



## :-: FIRST DIVISION ISSUE :-:

**THE FIRST DIVISION  
MAKES ITS BOW**

In starting off the First Division issue it would be well to define the words, "First Division". Not only for the benefit of those among us who are new, but for the edification and enlightenment of those among us who are assigned to other parts of the ship and never get beyond their own bailiwick.

The First Division starts at the bow, flows along both sides of the Forecastle, to the break of the deck. In passing it takes in the anchor detail and all ground tackle, number one turret, the ceremonial gangway, the paravanes, and both forward booms. From the zero deck it extends downward, taking in all the ward-room country, the windlass room, the forward trunk, chain lockers, the warrant officers country, the GSK country, the pump room, all the peak tanks, group one and half of group two magazines, and winds up in the double bottoms below the engineers storeroom. The First Division does not confine itself to taking care of everything forward of frame seventy five, but drops aft to look after the forty foot barge and number one motor launch, the boat that never breaks down. The First Division is also represented in the Ship's Service, furnishing one barber and the store operator.

The First Division has thirty-nine men, and two officers. Neither of the officers have taken the fatal step in-

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**MIDSHIPMAN'S CRUISE**

The itinerary of the midshipman's cruise has been announced, and will make most sea-going men a little envious. Two battleships will be used, the Wyoming and Arkansas. The schedule:

Leave Annapolis, June 7  
Arrive Edinburgh, June 22.  
Arrive Oslo, July 6.  
Arrive Copenhagen, July 12.  
Arrive Gibraltar, July 26.  
Arrive Funchal, August 5.  
Arrive Hampton Roads, August 15.  
And after that little cruise abroad the midshipmen are all given one months leave. Not bad.

**NEW GUNNERY OFFICER**

Lieutenant Commander Robert E. Keating reported aboard the Houston on Wednesday to assume the duties of Gunnery Officer. He came from Yale University where he was a member of the R.O.T.C. Prior to this tour of shore duty, Mr. Keating served on the destroyers Childs and Chandler. The Houston welcomes Lt.-Comdr. Keating and wishes him an enjoyable cruise aboard our ship.

**STAINLESS STEEL AIRPLANE**

A stainless steel airplane built for the Italian Government and a seaplane with stainless steel pontoons, built for the French Government were on exhibit at the recent Paris Aviation Show. The Italian plane is the first stainless steel plane to be built for any government.

**NEW ADDITIONS TO THE FLEET**

New additions to the fleet are arriving in increasing number. During the past two weeks the fleet gained an airplane carrier, four new cruisers two destroyers, and a modernized battleship. They have all joined their respective forces.

The ship which is causing the greatest interest is the new aircraft carrier Ranger, which is now based in San Diego. She is America's first carrier expressly designed and built for such purpose from the outset. The Ranger cost \$21,000,000, less than half as much as either the Saratoga or Lexington, and she displaces 14,500 tons, less than half the tonnage of her giant 33,000 ton sisters. She carries just as many planes, can steam just as fast and is equipped to do a lot of things better or faster than her famous predecessors. That is because the Saratoga and Lexington were first designed and built as battle cruisers. The Ranger was planned as a carrier from the outset and in her design have been incorporated hundreds of lessons learned from these old carriers.

The Ranger is 770 feet in length, and 90 feet in beam. Her turbines are designed to develop 56,000 horsepower. She carries seventy-nine planes and they may be flown off or returned aboard faster than on any aircraft carrier yet built. Unlike her earliest sisters, the Ranger has no heavy main battery, but instead carries only eight

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