

*Scrooge*

# U.S.S. INTREPID

*Then • Now • Forever*

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# THE INTREPID

THEN NOW FOREVER

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

Volume 2 Number 2

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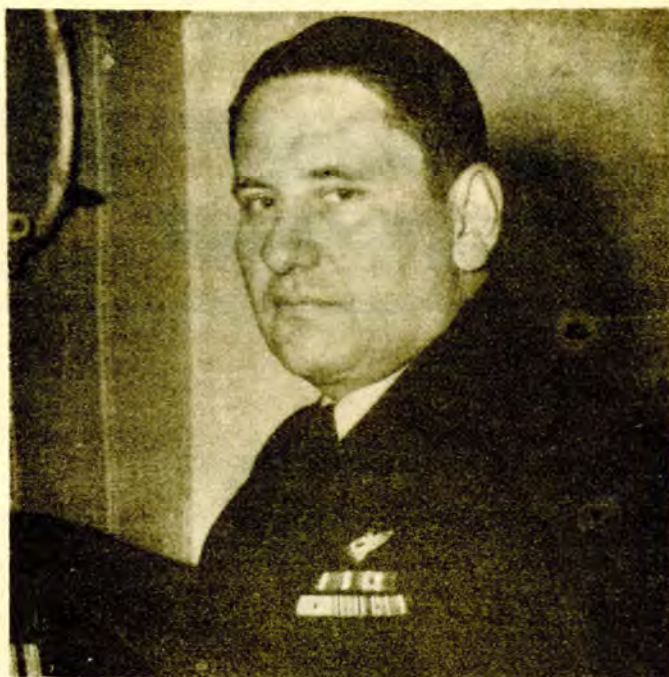
### CAPTAIN WILLIAM DODGE SAMPLE, U. S. N.

Captain Sample was born in Buffalo, New York, March 9, 1898, the son of W. R. Sample, now Brigadier General, U. S. A., Retired. He attended grade schools in Chicago, Illinois; St. Louis Missouri, and Spokane and Seattle, Washington, and in the Philippines. He had his high school education in the Lowell High School, San Francisco, and the New Mexico Military Institute, Roswell, New Mexico, and was appointed to the Naval Academy by President Woodrow Wilson in 1915. He was graduated with the class of 1919 on June 6, 1918, was commissioned Ensign on June 7. His subsequent promotions are as follows: Lieutenant (junior grade) September 21, 1918; Lieutenant, June 3, 1922; Lieutenant Commander, January 5, 1933; Commander, January 1, 1939; Captain, June 17, 1942.

After graduation in 1918, Captain Sample was ordered to duty in destroyers based on Queenstown, serving in the U.S.S. BIXIE, U.S.S. TRIPPE and U.S.S. WILKES. He remained on duty in European waters for two and a half years after the war, during which time he had consecutive duty in the U. S. S. LANSDALE, U.S.S. PITTSBURGH, U.S.S. OLYMPIA, and as U.S. Naval Representative at Italian Naval Headquarters, Pola Italy. He joined the U.S.S. SOUTHARD in July, 1920, and early in 1921, cruised in her to the Asiatic Station via the Suez Canal. He was transferred to the U.S.S. WILLMINGTON in January, 1922, and from that ship to the U.S.S. John D. EDWARDS in May of that year.

After Captain Sample's return to the United States in December, 1922, he was ordered to the Naval Air Station, Pensacola, Florida, for flight training, reporting on January 4, 1923. He was designated Naval Aviator on June 23, of that year and detached in September. After two months in the Naval Unit, Edgewood Arsenal, Edgewood, Maryland, he reported to the U.S.S. WRIGHT, Flagship Aircraft Squadrons, Scouting Fleet, for duty in Scouting Squadron 1 (F 5 L.) In November, 1924, he was assigned to duty in Observation Squadron 3, attached to the Light Cruisers and served in that squadron based consecutively on the U.S.S. RALEIGH and the U.S.S. RICHMOND.

Captain Sample was stationed at Pensacola from January, 1926, until July, 1928. From August, 1928, until May, 1931, he served consecutively in Observation Squadron Three based on the U.S.S. NEW YORK, and in Scouting Squadron Two based on the SARATOGA. He was General Inspector of Naval Aircraft, Central District, Wright Field, Dayton, Ohio, from June, 1931, until June, 1932. Following that duty he was aide and flag



Captain Sample has the Victory Medal, Destroyer Clasp, and the American Defense Service Medal, African Campaign, Commendation Ribbon.

secretary on the staff of the late Rear Admiral John Halligan, when that Admiral was Commander Aircraft, Scouting Force; (name changed to Base Force upon reorganization of Naval Aeronautical forces on April 1, 1933) and Aircraft, Battle Force. In June, 1934, Captain Sample joined Fighting Squadron Five based on the U.S.S. LEXINGTON as Squadron Commander and in June, 1935, he reported for duty in the Plans Division, Bureau of Aeronautics, Navy Department, Washington, D.C. He returned to sea duty in June, 1938, as navigator of the U.S.S. RANGER and in April, 1939, he transferred to duty as operations officer on the staff of Vice Admiral Charles Adams Blakely, Commander Aircraft, Battle Force, U.S.S. YORK-TOWN, flagship. Captain Sample relieved Rear Admiral (then Commander) T. L. SPRAGUE as Superintendent of Aviation Training at the Naval Air Stations, Pensacola, Florida, in June, 1940, and later was Executive Officer until June, 1942, when he reported to the Norfolk Navy Yard, Portsmouth, Virginia, for duty fitting out the U.S.S. SANTEE of which he assumed command when commissioned.

In May 1943 he was ordered to duty at Headquarters, Commander in Chief, U.S. Fleet as operation officer of the 10th fleet.

Ordered to the INTREPID in April 1944, Capt. Sample stayed a month before being ordered elsewhere.

### MY ROSARY

Each bead a prayer, each prayer a plea  
To guide my darling on the sea,  
To grant him courage in the fight,  
To keep him ever in the right.  
To train his eyes to see all things,  
The lurking sub, the flash of wings;  
To hold the wheel with steady hand  
And guide the ship safely to land.  
This, O God, my fervent plea  
When I say my rosary.

—BETTY REYNOLDS



# Our 2<sup>nd</sup> AIR Group

Just after we left the States last time the rumor was confirmed that our original Air Group would not take part in our first operation. They were being relieved.

This knowledge was received with some dismay by all hands. The ship's company and our first Air Group had come to regard themselves as a unit.

We had the greatest confidence in the skill and general excellence of "Our Air Group", hence, it was a double hardship to lose them, for not only were they confidence inspiring but also they were old friends, and in complete contrast, nothing was known about the group that was to come aboard.

The situation made an excellent spawning ground for scuttlebutt. Since not even the number of the group was certain, you could hear anything you wanted about them. It was an old group, a new group, they had no, little, much, experience. One thing was certain, however, they were certain to be superior and hypercritical of a new ship.

When the new group came aboard just outside Pearl after the relieved group flew off, the first of our doubts was dispelled. Down to the last unfamiliar (to us) Dauntless, they landed in a business-like way-right in the slot. Shortly thereafter they were part of the ship. We found that they were a seasoned group in every sense of the word (having seen action in the Central Pacific.) The illustrious "Butch" O'Hare had been their skipper, and when he was lost in a heroic action against Jap night torpedo bombers, his place was taken by the equally able Lt. Commander Phillips.

Their record was excellent, and like true veterans they were anything but haughty and uncooperative. It became apparent that the INTREPID was lucky in its new air group.

If any doubts remained, the abbreviated shakedown period certainly removed them. This Air Group went through take-offs, maneuvers and landings with deadly precision and machine like accuracy that was thrilling to watch. Here was a bunch of men to be proud of, men who knew their business to the last detail.

Our first offensive action justified the faith in the ship and the Air Group. Acting with calm efficiency, they did the bulk of the damage to the area assigned to our task group shooting down numerous planes in the air, destroying many on the ground, blowing up dumps, installations and wrecking numerous gun positions. In addition Lt. Comdr. Harrison (the VF Skipper) spotted for one of our battleships, enabling it to sink a cargo ship.

On this first action Lt. (jg) Vraciu, already credited with two planes earned numbers 3, 4, and 5, and entered the elect society of Aces. The exploits of the group as a whole cleared the air of enemy aircraft and enabled our battlewagons to move in with their devastating bombardment without which the actual landings would have been immeasurably more difficult.

The next operation was no less spectacular, and demonstrated the courage of the group even more decisively. The previous objective had been a known quantity; there had been numerous long rang bombing attacks and photo reconnaissances and part of the group had made a flying strike there, but this job was clothed in ominous mystery. With their habitual coolness, our pilots moved in boldly and when the day was over they had accounted for many planes in the air, more on the ground, sank several ships, with an assist on a cruiser (which they stopped dead in the water for our battleships to finish), and damaged others including a cruiser and a destroyer. One of the ships sunk was an ammunition ship which was completely destroyed by Lt. Bridges a torpedo plane pilot who was lost with his crew in the ensuing



Lt. (jg) Vraciu, Carrier Ace.

terrific blast. Here also Lt. (jg) Vraciu accounted for five more planes, although he claimed but four, the other being attested by his wingman, bringing his total to at least nine.

The Air Group had nothing but praise for the ship. They liked how the Captain brought her into the wind with no loss of time. They admired the excellence of the plane-handling crews. They lauded the landing signal officer, the repair parties, the gun crews, and all the others they came in contact with. The group stated that no other ship operated better in any detail nor was more cooperative and anxious to assist. Such a statement covers a lot of ground and should be a source of pride to the INTREPID considering the source and the standards of comparison.

And so this Air Group has returned for a well earned rest and rehabilitation, except for Lt. Vraciu who had himself transferred to another squadron while still in the Pacific. The Intrepid is sorry that its associations with the Air Group is at an end, and wishes them all good fortune when they return later in the year to further embellish their brilliant record.

## ODE TO A BOATSWAIN MATE

I think there's nothing quite so great  
Or lovely as a boatswain's mate.  
A boatswain's mate with hairy chest  
Who gives the new recruits no rest;  
Upon whose forearm is tattooed  
A dancing woman in the nude.  
A boatswain's mate who yells all day  
For someone up on deck to lay.  
Or toots his little pipe and booms  
In basso: "Sweepers, startcher brooms."  
Or microphone in hairy fist,  
He bellows out: "Now hear this.  
In talk that sounds like Filipino.  
So I will change my rate  
And try to be a boatswain's mate.  
For the boatswain's mate is always right  
He's on the job both day and night;  
He shouts at us in line all day  
To square all hats and throw butts away.  
Any boot can make a dozen rates,  
But only God makes boatswain's mates!



G.S.



# Pollywog



Lt. (jg) Schreiber, Lt. Cdr. Lewis, Lt. Cdr. McElroy, Lt. O'Connor under the care of Royal Cop McKinney.



The Ladies of the Most Royal Court. The b



East Coast Legal Eagles. Lt. Morrill and Lt. Cdr. Marshall.



The Royal Treatment. It washed all the slimy pollywog

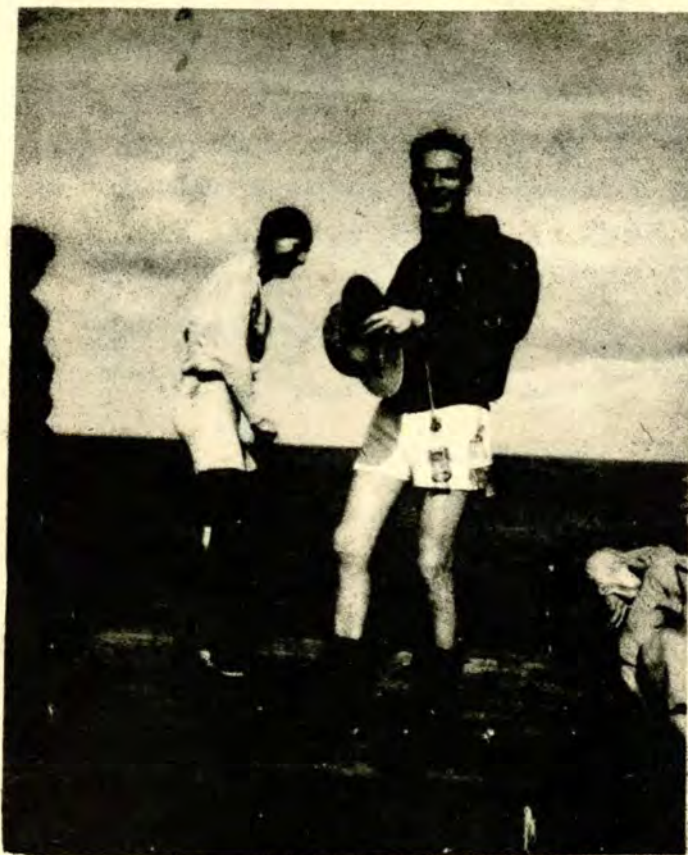
Scenes From our First Session at The



# BEWARE!



...elly belongs to the Royal Baby.



Lt. Short fishing while Cdr. Gaines prepares for his watch.



...ogs clean.



General Scene of the Royal Court. All is in strict Order.





## • EARLY Naval Aviation



Modern Naval Aviation, with its countless carriers, advance bases, clouds of planes and thousands of men, started in World War I with 22 seaplanes (none fit for operational use), 38 naval aviators and 163 enlisted men.

Naturally, ordinary operations and training were hazardous but at that time aviation was still feeling its way. After all, what could you expect of wire bound canvas covered crates. The mere act of taking off and landing in one of those flying machines was worth a D. F. C.

There was no Bureau of Aeronautics then, instead Naval Aviation was the responsibility of the following organizations: Office of Operations . . . Activities, Bureau of Navigation . . . Personnel, Bureau of Steam Engineering . . . Motors and Radio, Bureau of Construction & Repairs . . . Hulls & Wings, Bureau of Ordnance . . . Machines, guns, bombs, armament, Bureau of Yards & Docks . . . Building Operations & Motor Transport. The Bureaus of Medicine and Supply as well as the Marine Corps were also involved. (Imagine trying to get a chit through such a setup!)

With World War I, the real developments in planes and training began. Most of the student pilots came from the Ivy League Campuses, entering as college units from such schools as Cornell, Yale, M.I.T., Harvard, University of Pennsylvania, Princeton, Dartmouth, University of Michigan - principally as USNR pilots.

The important training centers were M.I.T. and Pensacola with other specialty schools covering such items as photography, bombing, etc.

The work of Naval Air abroad had three aspects: Overseas patrol . . . routine, Emergency patrol . . . response to SOS, Bombing enemy bases . . . Sub-harbors.

On routine patrols a plane carried 230 to 500 pound bombs and a few light machine guns. Such a plane could cruise from four to nine hours! A squadron of patrol planes could cover as much as 1500 miles in a week!

In one day the patrol squadron of one station flew 54 hours, 26 minutes for a distance of 2,827 nautical miles. (A B-24 with no strain at all could do this in about 12 hours.)

The Emergency Patrols of World War I could get out seven minutes after notification. Their contribution to that war was the nullification of the sub threat in the French - English waters. Then, as now, the plane was bad medicine for enemy submarines.

The bombing of enemy Naval bases was accomplished by Naval Aviators using Army land planes. Enemy sub bases at Zeebrug, Bruges and Ostend were frequently blasted.

We owe much to those intrepid aviators of the last war. They actuated the idea of the Naval air force, proving it a powerful part of the fleet. The influence of these men is still im-

FLEW  
in  
LAST  
WAR



Our Lt. Commander Matthiessen, Air Plot officer is Naval Aviator 757 having served overseas in the last war at Paris, Rome and Bolsano.

pressing itself upon our Naval organization. Among the early Naval Aviators who are still with us are such men as - Naval Aviator No. 3, J. H. Towers, Vice Admiral USN, No. 8, P. N. L. Bellinger, Rear Admiral USN, No. 24, A. C. Reed, Rear Admiral USN, No. 33, M. A. Mitscher, Vice Admiral USN, No. 65, A. L. Gates, Assistant Secretary of Navy for Air, and No. 154, J. V. Forrestal, Secretary of Navy.

Other Naval Aviators in present day high positions include such men as: Admiral E. J. King, Admiral W. F. Halsey, Vice Admiral J. H. Hoover and Rear Admirals J. S. McCain, R. K. Turner, E. Buckmaster, A. E. Montgomery, C. T. Durgin and T. L. Sprague.

### CONGRATULATIONS CDRS. FITZGERALD AND GARRISON

The ship's company is pleased to congratulate your attainment of Commander's rank.

All the Air Department Officers and men consider Cdr. C. T. Fitzgerald's promotion as extremely meritorious, a reward as it were, for his work as Air Officer in the development of the INTREPID'S Air Department.

Cdr. C. F. Garrison, Assistant Air Officer, also contributed greatly to the excellence of our Air Department.

The praise this ship earned from our last Air Group was in no small part due to the work of these two men.

### SHIP'S DANCE

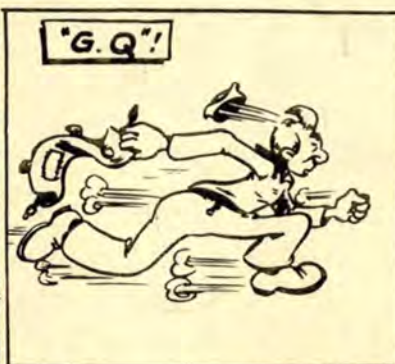
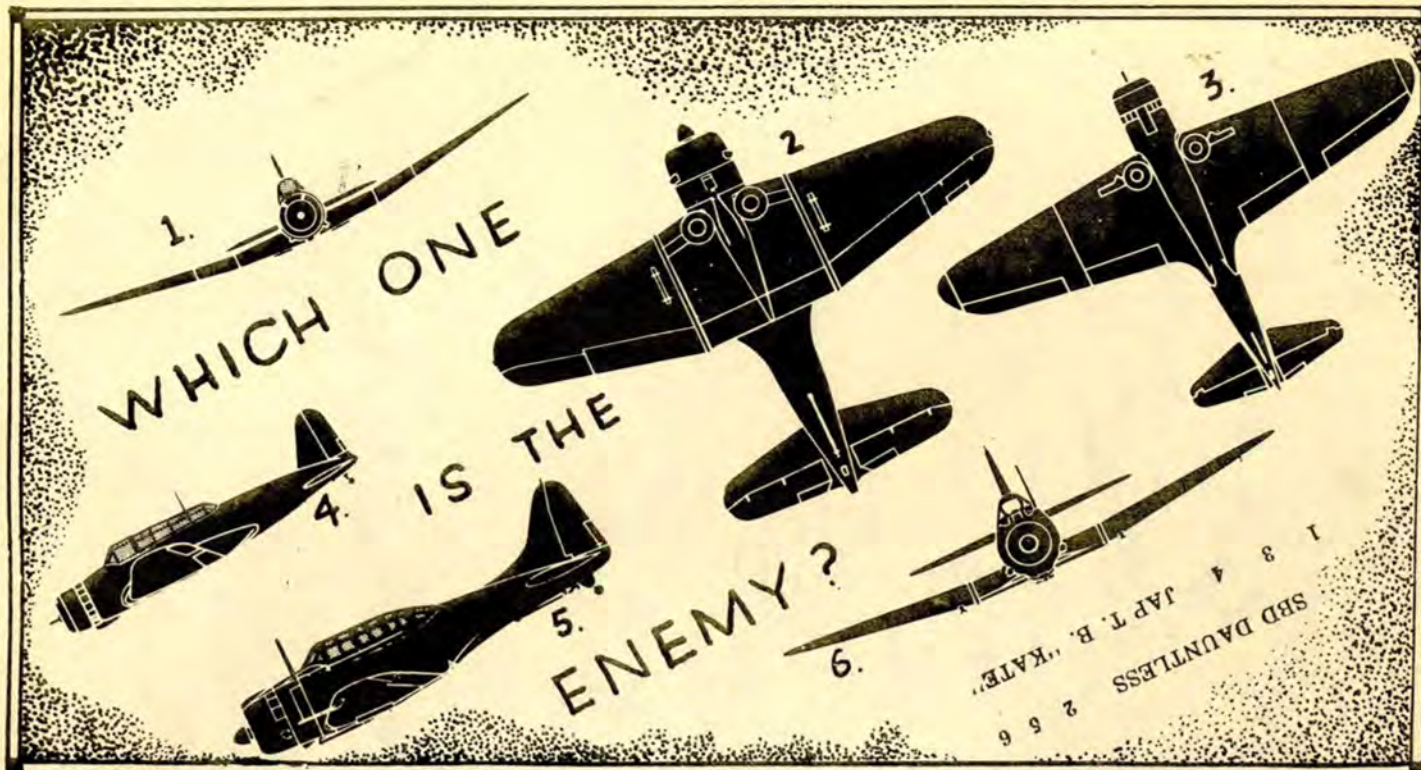
The social event of our San Francisco visit was to be a Ship's Dance at one of the hotels. Our hopes were sadly interred with the inability to obtain favorable bookings at any of the ballrooms. None could accommodate our number. We'll take a rain-check for our next visit.



# POSSIBLE EUROPEAN INVASION ROUTES







One can now breakfast in Los Angeles and lunch in Washington. And spend the rest of the day wishing he were somewhere else.

Goebbels said, a week ago, that it would take only 10 years to rebuild the reich. But that, as we said, was a week ago.

"Oh, that we two were Maying," sang the poet. Senator Soaper wishes he were still around to explain what one is about when one Mays.

Sneeze, says G.I. Joe, is what when you try to stand at attention you always have to.

A neighbor tells of the three Chinese sisters who didn't get married: Tu Yung Tu, Tu Dum Tu and No Yen Tu.

Some of the whisky now on the market is being made of used potato skins. And, says the Old Soak, tastes like it.

In Detroit a war-plant dance committee asked the girls to come in girls' attire. "Ah," said the recipients with one accord, "a masquerade!"

Senator Soaper has a thought for the postwar world: Send out a Seabee bulldozer periodically to clear the beach of olive bottles, popcorn boxes and left-over beauty contestants.

A robin is reported fighting its reflection in a Kansas City shop window. Probably recognized this as the bird that advised him to come north in February.

The Japs say "basu balu" for baseball. Senator Soaper understands, also, that in their quaint patois "nemeses" is now "Nimi'z."

The Old Soak is beginning to yearn for a return to prohibition. Then you could at least get the stuff.

Headline: "Red Bombers Strike Lwow." Foul!