

? YOU NAME IT ?

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Vol. 1 No. 1

U. S. S. Briareus AR-12

11 April, 1952

EASTER

1952
L.P.



THE GUIDING LIGHT

The Guiding Light

By ELBY CORT

A ship was lost at sea one night
The waters, angry, roared.
An awful fear was in the heart
Of every man on board.

The curling foam like maddened beast
Tried hard the ship to claim.
A challenge from the writhing tide,
That man can never tame.

The winds screamed through tattered shroud:
With strength that never spent.
The ship was taking water,
Her plates were badly bent.

*first paper that
came out*

The Captain spoke to the
frightened crew,
And asked them all to pray,
"If God will help," he said
to them.
"We all may find our way".

All at once the starboard
watch,
Cried out in glad delight.
For ten degrees off starboard
bow,
There shown a steady light.

They anchored there 'till
purple hues,
Foretold that morn had come.
As the Sun swept - through
the sky,
A thrill stacked everyone.

For behind the towering light-
house there.
A cloud had drifted across.
And threw upon the waters,
the shadow of a 'cross'.

Now, all at once they
understood,
And knelt once more to pray
The Lord has saved them from
the tomb,
Today was Easter Day.

Try then in this Holy Week,
To keep Him in your sight.
For his son, our JESUS CHRIST
Is the Sailor's Guiding Light

YOU NAME IT

W.J. O'Brien, Capt. USN
Commanding Officer
J.C. Bidwell, Cdr., USN
Executive Officer
G.W. Johnson, CHN/LEC,
Officer Advisor

This newspaper is published by and for the personnel of the U.S.S. BRIAREUS, AR-12, at no expense to the government. Printed by the AR-12 Print Shop.

THE EDITOR SEZ -

"The mission of a ship or station newspaper is to serve as a positive factor in promoting the efficiency, welfare and contentment of personnel," as stated by the Secretary of the Navy in BuPers Manual. This, we the staff, of this unnamed, newly born sheet, are going to do our best to fulfill this statement. But because of the great amount of work involved and such a short time to do it in, it is almost impossible to cover every news item throughout the ship. This is where you come in. We are in need of contributing reporters throughout the departments and divisions of the ship. Needed also, are men to write feature and news articles.

Ships alongside are requested to submit items of interest. Space will next column

YOU NAME IT

Naming a newspaper is a hard job. It requires a lot of thinking for one person. We have decided to ask the help of all ships personnel. A name for a ships newspaper which is an official publication should fit the environment of the ship. All submitted names will be filed down to one and the winner shall be used as long as this sheet is published.

The deadline for submitting names will be on 16 April 1952. Submit names to the Print Shop or phone 383 and give it to the Photo Lab. We ask for all ideas.

Help little Jim and Mary buy those EASTER SEALS

be provided for articles, pictures and other news submitted.

Deadline for articles is at 0900 Tuesday preceding that weeks issue published. Deadline for pictures is the same. Pictures must be of black and white and good contrast. Late news items and pictures may be accepted as space is available. Contribute all material to the Print Shop located in compartment A-403-2E.

It is requested that all hands submit material of interest. Your cooperation is needed to make this newspaper a bigger and better publication.

AN EASTER THOUGHT

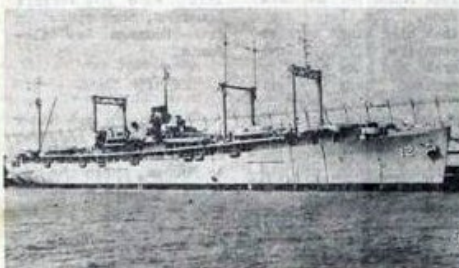
FOR A SAILOR

Men of all races tend to have a little more forgiving and humble way around EASTER time. The reason for this could be they realize how fortunate they are not to have had to bare the Burdens and Sacrifices that our Saviour, Jesus Christ, the Son of God, experienced.

As children, we understood Easter only with Easter bunnies and colored eggs. But as we grew older, we learned the real meaning of Easter.

Many people will attend church for the first time in many weeks Sunday. Upon leaving the church don't forget that "God so loved the world, that he gave his only begotten Son, that whosoever believeth in him should not perish, but have everlasting life." Remember Him not only on Easter but everyday.

ED'S NOTE: This is our first issue. We were kind of rushed due to several reasons but our main reason was due to lack of typist. If you are a typist, your help is needed. Several men have asked for a ships newspaper, so in order to keep it going, help is needed. We are in need of writers. You DO NOT have to be a professional. Anyone and everyone is needed.



A Brief History Of The U.S.S. Briareus

Before going to sea for the Navy as a Repair Ship the USS BRIAREUS AR-12 belonged to the Matson Line. She was built in 1941 to be used for the Sugar trade between the Hawaiian Islands and the States. She was commissioned as the SS HAWAIIAN PLANTER in the Newport News Shipbuilding and Drydock Co. Yard on 13 May 1941. The Matson Line also had constructed three other sister ships all of the C-3 Hull. The other ships were named HAWAIIAN PACKER, HAWAIIAN

MERCHANT, and the HAWAIIAN SHIPPER. The Hawaiian Packer was converted by the Navy to the repair ship USS DELTA, AR-9.

After a brief trial run the PLANTER began a twenty-one month career in which time she carried a variety of cargo from the West Coast to Hawaii, Australia, Samoa, Java, and New Caledonia.

On December 4, 1941 she left Pearl Harbor enroute to Samoa. During the anxious days following the declaration of war with Japan, the PLANTER unloaded cargo at Australia and left Darwin the day before the first Air Raid in which many vessels were sunk, and then proceeded on to Samoa. While there awaiting change of route caused by the war, the threat of air raid twice led the crew to shut down the power plant and take to the hills for safety. She then went to Sierra

baja, Java and was there when the port was bombed by the Japanese for the first time. Guns and ammunition from the states for the Philippines were taken from the PLANTER by a submarine which completed the delivery.

In subsequent trips from the West Coast, Marines were taken to New Caledonia. Army supplies were carried to Australia and the South Pacific Islands. Wool and Chrome ore were brought back to the states. On one trip to Portland, Oregon; one hundred fifty carloads of wool from Australia were carried.

In December of 1942 when the Planter reached San Francisco, it was there learned that plans had been completed for her

transfer to the United States Navy. The only man from the Merchant crew of 46 retained by the Navy was Chief Engineer Milton C. Gildersleeve who had been a Naval Reservist since 1928. He now holds the rank of Commander, U.S.N.R. The work of conversion to a Navy Repair Ship was undertaken by the Bethlehem Steel Company. This was accomplished between the 16th of November 1943. A representative of the Commandant of the Brooklyn Navy Yard read the commissioning orders and turned the ship over to Commander John F. Harris, USN, who as a prospective Commanding Officer had

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BRIEF HISTORY
(cont)

supervised the conversion of the former sugar liner into a modern and complete Fleet Repair Ship. After a little post-commissioning cleaning the ship moved to the Thirty-third Street Brooklyn Pier of the Naval Supply Depot and took on stores.

Standardization runs and post conversion trials were held on the Sixth and Seventh of December.

The ship proceeded up the East River into the Long Island Sound to Cyster Bay, returning to anchorage off Staten Island. The Briareus reported to duty to Commander Fleet Operational Training Command Atlantic and received orders to proceed to Hampton Roads, Virginia for a shakedown in Chesapeake Bay. The trip and shakedown was accomplished by the 20th of December and the ship reported to Norfolk Navy Yard for duty ComSertant and proceeded to Naval Operating Base Norfolk to load for sea. After Christmas at NBE Norfolk, the "Busy 'B'" turned her bow toward the open sea on the morning of 3 Jan. 1944.

THE FIRST STATION

In company with the USS WADLEIGH DD 689 and the USS COOLEAUGH DE 217 the BRIAREUS left Norfolk on the 3rd of Jan.

1944 bound for the Canal Zone. The Log shows that high winds were encountered off Cape Hattieras and the newly organized "Busy 'B'" with 80% green hands were properly inducted into life on the high seas. Several reports of enemy Submarines, morning and evening quarters, and press news of latest victories and disasters reminded the crew that this was the real thing.

The ship tied up to the docks at Cristobal the morning of 8 January to effect stern repairs and await further orders. They were immediately forthcoming from ComFam-Sea Frontier and transiting the canal the next morning the ship entered the Pacific for a fourteen day voyage to Pearl Harbor. Upon arriving on the 23rd she reported to Commander-in-Chief PacFlt for duty, and under took her first official work as a repair ship on the USS O'BANION DD-150. Before leaving Pearl Harbor one month later the "Busy 'B'" had worked on 18 ships, twelve of which were destroyers and DEs Escorts. This type of ship furnished her bulk of her work in the first stage of her repair work in the Pacific.

All this was temporary duty, however, since repair ships were in great demand in the forward area. On 25 Feb. orders were received to get underway for the South Pacific to work under Commander South Pac-

ific and his service Squadron, then operating from Noumea, New Caledonia.

ESPIRITU SANTO

Leaving Pearl Harbor the USS BRIAREUS received orders at sea to proceed to Noumea, where she reported to ComSoPac and continued on to Espiritu Santo, arriving there on the 11th of March. There the Briareus relieved the USS DEWEE AD-14 and took over the work of senior repair ship and SOFA in Second Channel. The So Pacific Campaign at the time was in full successful operation above Guadalcanal and Santo was the Principal and most forward repair base capable of effecting repairs on battle damage. During her stay there the Briareus continued the Dixie's work and saw Santo turned into a large base for repairs, supply and hospital, for the South Pacific and New Guinea area.

By the time she was ready to leave Santo to follow the combat operations North, the "Busy 'B'" had required a reputation for tackling any kind of job, some that had been turned down by other repair ships. Of the 124 ships repaired at Santo, 49 were of the Destroyer and Destroyer Escorts type. As the DE's moved farther north the Briareus began to take

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BRIEF HISTORY
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on larger and more complicated jobs and made voyage repairs for many amphibious craft moving in from the States for impending operation. A large number of these were LST and LCI types. The last two months at Santo brought some of the larger fleet units to the Briareus. The Battleship USS California was the last big Santo job. The Briareus tied up alongside the large floating dock to accomplish extensive hull and electrical repair to the renovated California.

In September the Briareus changed both her Commanding Officers, Captain Warris turned the ship over to Commander Clifford T. Corbin, USN just as the ship was about to sail for Manus Island in the Admiralties. On the 22nd of September the BRIAREUS left the USS ARISTEAUS in charge of the Santo repair work and moved north to the big Manus Base in the Southwest Pacific, Seventh Fleet waters. She reported for duty there on the 26th of September to ComServSadr Ten Representative.

MANUS

The BRIAREUS arrived at Manus in the company of six or seven other major repair ships to augment the facilities

there for the staging of the Philippines invasion. Cruisers, Carriers, Battleships, and Transports spread throughout the big harbor kept the "Busy 'B'" boats running on continual shuttle service with electricians mates, ship fitters, machinist mates and all types of repair personnel. During the invasion, carriers and cruisers limped back to Manus, some in tow and some under their own power, with extensive battle damage, torpedo holes in the hull and bomb craters in the decks. The USS Briareus turned to put these ships back into the front line condition, where possible, or in voyage condition so that they could return to the USA.

EDITOR'S NOTE: Due to such a long article, the History of the Briareus is continued until next issue.

BN3: Boy, am I scared. I just got a letter from a guy telling me he'll shoot me if I don't stay away from his wife.
BN1: Well, why don't you?
BN3: He didn't sign his name.

Poor Kid. When he was 2 years old he lost his Father and Mother. Boy, what a crap game.

A Bachelor is a guy that never misses anything.

THE SMALL ONE
-Elby Cort

The small one lives in tunnels,
And he sometimes even flies.
He has the strength to carry things,
One hundred times his size.

He belongs to one great Army,
And teamwork is his goal.
He's noted as an engineer,
Resourceful as a mole.

Yet - men look down upon him,
And crush him in the dust.
For little do they realize,
The good things that he does.

And still he works undaunted,
In his vast and earthy plant.
While men laugh and ignore him,
For the small one is an "ANT."

LUCKY BAG - A soldier's girl who's been out with a sailor.

A girl's figure is her fortune, providing it draws interest.

BUY FACTOR SEALS

ARMED FORCES PAY INCREASE

It looks as though it will be around the 1st of May before the service men will know what pay increase they can expect. The house Armed Force Committee will take part with both houses before it is considered.

It is expected that the bill will end up somewhere between both bill submitted. This means it will fall somewhere between 3 and 10 per cent. The Senate Bill votes and increase in some cases up to 30% while the house votes for a flat 10%. The Senate is in favor of a "cost of living" increase which works as follows:

A Seaman Recruit receives \$25 per month with food, rent, and clothing furnished by the government.

Such a man would get an increase of only \$2.25 a month. If he has one dependent his pay

WILL BE
USED FOR JETS

The 27,000 ton Essex class carrier USS INTREPID CV-11 has arrived at the NOB and later will go to Portsmouth for re-conversion and modernising for use as a carrier of fast Jet planes.

" * * "

The Navy's Amphibious Force recently celebrated its 10th anniversary. would increase from the present \$120 to \$128.

The Senate bill grants a small increase in the base pay but handles the food and rental allowances on a dollar rather than percentage.

This bill, provides from \$6 to \$15 per month for everyone from ER to Chief, based on the number of dependents rather than rate. It's cost is estimated over \$471 million dollars while the house bill, which want a flat 10% cost over 850 million dollars.

SPORTS

Anyone looking out on the dock at 1630 of each eve, will see many energetic future ball players getting set for a hot ball season. Their biggest gripe is "oh, my sore arm," and I hear the sick bay is using a lot of winter-green.

There has been a few inter-divisional games played but no accurate scores are available. In order that this reporter can write-up the games played it is requested that each Athletic Petty Officer submit a score sheet on games played by his team to the Sports Editor.

Anyone who wishes to take a picture of their team may also submit it and also pictures of the games during playing.

