

From Seaman To Quartermaster To Warrant Bos'n To Cdr—in 42 Years

The giant British liner *Lusitania* went into the Atlantic, sunk by a U-boat. Jess Willard lifted the heavyweight crown from the head of Jack Johnson. A young pitcher by the name of Babe Ruth was beginning to make a name for himself with the Boston Red Sox. Woodrow Wilson was in the White House. And, dollar bills were larger both in size and purchasing power.

These were the news stories that were making headlines in 1915, when Clarence Lucius Foushee—despite an admonition that he didn't have what it took to stick it out—joined the Navy as a seaman third class.

Since then—42 years—two World Wars have gone by, and the man who "didn't have what it took" is still around. Now as CDR Foushee, he is CO of *uss Luzon* (ARG 2), a ship where the work is never-ending and morale is sky-high.

During his first enlistment, which began 15 Jul 1915, Seaman Foushee worked his way all the way up through the quartermaster rating, rising to chief quartermaster before the end of his first four years. On this hitch he set his sights on two goals which he was later to attain and pass. The first was to be promoted to warrant officer and the second, to spend 30 years in the Navy.

During the early part of his second enlistment CDR Foushee was stationed on board the destroyer tender *uss Prairie*, when she assisted in the famous 1919 fight of the NCs from Trepassey Bay, Newfoundland, to England via the Azores and Portugal.

On 9 Aug 1924, with his commissioning as warrant boatswain,



FORTY-TWO YEAR Navyman, CDR C. L. Foushee, USN, shows his starting pay of \$17.60 as enlisted man in 1915, to J. Sexton, FN, of ship's crew.

CDR Foushee reached the first of his goals. He surpassed it when he was promoted to chief boatswain in August 1930 and to ensign in November 1941. Shortly after he became an ensign he was ordered to sea as CO of *uss Sagamore* (AT 20), and in that capacity he took part in the salvaging of *uss Wakefield* (AP 21), which had burned 700 miles at sea. This was during the darkest days of World War II, when German submarines threatened to take over the Atlantic Ocean.

When the fleet tug *uss Taucakoni* (ATF 114) was commissioned on 15 Sep 1944 the then LCDR Foushee took command of the brand new ship, and after brief sea trials, steamed for Hawaii and then on to the Marianas.

From there *Taucakoni* headed for what turned out to be one of

the bloodiest battles of World War II—Iwo Jima. With no navigational aids, the ship fought against reefs and shoals, as well as the enemy, throughout the 28-day battle. Most of the time, while helping disabled landing craft off the beaches and sending divers to other ships to clear propellers that were fouled with lines, she worked within machine-gun range of the enemy.

Before World War II was over the commander attained his second goal—30 years in the Navy—but he decided to stick around. He was close to his 35th year of naval service when the Korean war began, and during that war he was Executive Officer of *uss Frontier* (AD 25).

Now, as he nears completion of his 43rd year in the Navy, he's proved pretty conclusively that he "had what it took to stick it out."

mitted to shore, where a continuous ink trace of the waves is made automatically.

Since wave conditions are determined by the weather, the job of forecasting them is primarily a meteorological one. If adequate tide weather maps of the ocean are available, it is possible to forecast the waves arriving at any location in the open ocean or on any coast as much as five days in advance of their arrival. The technique for doing this

was first developed during World War II when the need to know surf conditions on enemy beaches became vital. It was devised for the Navy by Drs. H. V. Sverdrup and W. H. Munk at Scripps Institution.

The first amphibious landing for which wave forecasts were provided in World War II was the one at Casablanca, North Africa. In the Pacific, wave information was first provided for the assault on Pelelieu, Palau Islands, where the forecasts

were made by ENS W. C. Thompson, now Professor of Oceanography and Aerology at the Postgraduate School.

The school is the only one in the country which offers a regularly given laboratory course in practical wave forecasting. With the wave recorder, students in that course will be able to check the accuracy of their forecasts, and both students and faculty members will be able to use the instrument in research work.