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U.S.S. ANTIETAM (CV-36), Fleet P. O., New York, N. Y.

March, 1945

The Captain



Captain James R. Tague, U.S.N.

A MESSAGE FROM THE COMMANDING OFFICER

"The ANTIETAM is now a unit of the great United States Fleet. We, like rookies trying out for a big league team, are about to start our shakedown to prepare ourselves when we join our more experienced sister ships. If we are to make the team, it means hard work and long hours. If we don't, we will be laughed at by the old timers on our sister ships when we join them and, still more important, the Japs will also laugh at us in a slightly different manner. The main mission of the ANTIETAM is to help get aircraft of the U.S. Fleet in the air and back again. This must be done expeditiously and efficiently or we will get a socking that we won't like. So let's "Go get 'em ANTIETAM," cut out beefing and grouching, use our beans, try to be one jump ahead of the next fellow so that we may be proud when others say, "The ANTIETAM is one of the best ships in the Fleet."

Captain James R. Tague, U. S. N.

A varied and illustrious career on, under, and above the seas belongs to our Captain, James R. Tague, U.S.N. Battleship, destroyer, submarine and naval aviation duties have been his experiences as a naval officer in the United States Navy.

Captain Tague was born in Kobe, Japan 21 September 1897, the son of a Methodist missionary. He spent the first five years of his life in Japan; the remainder of his youth in Kentucky, where the family moved after their stay in Kobe. Important is the fact that his only present concern for his birthplace lies in the fond hope that he may one day return to bomb it; and may we say aboard the USS ANTIETAM.

A graduate of the Naval Academy, Annapolis, Maryland, of 1920, Captain Tague had for his classmates such famous men as "Swede" Momsen, inventor of the Momsen Lung, and the late "Bill" Ingram, well-known football coach.

His first assignment as an Ensign USN was aboard the USS NEVADA. While aboard the battleship, a cruise that lasted two years, he was a great admirer of John Rodgers--the Executive Officer and the Navy's number two aviator. Perhaps it was this coincidence in his life that later inspired Captain Tague to undertake aviation training. While on the NEVADA our Captain made two trips across the equator. His next tour of duty was on the destroyer PILLSBURY, which was recently sunk in action off the Celebes.

Submarine duty found our Captain next rising from third in command to Commanding Officer aboard the USS - 07. The statement "Once a submariner, always a submariner" notwithstanding, Captain Tague in 1923 began naval aviation training. After one year of flight training at Pensacola, Florida, he was assigned to the USS WRIGHT torpedo squadron; later to the USS CINCINNATI as Senior aviator. It was during this tour of duty that he made a cruise to Nicaragua, where he aided in quelling the Sandino rebellion.

In 1928, Captain Tague returned to Pensacola for a three year period as an instructor in aviation. This was truly a happy shore billet because it was during this period that he met and married Miss Carro Louise Philips. Captain and Mrs. Tague now have two children, Virginia, fifteen, and Robert, seven years of age.

On leaving Pensacola in 1930 our Captain served successively for two years each as senior aviator on the USS CHESTER: Squadron Commander with VP-6 at Pearl Harbor; as executive Officer of VT-2 on the SARATOGA; and as organizer of the original squadron VT-5 on the YORKTOWN. Further orders directed him to Naval Air Station, Norfolk, Virginia, where he was the Officer-in-Charge of Flight Operations.

In June, 1939, he was navigator on the USS LANGLEY. Five months before we entered the war, he was again assigned to Naval Air Station, Norfolk, but this time to be Executive Officer and later, Commanding Officer until 15 March 1943.

He was later attached to the USS PYBUS, but not for long. He placed her in commission 31 May 1943. After taking her to Honolulu, he was ordered to New York to turn her over to the British, and was detached on 8 August 1943.

His last command before coming aboard the ANTIETAM was the USS WAKE ISLAND. He placed that ship in commission on 7 November 1943 and was detached on 3 October 1944 to join us.

Captain Tague comes to us with an outstanding record. We are certain his future career will be as bright or brighter. In connection with Japan, Captain Tague has often been quoted as saying that he cannot wait to revisit his birthplace. He always follows up that remark, however, with his usual smile, by adding that his only intention is to bomb the place to bits, and not to go there for any friendly or sentimental reasons. We earnestly hope and pray that the Captain's dream of helping to conquer Japan will be realized and that we may all share a part, however small, in that delectable job.

(Continued on page 7)

Our Executive Officer



Commander J. C. Alderman, USN, is our executive officer. The next issue of the GAZETTE will feature a sketch of his life and naval career.

DIVINE SERVICES

SUNDAYS

Catholic Mass at 0830

(or as announced).

Protestant Divine Worship at

1000 (or as announced).

DAILY AND WEEKLY

Catholic Mass at 0830.

Protestant Servicemen's

Christian League on

Wednesdays at 1900.

Jewish Worship Service on

Fridays at 2000.



"Coffee, doughnuts and Tallulah Bankhead."

ANTIETAM COMMISSIONED; JOINS FLEET

ANTIETAM

The bitterness and bloodshed that marked the famous battle of Antietam, or Sharpsburg, in the Civil War, have faded away, but the memory of the fight, mellowed by the years, remains. And now our ship carries and will carry the name far and wide over the seas.

Antietam was what the historians usually call a "decisive" battle. Although technically a draw, the result of the fighting was that Lee, having attempted a break through the Union lines, was forced to retreat. Never afterward, with the exception of Gettysburg, was he able to launch a major assault into Union territory.

The battle took place 17 September 1862 and the preceding few days around Sharpsburg in Maryland, along the banks of Antietam creek. Lee and Jackson, with about 40,000 troops, opposed McClellan, who had about 50,000. The superiority in numbers counted very little, since the Confederates were in a strong position. McClellan discovered that Lee had divided his army by sending a part of it to attack Harper's Ferry, Va., and after some delay, finally decided to pursue the Confederate army. When the attack did come, Lee's reinforcements had returned and McClellan had lost his great opportunity.

The fighting was fierce and bloody. More men were killed in the one climactic day of battle than on any other day of the Civil War.

Captain Tague Accepts Command of CV-36 In Philadelphia Navy Yard

In a subdued though colorful ceremony at the Philadelphia Navy Yard on 28 January 1945, before thousands of guests assembled on the hangar deck, Captain James R. Tague, U.S.N., accepted command of the USS ANTIETAM (CV36) from Rear Admiral Draemel, U.S.N., commandant of the yard.

The ceremony began with the Captain's reporting to the Commandant readiness for proceeding with the commissioning. Then, Chaplain McLeod delivered the invocation (see page 8). At this point, Adm. Draemel made a short address.

Captain Tague then directed Commander J.C. Alderman, U.S.N., executive officer, to "Sound Off." The Marine Guard presented arms. The band played the National Anthem; and the National Ensign was hoisted at the gaff, the Jack on the jackstaff and the Commission Pennant at the truck.

Next, Captain Tague read his orders and accepted command of the ship.

In accordance with traditional procedure, the flag of Adm. Draemel was then broken, the Commission Pennant lowered, and the appropriate honors rendered.

Then, the Captain directed Commander Alderman to "Set the Watch." The word "Set the Watch, First Section" was then passed by the boatswain and boatswain's mates proceeded forward on the double to pass this word.

The first watch was taken by the Navigator, Commander J.S. Anderson, U.S.N. as Officer of the Deck. Commander Anderson reported to the Executive Officer that the watch had been set, and the latter, in turn, relayed the word to the Captain.

Mrs. Millard E. Tydings, wife of the United States senator from Maryland, sponsor of the ship, was introduced as one of the distinguished guests present and spoke a few words.

Captain Tague then delivered an address as Commanding Officer and Chaplain Zimerle completed the ceremony by reciting the benediction (see page 8).

Retreat was sounded, and guests proceeded to messing locations indicated on their tickets to partake of refreshments.

The first ANTIETAM was a 2354-ton sloop built at Philadelphia, but finished too late to take an active part in the War between the States. She was never fully commissioned, and until 1888, was used as a storeship and Marine barracks at the Philadelphia Navy Yard.

The CV36, second of the name, was also built in Philadelphia. It is an aircraft carrier of the Essex class, of 27,000 tons, about 870 feet long.

On 7 August 1942, Congress authorized the construction of the ship, and the keel was laid in the Navy Yard on 15 March 1943, less than eight months later.

The ANTIETAM was launched, together with the USS CHICAGO and USS LOS ANGELES, on 20 August 1944 in the greatest multiple launching in the history of the Navy.

The following is the Menu of the Commissioning Day Dinner for all Hands-

Cream of Tomato Soup	Raisin and Nut Dressing	French Peas
Salted Crackers	Baked Spiced Ham	Waldorf Salad
Roast Young Turkey	Cream Whipped Potatoes	Sweet Mixed Pickles
Giblet Gravy	Buttered Asparagus	Cranberry Sauce
Parkerhouse Rolls-Butter	Stuffed Olives	Apple Pie A la Mode
Hot Coffee	Cigars and Cigarettes	

They sat on her porch at midnight,
But his love was not to her taste.
His reach was 36 inches
And she had a 44 waist.

Flirtatious blonde to gob who has just entered telephone booth: 'Are you sure that phone call is absolutely necessary, sailor?'

GO GET 'EM

Photo Views



Comdr. Shinn, Air Group Commander, presenting piece of cake to air crewmen after first landings.



The Captain, Executive Officer



Zero, Ship's Mascot, in all his Glory.



Marine Color Guard

ANTIETAM

*Of the
CV-36*



cer, and Department Heads.



Divine Services on the Hangar Deck.



and Ship's Plaque.



*Captain Tague
presenting Bronze Star
to Tillman Davis, SLC.*

The GO-GET-EM GAZETTE

U.S.S. ANTIETAM (CV-36)
Fleet P. O., New York, N. Y.CAPT. J. R. TAGUE, U.S.N.
CommandingCMDR. J. C. ALDRIMAN, U.S.N.
Executive Officer

Advisory Board

LIEUT. CMDR. F. BACCUS, U.S.N.R.

LIEUT. J. ZIMMERLE (C&C), U.S.N.R.

LIEUT. GRJ. J. H. QUILLLEN, U.S.N.R.

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All photos used in this issue furnished by
Ship's Photo Lab.

The Wise Guys

We have a new ship, a good ship and a fighting ship. We're going through some growing pains, to be sure, but they're getting weaker and fewer, and the squaring-away process is pretty well started.

The problems we all have wouldn't be so tough if it weren't for the "smart" fellows aboard. There are enough things to figure out without having to bother with them, but they don't see it that way, or don't seem to care very much.

For instance, there is Joe Leaner. He may be a good man, and we're sure his mother loves him, but he has a habit that will get him into a lot of trouble some day, if he lives that long. He likes to lean against things, bulkheads, stanchions, what have you. Also, life-lines. That's where Joe makes a big mistake. It's not only improper to lean against life-lines, but unhealthy for Joe, to put it mildly. All that has to happen is for a big roll to come along, and friend Joe goes overboard head over heels,

Wise guy number two, Jim Whistler, is the kind who shouts and whistles at women on the docks as the ship comes in and out of port. Jim is usually a life-line leaner too. The two things go hand in hand. Invariably, when the ship sails into port, Jim singles out the females on the beach and makes every effort to get their attention. Now, we have an idea that most of these girls object to being whistled and shouted at. In any case, it doesn't seem the proper thing to do. And the point is that annoying girls who would rather not be annoyed, and being loud and unmannerly when there is no need for that kind of behavior--and all this when there are civilians and servicemen from other units around--is certainly not going to give the ANTIETAM a very good name.

And that brings us to the third wise guy. We'll say his name is Jack Foul-Up. He's made up of any number of kinds of men who do things to give our ship a bad reputation. Whether they get drunk and pick fights, become disorderly are frequently AOL or AWOL, or gripe unnecessarily and constantly, the result is the same: the ship suffers and its good name grows progressively less. They don't help themselves or us, and they certainly hurt the ship. They're loud and give everyone on the beach the impression that the personnel aboard the ANTIETAM are not exactly up to par.

That's the kind of situation practically all of the men aboard want to avoid. If we all try as hard as we can to keep from becoming like our wise guy friends, we'll have a good, happy, efficient crew. And, in addition, if we pass the word along to Joe, Jim, and Jack, and advise them to see the light and quickly, we'll be doing all that can be expected of us. We'll be satisfied; the "smart" men will be happy they saw they were wrong, and reform; and the ship will prosper. And that, after all, is the important thing, the reason we're here.

Now Hear This

With all possible apologies to Winchell and the other boys, we begin this column and hope it won't offend, displease, or bore anyone. Instead of Broadway, the passageways, compartments, and living spaces of CV36 will be the sources for the dope you'll find here. Contributions are invited. Every department has a reporter. Give the stuff to him and he'll turn it in to us. How about it??

"Tiny" PEARCE, ACMM, air department, he of the happy disposition, and celebrated avoirdupois, is said to be one of the moving spirits among our chiefs. Anyway, it's rumored he has a way of moving sandwiches and cokes around the CPO mess like nobody's business. And only a spirit could do it the way he does..... Our friend, BABOLIA, PHM2c, of the dental office, gives a first-hand account of our sick bay and the boys who run it. Seems that "H" division has four medical and three dental officers, two chief pharmacist's mates, 31 corpsmen, and 12 strikers. In case you ever have any trouble, it's good to know that sick call is at 0800 and 1900. Go down and they'll help you out. GERARD and HOLTZ, for instance, both PHM1c, are good Joes and will give you a hand. And in the dental office ROACH and KRAUZA, in addition to BABOLIA, will turn on their best, most sympathetic smiles while that molar you wanted so much to keep is being yanked out..... Our sympathy is extended to O'NEILL, Y3c, personnel office, on the loss of his father recently..... We get a little dope from Pfc. LEWIS about the Marine detachment aboard. He reports that some of the senior members are veterans of many battles. People like Gunnery Sgt. LESTER, Plt. Sgt. BONNES, Cpl. WILKINS, Cpl.

(Continued on page 7)

First Landings



Captain Tague and Commander Shinn, CAG 89, after latter landed first plane on flight deck.

NOW HEAR THIS--

(Continued from page 6)

TOBIAS, and Pfc. C. V. LEWIS. Capt. PERKINS, in charge of the group, was in the 2nd division, which made history at Tarawa, Tulagi, Saipan, and Tinian.....Happy birthday to KRANTZ, AMM1C. Too bad it has to be on the bounding main away from home.....All best wishes to storekeeper MIKE SOLER on making chief. Good lad, who deserves all he can get... ..Also, congratulations to everybody who made his rate during these past two or three weeks. Too many people to name, but you all know who you are. Nice going!.....Have you noticed the swell way the swing band on board gives out

before the movies each night? They're all experienced musicians and good. TED MACERO, Mus3c, on the sax, and JOE FERRECCHIA, Sic, local version of old Bix, seem to have made an especially big hit with the boys. And they really can blow out the notes.....Our nomination for MAA of the year is PARTLAND, Rm3c. His charm and generally friendly attitude have endeared him to occupants of C-211-EL.....Hull department man, ZODY, Y3c, reports that carpenter's mates "are really in the know." Seems one carpenter's mate first class can take the ship's draft.. FOLEY, Y1c, connoisseur of the best liberty spots in the country, is rapidly recovering his long-lost voice.

CAPTAIN TAGUE-- (Continued from page 2)

Few men in the Navy are as determined to have a fighting ship and a happy ship as is Captain Tague. As the men who have served under him are well aware, Captain Tague knows what he wants and gets it. The affection and loyalty those men have for him bear witness to him as a leader. We of the USS ANTIETAM also pledge our loyalty to him.

SPORTS

START SPORTS PROGRAM; PLAN TOURNAMENTS

The ANTIETAM sports program, under the direction of Lt. Comdr. Baccus, former basketball coach at Southern Methodist, is now rapidly progressing. There has already been set up two basketball courts on the hangar deck, where spirited games are being played during off hours.

The ship has a large assortment of athletic gear, which may be obtained at the Athletic Gear Locker in Compartment B-425-AL between 1630 and 1830 any night. Among the gear available are basketballs, volleyballs, softballs and gloves, footballs, badminton rackets and balls, and weights. All this gear is costly and will have to last a long while. The Athletic Department will do its best to keep it in good condition; the crew is asked to do the same.

A boxing punching bag has been set up amidships on the hangar deck, and can be used by any of our pugilistic aspirants. Plans are being made at present for the construction of more basketball, badminton, volleyball, and tennis courts on the hangar deck. A boxing ring will be rigged at a near date, and smokers will be held between divisions and departments and possibly, against men from other ships.

The ship basketball tournament will be started soon, featuring inter-divisional competition for the men and inter-departmental matches for officers. Prizes will be awarded to the winners of each group, as well as to the ship's champion.

Since the hangar deck is a confined area, all hands are urged to be careful when passing with softballs and footballs in order to avoid injury to planes as well as personnel.

We are proud to print the ANTIETAM song, written expressly for our ship by Irving Caesar, well-known song writer. In the next GAZETTE, the music will be published. Below are the words, with which we hope all hands will soon become familiar.

HAIL! HAIL! ANTIETAM

There's a job to do that needs
a crew of sailors true,
and flyers who will search
the skies
and be the eyes of the Navy.
There's a ship that's new
that's got the crew of
sailors true
and flyers who without a
brag
will fly the flag of the
Navy.

Carry on you mighty carrier!
For you there is no barrier!
REFRAIN

Hail, Hail, ANTIETAM!

ANTIETAM, go get 'em, and
beat 'em

Go meet 'em, defeat 'em,
ANTIETAM,

Over the bounding main take
man and plane

To victory and home again.

Hail, Hail, ANTIETAM!

Sail away in storm or gale.

A fish that swims, a bird
that flies

Will sweep the seas and rule
the skies,

Hail, ANTIETAM, Hail!

DOUGLAS SIMMONS WINS CONTEST AND BIG LIBERTY

Douglas Simmons, SSc, V40, is the lucky man with the big 48 hour liberty, won for naming the ship's paper. Simmons' contribution was chosen from among 75 contributions in the paper naming contest. The next time liberty is granted, Simmons will get his 48. The GAZETTE thanks him and all the others who submitted entries, and assures all entrants that their suggested names were appreciated and very good.



The ship's plank, copies of which will be given
to all hands present on commissioning day.

Anne--"Do you think you're Santa
Claus?"

Alan--"No, why?"

Anne--"Then leave my stockings
alone."

Teacher--"Now children, every day
take a cold bath; and that will make
you feel rosy all over. Are there
any questions?"

Alan--"Yeah, teacher, tell us some
more about Rosie."

At Commissioning Day ceremonies, Chaplains McLeod and Zimerle offered up the following invocation and benediction respectively:

INVOCATION

Almighty and everlasting God, creator and owner of earth, sea, and sky, and all who dwell therein. We humbly beseech Thee to look with divine favor upon the exercises of this hour. Hallow this ship which is today commissioned to serve in the navy of the United States. Grant that in the performance of its stern and sombre duties, there may be nothing less than the highest fidelity to the precious traditions and achievements associated with the Star Spangled Banner, which it shall proudly display from this day on.

Grant to each who is privileged to serve hereon a sense of divine mission. May devotion to Thee and to country be engraven on their hearts. May their adventurous spirit and severe toils be truly appreciated by a grateful nation. May their lives be precious in Thy sight, and when planes or ship are engaged in battle, grant that the struggles may be courageous, fearless, and victorious.

Bless the loved ones of all this crew and answer the prayers that shall be offered daily in their behalf, according to Thy holy will.

All these blessings we ask in the name of the Father and the Son and the Holy Ghost. Amen.

BENEDICTION

May the blessings of Almighty God--Father, Son and Holy Ghost--descend upon this ship and the occupants thereof and remain forever.

Amen.