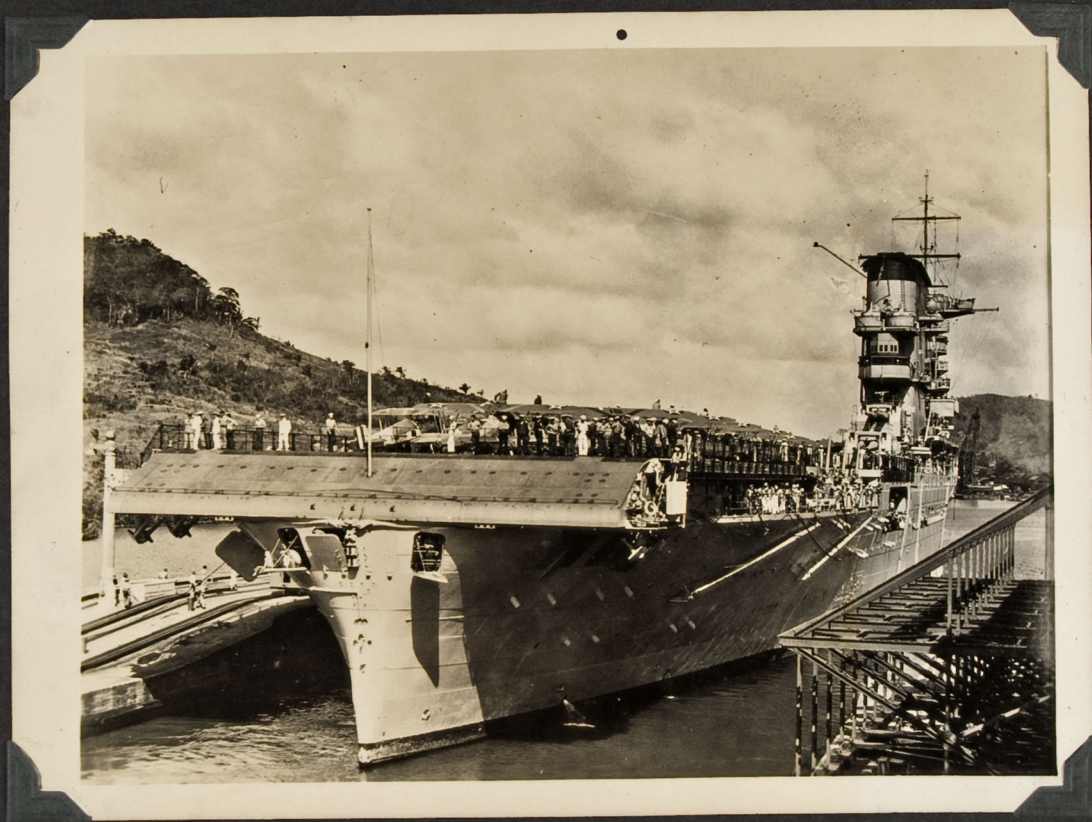


Don

Long

Lea

L



Places



I
have
Been

Subpoena and Summons Extraordinary

The Royal High Court of the Raging Main

Region of the South Seas } ss
Domain of Neptunus Rex



To Whom May Come These Presents

Greetings and Beware

WHEREAS, The good ship LEXINGTON, bound southward of the Equator, has never before entered our domain; and

WHEREAS, the aforesaid ship carries a large and loathsome cargo of landlubbers, beach-combers, guardo-rats, sea-lawyers, lounge-lizards, parlor-dunigans, plov-deserters, park-bench warmers, chicken-chasers, hay-tossers, four-flushers, cross-word puzzle bugs, bridge sharks, Long Beach sheiks, Pike cowboys, asphalt arabs, and other foul creatures of the land, falsely masquerading as seamen, of which low scum you are member, having never appeared before us; and

WHEREAS, THE ROYAL COURT of the RAGING MAIN will convene on board the good ship LEXINGTON, on the 20th day of May at longitude 84; and

WHEREAS, an inspection of our Royal Muster shows that it is high time your sad and wandering nautical soul appears before OUR AUGUST PRESENCE;

BE IT KNOWN, That we hereby summon and command you Estridge H.

Estridge H.

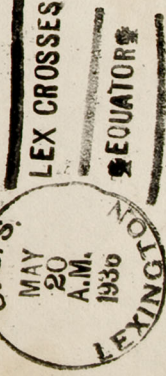
Now a Seaman-Second-Class—U. S. Navy, to appear before the Royal High Court and Our August Presence on the aforesaid date at such time as may best suit OUR pleasure, under penalty of eternal pickling.

You will accept most heartily and with good grace the pains and penalties of the awful tortures that will be inflicted upon you to determine your fitness to be one of our Trusty Shellbacks and answer to the following charges:

CHARGE I. In that you have hitherto willfully and maliciously failed to show reverence and allegiance to our Royal Person, and are therein and thereby a vile landlubber and pollywog.

CHARGE II. Deserting ship and duty for pleasure trip down to Panama on the U.S.S. Relief.

CHARGE III.



Disobey this Summons Under Pain of Our Swift and Terrible Displeasure.
Our Vigilance is Ever Wakeful, Our Vengeance is Just and Sure.

Given Under Our Hand and Seal.

NEPTUNUS REX,
Ruler of the Raging Main

McCortney

Dave Jones
DAVE JONES,
Clerk

REALM OF NEPTUNE]
District of Equatorius }

I HEREBY CERTIFY, that I have served the within subpoena on the herein named person on board the U. S. S. LEXINGTON in sufficient time previous to the crossing of the Equator by said vessel, to permit the defendant to prepare an ample defense to such charges as appear herein.

DAVY JONES,
Clerk

• HON. PEG LEG,
Deputy

W. W. W.

In The Royal High Court
OF THE REALM OF NEPTUNE
IN AND FOR THE
District of Equatorius

THE PEOPLE OF THE REALM OF THE DEEP

VS

ESTRIDGE, E.H.

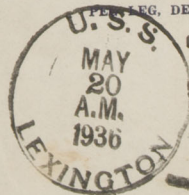
SEAMAN SECOND CLASS

of the U. S. S. LEXINGTON

SUBPOENA

FILED MAY 16, 1936 A. D.

DAVY JONES, CLERK
PEG LEG, DEPUTY



LEX CROSSES

EQUATOR

Lex.—5-14-36—2M.

"DRINK
and be merry
for tomorrow ye
may Die!"

Pilot's License

No. 606

DOWN
the HATCH!



1111 NUUANU STREET

ROYAL ANNEX

HONOLULU, HAWAII, U.S.A.

"HE WHO DOES NOT LOVE WINE, WOMEN, AND SONG,
REMAINS A FOOL, HIS WHOLE LIFE LONG."

This License, is issued to *Walter J. AMM^{3/4}* by the Royal Annex,
1111 Nuuanu St., Honolulu, T. H., and certifies that he has fully qualified as a
FIRST Class PILOT on the troubled seas of Beverages, has a complete knowl-
edge of Bars, knows all Harbors where the biggest Schooners can be unload,
and is willing to do his share of emptying such Schooners, Can steer a straight
course for Any Bar, can sail on an even keel when fully loaded AND FUR-
THERMORE, is entitled to rank as CHIEF PILOT on any vessel using Beer,
Whiskey, Gin, Cognac, Vodka, Wines, or any mixture thereof. He is also re-
commended as a helmsman for Young, beautiful, or old and battered hulks
looking for a snug harbor to lay up in while waiting for the storm to blow over.

Witnesseth this *12* day of *May*, 1937.

Master Drink Pilots (Mac) H. MacDOUGALL (Swede) S. NELSON
(Sam) SAMUEL CROWLEY (Charlie) C. ROOT
(Pop) O. F. LEMMAN (Fat) R. C. SMITH
Master (Slow) EISENMAN *Sanclino*



"Ode to Our New Chiefs." By I. A. Poole.

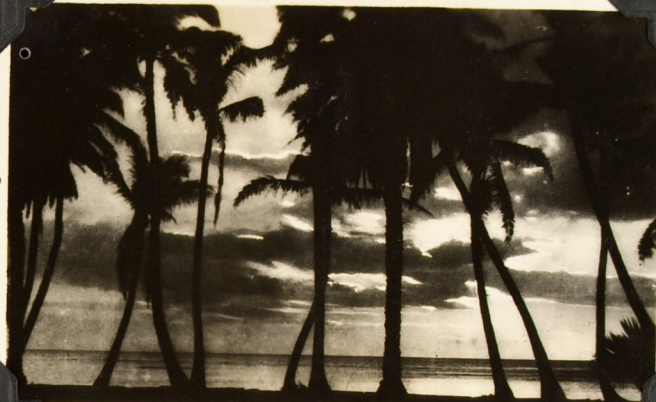
Once upon a midnight dreary,
While I struggled, weak and weary,
O'er the Lexington's flight deck,
Wrapping wing wires 'round my neck,
Scraping bomb packs o'er my head,
Wishing that I were in bed,
Hanging up, or countless wing lines,
Crawling on the deck between times,
Lost, in a forest of wings and tails,
Listening to the wild sea's wails,
Mark clouds scudding, drifting, drifting,
O'er the moon's bright face, just drifting,
Brought to me upon the breeze,
Sounds of slumber, sailor's wheezes,
Muffled by winds so louder more,
Gosh I see it's nearly four,
Time for me to call my relief,
Oh, how I wish that I were chief,
Like Bill Husskaf and Rosie Ryan,
Then I'd lay in bed till I was die'er,
Then by God I'd go to sleep.

* * * * *





31 Entrance to Bremerton Navy Yard



↓ Sun SET Waikiki Beach Honolulu



312. Bremerton-Seattle Motor Ferry 'Kalakala'



Waikiki Beach







1935

Bremerton



1936



Life of A Soldier In Panama ~ Pay Day ~



Dress Parade Panama





*A Native "Scene"
Panama*



San Blas Indian Woman, Panama.









Kamehameha Statue - Honolulu





AR V NIKM HEAT MORE HEAT VIA TRANSHHELLBACKIC RADIO

HAS BEEN SENT.....

9911 THE ROYAL ORDER OF SHELLBACKS OF THE GOOD SHIP LEXINGTON
REPORTS THAT THE ANTICIPATED TIME OF ENTERING THE ROYAL REALM OF
HIS IMPERIAL MAJESTY HAS BEEN DETERMINED AS JULY 15 PERIOD IT IS
REPORTED THAT THERE ARE A LARGE NUMBER OF LOWLY LANDLUBBERS
BILGERATS SEALAWYERS LOUNGELIZZARDS BIRD IMITATORS PARLOR
DUNNIGANS PLOW DESERTERS PARK BENCH WARMERS CHICKEN CHASERS HAY
TOSSERS FOURFLOUSHERS CRSSWORD PUZZLE BUGS ACEYDUCEY CHUMPS
BRIDGE SHARKS PINOCHLE HOUNDS LONGBEACH SHIEKS PIKE COWBOYS
ASPHALT CRABS AND OTHER FOUL CREATURES ABOARD PERIOD APPROPRIATE
CEREMONIES ARE BEING PLANNED FOR THE RECEPTION OF THE ROYAL
PARTY AT SUCH TIME AS HIS IMPERIAL MAJESTY M.Y CONDESCEND TO
VISIT THE GOOD SHIP LEXINGTON 1775

HAS BEEN SENT.....

TRANSMITTED WITH A HOTWIRE AMMETER ON A FREQUENCY OF 1897 BTUBS
ENGINE ROOM TELEGRAPH TOB 1736 (PIPE DOWN).

JULIUS 11TH 1397

CIRCLE"8" BOYLER

SENIOR SHELLBACK
USS LEXINGTON

SENSHELLBACK

TO: HIS IMPERIAL MAJESTY "NEPTUNUS REX"

(P.S. ALL INTERESTED PLEASE CONSULT ON ROBINSON & SHIPS
CARPENTER FOR PEG LEG)

COMMODORE J. S DOWELL, COMMANDER OF THE SECOND "TIN CAN"
SQUADRONS (AND COMMANDER IN CHIEF OF THE EARHART SHELLBACK GROUP)

N. PACIFIC OCEAN

UNITED STATES
SAN FRANCISCO

LOS ANGELES

SAN DIEGO

MEXICO

HAWAIIAN ISLANDS

WAKE IS.

DATE LINE



USS LEXINGTON
SEARCH FOR
AMELIA EARHART
JULY 3-19 1937

MARSHALL ISLANDS

PHOENIX ISLANDS

PHOENIX ISLANDS

CHRISTMAS IS.

EQUATOR

HOWLAND IS. 2201 MI

CELESTINE IS.

REAR IS.

U.S.G. MARCH 1937

30°

20°

10°

0°

140°

141°

142°

143°

144°

145°

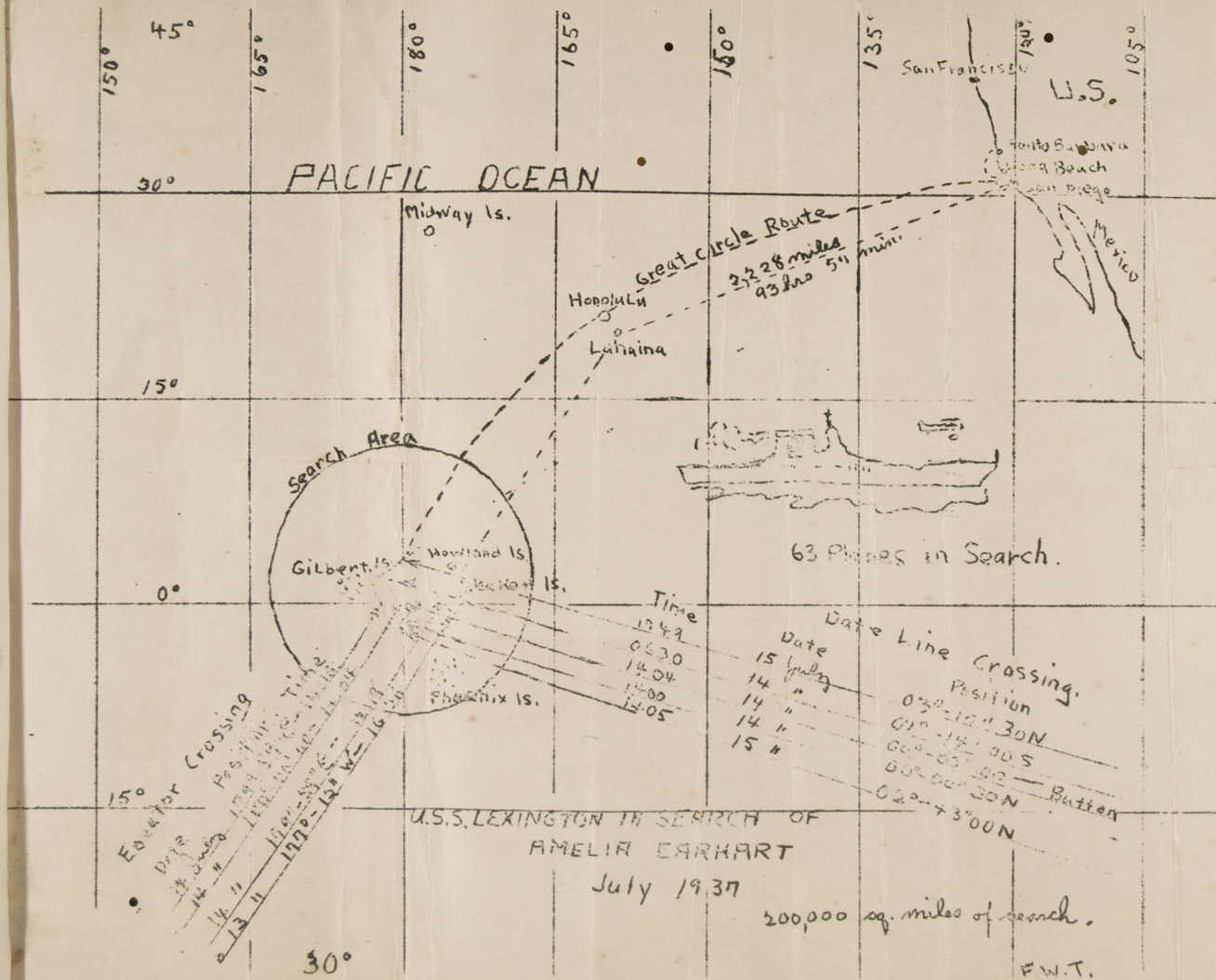
146°

147°

148°

149°

150°



SEARCH FOR 18 PREP 7

158

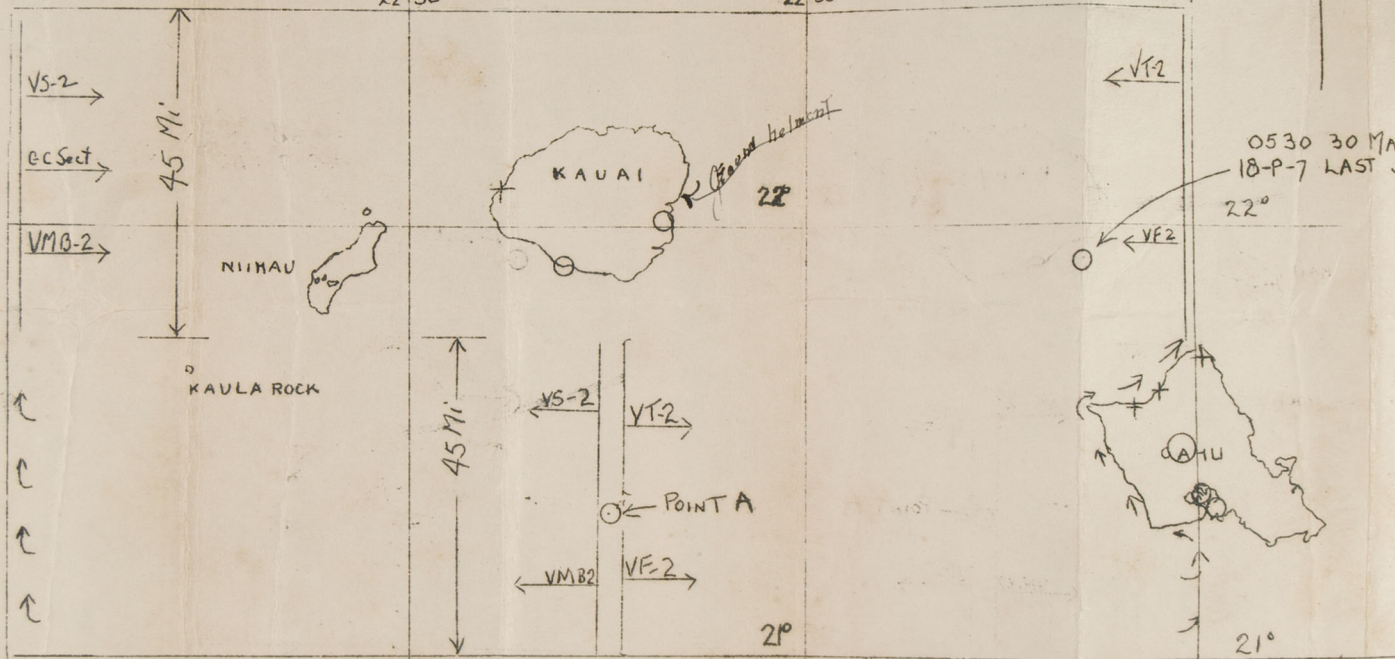
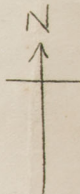
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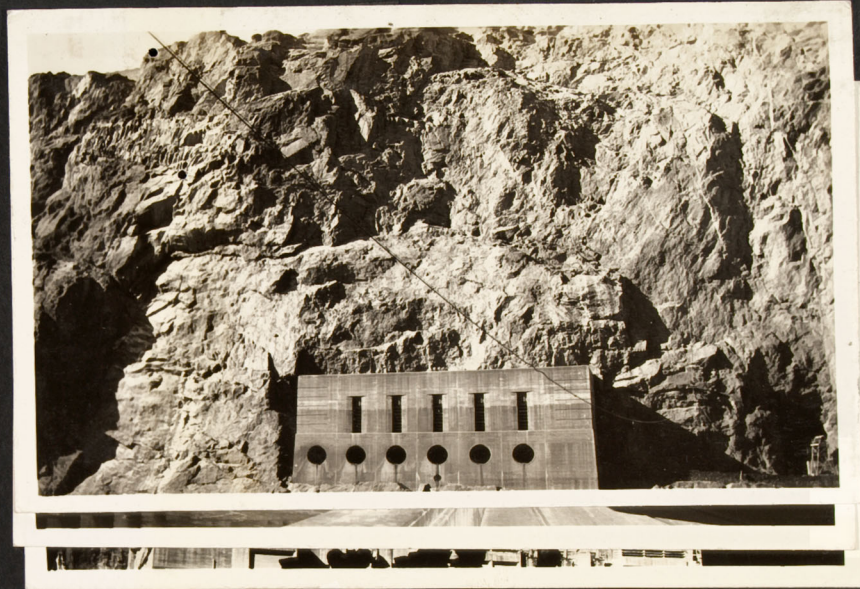
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22°

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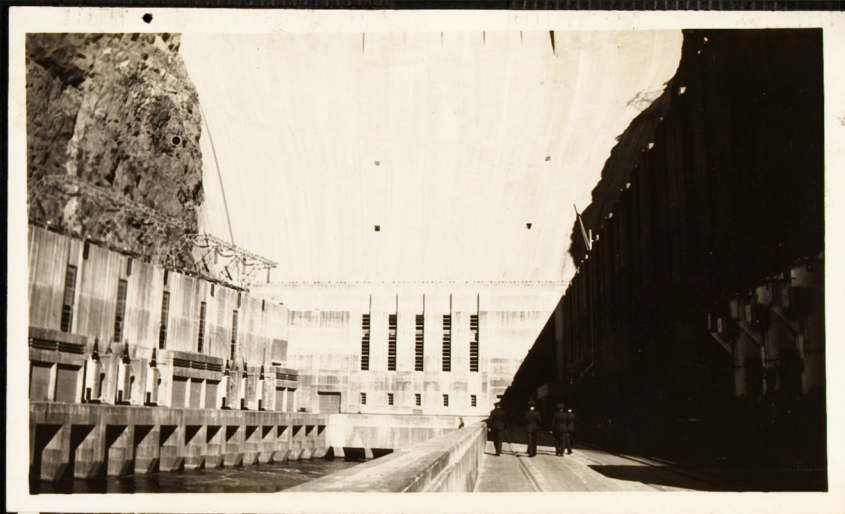
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FOR ALL PLANES EXCEPT VF-2
VF-2 SCOUTING DISTANCE 1 MILE



home Chow line



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← 2015 →



SHIP MATES OF V.F.2

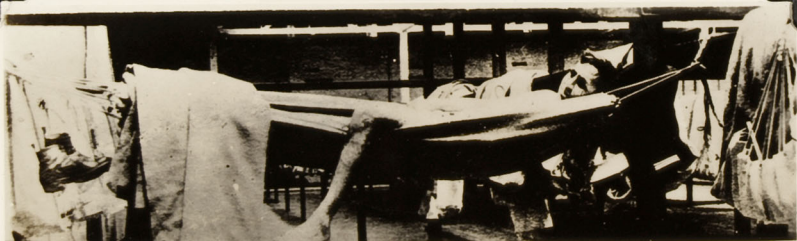




Bremerton NAVY Yard



My Shipmates



THE SAILOR'S PRAYER

Now I lay me down to sleep,
I pray the Lord my soul to keep,
Grant no other sailor take
My shoes and socks before I wake.
Lord guard me in my slumber
And keep my hammock on its number,
May no clews nor lashings break
And let me down before I wake.
Keep me safely in thy sight
And grant no fire drill tonight,
And in the morning let me wake,
Breathing scents of sirloin steak.

God protect me in my dreams
And make this better than it seems.
Grant the time may swiftly fly
When myself shall rest on high,
In a snowy feather bed,
Where I long to rest my head.
Far away from all these scenes
From the smell of half done beans.
Take me back into the land
Where they don't scrub down with sand
Where no Demon Typhoon blows,
Where the women wash the clothes,
God thou knowest all my woes
Feed me in my dying throes.

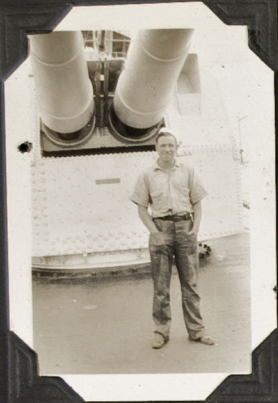
Take me back, I'll promise then
Never to leave home again.

THREE YEARS LATER

Our Father who art in Washington
(Heaven)
Please dear Father let me stay
Do not drive me now away,
Wipe away my scalding tears
And let me stay my thirty years.
Please forgive me all my past
And things that happened at the mast
Do not my request refuse,
Let me stay another cruise.

AMEN



















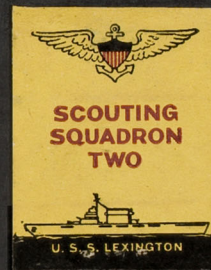




Gillis



Willie Tex. Long Tom Ch...











WRECK OF GAMBLING SHIP "MONTE CARLO" on beach CORONADO, DEC. 31, 1936



Long Beach



My
Family



Bart



Feb 35



Feb 1935



Louise
Metcalf



Two Killed in Crashes

**Five Others Injured,
Two Critically, in
San Diego Collision**

SAN DIEGO, May 14.—Aviation Cadet J. W. Evans, 30 years of age, was killed, two men were critically hurt and three other persons, including Barbara Louise Walsh, 21, film player, were injured in a head-on auto crash on the Coronado Silver Strand.

Evans, whose home is in Delta, Pa., died instantly when a car in which he was riding, driven by Hobart A. Cook, 25, also an aviation cadet, crashed into another driven by S. A. Miller, a sailor, attached to the naval air station at North Island.

BELIEVED DYING

Cook suffered a fractured leg and broken ankle while Miss Walsh incurred cuts of the face and bruises. Miller and M. B. Mudd, also a sailor, were injured critically and are reported dying in the Naval Hospital. Another passenger in Miller's machine, C. L. Latierre, 30, aviation machinist mate, was cut and bruised.

Deputy Coroner Gallagher said the accident occurred on a straight portion of the Strand Highway when one machine swerved across the highway.

ANOTHER KILLED



Motorcycle Club Endurance Run Booked Tonight

One of the first motorcycle endurance runs held in this district in several years will be staged tonight by the Service Men's Motorcycle club and will be of 15 hours duration. The course will differ from the endurance run trail in that the entire 350 miles will be on pavement.

Contestants will start separately and will be required to check in at certain stations at certain times. Points will be deducted for each minute early and each minute late. Secret stations will be maintained along the routes in order to check the riders, and any caught speeding to make up for lost time will be fined additional points.

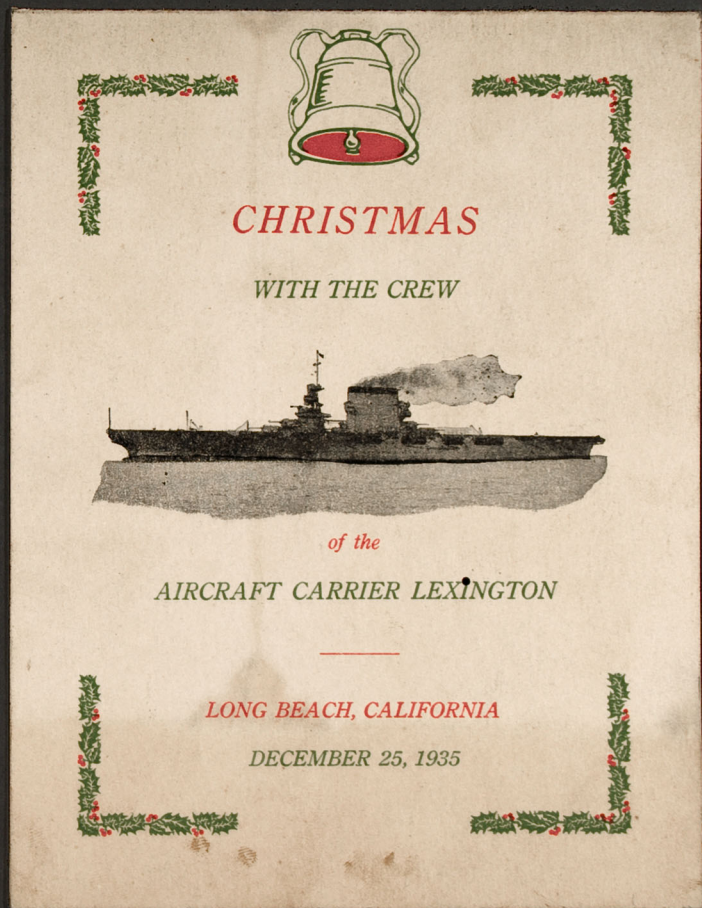
Regular checking stations have been established in Ramona, Escondido, Oceanside, San Diego, the Service Men's club at Jamacha, and Dulzura.

Riders already signed for the run are Barrett, Finders, Hartenberger, Hartnett, Rutledge, Backus, Gillis, McGlothlin, Dahlberg, Gove, Wilbur, Finch, Estredge, O'Dell, Fissler, Dutton, Minkler, Croft, Chapman, Milligan, Wilcox, Morgatz, Kidwiler, Matlatich, Foote, Ballard, Hurst and Young.











Menu

*

Celery en Branch Ripe Olives

Sweet Pickles

Shrimp Cocktail Crackers

Puree Pea Soup

*

Roast Tom Turkey

Cranberry Sauce American Dressing Giblet Gravy

Spiced Ham

*

Buttered Cauliflower Asparagus Tips

Candied Sweet Potatoes

Parker House Rolls

*

Brandied Fruit Cake Neapolitan Ice Cream

Assorted Candies

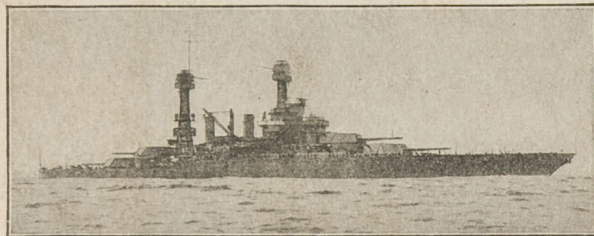
Mixed Nuts Apples Oranges

*

Cigarettes Coffee

N. Nav. 84
(Sept., 1929)

The United States of America
Navy Department † Bureau of Navigation



Navy Training Course Certificate

ESTRIDGE, E.H.

Sea2c

having completed the Navy Training Course
Seaman First Class

with a mark of 3.86, is awarded this certificate this 10th

day of August, 19 35 Notation to this effect has been made in
his service record.

J.V. Carney
J.V. CARNEY

Lieutenant H. S. Navy,
Division Officer.

Ralph Davison
RALPH DAVISON

for
A.B. COOK, Captain U. S. Navy,

Commanding
U. S. S. LEXINGTON

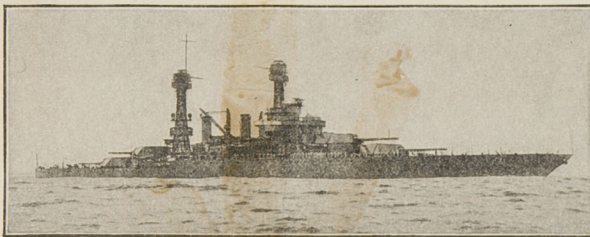
N. Nav. 84
(Sept., 1929)

The United States of America

Navy Department



Bureau of Navigation



Navy Training Course Certificate

ESTRIDGE, E.H.

Sea2c

having completed the Navy Training Course

A to N

with a mark of 3.5, is awarded this certificate this 10th

day of August, 19 35. Notation to this effect has been made in
his service record.

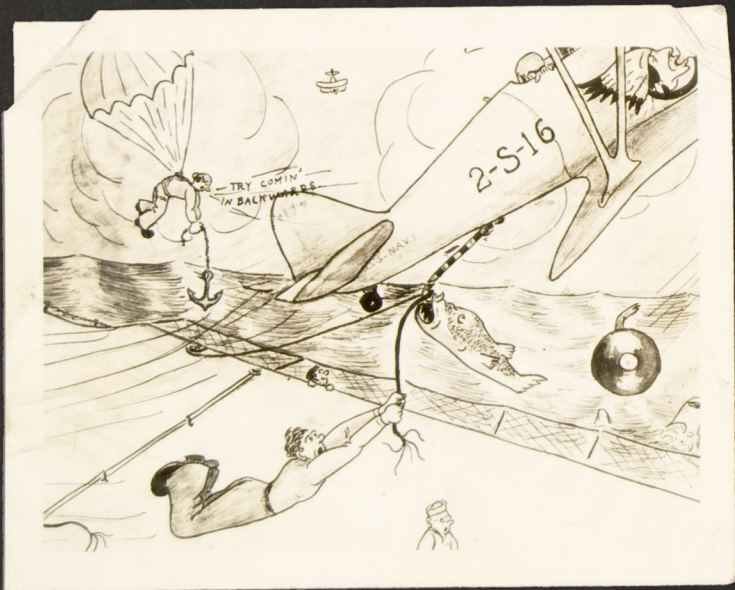
J. V. Carney
J. V. CARNEY

Lieutenant U. S. Navy,
Division Officer.

Ralph Davis
RALPH DAVIS

For

A. B. COOK, Captain U. S. Navy,
Commanding
U. S. S. LEXINGTON





3 Malta St. John's Co. Cathedral Valletta



55 GIBRALTAR

Country type on Beach near Gibraltar
Tipo del país cerca de Gibraltar

Fot. L. Roisin

- THE PRAYER OF A SAILOR -

NOW I LAY ME DOWN TO SLEEP
I PRAY THE LORD MY SOUL TO KEEP
GRANT NO OTHER SAILOR TAKE
MY SHOES AND SOCKS BEFORE I WAKE

DEAR LORD GRANT ME IN MY SLUMBER
KEEP MY HAMMOCK ON ITS NUMBER
MAY NO CLEW OR LASHING BREAK
AND SMASH MY DOME BEFORE I WAKE

KEEP ME SAFE IN MY SIGHT
GRANT NO FIRE DRILL TONIGHT
AND IN THE MORNING LET ME WAKE
WITH HAUNTING WAILES OF GIRLOIN STEAK

LORD PROTECT ME IN MY DREAMS
MAKE THINGS BETTER THAN THEY SEEM
GRANT FOUR YEARS MAY QUICKLY FLY
AND ALL HARD THINGS PASS ME BY

TAKE ME BACK TO SOLID LAND
WHERE THEY SCRUB ~~SO~~ DECKS WITH SAND
WHERE NO DEMON TYPHOON BLOWS
AND THE WOMEN WASH THE CLOTHES





Bob D. Miller



IN SEARCH OF
AMELIA EARHART

O B

of the

The

S E R V



EQUATOR
VICINITY

E R

U. S. S. LEXINGTON

VOL. X

AT SEA, 17 JULY, 1937

NO. 8

KING NEPTUNE TO VISIT LEX

Elaborate Ceremony of Welcome
Planned

While Shellbacks throughout the Good Ship Lexington bent every effort to rush preparations for a fitting welcome of their highly esteemed King, the ship steamed back and forth across the boundary of his domain in a manner that must have been confusing to that goodly soul to say the least. In fact on 14 July, the ship crossed not only the Equator but the 180th Meridian at one and the same time, namely 9 minutes after 2. P. M. However extenuating circumstances have caused the Lexington to win a pardon from his Majesty the King, and a brief reprieve has been granted the doomed assemblage of Pollywogs until after the Earhart search.

Although most of the preparations for the welcome of the King and the conversion of the Pollywogs have been carried on in a highly confidential fashion, certain aspects of this horrifying procedure have been communicated to the doomed victims. It seems that the Pollywogs will not only be electrocuted, beheaded, drowned, and beaten to death, but immediately thereafter they will be subjected to certain other tortures to numerous to mention. Then it seems that the hairless, toothless oil-bemudged remains become Shellbacks, royal keepers of the deep.

A number of dignitaries have been selected to play leading roles in the welcome. Most important of all is King Neptune himself who will be none other than CSK Ross. Then there is the dainty, rosy-checked

Princess, none other than Ensign Langston. Brandt plays the part of Davy Jones; while the royal Navigator will be Lt. Comdr. Hoeffel. The beautiful buxom queen will be portrayed by Jones, BMLc, and the Baby by Winters, ACMM. Lt. Don Smith will be Royal Admiral while the part of Royal Chaplain and chief issuer of Sympathy Chits to deserving Pollywogs will be Lt. Comdr. Stump. Royal Prosecutors include Lt. Comdr. Sinton and Lt. Eargh. Jackson and Ryan are the Royal Nurses; Witt and Harper the Royal Dentists; Herdon and Tenville the Royal Doctors; Loomis, Moon, Wolniewicz and Cain Royal Vaccinators; Lt. Pederson assisted by Taylor, Klein and Pattison will do the beheading while Seesney, Harmon, and Benson will electrocute anything that gets by. Keeper of the Peace will be Brady, while friend of the people, last resort of the unjustly accused and general delayer of the torture will be Lt. Brand, assisted by Chief Signalman Fare. A number of other dignitaries too numerous to mention have kindly volunteered to do their best to make the Pollywogs feel at home in the deep. Lt. J. M. Hoskins is in charge of the Neptune Party and General Chairman. Pollywogs have to thank for their excellent reception the following charitable members of the committee whose every thought has been in their behalf, (the after half), Kraft, CY; Ens. Langston; Brady CQM; and Electrician Near.

Thus a most enjoyable party has been organized for the benefit of all newcomers to the Realm of King Neptune. Let no one be forced to say that he has been slighted!

ENGINEERING "E"

1st Place Awarded Lex for year 36-37

Official Recognition of the excellent work on the part of the Engineer's Force last year was received several days ago when the Lex was authorized to wear the big white "E" on her stack during the coming year. The dispatch also authorized payment of prize money to all Engineers who have been on board for six months of the past fiscal year. This award of five dollars per man will be made at some time in the near future.

The entire ship and the officers and men in the Engineering Department in particular are to be congratulated on our fine showing. All year it has been a nip and tuck race between the Lexington and the Saratoga to see who would win. However during the last several months the Minutemen have come from behind and built up an outstanding lead. The Engineering Force with their faultless work below plus the excellent cooperation of all hands in saving lights and water, put the Lex out in front with a final score of 104.999%, a good 4% ahead of the Saratoga.

We are now beginning another competitive year. Steady steaming during the present cruise has gotten us off to a good start. It is up to all hands to keep up this fine score. Only common sense economy will produce the desired results. As was the policy during the past year, no effort will be made to restrict lights and water to such an extent as to interfere with the health and comfort of the ship's company. The purpose of the competition is to cut down on waste, and it is only avoiding waste that true economy exists. An appeal

(Continued on page four)

THE OBSERVER

THE OBSERVER

THE WEEKLY NEWSPAPER OF THE
U. S. S. LEXINGTON

Commanding
Capt. Leigh Noyes, U. S. N. Exec. Officer
Comdr. W. Capobart, U. S. N. Editor-in-Chief
Ensign R. J. Williams, U. S. N. Sports Editor
Ensign O. M. Butler, U. S. N.

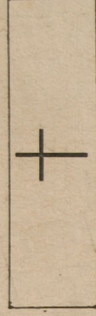
SATURDAY, 17 JULY, 1937

RIGHT ON THE BELL

In a small round observatory at Mare Island, California, there is located a Transit, several very expensive, temperature-controlled, carefully regulated clocks, and a radio apparatus for broadcasting time signals. The clocks are kept in a sealed room and carefully regulated by means of an electro-magnet, whose lines of force act on the pendulum, to speed it or slow it a thousandth of a second or so. Every night observations are taken on stars to determine the clocks' errors.

Some time ago the sky grew overcast and the observatory was unable to obtain the necessary data for regulation of the clocks. Night after night passed without an opportunity to get transits of the stars. The officer in charge, at present retired from the service, a noted astronomer, grew worried as time passed; he could only guess how badly in error were his daily time signals to the Fleet. As day followed day without an observation, his friends became anxious as well as he, believing the chronometers to be five to ten seconds out. At last one night he received a telephone call in the early hours; the sky was clearing. Hurrying into his clothes, he rushed over to the laboratory to make his calculations. Next morning on being asked by his curious friends how great the time error had been he replied quite seriously, "The instruments were badly out." And shaking his head, "Our master chronometer had gained seven hundredth of a second!"

Although we don't have to worry about hundredths of a second, or even seconds, for we are not navigators, time is important to us. Promptness saves time as well as tempers. To have the reputation for being on time is to have a reputation for being dependable.



Ninth Sunday After Pentecost

Few people know how much we must know in order to know how little we know.

DIVINE SERVICES SUNDAY

At 1000 — On Hangar Deck. General Services and Mass. All are invited to attend. Sacred Concert.

At 0630 — Confessions and Communion in Crew's Library, with early Mass at 0700.

Mass in Crew's Library every morning at 0700.

THE MAN WHO WINS

The man who wins is the average man;

Not built on any peculiar plan;

Not blessed with any peculiar luck; Just steady and earnest and full of pluck.

When asked a question he does not

"guess";

He knows and answers, "No" or "Yes".

When set a task that the rest can't do,

He buckles down till he's put it through.

Three things he's learned—that the man who tries,

Finds favor in his Officer's eyes; That it pays to more than one thing do well;

And it doesn't pay all he knows to tell.

So he works and works; till one fine day,

There's promotion with much higher pay,

And the men who shirked whenever they could

Are bossed by the man whose work made good.

For the man who wins is the man man who works,

Who neither trouble nor labor shirks,

Who uses his hands, his head, his eyes,

The man who wins is the man who tries.

Tennessee Tar.

SEND THE OBSERVER HOME

"Make It A Home Paper"

FLIES IN OUR SOUP

I think that I shall never witness

Anyone who's quite so witless

As the guy who at the movies

Hisses at the Villian vile,

Claps his hands and cheers quite loudly

As the Stars and Stripes are proudly

Toted by the Hero thru the bullets

with a smile.

He's the guy who laughs and snickers

As the love scene onward flickers,

And he stands and claps his hands

When "Dixie" is blared out (although

he comes from Buffalo and never

saw the South.)

He's the murderous little fellow

Who, at the finish, lets a bellow

And with utter lack of feeling

Tramples on your aching gout;

Crashes out thru chairs and stools,

Leaving groans and blood in pools,

And leaving all the rest of us

With our sanity in doubt.

LEXINGTON STRADDLES THE

DATE LINE

For several hours last Wednesday it was touch and go as to just exactly what day it was aboard the Lexington. For upon arriving at "The four corners" the Lexington headed due north up the 180th Meridian thus causing one side of the ship to observe one calendar date while the other side, theoretically existed in another. Incidentally this makes all hands "Golden Dragons" of the Royal Deep, a rank somewhat less impressive than that of Shellback but worthy one nevertheless. For the past three days the ship has spent most of her time in the Eastern part of the world, the search now carrying us well across the 180th Meridian as well as below the Equator.

The Navy is organized and run on the assumption that no man will ever be late. Each man in his place on time — be it for a fight or a frolic — has made it an efficient organization. Whether it be in responding to drill calls or in catching the morning liberty-boat no provision is made for late comers. It is expected there will be none. Each ship is the master chronometer of its crew. Success comes to the man-o'-war'sman who keeps synchronized

Great Lakes Bulletin

TARGET PRACTICE IN THE MEDITERRANEAN SEA

For the first time since the immediate post-war period, when vessels of the American Navy were on duty in the Mediterranean for the purpose of maintaining a semblance of peace and stability after the Armistice, the waters off the coast of southern France will be ploughed up by shells fired from American naval guns and the air will resound with the roar of five-inch shells. These sights and sounds will be seen and heard this month when the cruiser Raleigh, flagship of Squadron 20T, commanded by Rear Admiral Arthur P. Fairfield, will fire short range practice in the area between Villefrance where the ship has been based and Marseilles. The Raleigh, now under the command of Captain Charles H. Maddox, who relieved Captain Edward J. Foy, U. S. Navy, in the latter part of April, has been in European waters following her hurried departure from Norfolk in September of last year to assist in the evacuation of American nationals from the seaports of Spain, as a consequence of the outbreak of civil war. The Raleigh has been absent from the fleet since June of 1936 and as a result she is in arrears on her gunnery schedule, including short range practice for the qualification of gun pointers, the day and night battle practice, and all-night firings. None of these have been fired on account of the special duties required of the flagship in connection with the evacuation of refugees and because of the unavailability of targets rafts and target towing.

NAVAL HISTORY

1812 U. S. S. Constitution, Captain I. Hull, off coast of New Jersey, escapes British Squadron, under Commodore Broke.

1846 Purser Fauntleroy under orders of Commodore Sloat proceeded with detachment to the mission of St. Johns, to hoist flag, and finds place in hands of Lieutenant C. O. Freemont.

* * * * *

Student: "I'll stand on my head or bust."

Gym Instructor: "Never mind, Miss Miller, just stand on your head."

THE OBSERVER

CAMPUS CUT-UP OUT AGAIN

Late risers aboard the Lexington were startled from their beds, early Wednesday morning, while frightened Pollywogs scurried for cover convinced that either judgement day or King Neptuneus Rex had arrived. However it was only "Si"; Reen, A Division cutup showing off again with as voluble and expressive a series of noises as ever issued from human mouth. Little is known regarding the particular complaint which irked "Si" this morning. However it included the full range of audible sound and perhaps a few overtones beyond the range of human ears. Later in the morning, in spite of a noble effort on the part of his shipmates to bring him back in line, "Si" kicked over the traces again and was halted only after a long series of ear splitting complaints. Threats of being tossed to the sharks some dark night have evidently subdued "Si's" restive spirit. He has quickly recovered his former well-disciplined self and speaks only in a clear, well modulated voice, maintaining at other times that respectful silence characteristic of members of the "Si" Reen family.

JOKES, MORALS, ETC.

Sparks: "Did you fill your date last night?"

Chips: "I hope so. She ate everything in sight."

Gob: "You know they say my baby looks like me."

Soldier: "What's the difference so long as she is healthy."

Oh, Fred, the baby has swallowed the matches. What shall I do?
"Here, use my lighter."

"Certainly I respect your legal advice, Mr. Bell, but what good is all-mony on a cold night?"

She: "Henry, dear we've been going together now for more than ten years. Don't you think we ought to get married?"

Henry: "Yes, you're right—but who'll have us?"

1st Cockney: "Hi say 'arry 'ave you any lices?"

2nd Cockney: "ead lices?"

1st Cockney: "No. Shoe lices."

"WOE IS MAN"

Man is of few days and full of trouble. He laboreth all the days of his youth to pay for a gasoline chariot, and when at last the task is finished, lo! the thing is junk and he needeth another. He planteth cotton in the earth and tilleth it diligently he and his servants and his asses, and when the harvest is gathered into the barns he oweth the landlord \$8.40 more than the crop is worth. He borroweth money from the lenders to buy pork and syrup and gasoline and the interest eateth up all that he hath. He begets sons and educateth them to smoke cigarettets and wear a white collar, and lo! they have soft hands and neither labor in the fields nor anywhere under the sun. The children of his loins are ornery and one of them becometh a lawyer and another sticketh up a filling station and maketh whoopee with the substance thereof. The wife of his bosom necketh with a stranger and when he rebukes her lo! she shooteth him in the finale. He goeth forth in the morning on the road that leadeth to the city and a juncy smiteth him so that his ribs project through his epidermis. He drinketh a drink of whoopee juice to forget his sorrows and it burneth the lining from his liver. All the days of his life he findeth no parking place and is tormented by traffic cops from his going forth until he cometh back. An enemy stealth his car; physicians remove his inner parts and his teeth and his bank roll; his daughters showeth their legs to strangers; his arteries hardeneth in the evening of life and his heart basteeth trying to keep the pace. Sorrow and bill collectors followeth him all the days of his life, and when he is gathered to his fathers the neighbors sayeth: How much did he leave? Lo! he hath left it all. And his widow rejoiceth in a new coupe and maketh eyes at a young sheik that slicketh his hair and playeth a nifty game of bridge. Woe is man! From the day of his birth to the time when earth knoweth him no more, he laboreth for bread and catcheth the devil. Dust he was in the beginning and his name is mud.

Courtesy Robert Quillen

The deepest place in the ocean is 35,400 feet. It is in the Pacific off Mindanao, Philippines.

The following bit of verse was submitted by that popular purveyor of peerless poetry—That babbling band of barrack-room ballads—The Poet of the Pacific—Ensign D.C. Lyndon.

A SEAMAN'S LAMENT

Listen by children and you, shall hear,
A sadder story than Paul Revere.
The LEX was sent to spend the fourth.

Away from home a little north.

Underway with all on board,
When dearie me and bless the Lord.

The radio midst lots of static,
Developed trouble most dramatic,
Orders come for standby status,
Rumors wild were dished out gratis.

The truth, received with marked hilarity

Soon overcome with much celerity.
Much fun ashore, there was for all,
But they failed the sound liberty call.

We hung around for quite a spell,
Then here it came, sure as —, well,

Sure enough to start us steaming,
Back toward home little dreaming
We'd take on fuel and be off again
To pick up planes and so begin

But who are we to get the news,
That we are off on quite a cruise,
So all we did was laugh and scoff
And wait for them to call it off.

We figured sure they' find the missing,

Then back we'd come with turbines hissing.

Back to home and hearts so true
To tell them yes, we'd been blue too,
Back to load and fire our guns,
To gather "E's" from short range runs.

But such, my friends, was not to be,
We steamed right on south westerly,
It took some days and some Pacific,
It took three days, to be specific.

Then like a bolt from out of the blue,
We discovered that it was true,
That we were off to search the water
For Mr. Earhart's missing daughter.

Then msg's many and frantic
Put communications in a panic
But firm as usual they refuse
To let us send the folks the news,

For those back home must have heard
For press and radio passed the word,
And so we're off to do our best,
And in the future lies the rest.

And when we're finished home we'll go,

But when that is we do not know.

THE OBSERVER

ENTERTAINMENT CENTERS

Hangar Deck Still Draws Big Crowds

Most popular among the many entertainment centers aboard the Lexington these warm and romantic summer evenings is the Hangar Deck. Here Sid Zerambly and his Minutemen of Melody are putting forth their usually excellent performance while the late show is of a sufficiently high calibre to draw out the many theatre-goers aboard. One patron from the West End was heard to remark late last week as he mopped a dampened brow that if the proprietors would put in air conditioning they would pack in the biggest crowd ever assembled in this part of the country.

Last week a number of feature artists returned to the limelight and drew a big hand from their many followers. Chief among the headliners was Ensign Langston who plays a mighty sweet and torrid trumpet. Lulling the attendant audience into a state of somnambulant ecstasy with his rhythmic muted notes, the talented Langston drew a big hand from his many admirers. Concert as well as popular arrangements will be found in the Hangar Deckers repertoire as evidenced by their peerless presentation of that moving composition, "A Hunting We will Go." In fact every night these hardworking bandmen have been putting forth a brand of entertainment that has done much to keep the spirit of this ship at its usual high level. For this reason alone they deserve all the credit we can give them.

The water in and about our present position off Howland Island averages a little less than 18,000 feet deep.

"I can't marry him, mother. He is an atheist and doesn't believe there is a hell."

"Marry him, my dear, and between us we'll convince him he is wrong."

Head clerk: "What's the matter Jodkins? Can't you help the customer?" Clerk (desperately): "No, sir. He's trying to find two shoes that squeak in the same key."

"My wife has been nursing a grouch all week."

"Been laid up, have you?"

LEX CONTINUES SEARCH

Every Effort Made to Find Trace of Missing Plane

Climaxing a 4,000 mile dash from the United States with a week's search of every possible area that might hold some clue to the disappearance of the trans-Pacific aviators, the Lexington continued her efforts today. For five days a definitely planned canvas of the entire area in which Mrs. Amelia Earhart Putman and her brave Navigator Fred Noonan might have landed or drifted has yielded no trace of their whereabouts. Other units of the Navy and the Coast Guard engaged in the search have returned to their bases and it is possible that the Lexington will do the same in the next few days.

The Lexington Squadrons, flying over a total area greater than that of the State of Texas, in spite of rain squalls and generally undesirable flying weather have left nothing to chance in the present search. Although the most logical areas have been covered with no success, it is sincerely hoped by the entire Ship's Company that some trace will be found of the fliers before the ship leaves the general area. At night searchlights have been employed to sweep the sky in the hope that if a drift, the missing aviators might see the signals and in some way answer them. Lookouts have been posted day and night in sufficient numbers that every part of the sea within visible range of the ship might be watched. Search weary but satisfied that she has done a thorough job the Lexington will return home next week, anxious to spend a few days at that welcome but somewhat elusive port called Long Beach.

ENGINEERING "E"

(Continued from page one)

is made to all hands to aid in cutting down waste by turning out lights when leaving compartments unoccupied, in reporting fresh water leaks and in eliminating other extravagances of a similar nature. A hash mark under that "E" will look mighty nice next year. Let's go out and get it!

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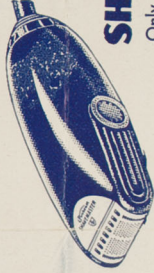
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