

# THE RANDOLPH

VOL. I, No. 1

U. S. S. RANDOLPH (CVA-15)

1 JULY 1953

## COMMANDING OFFICER



CAPTAIN ROBERT STEWART QUACKENBUSH, JR., U. S. NAVY

Captain Quackenbush, born in Cornwall, New York, January 10, 1904, attended Cornwall High School and Braden's Preparatory School before his appointment to the U. S. Naval Academy, Annapolis, Maryland, from the Third District of New York in 1923. Graduated and commissioned Ensign in June 1927, he subsequently progressed in grade to that of Captain to rank from March 20, 1945.

After graduation in June 1927, Captain Quackenbush remained at the Naval Academy for instruction in aviation until August of that year when he joined the USS ARIZONA, serving in that battleship until May 1929 when he reported to the Naval Air Station, Pensacola, Florida, for flight training. Designated naval aviator December 21, 1929, he remained at Pensacola until April 1930 when he reported to Aircraft Squadrons, Battle Fleet. There he was assigned to Torpedo Squadron 2, based on the aircraft carrier SARATOGA, and served with

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## EXECUTIVE OFFICER

Commander Gillette entered the U. S. Naval Academy in June of 1932 and graduated June 4, 1936. Following graduation, Commander Gillette, served aboard the battleships, New Mexico and Texas. In April of 1940 until 1942, he participated in operations with the Atlantic Convoy. Entering the Flight Training Program at NAS New Orleans in September 1942, he received his wings and Lieutenants' commission in June of 1943 at NAS Pensacola, Fla.

In June 1943, Commander Gillette, attended Operational Flight Training at Jacksonville, Fla., and in March 1944 took command of a famed "Black Cat" patrol plane squadron. Operating in the Pacific in an anti-shipping mission against the Japanese, the squadron whose main purpose was night patrol and reconnaissance covered landings at Morotai, Hollandia, Mindoro, Leyte, and Lingayen.

Commander Gillette, returned to the U. S. in September 1945 and reported as

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COMMANDER NORMAN C. GILLETTE, JR., U. S. NAVY

## ADMIRAL BALLENTINE IS GUEST SPEAKER TODAY AT RECOMMISSIONING CEREMONIES U. S. S. RANDOLPH

### THE FIRST RANDOLPH

The first RANDOLPH was one of thirteen frigates built for the Continental Navy at Philadelphia in 1776. With a crew of 350 men, the 32 gun frigate Captained by Nicholas Biddle sailed from Philadelphia in February, 1777.

Built for the defense of the United States the RANDOLPH sailed the Atlantic Coastal and Carribbean waters in quest of British blockade ships. Many prizes were captured during her war cruise, but the 20 gun BRITON was her prize capture.

In March, 1778, the Randolph became engaged in battle with the British ship-of-the-line YARMOUTH. The YARMOUTH was a 64 gun frigate and in the bitter struggle Captain Biddle was injured. The courageous Captain from Philadelphia refused to go below for medical aid and directed operations from a chair on deck. In the short but furious battle the RANDOLPH gave a good account of herself against the overwhelming odds, but a shot into her magazine destroyed the fighting Yankee ship.

### PEYTON RANDOLPH

The frigate RANDOLPH was named for Peyton Randolph, a Virginian who was the first president of the Continental Congress. Randolph, a soldier, statesman, and staunch patriot was a friend of Washington and as a youth, was admired by Jefferson.



Vice Admiral John J. Ballentine, USN, Commander Air Force, U. S. Atlantic Fleet, is the principal speaker at today's recommissioning ceremonies of the USS Randolph (CVA-15).

Admiral Ballentine was commissioned ensign in 1917 upon graduation from the Naval Academy. He served aboard the USS Nebraska, at the Reserve Officer's School, Pelham Bay Park, N. Y., and on the USS Arizona. In May 1920, he reported for flight training at the Naval Air Station, Pensacola, Fla., a member of the fifth class trained there. Designated a naval aviator in 1920, he had additional training in land planes with the Army Air Force, Carlstrom Field, Fla., and in pursuit planes at Kelly Field, San Antonio, Texas.

In May, 1921, he reported to Atlantic Fleet, Torpedo Plane Division, Yorktown, Va., for duty in the fleet's first torpedo plane squadron, attached to the USS Sandpiper.

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R. S. QUACKENBUSH, Jr., CAPT, USN      N. C. GILLETTE, Jr., CDR, USN  
 Commanding Officer                      Executive Officer  
 OFFICER ADVISOR  
 J. A. ALLEY, CDR, CHC, USN

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### THE EDITOR

The day has finally arrived. The USS RANDOLPH is commissioned and we're now ready to become a member of the United States Operating Fleet.

Let's turn the pages back to 1 April 1953. Most of us scattered throughout shore installations and fleet units were beginning to receive our advanced orders to report to Norfolk, Va., for pre-commissioning of the USS RANDOLPH, CVA-15.

We arrived at NOB Norfolk and were immediately assigned to the "A" Prime area where our part in the commissioning detail was about to begin. With officer and enlisted personnel pouring in every day, Departments and Divisions were rapidly set up. The commissioning date was set for 1 July 1953. To most of us "boots", it looked practically impossible to have the "RANDY" ready by the designated date. Many of us were handed brooms, buckets, and swabs and told to "field day" the barracks. We said to each other, "How can you commission a ship with a janitor's tools." Much to our surprise those "well known details" did help commission the RANDOLPH. At the time our jobs didn't seem too important but as the first of July rolled around we could see the progress our brooms, buckets, and swabs had made.

OUR ship has now been completed and the real job lies ahead. Some of us probably think that the work is done and now the delight of cruises into enchanting ports lie directly over our bow. Sure we'll have time for pleasure and relaxation to foreign countries but the "big job" begins when we watch the Virginia Capes disappear over our fantail. It's going to take the combined efforts of every crewmember from the seaman to the skipper to keep our ship in fighting condition. For those of us who have never been to sea before this duty will be a new experience.

Teamwork and cooperation will be the key function in the maintenance of our ship. Let's make the USS RANDOLPH a ship to be proud of. Welcome aboard.

THE EDITOR

### "\$8,000 FOR A HAPPY SHIP"

What? \$8,000 to be used for recreational equipment aboard our ship? Yes, that's right! \$8,000 in nice round figures has been asked by the skipper of the Randolph, and granted by a special

BUPERS allotment for Welfare and Recreation. According to Chaplain J. A. Alley, Special Services Officer, "This sum will be used to purchase the best in athletic equipment, television sets, musical instruments, magazines, and other articles that will make our crew a happy one."



The Commanding Officer, Captain R. S. Quackenbush, Jr., takes time to "look over" with Chaplain J. A. Alley, a portion of the 3,000 Bibles, Testaments, Prayer Books, and Hymn Books that will be available to Officers and Enlisted men of the RANDOLPH.

### COMMISSIONING PRAYER

#### ETERNAL FATHER:

Whose paths are in the great waters  
 Whose command is over all.

We humbly beseech thee to look with divine favor upon the exercises of this hour.

Bless this ship which is here to be Commissioned to serve in the Navy of the United States.

As she goes forth to perform her mission:

Grant that she may be a worthy ship that there may be nothing less than the highest fidelity in all her tasks.

Grant that she may be a gallant ship—true to the flag she shall proudly display from this day on.

Grant that she may be a "HAPPY SHIP" and that all who go down to the sea in her shall come to cherish her name in their hearts.

Look with favor, we pray, on those who have labored here. May those who man her stations and fly her planes be diligent and courageous.

May those who seek her in storm or strife find there a refuge. Endue those who Command her plenteously with heavenly gifts!

Wisdom and understanding  
 Fortitude and skill.

Bless those who watch and wait at home.

Grant her voyages to be safe, her paths across the seas sure, her harbors secure.

As she joins those now engaged in the cause of freedom and righteousness for the world, dedicate her and us to the full task of achieving a just and lasting peace with all nations.

AMEN

From this \$8,000, the largest majority, (\$3,963.41), will be used for athletic gear. Equipment will be purchased for a variety of sports, such as fishing, softball, baseball, basketball, boxing, volleyball, tennis, table tennis, and football.

Among other articles listed for purchasing will be;

magazines and binders, (\$1,500); musical instruments and uniforms, (\$302.36); T. V. sets (\$594.00); and hobby shop stock, \$900.00).

Immediately following the Commissioning of the Randolph, varsity baseball and softball teams will be organized.



## THE DEPARTMENTS

### Commanding Officer:

Captain Robert S. Quackenbush, Jr., U. S. Navy

### Executive Officer:

Commander Norman C. Gillette, Jr., U. S. Navy

Navigation:	CDR C. E. Soderholm, USN
Operations:	CDR C. D. M. Cunha, USN
Air:	CDR F. B. Stone, USN
Gunnery:	LCDR B. C. Edwards, USN
Engineering:	CDR D. Boyd, USN
Supply:	CDR A. C. Jackson, SC, USN
Administration:	LT H. W. Enabnit, USN
Medical:	CDR W. T. Jones, Jr., MC, USN
Dental:	CDR J. W. Pepper, DC, USN
Chaplain:	CDR J. A. Alley, CHC, USN

### "Look To The Skies, Look To The Stars"

Our Navigator, Commander C. E. Soderholm, said, "We will look to the stars to keep the Randolph on her true course." This is literally true of every department; their goals are high and their leadership is strong.

The duties of the Navigation Department are: to advise the commanding officer and officer of the deck as to the ship's movements and, if the ship is to run through dangerous waters, advise a safe course to be steered.

An accurate plot of the ship's position must be continually maintained by astronomical, visual, electronic, or other appropriate means. Another vital duty is steering the ship through pilot waters, and giving careful attention to the course of the ship and depth of the water when approaching land or shoals.

The maintenance of record books on observations and computations made for the purpose of navigating the ship must be kept and corrected day by day. Lastly, a report in writing must be made to the commanding officer at 0800, 1200, 2000 each day telling him the position of the ship.

An important task the men of the Navigation Department have is the maintenance of all the ship's navigational equipment.

At one time or another during our tour of duty on the Randolph, we will in some way come to know the Operations Department for what it is—an important

keystone in the ship's scheduled working day. To simplify the department so it can be understood, it is divided into three parts, Air Operations, Combat Information, and Communications.

Air Operations deal with the planning, scheduling, and coordinating all air operations into a mighty fighting arm of the ship. Included are: Air Intelligence, Photography, and Air Plot.

CIC, or Combat Information Center, has five basic functions, the most important of which is the control of combat information as related to the operations of the ship.

Naming a few divisions branching out of CIC the list would have to include such titles as Anti-submarine Warfare, Surface Control Approach, Air Control, Airborne Early Warning, and Carrier Control Approach.

Also under Operations is the vital department of communications including both radio and visual communications, and the post office.

The post office, "an important job because it brings home to the men will be a continuous operation on board," said ship's Mail Clerk T. A. Handlon, TEL.

### Air Power for Sea Power

The primary purpose of the AIR DEPARTMENT is to provide air craft handling, servicing, and maintenance facilities for the embarked air force to conduct operations with maximum effectiveness. In the capable hands of the Air Officer,

Commander F. B. Stone, the group will operate off the flight deck of the Randolph.

### To Defend The Ship From Enemy Attack

The main duties of the GUNNERY DEPARTMENT include the maintenance of the ship's armament and fire control equipment to the extent it will at all times be ready for instant defensive action.

Deck seamanship operations form the secondary duties. They include such items as the care and maintenance of boats, ground tackle, mooring lines, and preservation of those sections of the ship assigned to the department.

The third major function is the training of its personnel. For example, an intensive training program is continuously maintained to insure the proper performance of the above duties.

### Speed for the Ship, Comfort for the Crew

"Basically, I would say the principal duty of the ENGINEERING DEPARTMENT is to supply power for the speed of the ship and the comfort of the crew," stated CDR David Boyd, head of the Engineering Department. Under his jurisdiction will be repair work of the power, heating, fresh water, and refrigeration systems on board. There are five divisions of this vital department: Repair, Auxiliary, Electrical, Boilers, and Main Propulsion.

### Ready For Sea

When asked what the main purpose of the SUPPLY DEPARTMENT was, Lieutenant(JG) Joseph Blundon answered, "Our main purpose is to prepare the ship for sea. Ready for sea is our motto."

Having the week-in-week-out job of feeding the crew, paying the crew, operating the small stores, ship's service, laundry, and ge-dunk is Commander A. C. Jackson, head of the department.

### For the Crew

Supervising the ADMINISTRATION DEPARTMENT

is Lieutenant H. W. Enabnit who, before coming aboard the Randolph, was serving with Western Sea Frontier as Officer in Charge of the Personnel Accounting Machine Installation.

"Proper administration can greatly assist the crew," says Mr. Enabnit. "All special requests for leave, liberty, pay and allotments clear through our offices, also requests for schools, special training, and specific duty assignments.

A primary function of the Administration Departments is keeping accurate records of all ship's company personnel. Officers within the administration organization include the Ship's Secretary, Personnel Officer, Legal Officer, Assistant Training Officer, and Information and Educational Officers.

### Health of the Command

Responsible for the health of the command, the MEDICAL DEPARTMENT provides care and treatment for the sick and wounded, and is organized to give rapid assistance to personnel injured in battle.

### Dental and Oral Health

The Randolph, one of the first Essex-class carriers to have all standard equipment on board, will be equipped with a dental prosthetic laboratory. "The purpose of this," says Dr. John W. Pepper, "is to give complete dental, bridgework, and denture service to the crew." Another service rendered by this department will be a series of training programs on proper care of teeth.

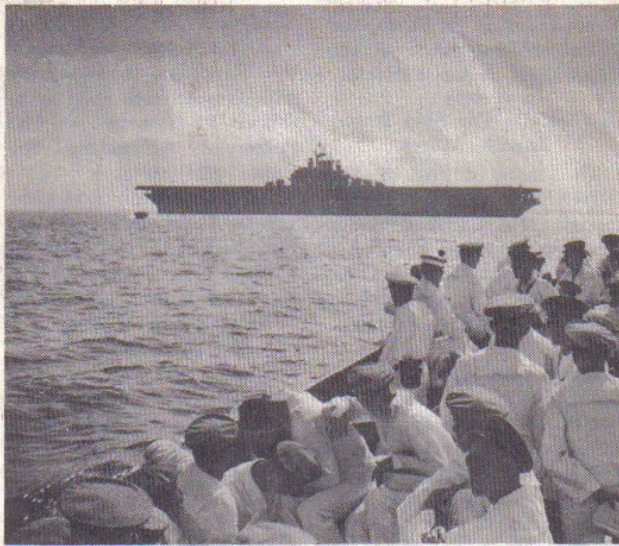
### Aid For Men With Military And Civilian Problems

"There are two functions of the legal office," Lieutenant (JG) Stanley P. Pollack said. "Disciplinary Action which means the administration of the Uniform Code of Military Justice, and Legal Assistance which means the handling of any civil law problems a sailor may have."

Legal Officer Pollack is a graduate of Harvard Law

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THE U. S. S. RANDOLPH DURING A MIDSHIPMEN CRUISE IN 1946.

## HISTORY OF THE U. S. S. RANDOLPH

Our story opens on 9 October 1944 in Norfolk Navy Yard, Portsmouth, Virginia. That afternoon the RANDOLPH, the eleventh of the Essex class carriers to join the fleet, was placed in commission by her commanding Officer, Captain Felix Baker, USN.

On 6 November the first "anchors aweigh" was piped and the RANDOLPH was underway for a cruise of the Chesapeake during which time the first landing was made by Commander L. C. Simpler, later her executive officer. Little more than after the commissioning ceremony had passed when the proud ship put to sea for her "shakedown cruise" to Trinidad in the British West Indies. The "shakedown cruise" was satisfactorily completed 16 December and the following morning the ship was underway to the Pacific via the Panama Canal. After some more tests and battle problems the ship dropped anchor on 31 December in San Francisco Bay while necessary alterations and adjustments were made to prepare her for battle.

While in San Francisco Bay the 87th Air Group was detached and was replaced by the 12th Air Group, better

known as Crommelin's Thunderbirds." They were named after and commanded by Commander Charles Crommelin who later met his death over Okinawa. On the morning of 20 January, 17 days after passing through the Golden Gate she reported for duty to the Commander of the Fifth Fleet.

After weighing anchor on the morning of 10 February she set sail for her first combat operations as a member of Task Force 58. Steeped in the proud tradition of its worthy predecessor, the new RANDOLPH strove to protect and insure the liberty for which her namesake the old frigate, the RANDOLPH, had fought so valiantly to obtain. Her first combat efforts, 16 and 17 February were a series of successful attacks launched against Tokyo airfields and the Tachikawa engine plant. During these days the RANDOLPH was a busy warship as she struck again the following day at Chichi Jima. She again displayed her aerial prowess on 20 February, when she dispatched her planes to act in the capacity of ground support units for the invading American forces.

Until now the gun crews of the ship had had no actual combat experience but it was not long arriving. The 21st saw attacks by Japanese

planes on two occasions. Both attempts were rendered unsuccessful by a formidable barrage from the group's "AA" guns. However on the following three days the RANDOLPH'S planes worked almost "around the clock" at Iwo Jima. The 25th of February again found the RANDOLPH airmen in action with three sweeps against the air fields in the Tokyo area and a single sweep against Hachijo Jima. Although you could not tell from her battle scars, for she had none. The RANDOLPH had already made its battle potential felt on her first war cruise. Not only had she done a great deal in the invasions and conquest of Iwo Jima but she also took part in the First and Second Tokyo Carrier Raids. The new ship made for herself, in her baptism of fire, a record which would be the envy of any warship.

However the RANDOLPH was not destined to remain unscarred forever for she received her first wound while at Ulithi after returning from her first war cruise. One hundred and six men wounded, 25 killed and 3 missing were the casualty totals after the Jap suicide plane had crashed into her fantail. The RANDOLPH lost few of her sons compared to the tragic loss of life that could have occurred. It seems that the attack occurred at the time the first movie had been completed and as a result the group of people waiting for the second showing had just moved forward leaving only a small number of personnel in the stricken area. The fires were quickly subdued, thus preventing further loss of life, or injury. The undaunted spirit of the proud ship made her regard her gaping wound as a mere scratch for she was ready for action and joined the fleet only a week late after temporary repairs at Ulithi.

Upon joining the force on 7 April, the big ship proceeded to take part in the Okinawa operations. The RANDOLPH had just returned in time to lend its

titanic fire power to the last big push on Japan. During this push the RANDOLPH had a very active hand in destroying all that stood in the way of final victory and peace. Operations began on 8 April with Okinawa as the main target and the RANDOLPH lost no time in making her presence felt. Combat air patrols were the order of the day until 14 April when strikes were made against Okinawa, Ie Shima and Kaherama. From here on out it was one big continuous operation of air strikes, ground support and the repulsion of a few attacks by enemy planes, until 29 May when the ship retired to the Philippines for a few days of well deserved rest for her valiant crew. During the last big push she unloaded 480 tons of bombs and 2400 rockets on any and every means the enemy used to obstruct her path. To her already impressive record she added 90 planes destroyed and 55 more damaged.

By this time the RANDOLPH had been honored by being made the Flag Ship of the Task Force. Vice Admiral M. A. Mitscher, USN, and his staff transferred aboard on 15 May and the Admiral was in command during the support of the occupation of Okinawa Shima. But the RANDOLPH could not remain inactive too long and she put out again, a third time, to complete the job she had so ably undertaken.

Now a part of Admiral Halsey's Third Fleet, the RANDOLPH engaged in a series of strikes up and down the Japanese mainland. During this third war cruise the RANDOLPH enjoyed her busiest day since commissioning when she launched a record number of 213 flights on 10 July. Also that day she realized her 10,000th landing on her flight deck. Five days later the 4,000th catapult operation took place. From 10 July on, the RANDOLPH air arm was directed almost exclusively to the destruction of Japanese shipping, air fields and industrial installa-

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**EXECUTIVE OFFICER**

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Executive Officer to the NROTC (Naval Reserve Officer's Training Corp) at the University of Michigan. Completing one year at U of M, he added another year at the Naval War College, Newport, R. I. He then moved on to NAS Whiting Field, Pensacola, where he served six months with a Privateer (PB4Y-2) Aircraft Squadron. Three years duty at Key West, Fla., were next on the agenda with Commander Gillette as the Development Officer of Anti-Submarine Development Squadron 1, where he became carrier qualified, and made several cruises on ASW carriers. It was at Key West where Commander Gillette and Captain Quackenbush became acquainted. Captain Quackenbush at the time was Commanding Officer of the Naval Air Station.

Commander Gillette has been awarded several citations in addition to three Distinguished Flying Crosses, he has received three Air Medals, the Bronze Star, all three Theatre ribbons, and his squadron was awarded the Navy Unit Citation for sinking over 95,000 tons of Japanese shipping.

Commander Gillette comes strictly from a Navy family. His father is a retired Commodore and he has a brother who is a Commander and at present is attending The Armed Forces Staff College at Norfolk, Va. During World War II when Commander Gillette was flying with the "Black Cat" squadron, his father was serving as Deputy Commander of the Phillipine Sea Frontier and his brother was aboard a submarine in the same area. The three were able to get together for a reunion in the Phillipines. One of the oddities of the War! Another coincidence in the land, sea, and air team is that Commander Gillette's brother will become the family's second Executive Officer for 1953. He will soon become XO of the seaplane tender, USS Fulton. A sister is married

to CDR R. W. Schumann, Commander Air Group 7.

Commander Gillette married the former Miss Dixie Elizabeth Friedrichs of New Orleans, La. They have four children, Virginia, 9; Therese, 7; Kathleen, 5; and Billy, 2.

Prior to reporting aboard the Randolph, Commander Gillette was attached to the Military Requirements Branch of the Air Warfare Division in the office of the Chief of Naval Operations, Pentagon Building, Washington, D. C.

**THE DEPARTMENTS**

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School, was practicing attorney in New York before entering the Navy, and served previously aboard the USS CORAL SEA (CVA-43).

"Our door is always open to men with problems requiring legal aid," Mr. Pollack continued. "Any time questions arise concerning the Uniform Code of Military Justice, other rights and privileges under Navy authority, and civilian subjects including divorce, contracts, and powers of attorney, the men may feel to come in to me and I'll explain and help as best as I can.

"One reminder, the work of the legal officer as to discipline is not just to punish, but to see that justice is done."

Mr. Pollack plans to deliver a series of talks on the rights and privileges we will have under the Code while on board ship.

**A Small Group With A Big Job**

This best describes a Master-At-Arms force anywhere. Chief Boatswains Mate G. A. Macy, Chief MAA, and his staff will follow suit having the duty of keeping law and order on board. Chief Macy said, "We just see to it all regulations are carried out, and law and order is bestowed aboard ship."

**THE FIRST EDITION**

The first edition of THE RANDOLPH, the U. S. S. Randolph's newspaper has come off the press. Our first coverage is that of the Commissioning Ceremonies, Departments, the Ship's history, and most of all the introduction of the USS RANDOLPH (CVA-15).

A contest will be started immediately to determine the name of the ship's paper and a prize will be awarded to the winning entree.

YOUR paper will be eight pages and it will be published semi-monthly by and for the personnel of the USS RANDOLPH. Now that the staff is aboard ship, and we have access to our own photo-lab and press, we will do our utmost to supply you with the most up to date coverage. Sports, Division stories, official notices, cartoons, and personalities will be published in each and every edition. If you have a story that will be of interest to our readers, let us know! We'll try to use it.....The Staff

**COMMANDING OFFICER**

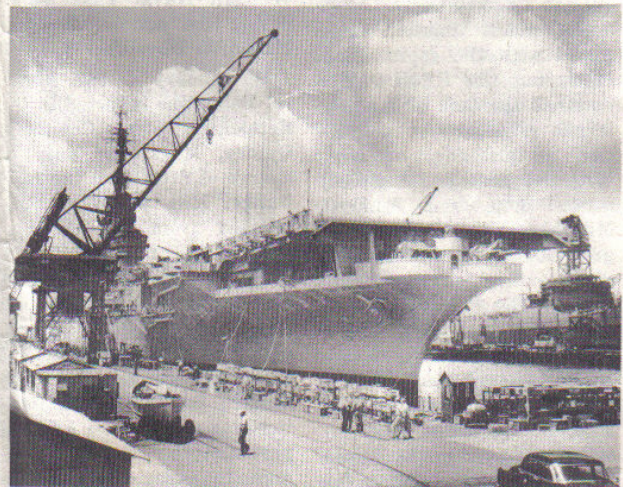
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that Squadron until May 1932. The following month he returned to the Pensacola Air Station where he was an instructor the three succeeding years. While serving in this assignment, he completed the course of instruction at the Naval School of Photography at Pensacola, graduating in 1932, and in 1934-35 he served as officer in charge of that school.

In June 1935, Captain Quackenbush joined Utility Squadron 2, attached to the USS WRIGHT, and a year later was transferred to Utility Squadron 1, also of the WRIGHT, continuing to serve with that Squadron, transferred in October 1937, to the USS RIGEL, until May 1938. He was on duty in the Flight Division, Bureau of Aeronautics, Navy Department, Washington, D. C., the three succeeding years.

From May to August 1941 Captain Quackenbush was Assistant Naval Attache, and Assistant Naval Attache for air at the American Embassy, London, England. Following his return to the United States he was at-

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**PRE-COMMISSIONING DAYS**

USS RANDOLPH (CVA-15) at her Newport News Shipyard berth. Her flight deck has been strengthened, and stronger catapults and arresting gear have been installed to accommodate heavier aircraft, with emphasis on jets.



## HISTORY OF THE RANDOLPH

(Cont'd from Page 4)

tions on and around the Japanese homeland. Although foul weather was prevalent during the period 10 July to 25 July, the aviators of the RANDOLPH contributed greatly to procuring the unconditional surrender of the Japanese. During this time RANDOLPH planes demolished 34 planes and damaged 27 on the ground. Ships numbering from 25 to 30 and ranging in size from small luggers to 6000 ton freighters were sunk and 35 to 40 partially destroyed. Much of the RANDOLPH aviator's time was also devoted to the neutralization of Japanese land supply lines as is attested to by the havoc wreaked on railways, factories, gas tanks, warehouses and bridges.

These strikes marked the end of combat for the fighting lady as she retired to take on stores and fuel. This period also saw the reassignment of her Commanding Officer, Captain Felix Baker, USN, who had led her so effectively. In the short period of 10 month the RANDOLPH had compiled a combat record that compared to many of the records of ships fighting since 1942. At the hour of surrender, the RANDOLPH was again steaming into battle, 150 miles from the Japanese homeland.

Her combat mission completed with the capitulation of Japan, the RANDOLPH now had the task of tending to the relief and rehabilitation of prisoners of war. With her mission completed, a well done from Admiral Mitscher and expressions of gratitude from long imprisoned countrymen she departed for Pearl Harbor on 3 September and then home. Navy Day found the RANDOLPH home at Baltimore where she displayed to 200,000 Americans, the instruments used in the defeat of the Japanese. Noted for her ability to "get things done quickly", the RANDOLPH again was called on to perform an arduous task in a limited period of time.

## GUEST SPEAKER

(Cont'd from Page 1)

Next Admiral Ballentine commanded the Naval Air Detail, Naval Proving Grounds, Dahlgren, Va., from June, 1922, to February, 1926.

When Navy consultant Carl Norden designed his first bombsight in 1923, Admiral Ballentine put it through its original tests at Dahlgren and later tested the first production models. He worked on further tests and improvements during his three years testing advance models of the bombsight. While at Dahlgren in 1924, he controlled from the ground, the first airplane ever to take off and land under radio control.

Admiral Ballentine commanded various squadrons and aircraft vessels in the Pacific during the 1930's. In 1941 he was XO of the USS Ranger and served in her until Dec. 24, 1941, when he took command of the Navy's first baby aircraft carrier, the USS Long Island.

From May until December, 1942, he served as Chief of Staff and Aide to the Commander Carriers, Atlantic Fleet. He received a Letter of Commendation, with authorization to wear the Commendation Ribbon, from the Secretary of the Navy for his services as Chief of Staff to the Commander Air Group, Western Naval Task Force during the action off Casablanca on November 8, 1942.

On January 2, 1943, Admiral Ballentine reported to the Bethlehem Steel Company, Quincy, Mass., for duty in charge of fitting out the USS Bunker Hill, which he commanded from her commissioning on May 25, 1943, until Feb. 5, 1944. For that service, he was awarded the Silver Star, Legion of Merit, and the Presidential Unit Citation awarded the USS Bunker Hill. The presentation was made to the Admiral personally by President Truman in ceremonies at the White House.

After many commands of air groups and carrier forces, Admiral Ballentine was ordered to duty as member of

## COMMANDING OFFICER

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tached to the Bureau of Aeronautics, Navy Department, for four months and was in charge of the establishment of the Photographic Interpretation School at the Naval Air Station, Anacostia, D. C., becoming Officer in Charge of that school in December, 1941, and serving in that capacity until June, 1942.

Captain Quackenbush had duty on the staff of the Commander South Pacific Area and South Pacific Force, from July 1942 until August 1943, and during that period was Officer in Charge of the South Pacific Photographic Interpretation Unit. For his services in that assignment he was awarded the Legion of Merit, and also the Air Medal by the War Department.

Following his return to the U. S., Captain Quackenbush reported September 22, 1943, to the Bureau of Aeronautics, Navy Department, Washington, D. C., serving as Assistant Director, and later Director of Photography. In July 1945 he was ordered to command of the USS TANGIER. He commanded the TANGIER, auxiliary seaplane tender, operating in Japanese and Chinese waters, until January 1946, when he was recalled to Washington, D. C., to serve as officer in charge of photography for "OPERATION CROSSROADS." Tests Able and Baker were held in Bikini Lagoon, Marshall Islands, in July 1946, with extremely

the General Board, Navy Department, Washington, D. C.

In November 1949, he was appointed Vice Admiral and assumed command of the Sixth Fleet in Toulon, France. He served there until April 1951, when he took command of Air Force, U. S. Atlantic Fleet, with headquarters in Norfolk.

successful photographic coverage. For this service he received a Letter of Commendation, with authorization to wear the Commendation Ribbon, from the Secretary of Navy.

Captain Quackenbush served as Chief of Staff and Aide to Rear Admiral Cruzen, Commanding Officer of Task Force SIXTY-EIGHT on the 1946-47 Navy Antarctic Expedition, under Rear Admiral Richard E. Byrd, USN, Retired.

In May 1947, Captain Quackenbush was ordered to duty as Commander, Task Force SIXTY-EIGHT, and continued duty in that command until July 1948, when he reported to the Chief of Naval Operations, Navy Department, for duty as Chief of Naval Photography. In March 1949 he became Navy Member of the Photography and Survey Section of the Joint Chiefs of Staff. He was ordered on January 5, 1950, duty as Commanding Officer, Naval Air Station, Key West, Fla. Prior to reporting as Commanding Officer of the USS RANDOLPH, Captain Quackenbush was Chief of Staff of COM-CAR-DIV-4 for the past 22 months.

In addition to the Legion of Merit, the Commendation Ribbon, and the Army Air Medal, Captain Quackenbush has the Ribbon for the Presidential Unit Citation to the First Marine Division, Reinforced (for services with that Division during the Solomon Islands Campaign), and is entitled to the American Defense Service Medal, Base Clasp; the Asiatic-Pacific Area Campaign Medal; the American Area Medal and the World War II Victory Medal. He has also been awarded the Order of the British Empire, rank of Officer, by the Government of Great Britain.

Captain Quackenbush is married to the former Miss Bertha Lang, of Annapolis, Md. They have one son, Phillip, 15, who is attending the Barry Robinson School, Kempsville, Va.