



### NAVAL CUSTOMS

An English admiral is credited with the following reason for the use of the words "starboard" and "port." He states that the English sailors adopted these expressions from the Portuguese Tagus River pilots. The pilot used to stand to leeward to see under the belly of the sail, and when he wanted the helm over to his side of the ship he gave the order, "Esta borda," (this way), and when he wanted it up to windward, he would say, "Porto." Not too much credence can be placed upon this explanation, for there must have been some connection between the words "starboard" and "larboard." In 1846 this latter term was eliminated from the vocabulary of the United States Navy because of the danger of misunderstanding due to the similarity of these words.

The right-hand side of a vessel, facing forward. In ancient times, when ships were small, a steering rudder or steering oar called the "steerboard" was located on the right-hand side of the ship in its after section. The position of the steerboard, always located on that particular side, gradually came to denote that side of the ship, and through usage, became "starboard."

The only red, white and blue marked buoy in the world is in Baltimore Harbor just off Fort McHenry. It marks the spot where Francis Scott Key wrote the words to our National Anthem, the Star Spangled Banner.



Navy Bill Opines: A man wrapped up in himself makes a small package.

### THE SHIP'S MENAGERIE

Rear Admiral Reginald R. Belknap, U.S. Navy, retired, wrote the following for "The Lookout." How many can you identify?

"When Noah put the Ark out of commission, he was not accountable to anybody for getting the animals ashore and so, evidently, some of them stayed behind long enough to leave their marks on board, some of which have come down to this day.

"There are dogs all over the ship, ducks in the sail room, a cathead on each bow, many a gooseneck about, and a swallow in every block. The pelican hook keeps out of the crow's nest but is usually the better for a little mousing around. The little colt, or short rope's end which every captain of a top carried in his cap, handy for assisting the lagging top-men up the rigging grew up into a Flemish horse, which took his meals in the manger, so-called because near the hawse, alongside the jackasses, in the cool breeze coming through the bridle port, and supported the weather earing man after he had used the footropes in the stirrups to get out to the cockscomb. The cat fish used to get the anchor in, and a crane now gets the boats out. Sword belts and some uniform coats have frogs, the backstays are snaked down for action, and the shrouds have ratlines. Wireless has introduced a rattail and a squirrel cage. A bull ring and bull rope are ready and waiting, but we only have the bull's eyes and his tobacco. Possibly he was kept away by the wildcat and lioness which used to hang out around the capstan where she left her whelps. Neither

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### THE VALUE OF DISCIPLINE

Dispute rages these days as to the value of discipline. The birch rod stands neglected in the school room corner. Parents take a lot of punishment from their offspring, lest growing egos be untimely nipped, and the young idea wants to argue every case as it comes up.

We've always believed in discipline. Not only the discipline of obedience, but that discipline of automatically doing one's duty at command—whether that command comes from inner conscience or outer compulsion. A recent event has argued our theory well.

You recall the circumstances the night the exploding Hindenberg plummeted from the skies at the Lakehurst Naval Air Station. Sailors and civilians of the ground crew ran from under the burning hulk for their lives. They ran, but as they ran there rang through the tragic night the voice of Chief Boatswain's Mate Frederick J. Tobin: "Navy men stand fast."

Such is the power of discipline that one man's voice ringing out in the horrified dark stopped and turned the ground crew as a man. Through the flames playing along the crumpled Hindenberg's frame, Chief Tobin led them back.

"Navy men stand fast."

When it was over, they were blistered and burned. But they had heard their duty and, being disciplined men, had done it.

It has been estimated that the power of the U.S.S. SARATOGA'S motors on a full power trial is sufficient to move the Empire State building down Fifth Avenue at forty miles per hour.