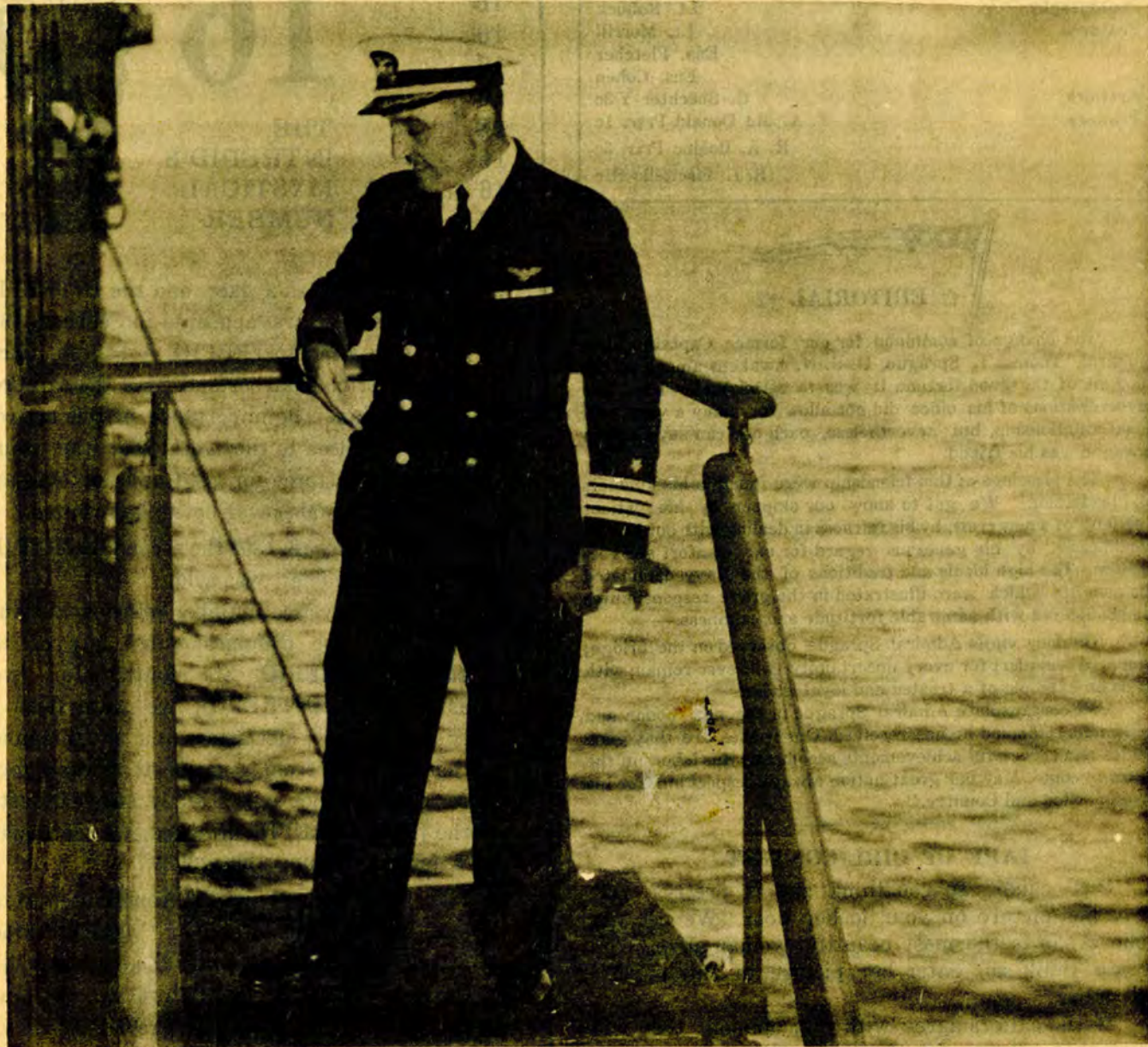




VOL. 2 NUMBER 1

AN INTREPID PUBLICATION

MARCH 28, 1944



Captain Thomas L. Sprague USN

COMMANDING OFFICER U. S. S. INTREPID

AUGUST 1943 -- MARCH 1944

THE INTREPID

THEN NOW FOREVER

Commander R. K. Gaines, U. S. N., Commanding Officer

Volume 2 Number 1

March 28, 1944

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☆ EDITORIAL ☆

The change of command for our former Captain, Rea. Admiral, Thomas L. Sprague, U. S. N. awakens among us the thought of the good fortune it was to serve under him. The preoccupations of his office did not allow for many a very personal relationship, but nevertheless, each one can say Captain Sprague was his friend.

The blessings of this friendship were found in his kindness and leadership. We got to know our skipper by his patient handling of a new crew, by his fairness in dealing with our human weaknesses, by his generous regard for our comfort and recreation. The high ideals and traditions of the Navy dominated his own life which were illustrated in the grave responsibilities he shouldered with admirable fortitude and calmness.

The long vigils Admiral Sprague observed on the bridge; prepared and alert for every uncertainty, will ever remain with us as an example of a trusted and loyal leader.

We congratulate Admiral Sprague in the new honor and important command he has received. Our wishes are that good health and successful achievements accompany his labors in the years to come. May our great nation always respect him for his love of "God and Country."

TAPE UP GIRL CONTEST

O.K. sailor, so you think she is pretty? You have her picture on your locker door. We bet you believe she is the most beautiful woman alive. Well if you think so, enter her picture in this paper's art gallery.

If the editors agree with your opinion, they will print that picture, for the whole ship to see.

So strip that tape up picture off your locker door and put it in an envelope. Put the following information on the outside: your name and division (We will return all photographs.) also the city your sweetheart lives in and her name. (Leave it in the Print Shop.)



16

THE INTREPID'S MYSTICAL NUMBER



Sixteen, as a date, and the INTREPID go together. It first appeared in February 1804 when the first INTREPID, A 64 ton ketch, entered Tripoli Harbor and fired the captured Philadelphia. The importance of this act was its Declaration to the world that the young nation was a force for good and not evil--and an international power not to be insulted.

On May 16, 1892 the second INTREPID, a 330 ton steamer, was sold.

The mystical number reappears in August 1943, the commissioning date of the present INTREPID. Six months later, even as the first INTREPID, we were deep in enemy waters, declaring in a naval manner that we were from a nation that was a force for good and not evil. Exactly 140 years after the first INTREPID attacked, we were with a force smashing the enemy.

The first INTREPID contributed to the excellent naval tradition of "Attack, attack attack". We are proud that the name is still in the attack and that we, a first line vessel, are able to put forth the SHOCKING POWER OF AMERICAN NAVAL AIRCRAFT.

The INTREPID is still, as of yore, a part of this ever forward flying front line of justice.

What do the future sixteens hold for us?

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COMMANDER GAINES' STATEMENT AT MERITORIOUS MAST, 4 APRIL 1944.



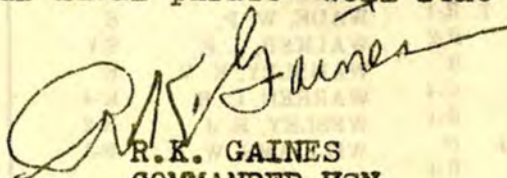
Commander Gaines, who neglected to mention his own name among those up for Meritorious Mast, is shown here (left with Cdr. Lanman) making his statement. The Commander (right) is congratulating crew members. List of officers and men at Meritorious Mast on next page.

You all know liberty or freedom is a heritage - but it is not an automatic business. It is a fresh conquest for each generation. We here, as a group of one generation, did not protect it - we are now fighting for it for our sons.

Many of our folks sat inland or on one side of thousands of miles of ocean and let the rest of the world go by - many let their free speech and rights go to their head - many came out damning the opposite political party or forming unions to hate other organizations - we allowed foreign or un-American propaganda to eat away at our nation. We strayed too far from sound sensible give and take; from good Old American pride and spirit. However, we are not to waste time in self blame or pity (and we're not) - the worst acts and the criminal acts are others - the Germans and Japanese are the vile plague that brought this world situation about. We have to annihilate this disease.

That you know your heritage well - that you are fighting for it, in a way your God, Country and families expect that you would is proven by the commendations at this Mast. We hate to be back this soon; but we take pride in knowing that we dished out more than we took.

To all I say - the traditional naval phrase "Well Done".


R.K. GAINES
COMMANDER USN.

★ OFFICERS AND MEN AT MERITORIOUS MAST ★

COMMANDER RICHARD K. GAINES, USN.
 COMMANDER GEORGE G. CRISSMAN, USN. (Trans.)
 COMMANDER PHILLIP S. REYNOLDS, USN.
 Lt. COMDR. THOMAS G. WALLACE, USNR.
 LIEUTENANT PAUL C. COMBS, USNR.
 LIEUTENANT DONALD D. DIMARZO, USNR.
 LIEUT. (jg) JOSEPH E. MACHINSKY, USN.
 LIEUT. (jg) JOHN E. LAWRENCE, USNR.
 LIEUT. (jg) JOSEPH A. WHITTAKER, USNR.
 LIEUT. (jg) JAMES R. DUTHIE, USNR.
 ENSIGN CHARLES T. KLINE Jr, USNR.
 ENSIGN GEORGE S. SCHLEMMER, USN.
 ELECT. DELMAS E. MARLOWE, USN.
 BOS'N VICTOR J. WHITE, USN. (Trans.)
 CARP. WALTER DIGGS, USN.
 CARP. HOMER L. COX, USN.

ALLRED, H. J.	S-1	KILGORE, W. D.	S-1
ANDERSON, A.	N	KOZIC, J.	E
BAILEY, W. A.	R-1	LILLY, E. L.	N
BECKER, F. E.	R-2	LOFTIN, R.	S-1
BLUE, W. W.	S-2	LOVELL, D. A.	R-2
BOLDUC, R. A.	K-3	MALM, E. G.	E
BRENEMAN, D. A.	E	MARS, G. W.	(Trans.)
BURNS, J. P.	R-1	MARTIN, F. L.	N
BUMGARDNER, C. G.	S-1	MATTHEWS, H. P.	N
BLUE, W. V.	S-2	MEYER, H. E.	E
CAMP, E. B.	E	MILLER, L. H.	N
CARLSON, W. E.	1st.	MOSLEY, J. F.	S-1
CARROLL, P. J.	A	Mc CORMICK, E.	R-1
CASEY, J. J.	R	Mc FARLAND, J. E.	S-1
CATT, D. E.	R-1	Mc HUGH, E. J.	7th
CODY, J. W.	S-2	NEAL, C. N.	A
COMBELLOCK, A. H.	R-2	NELSON, J. E.	R-2
CAVANAUGH, G. M.	1st.	NESMITH, J. M.	A
DAHL, H. M.	1st.	NICHOLS, W. J.	N
DAVIS, P. E.	R-2	NORRIS, P. F.	E
DAVIS, H. E.	S-1	O'BRIEN, D. W.	E
DAVIS, R. L.	E	O'DONNELL, J. B.	R-1
DAVIS, G. S.	(Trans)	PARKER, W. J.	R-1
DAVISON, E.	S-2	PARIS, A. J.	E
DEJEWSKI, W. E.	R-2	PEARLMAN, S.	R-1
DEWEIDT, H. E.	E	PEARSON, M. D.	R-2
DIETRICH, J. J.	R-1	PRESSON, A. "B"	R-1
DONOVAN, J. F.	E	RAMOS, M. D.	R-1
DORSCH, A. A.	S-1	ROCK, T. H.	R-2
ENGLAND, J. G.	E	SCKEWITZ, P. C.	R-1
FISHER, C. S.	(Trans)	SALDI, F. J.	S-1
FORMONT, H. W.	R-1	SCHMID, J. H.	N
FREEMAN, H. G.	R-1	SHAHA, C. L.	N
GANT, S. W.	S-2	SHARP, W. R.	R-1
GILLIARD, E. C.	R-2	SEITZ, A. T.	R-2
GODSHALK, J. D.	R-1	SPOULL, R. T.	(Trans.)
GRAY, L. W.	R-1	STUART, B. A.	A
GRAGER, E. J.	R-1	STRANSKY, Q. W.	S-1
HILL, G. E.	E	TAYLOR, W. G.	R-2
HOUDE, E. O.	V-2	THORNTON, R. I.	S-1
HILGER, K. R.	S-1	WADE, C. L.	R-2
HOTLHOUSER, C. T.	R-1	WADE, W. P.	E
IANNELLO, A. C.	R-2	WALKER, J. E.	S-1
JENKINS, R. C.	R	WAMSLEY, K. V.	E
JOHNSON, C. E.	K-4	WARREN, C. R.	K-4
JOHNSTON, J. C.	R-1	WESLEY, R. J.	R-2
JOHNSTONE, G. S.	N	WILLIAMS, W. G.	R-1
JOYCE, L. P.	R-1		

Admiral Sprague:

I speak for the officers and men in expressing our regret in losing our Captain. We feel we have an efficient fighting ship that will continue to produce results in the highest traditions of the Navy. We, therefore, appreciate your leadership, your exceptional seamanship and your sound command qualities.

Admiral, each officer and man desires to congratulate you upon your promotion to flag rank. It serves somewhat as a recompense for the ship's loss. We hope one day your flag, just broken, will again fly from the INTREPID maintruck. We wish you health, happiness and continued great success in your Naval career.

R. K. Gaines, Commander U. S. N.

MURDEROUS CLEANUP

BY MARE Z. DOATS.

As the rays from his flashlight swept each corner of the darkened room, the tall man stroked his beard significantly. At last he turned to his companion, who nervously awaited an appraisal from his superior. The bearded one spoke, "Not bad, not bad at all. When I told you guys that I wanted them all rubbed out, I guess you knew what kind of a job I expected! How did it go off? Did any of the boys get hurt?"

"Just a couple of scratches here and there, boss, -nothin' serious. When you told us that we were gonna' clean the joint up proper' some of the boys got a little nervous, but they all stuck."

"The CHIEF got us together one night, and laid out the whole plan. He said that it was gonna' be tougher than most of the jobs we've been pulling off. Then he took out a can of somethin'; we could all see it was marked "POISON". He handed it to me, and said it was the best thing to use, because it didn't leave any ugly marks. He also gave each of the boys one of the 'instruments' they're used to handling-double edged, sharp, the kind of steel that cuts clean. We were supposed to use 'em if we had to get tough. And we had to use 'em O. K. !

The bearded man was plainly satisfied. "I'm really proud of you men," he smiled. "You cleaned up those decks and wiped out all the spots and dirt just as I wanted. That lye the Chief gave you is a big help in removing paint-but sometimes the steel scrapers are the only things that will work."

This account of how the big cleanup got underway aboard the INTREPID may be slightly inaccurate, but the spirit and the results were the best. Everyone pulled together to bring the ship's condition up from a shaky 2.5 to a solid 4.0. We did it the hard way, but learned one important lesson; that is, it takes a lot less work to keep a clean ship clean, than to try to get a dirty one back into condition. Dirt, grease, and rust are a trio of rough customers. They like to buddy up on a deck for a couple of days (or weeks) if the sailors who live there are careless enough to let them. By that time, they have been trod upon mixed together, and encouraged sufficiently to form a mess that sticks like concrete, and is dirtier than the inside of a Philadelphia motorman's mitt. THEN try to clean ship! It takes a chisel and a strong arm to even dent the top layer. You can lick the dirt gremlin by socking him early, when he hasn't got much support.



Inform your correspondents that an address without a division number is incomplete. Failure to include this in the address slows up delivery of your mail.

THE



INTREPID



SAGA

A FIGHTING NAME THROUGH ONE HUNDRED FORTY YEARS

If a ship is conceived as a living thing-and seafaring men are wont to consider it as such-we must regard it as a product not only of the craftsmen who built it, the officers and men who man it, but of its ancestry as well. The predecessors of a ship lend it the name which it bears. Around this name are built the traditions, regulations, and records which every subsequent ship of that name must equal if not excel.

When the keel of the INTREPID was laid December 1, 1941, it was scarcely realized that six days later the attack on Pearl Harbor would occur and that the country would be plunged into war. It's significant that a powerful carrier of the ESSEX class should have been conceived on that date. It's even more significant that this ship should bear the name INTREPID, a truly fighting name in the United States Navy.

As the ship took shape in the graving dock at the Newport News shipyard, the organization of the ship first began to take place. Only a few officers and men reported at first to solve all the thousands of problems arising during the building of a ship. Subsequent to the reporting of our Executive officer and Captain in April and June, the organization of the ship was rapidly completed prior to its commissioning August 16, 1943. Those of us who were present will never forget the impressive ceremony on the occasion of Captain Sprague assuming command. The Honorable Artemus Gates, assistant Secretary of the Navy and several admirals were present.

Then followed the period of trials for the INTREPID in Chesapeake Bay. We all woke up to the fact that we had a ship's organization that functioned. The period of the shakedown was interesting and instructive. Day after day the Captain took the ship out for exercises, drills, and flight operations with our Air Group. At the time we did not appreciate the urgency of the training to prepare for fleet operations to ensue in the near future.

When the INTREPID reported for duty to the Commander in Chief of the Pacific Fleet in December, 1943, a long period of construction, training, and organization had been completed. In just under four months the ship had been brought into a condition where she could take her place as a fighting unit of the fleet. In looking back over this period we can view with some pride the speed with which a green crew progressed into shape for combat.

It was with a feeling of expectation mingled with a realization of our responsibility that we sailed in her Westward to take our place with the fleet. We knew that the Officers and men of the fleet who had for over two years held the weight of the enemy tide, even threw it back-would welcome this powerful new addition to the fleet.

We on the INTREPID had a famous name to sustain, a name which had been proven in one of the great actions of the young American Navy. One hundred and forty years before, the INTREPID under the command of Lieutenant Stephen Decatur entered the harbor of Tripoli under orders from Commodore Preble to burn the frigate Philadelphia which was aground in the harbor. On the night of February 16, 1804 the INTREPID entered the harbor of Tripoli. She had been chosen because of her Turkish rig which lessened the chance of her identity being disclosed while entering the harbor. Decatur successfully accomplished his mission and withdrew safely with only one of his men wounded. Lord Nelson, who at this time had command of the British blockading fleet, before Toulon, expressed it, "The most bold and daring act of the age."

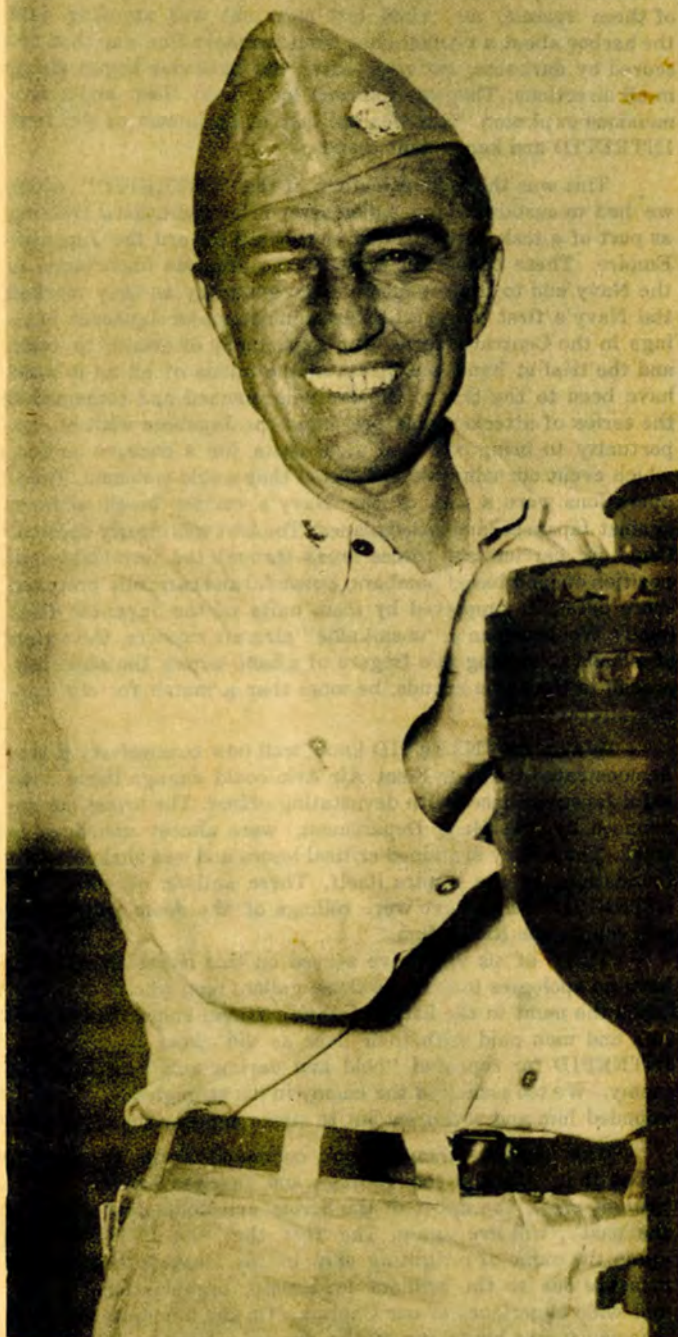
This venture was followed by an even bolder action which resulted in the destruction of the INTREPID and the loss of all hands on board her. Master Commandant Richard Somers with two officers and ten men, volunteers all, on the night of September 4, 1804 took the INTREPID into the harbor of Tripoli again with the announced purpose of destroying shipping in the harbor with fire and explosives. After leaving her consorts, close watch was kept on the INTREPID by the crews of these vessels, and when last seen she was standing into the harbor about a musket shot from the mole. She was then obscured by darkness, but soon after the batteries began firing in all directions. This was followed by a vivid flash and a tremendous explosion. This was the last to be known of the first INTREPID and her gallant crew!

This was the valiant history of the "INTREPID" which we had to sustain, as we sailed after brief operational training as part of a task force headed southward toward the Japanese Empire. These operations were of the greatest importance to the Navy and to the conduct of war generally as they marked the Navy's first powerful thrust against major Japanese holdings in the Central Pacific. The expectancy of events to come and the trial at hand was great in the minds of all as it must have been to the Senior Officers who planned and commanded the series of attacks. This presented the Japanese with an opportunity to bring out their fleet units for a decisive action, which event our admirals had stated they would welcome. These operations were a test of the Navy's carrier based airforce against Japanese land based planes. The test was clearly defined. Could our carrier task forces break through the formidable opposition of land based bombers, powerful and carefully prepared shore defenses supported by main units of the Japanese fleet itself? Would Japan's "unsinkable" aircraft carriers, the string of islands stretching like fingers of a hand across the outer approach to the home islands, be more than a match for our carrier aircraft?

We on the INTREPID know well how conclusively it was demonstrated that our Fleet Air Arm could engage these powerful Japanese bases with devastating effect. The losses, as announced by the Navy Department, were almost unbelievably small. The enemy sustained critical losses and was shaken to the foundations of the empire itself. These actions of which the INTREPID was a part were tollings of the doom which soon will eclipse the Rising Sun.

Those of us who have served on this latest INTREPID have no apologies to offer to those gallant men who first established the name in the list of fighting Naval ships. Brave officers and men paid with their lives as did those on the first INTREPID for repeated "bold and daring acts" against the enemy. We too assaulted the enemy in his strongholds, severely wounded him and withdrew but to strike another day.

Our Captain when he took command of the INTREPID hoped that, "in the cool courage and fearless bravery of the present crew, the spirit of the heroic and undaunted crews of the past", will live again. The fact that the INTREPID is again the name of a fighting ship in the Navy is in no small measure due to the brilliant leadership, organizational ability and wide experience of our Captain. On the humanitarian side, who can forget his rescue of the fighter pilot from his watery night landing. His leaving is a loss to the INTREPID but in his well deserved promotion the Navy has gained a new admiral destined for a brilliant future!



On August 16th, last year, we were gathered here to place this ship in commission. It was my hope that we would develop into an organization worthy of such a fine ship and worthy of the name INTREPID. In the seven months which have elapsed since that day, you have been half way round the world and have proven yourselves. You have been commended repeatedly for your performance of duty and your conduct during and after action. It is with the utmost reluctance that I relinquish command at this time. It is a pleasure, however, to report to you now that your new commanding officer, is, in my opinion, one of the outstanding officers in the Navy and I am sure, with your help, he will carry along the fine spirit which has characterized the ship from the beginning.

I particularly desire to express my appreciation to the petty officers, chief petty officers and warrant officers of this ship. As we all know, we have a great many young men in the ship's company who are making their first cruise. The old timers among us are worthy of the highest praise for bringing the young fellows along and welding them into an effective combat team.

It is all very well when I have stood on the bridge and congratulated myself on commanding such a fine ship. But I am not deceived. It is the members of the crew below decks who are responsible for the fine record that has been made. I leave you now with the deepest regret. Until we meet again, good hunting.

T. L. Sprague