

Warrant Officer, Chief Warrant Officer, and Limited Duty Officer History

This document is intended to tell the complete story of the Warrant Officer, Chief Warrant Officer, and Limited Duty Officer. This document was created by CWO4 Nicholas Nemeth at the LDO/CWO Academy in Newport, RI.



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From Proud Beginnings

Warrant Officers, Chief Warrant Officers, and Limited Duty Officers are Specialized Officers. Their specialty is achieved through technical experience. Specialized Officers are as old as navies themselves. Long before the seagoing rank of Captain or Lieutenant, it was the Warrant Officer that commanded ships.

In the 1200s, the first to command ships had the title of Boatswain and were appointed by Warrant. Boatswain is derived from the Anglo-Saxon word “Batsuen,” meaning boat’s swain (ship’s husband).

As ships and naval combat became more complex, the creation of Sailing-Master, the ship’s pilot and tactician, was appointed via Warrant. The titles of Sailing-Master and Master are synonymous. The Master succeeded the Boatswain in command and the Boatswain became the Second Officer. The Boatswain and the Master were, without question, the first true Officers of the Navy.

In the 1500s, larger ships were built and they sailed far away to foreign countries. Royalty placed a Commissioned Army Officer, Captain, in command to act on behalf of the state. These Commissioned Army Officers would later become Navy Officers and the title of Captain became synonymous with Commanding Officer. The title of Lieutenant was given to the person that commands as a “tenant in lieu” of the Captain. The Captain and their Lieutenants continued to employ Specialized Officers to assist with managing programs and seamen. As Navies developed, other Specialized Officers would be added and the community expanded.



Royal Warrant Officer, 1751

George Washington's Fleet

On 14 Jun 1775, during the American Revolution, Congress created the Continental Army and appointed George Washington as its full General and Commander-in-Chief.

After the British Army took shelter in Boston, General Washington needed a plan to strike British nautical supply lines.

General Washington understood the need for a navy. He essentially built a navy from the ground up. In Aug 1775, a small boat had been chartered at Beverly for conversion to a cruiser. She was the *USS Hannah*, the first vessel of Washington's Fleet, a 78 ton schooner.

A flag was created for the squadron of our first six cruisers commissioned under George Washington's authority. The flag pictured a pine tree with the words "An Appeal to Heaven."

Colonists adopted the pine as a symbol on flags and currency in the 17th century. Leading up to the Revolutionary War, the pine tree became a symbol of colonial ire and resistance as well as multi-tribal support of independence.

New England's eastern white pine was prized in the colonial shipbuilding industry for its quality and height.

The phrase "An Appeal to Heaven" is a particular expression of the right of revolution used by British philosopher John Locke.



George Washington's Fleet

General Washington, quite logically, modeled the nucleus of his naval establishment after the successful British model. He detailed payment and established roles of his seagoing Commissioned Officers, Warrant Officers, and Enlisted.

George Washington's Fleet had an impressive naval start, immediately capturing a British brigantine which yielded a bonanza of weapons for the struggling Revolutionary Army.

Some of the roles of Washington's fleet would later be adopted by the United States Navy and are still used today.

Continental Army Ratings/Prize Shares		Commissioned Officers
RATING	PRIZE SHARE	
Captain	6 shares	
First Lieutenant	5 shares	
Second Lieutenant	4 shares	Warrant Officers
Master	3 shares	
Gunner	1 ½ shares	
Boatswain	1 ½ shares	
Gunner's Mate	1 ½ shares	
Sergeant	1 ½ shares	
Steward	2 shares	
Mate	1 ½ shares	Enlisted
Private (each)	1 share	

Birth of the Navy

The Continental Navy was established on 30 October 1775. Initially, there were four ranks:

- Captain
- Lieutenant
- Warrant Officer
- Seaman

Early offices of Warrant:

- | | |
|--------------|-------------|
| - Boatswain | - Master |
| - Gunner | - Sailmaker |
| - Purser | - Carpenter |
| - Chaplain | - Mate |
| - Cook | - Yeoman |
| - Midshipman | |

Master was the Navigator and Tactician.

The Naval Academy wasn't established until 1845.

Midshipmen were appointed via Warrant and acted as Division Officer to various other Warrants in preparation for earning their commission.

Mate was a Junior Warrant Officer assigned to a Senior Warrant Officer (i.e. Gunner's Mate assigned to the Gunner).

ESTIMATE FOR FITTING OUT WARSHIPS FOR A THREE MONTHS CRUISE ¹				
[Philadelphia] October [30] 1775				
Estimate of the Expençe of fitting for the Sea The following Shippes of Warr on a Three Mo Cruise				
(Viz) One of 24 Gunns 9. 6. & 4 pounders with 200 men, &c, &c				
	Dollrs.		p mo.	
1 Captn	20			£7 10 0
Two Lieuts	15	}	each do.	11 5 0
1 Master	15		do.	5 12 6
Two Mates	12½	}	each do.	9 7 6
1 Boatswain	12½		do.	4 13 9
One Mate	10		do.	3 15 0
One Cook	10		do.	3 15 0
Two Mates				
5 Dollrs each	10		[each mo.]	3 15 0
One Doctr	15		do.	5 12 6
One Mate	10		do.	3 15 0
One Gunner	12½		do.	4 13 9
Two Mates				
10 Drs each	20		do.	7 10 0
One Capt Marines	15		do.	5 12 6
One Armorer	10		do.	3 15 0
Officers. 18	215			80 12 6
Men. 182 @ 5 Drs.	910			341 5 0
200	1125			421 17 6
Three Months	3			3
Wages will be	3375			1265 12 6
Three Months				
provision—say	2000			750 0 0

Journal of the Continental Congress, 30 October 1775

First Warrant Officer

The first Warrant Officer was appointed on 23 December 1775. This marks the birthday of the Warrant Officer.

Our first Warrant Officer was John Berriman, Boatswain. He was assigned to the brigantine, USS Andrea Doria.



USS Andrea Doria flying the Continental Colors

WARRANT.

THE NAVAL COMMITTEE appointed to equip and fit out the Fleet of the United Colonies, having received such recommendation as satisfy them, that you

John Berriman are duly qualified for the office of *Boatswain*

WE have therefore appointed and authorized you the said *John*

Berriman to be *Boatswain* on board the *Brigantine Andrea Doria* hereby giving

you full power to execute the office aforefaid, agreeable to the rules and regulations of the sea service, and such orders as you may receive

from your superior officers. And for your so doing, this shall be your sufficient Warrant.

Given under our hands at Philadelphia
December 23. 1775.

Step: Hopkins
Christ: Garden
Niles: Deane
Joseph: Hewes
Richard: Henry: Lee

First Command at Sea

It did not take long for our community to command it's first ship in the United States Navy. Warrant Officer Nathaniel Haraden, Sailing Master, was the fourth Commanding Officer of the USS Constitution from 1802-1803.

The frigate was in ordinary for the extent of his tenure. Major repairs were done from May to August 1803, including recaulking all the planking, replacing the original copper sheathing, rerigging, and fitting new yards. At this time, there was no dry dock in the United States, so all repairs below the waterline were done by careening, or heaving the ship over in each direction to reach the areas normally underwater. Haraden kept an extensive log chronicling the ship's repairs. In 1807, he was commissioned as a Lieutenant. He was promoted to Master Commandant on April 16, 1816. Haraden died January 20, 1818 in Washington, D.C. The town of Gloucester, Massachusetts erected a monument in his honor in 1932.



Youngest Officer Ever

The title of “Youngest Officer Ever” belongs to Warrant Officer, Midshipman, Samuel Barron. There is an inconsistency between Navy Heritage Command and Navy Institute Press regarding his age at time of appointment. He was either 2 years 1 month old or 3 years 4 months old. He was on duty at half pay and a few cents in place of his grog ration.

He came from a long line of prominent Navy Officers. In 1820, at the age of 11, he reported to USS Columbus. He commissioned to Lieutenant on 03 March 1827.

In 1861, although opposing secession, he joined the Confederacy during the American Civil War. He rose to rank of Commodore before retiring to a farm in Essex County where he died in 1888.



Don't Give Up The Ship

Warrant Officer Samuel Hambleton, Purser, created the famous “Don’t Give Up the Ship” battle flag. Warrant Officer Hambleton was Commodore Oliver Hazard Perry’s most trusted advisor. While serving on USS Lawrence, he courageously manned a gun and led men in battle. Commodore Oliver Hazard Perry commended Warrant Officer Hambleton for gallant conduct in encouraging his men and personally working a gun until severely wounded.

During the War of 1812, Commodore Perry wanted a squadron flag and asked Warrant Officer Hambleton for ideas. Recently, USS Chesapeake was captured and the fatally wounded Commanding Officer, Captain James Lawrence, famously shouted, “Don’t give up the ship!” Warrant Officer Hambleton recommended using these inspiring words as the squadron flag. He found a seamstress in Erie, PA, who made the blue flags with white lettering. His flag was presented to Commodore Oliver Hazard Perry prior to the Battle of Lake Erie. This battle would become the first major victory against the British during the War of 1812.

The Navy would later name a ship after him making him the oldest member of our community to have a ship named after them.



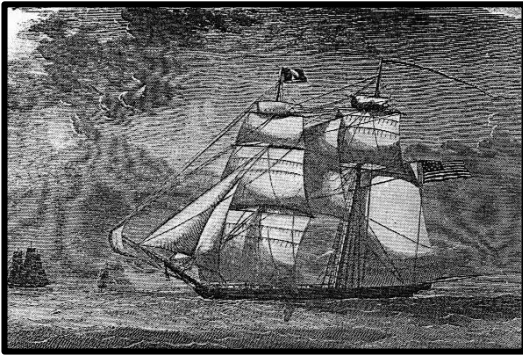
USS Hambleton (DD-455), Gleaves-Class Destroyer

*DONT GIVE UP
THE SHIP*



U.S. Flag, 1818

Warrant Officer Samuel Chester Reid, Master, created the 1818 version of the U.S. Flag after five new states joined the union. This was the third flag design in U.S. History. Warrant Officer Reid's design restored the number of stripes to thirteen forever honoring the first thirteen states. In his original design, the twenty stars were arranged in the shape of a large star. He later revised the star arrangement into rows making it easier to add a new star each time a new state joined the union. This new revision set the precedent of the U.S. Flag moving forward.



Warrant Officer Reid was appointed Warrant Officer in 1803 as a Master. During the War of 1812, he was given command of a privateer ship, General Armstrong. At the Battle of Fayal, his ship inflicted severe casualties on boats from a British force enroute to Jamaica and New Orleans. In the end, Reid had to scuttle his ship and he and his crew made it to shore. Reid was wounded along with one other man, while the British sustained over 100 killed or wounded. Andrew Jackson greatly credited Reid's actions.

Warrant Officer Reid continued to serve as a Master until his retirement in 1844 after 50 years of service. Four ships were given the name USS Reid in his honor, the most from anyone in our community.



USS Reid (DD-21)
Smith-Class Destroyer



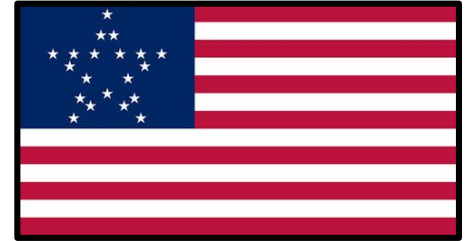
USS Reid (DD-292)
Clemson-Class Destroyer



USS Reid (DD-369)
Mahan-Class Destroyer



USS Reid (FFG-30)
Oliver Hazard Perry
Class Frigate



Restricted Line & Staff Corps

As communities developed, some Warrant Officers requested commissioned status. The Offices of Warrant in charge of medicine, law, and accounting viewed their positions as a conflict of interest since they were junior to all other Officers. They wished to be on parity with the Unrestricted Line Officers.

Upon the creation of the Naval Academy, the U.S. Navy authorized some Warrant Officer communities a shift to commissioned rank. This was the birth of the Restricted Line and Staff Corps communities. This shift eliminated rank disparity and allowed the Restricted Line and Staff Corps communities higher pay and the ability to command within their specialty.



Our First Medal of Honor

Warrant Officer Cornelius Cronin, Chief Quartermaster, was our community's first recipient of the Medal of Honor. The Medal of Honor was first authorized in 1861. Warrant Officer Cronin was awarded the Medal of Honor in 1864 while serving on the USS Richmond. Citation:

“Cool and vigilant at his station throughout the prolonged action, Chief Quartermaster Cronin watched for signals and skillfully steered the ship as she trained her guns on Fort Morgan and on other ships of the Confederacy despite extremely heavy return fire.”

Notice how the Navy used the title “Chief” to elevate his status. This is one of the Navy's earliest recorded examples of using this title. The Navy would later name a ship after him.



USS Cronin (DE/DC-704), Buckley-Class Destroyer



Our Second Medal of Honor



Warrant Officer James Stoddard, Master's Mate, was awarded the Medal of Honor for his actions during an engagement in Yazoo City, Mississippi during the American Civil War. Citation:

“For extraordinary heroism in action off Yazoo City, Mississippi, 5 March 1864. Embarking from the U.S.S. Marmora with a 12-pound howitzer mounted on a field carriage, Stoddard landed with the gun and crew in the midst of heated battle and, bravely standing by his gun despite enemy rifle fire which cut the gun carriage and rammer, contributed to the turning back of the enemy during the fierce engagement.

The Navy would later name a ship after him.

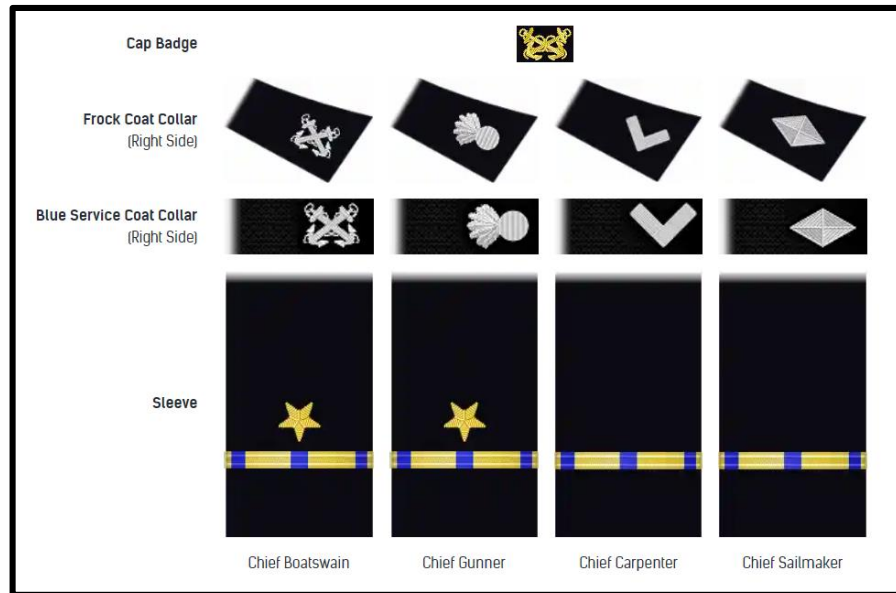


USS Stoddard (DD-566), Fletcher-Class Destroyer



Commissioned Warrant Officers

With the success of the Restricted Line and Staff Corps communities, the remaining Warrant Officers also demanded commissioned status. In 1899, the Navy Personnel Act created the rank of Commissioned Warrant Officer to give long-serving Warrant Officers the prospect of promotion. This new rank was the first time Warrants adopted a sleeve stripe.



The title of “Chief” was added to the specialty title to differentiate a Commissioned Warrant Officer from a Warrant Officer. Example:

CWO: Chief Gunner

WO: Gunner

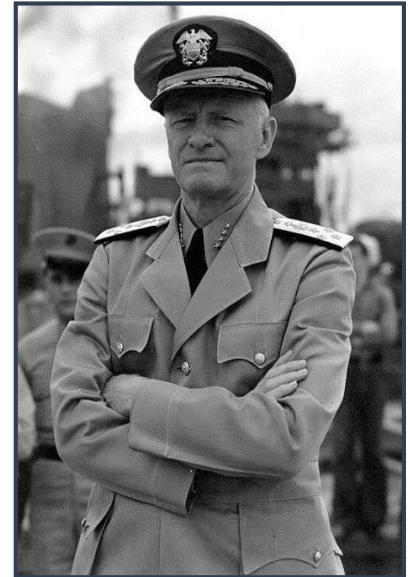


Chief Sailmaker, 1899

Warrants on Submarines

The third and fourth Commanding Officer of our first submarine, USS Holland (SS-1), were Warrant Officers. The third Commanding Officer, Submarine Gunner Owen Hill, used the USS Holland to train the art of submarine warfare to Midshipman at the Naval Academy.

Warrant Officer Hill taught Midshipman Chester Nimitz whom would later become the U.S. Navy Authority on submarines. Fleet Admiral Nimitz credits Warrant Officer Hill for teaching him of submarines



First Flight to North Pole

Warrant Officer Floyd Bennett, Machinist, was awarded the Medal of Honor in 1926 for risk of life in the first ever heavier-than air flight to the north pole. Citation:

“For distinguishing himself conspicuously by courage and intrepidity at the risk of his life 9 May 1926, as a member of the Byrd Arctic Expedition. Machinist Floyd Bennett contributed largely to the success of the first heavier-than-air flight to the North Pole and return.”

The Navy would later name a ship after him. Two airports in New York state are also named in his honor.



USS Bennett (DD-473), Fletcher-Class Destroyer



Loss of USS Memphis

Warrant Officer Charles Willey, Machinist, was awarded the Medal of Honor in 1932 for extraordinary heroism on USS Memphis during a hurricane. Citation:

“For extraordinary heroism in the line of his profession while serving on board the U.S.S. Memphis, at a time when that vessel was suffering total destruction from a hurricane while anchored off Santo Domingo City, 29 August 1916. Machinist Willey took his station in the engineer's department and remained at his post of duty amidst scalding steam and the rush of thousands of tons of water into his department as long as the engines would turn, leaving only when ordered to leave. When the boilers exploded, he assisted in getting the men out of the fireroom and carrying them into the engineroom, where there was air instead of steam to breathe. Machinist Willey's conduct on this occasion was above and beyond the call of duty.”



Our Community During World War II



First WWII Medal of Honor

Warrant Officer Donald Ross, Machinist, was the first World War II recipient of the Medal of Honor for his actions aboard the USS Nevada in 1941. Citation:

“When his station in the forward dynamo room of the *USS Nevada* became almost untenable due to smoke, steam, and heat, Machinist Ross forced his men to leave that station and performed all the duties himself until blinded and unconscious. Upon being rescued and resuscitated, he returned and secured the forward dynamo room and proceeded to the after dynamo room where he was later again rendered unconscious by exhaustion. Again recovering consciousness he returned to his station where he remained until directed to abandon it.”

Afterward, Warrant Officer Ross promoted through the LDO program to its top rank of the time, CDR. Upon retirement, he was ceremoniously promoted to CAPT, our first member ceremoniously promoted to this rank. CAPT (Ret.) Ross remained active in the Navy community and wrote a book entitled, “Men of Valor.” This book told the story of all the Medal of Honor recipients within his home state of Washington. The Navy would later name a ship after him.



USS Ross (DDG-71), Arleigh Burke-Class Destroyer



Warrant Officer Pharris

Warrant Officer Jackson Pharris, Gunner, was awarded the Medal of Honor in 1941 for his actions aboard the USS California. Citation:

“While attached to the *USS California* during the surprise enemy Japanese aerial attack on Pearl Harbor. In charge of the ordnance repair party when the first Japanese torpedo struck almost directly under his station, Gunner Pharris was stunned and severely injured by the concussion which hurled him to the overhead and back to the deck. Quickly recovering, he set up a hand-supply ammunition train for the anti-aircraft guns. With water and oil rushing in where the port bulkhead had been torn up from the deck, with many of the remaining crewmembers overcome by oil fumes, and the ship without power and listing heavily to port as a result of a second torpedo hit, Gunner Pharris ordered the shipfitters to counterflood. Twice rendered unconscious by the nauseous fumes and handicapped by his painful injuries, he persisted in his desperate efforts to speed up the supply of ammunition and at the same time repeatedly risked his life to enter flooding compartments and drag to safety unconscious shipmates who were gradually being submerged in oil. He saved many of his shipmates from death and was largely responsible for keeping the *USS California* in action during the attack.

The Navy would later name a ship after him.



USS Pharris (FF-1094), Knox-Class Frigate

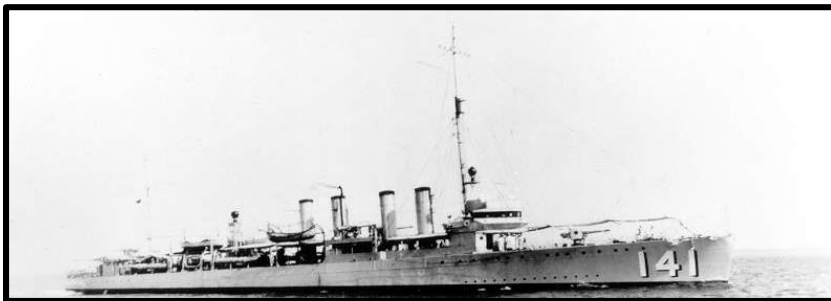


Commissioned Warrant Officer Hill

Commissioned Warrant Officer Edwin Hill, Chief Boatswain, was posthumously awarded the Medal of Honor in 1941 for his actions aboard the USS Nevada. Citation:

“For distinguished conduct in the line of his profession, extraordinary courage, and disregard of his own safety during the attack on the Fleet in Pearl Harbor, Territory of Hawaii, by Japanese forces on 7 December 1941. During the height of the strafing and bombing, Chief Boatswain Hill led his men of the line-handling details of the U.S.S. NEVADA (BB-36) to the quays, cast off the lines and swam back to his ship. Later, while on the forecastle, attempting to let go the anchors, he was blown overboard and killed by the explosion of several bombs.”

The Navy would later name a ship after him.



USS Hill (DE-141), Edsall-Class Destroyer Escort



First WWII Combat Medal of Honor

Chief John Finn was awarded the Medal of Honor in 1942 for his actions aboard the USS Nevada. Citation:

“During the first attack by Japanese airplanes, Chief Finn promptly secured and manned a .50-caliber machine gun mounted on an instruction stand in a completely exposed section of the parking ramp, which was under heavy enemy machine gun strafing fire. Although painfully wounded many times, he continued to man this gun and to return the enemy's fire vigorously and with telling effect throughout the enemy strafing and bombing attacks and with complete disregard for his own personal safety. It was only by specific orders that he was persuaded to leave his post to seek medical attention. Following first aid treatment, although obviously suffering much pain and moving with great difficulty, he returned to the squadron area and actively supervised the rearming of returning planes

Chief Finn continued to serve and earned a commission through the LDO program as a 6330. He retired as a Lieutenant in 1956. The Navy would later name a ship after him.



USS John Finn (DDG-113), Arleigh Burke-Class Destroyer

Commissioned Warrant Officer Austin

Commissioned Warrant Officer John Austin, Chief Carpenter, was posthumously awarded the Navy Cross in 1941 for his actions aboard the USS Oklahoma. Citation:

“For exceptional courage, presence of mind, and devotion to duty and disregard for his personal safety while serving on board the Battleship *USS Oklahoma* (BB-37), during the Japanese attack on the United States Pacific Fleet in Pearl Harbor, Territory of Hawaii, on 07 Dec 1941. When the *USS Oklahoma* capsized, Warrant Officer Carpenter Austin and a number of the crew were entrapped in one of the ship's compartments. By his efforts, a porthole which was under water was located and he assisted fifteen of the crew to escape.”

The Navy would later name a ship after him.



USS Austin (DE-15), Edsall-Class Destroyer Escort



Commissioned Warrant Officer Haas

Commissioned Warrant Officer John Haas, Chief Machinist, was posthumously awarded the Navy Cross in 1942 during the Battle of Midway. Citation:

“During the “Battle of Midway” Warrant Officer John W. Haas was serving as a pilot of a carrier-based Navy Torpedo Plane of Torpedo Squadron THREE (VT-3), attached to the *USS Yorktown* (CV-5). Participating in a Torpedo Plane assault against Japanese naval units, Chief Machinist Haas, in the face of tremendous anti-aircraft fire and overwhelming fighter opposition, pressed home his attack to a point where it became relatively certain that, in order to accomplish his mission, he would probably sacrifice his life. Undeterred by the grave possibilities of such a hazardous offensive, he carried on, with extreme disregard for his own personal safety, until his squadron scored direct hits on two enemy aircraft carriers

The Navy would later name a ship after him.



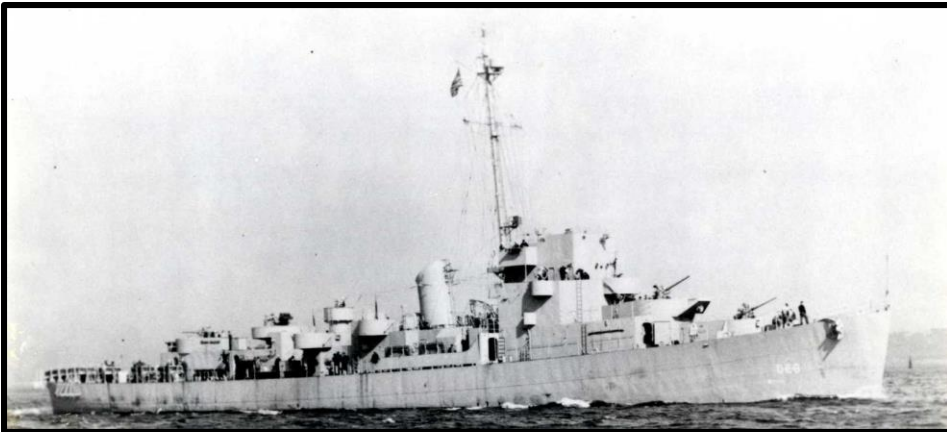
USS Haas (DE-424), John C. Butler-Class Destroyer Escort



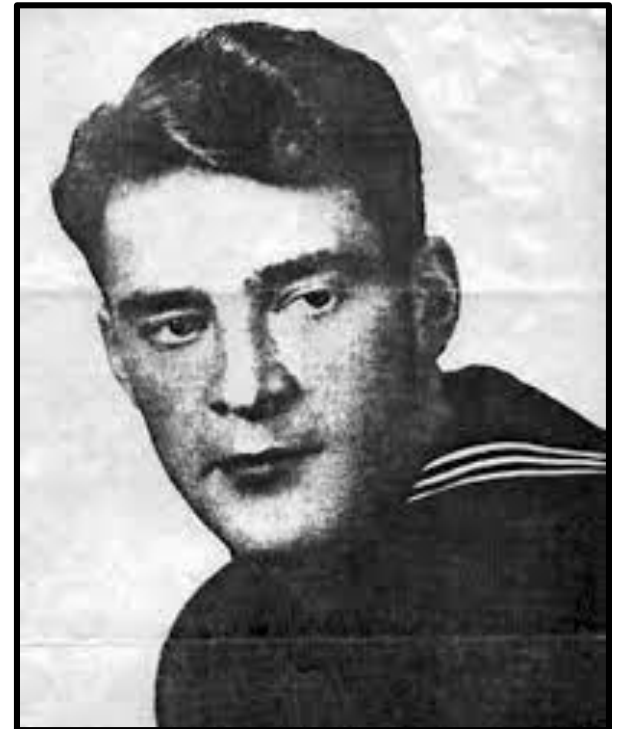
Warrant Officer Wyffels

Warrant Officer Lawrence Wyffels, Carpenter, was posthumously awarded the Silver Star for his actions aboard the USS Enterprise in 1942. He served with distinction in many battles during World War II, including the Marshall Islands, the Solomons, the Coral Sea, and Midway. He also earned the Purple Heart, the World War II Victory Medal, and the Asiatic Pacific medal. It was in the battle of Santa Cruz on 26 Oct 1942 that he was killed by an enemy bomb.

The Navy would later name a ship after him.



USS Wyffels (DE-6), Evarts-Class Destroyer Escort



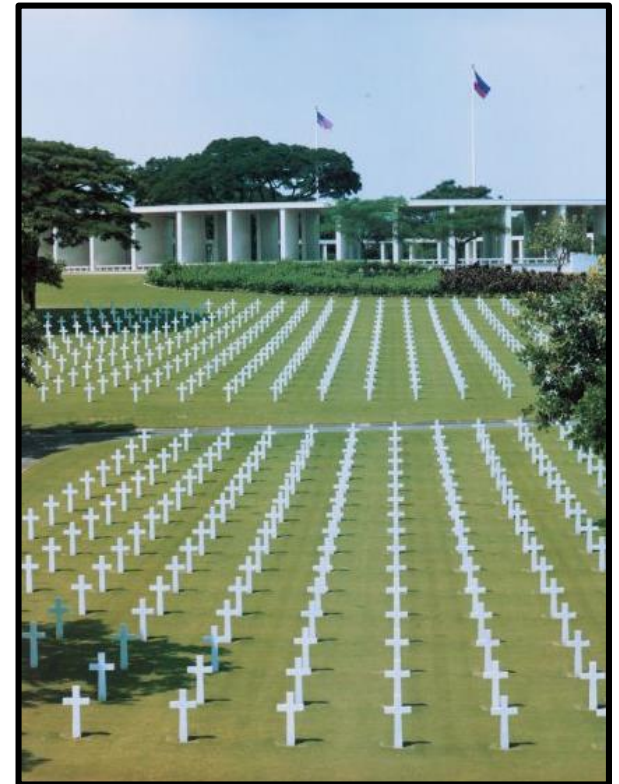
Warrant Officer Cabana

Warrant Officer Napoleon Cabana, Machinist, was awarded the Bronze Star in 1941. He was “lost in action” from Japanese attacks while on duty in the Philippines. He was the assistant safety engineer of the Cavite Navy Yard. He is buried/memorialized at Tablets of the Missing, Manila American Cemetery, Philippines.

The Navy would later name a ship after him.



USS Cabana (DE-260), Evarts-Class Destroyer Escort



Warrant Officer Neunzer

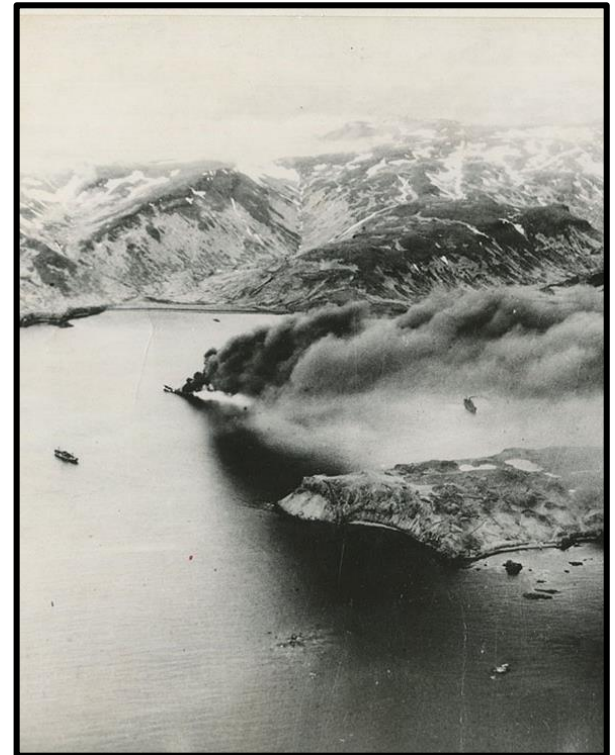
Warrant Officer Weimer Neunzer, Machinist, was posthumously awarded the Air Medal in 1942. Citation:

“Skillfully assisting in dive-bombing and strafing attacks against Japanese ships in Kiska Harbor despite severe Alaskan weather and low ceiling. Pulling out in the clear at very low altitude, his place was subjected to withering anti-aircraft fire from enemy ship and shore batteries and pierced by lighter caliber projectiles. Later, Warrant Officer Neunzer was killed in action 02 Jul 1942 during the Aleutian Islands Campaign.”

The Navy would later name a ship after him.



USS Neunzer (DE-150), Edsall-Class Destroyer Escort



Warrant Officer Manlove

Warrant Officer Arthur Manlove, Electrician, was posthumously awarded the Purple Heart when killed aboard the USS Arizona in 1941. He still lies aboard the USS Arizona today.



The Navy would later name a ship after him.



USS Manlove (DE-36), Evarts-Class Destroyer Escort

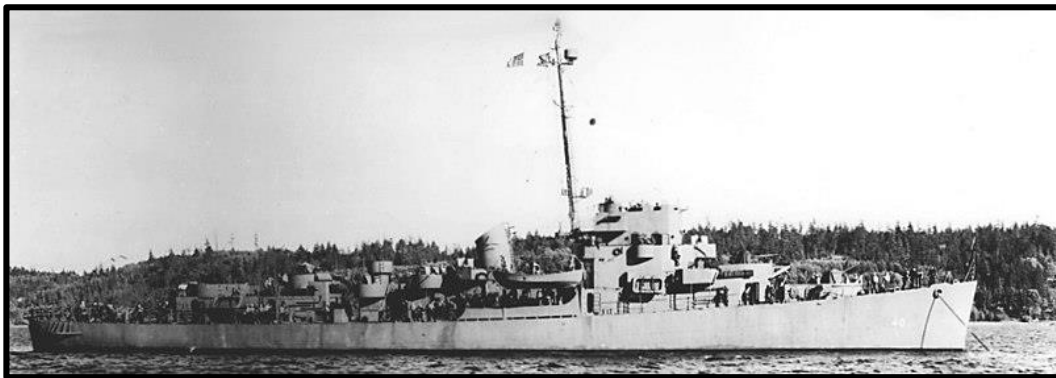


Commissioned Warrant Officer Sanders

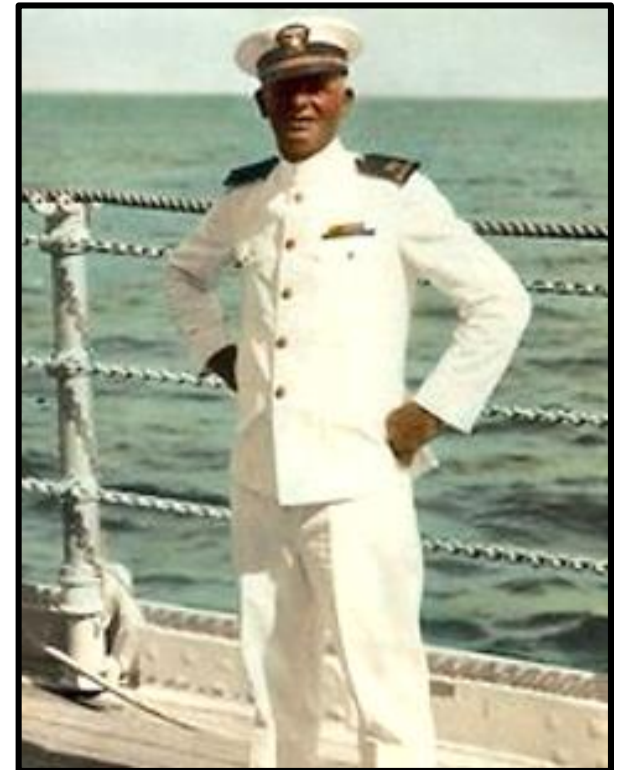
Commissioned Warrant Officer Eugene Sanders, Chief Boatswain, was posthumously awarded the Purple Heart when killed aboard the USS Arizona in 1941. He still lies aboard the USS Arizona today.



The Navy would later name a ship after him.



USS Sanders (DE-40), Evarts-Class Destroyer Escort



Warrant Officer Forster

Warrant Officer Edward Forster, Machinist, was posthumously awarded the Purple Heart when killed during the sinking of USS Vincennes during the Battle of Savo Island.



The Navy would later name a ship after him.



USS Forster (DE-334), Edsall-Class Destroyer Escort

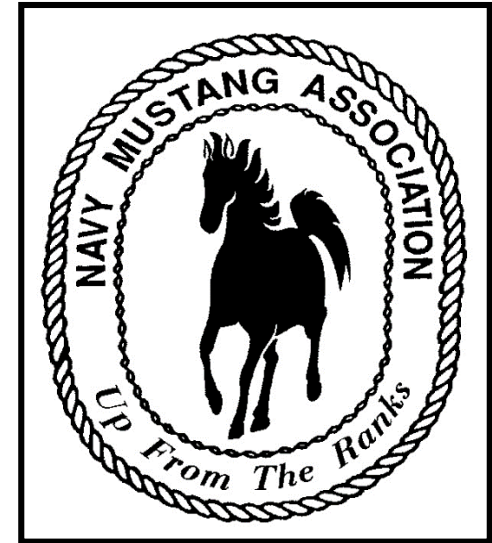


Mustang

In the 1940s, in order to address Officer manning deficiencies during World War II, war appointments were authorized. During this time, the term “Mustang” became mainstream and was used to describe prior enlisted Officers. This term was chosen because mustang horses are wild animals that can be tamed and saddle broken but can periodically revert to its old ways.

The term “Mustang” has always been slang and has never been an official Navy term. In 1989, the Navy Mustang Association was formed as a social and professional organization for Mustang Officers. National Mustang Association consideration requirements are:

- After having enlisted as a recruit in the Navy and who have received, as a minimum, at least one Good Conduct Medal
- In recognition of superior leadership and professional skills, have been selected through a sea service in-service procurement program



Throughout the years, individuals within the Mustang community have created unofficial logos and slogans. The infamous “I Did it the Hard Way” logo was created as a joke in the 1980s. It was taken from the popular financial commercials from Smith Barney (these commercials can still be viewed on YouTube). Since the 1980s, this infamous slogan has lost its context and its largely viewed now as divisive and inappropriate.



Mustang

USS Mustang (SP-36)

An armed yacht that served in the U.S. Navy as a patrol vessel from 1917 to 1919. Commissioned on 2 Oct 1917 with Chief Warrant Officer A. Daunt, Boatswain, in command. Decommissioned on 11 Nov 1918.



P-51 Mustang

In 1942, the U.S. Navy commissioned its newest single-seat fighter/bomber, the P-51 Mustang. This design was originally created and named by the British. The P-51 Mustang remained in service with some air forces until early 1980s. After the Korean War, Mustangs became popular civilian warbirds and air racing aircraft.



USS Mustang (IX-155)

In 1944, the Navy named a second ship USS Mustang. USS Mustang (IX-155) was a four-master wooden schooner. During WWII, she provided training facilities at Coronado. In 1946, she was declared surplus with her name struck from the Navy list.



Our First African American

In 1944, Warrant Officer Charles B. Lear, Boatswain, became the first African American member of our community. He was one of the 16 enlisted selected to become the Navy's first African American Officers. Of those selected, 13 graduated OCS and are referred to as the "Golden 13."

The Golden 13 were not treated well. Many would not salute them. They were not given favorable assignments. They were prohibited from the Officer's Club. Despite these hardships and inequalities, the Golden 13 prevailed and became advisors and role models to all Sailors.



In 1987, the legacy of the Golden 13 was recognized by naming the new Boot Camp Processing Building,
Golden 13 Recruit Processing Center



First Ever Commanding Officer of Two Ships

Twice in our history, a Commanding Officer commanded two active ships at the same time. From 1947-1952, in succession, a Commissioned Warrant Officer, Chief Boatswain, was in command of USS Constitution and USS Constellation in Boston following World War II.

- Commissioned Warrant Officer Louis Everette Wood, Chief Boatswain
Commanding Officer of USS Constitution and USS Constellation (1947-1950)
- Commissioned Warrant Officer Knud Haabendal Christensen, Chief Boatswain
Commanding Officer of USS Constitution and USS Constellation (1950-1952)



USS Constitution



USS Constellation



Captain Christensen was known to have appeared on occasion in a replica 1812 uniform, perhaps the first of the modern Captains to do so.

Birth of the Limited Duty Officer

Once WWII ended, there was no path for War Appointed Officers to make their temporary appointments permanent. Creating a new breed of Officer, the Limited Duty Officer, was proposed.

Public Law 381 (80th Congress), Circ. Ltr. 174-47 (NDB, 15 Sep) officially established the Limited Duty Officer, effective CY 1948. Current Officers, temporary and permanent, could laterally transfer to LDO and keep current rank (O-1 to O-5). New accessions promoted to Ensign starting 7 Aug 1949. Law allowed for 1,040 LDO appointments in CY 1948.

Statement of Rear Admiral T. L. Sprague, USN, Chief of Naval Personnel at the hearings on the Officer Personnel Act of 1947:

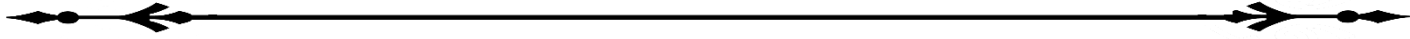
"One of the outstanding features of this bill is the creation of a new category known LDO. This will be restricted to the enlisted men and warrant officers who have established outstanding records. Under this bill these men would be assured the opportunity for a reasonable career as officers while, at the same time, enabling the Navy to use their specialized skills and practical knowledge. They will not be required to compete with the general line officer, who has always had the advantage of youth and, perhaps, a formal education. For many years opportunity has existed for enlisted men to attain commissioned rank without attending the Naval Academy. In doing so, they have been at a disadvantage in competing with general line officer of broader qualifications. The establishment of LDO is a definite step forward, both in recognition of outstanding enlisted men and in the benefits that will result to the service"



RADM Thomas L. Sprague
Chief of Bureau of
Naval Personnel
1947-1949



Expansion of Warrant Officer Ranks



With the creation of the Limited Duty Officer, the Chief Warrant Officers were also given opportunities to obtain higher ranks and increased pay. Career Compensation Act of 1949 distributed Warrant Officers into four new pay grades:

- Paygrade W-1, All Warrant Officers
- Paygrade W-2, Commissioned Warrant Officers who had less than six years' commissioned service
- Paygrade W-3, Commissioned Warrant Officers who had six years' but less than 12 years' commissioned service
- Paygrade W-4, Commissioned Warrant Officers who had 12 years' commissioned service

New uniform insignias/markings went into effect 1 Nov 1954.



W-1



W-2



W-3



W-4

Our First Females

Warrant Officer Alma H. Plakke became the Navy's first female Warrant Officer on 16 Nov 1949 as a Chief Ship's Clerk (7821). Warrant Officer Plakke served in administrative billets and as the assistant to the Military Personnel Officer. She advanced to CWO4 before retiring in 1964.

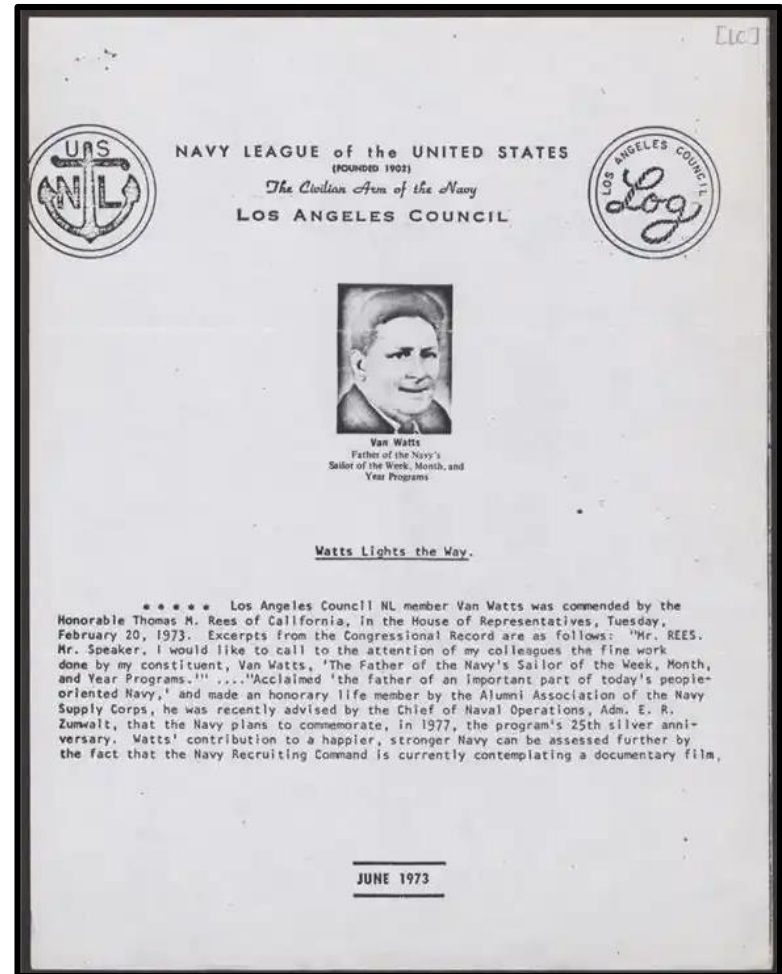


Warrant Officer Marion E. Cramer became the Navy's second female Warrant Officer on 16 Feb 1950 as a Chief Pharmacist (8171). During the Korean War, she worked as a physical therapist rehabilitating injured personnel. She promoted to CWO4 on 16 Feb 1956 and retired in 1966.



Creation of “Sailor of the Year”

On 06 April 1953, Chief Warrant Officer Van Watts created the Sailor of the Week/Month/Year Program. He created this program at his command in Norfolk, VA. His program proved to be wildly successful. The Navy would later adopt this program into official policy.



Creation of Mustang Academy

At this point in our history, there was no school or indoctrination process for a Sailor promoting to LDO/WO/CWO. In Jan 1954, the Bureau of Naval Personnel submitted a report regarding the status of the LDO/WO/CWO Community:

“The Board strongly recommends that every consideration be given to establishing an (approximately three to four months) indoctrinational school upon appointment, using the facilities of the OCS school if possible; this school should be for the purpose of orientation and teaching these new Officers on how to be an Officer.”

The Navy agreed and the Mustang Academy was started in Pensacola, FL during the 1960s.



Mustang Academy Class Gift

The first Mustang Academy class to present a gift to the schoolhouse was in 1968. The label reads: **“PRESENTED BY WARRANT OFFICER CLASS 4 - 68.”** At this time, all students were Warrant Officers since only Warrant Officers could apply for the Limited Duty Officer program. This soon changed, however, when the application requirement for Limited Duty Officer shifted to E-6 and above. Since, Mustang Academy classes have been a mix of Warrant Officers, Chief Warrant Officers, and Limited Duty Officers.

By 1985, classes routinely presented gifts to the schoolhouse. We're currently at 500+ gifts.



First Class Gift

Chief Warrant Officer



Up until 1954, since the creation of CWOs in 1899, CWO stood for “Commissioned Warrant Officer.” Also during this time, the title of “Chief” was given to the Officer’s specialty in order to differentiate Warrant Officers from Commissioned Warrant Officer. Example:

- Warrant Officer - Gunner
- Commissioned Warrant Officer - Chief Gunner

Due to its confusing nature, Sailors often referred to CWOs as Chief Warrant Officers instead of Commissioned Warrant Officers. The CWO community tolerated this difference and it soon became common. In 1954, 83rd Congress passed new career law that officially changed the meaning of CWO from “Commissioned Warrant Officer” to “Chief Warrant Officer.” In addition, the title of “Chief” was removed from the Officer’s specialty. Example:

- Warrant Officer - Gunner
- Chief Warrant Officer - Gunner



Expansion of Limited Duty Officer Ranks

In 1985, Congress authorized the Limited Duty Officer promotion to Captain. The first promoted was Captain James John Kennedy (6330). Captain Kennedy served as Director AIR-411 prior to his retirement after 38 years of service on 28 Feb 1989.



Creation of Mustang Academy Museum

On 28 October 1993, Naval Aviation Schools Command (NASC) dedicated “Mustang Alley” museum to Limited Duty Officers, Warrant Officers, and Chief Warrant Officers. This museum was a vision of then LDO/CWO Academy Director, CDR Roland H. Jaeh, 6310. It was his vision to establish a continuing effort, ‘living tribute’ to the Mustang Academy. CDR Jaeh would promote to Captain prior to retirement.



Captain (Ret.) James Kennedy, our first LDO Captain, was the Guest Speaker at the dedication

Coast Guard at the Mustang Academy

In 1994, Coast Guard determined it should also require an indoctrinational school for their Chief Warrant Officers. From 1994-1998, Coast Guard CWOs attended our schoolhouse until the start of their own schoolhouse.

Coast Guard Professional Development Course is now taught at the Coast Guard Academy in New London, CT. The last of the Coast Guard students presented our schoolhouse with a plaque.



In 2021, LDO/CWO Academy Instructor, CWO3 Nick Nemeth, became the first Navy graduate of the Coast Guard Chief Warrant Officer Professional Development Course

Expansion of Chief Warrant Officer Ranks

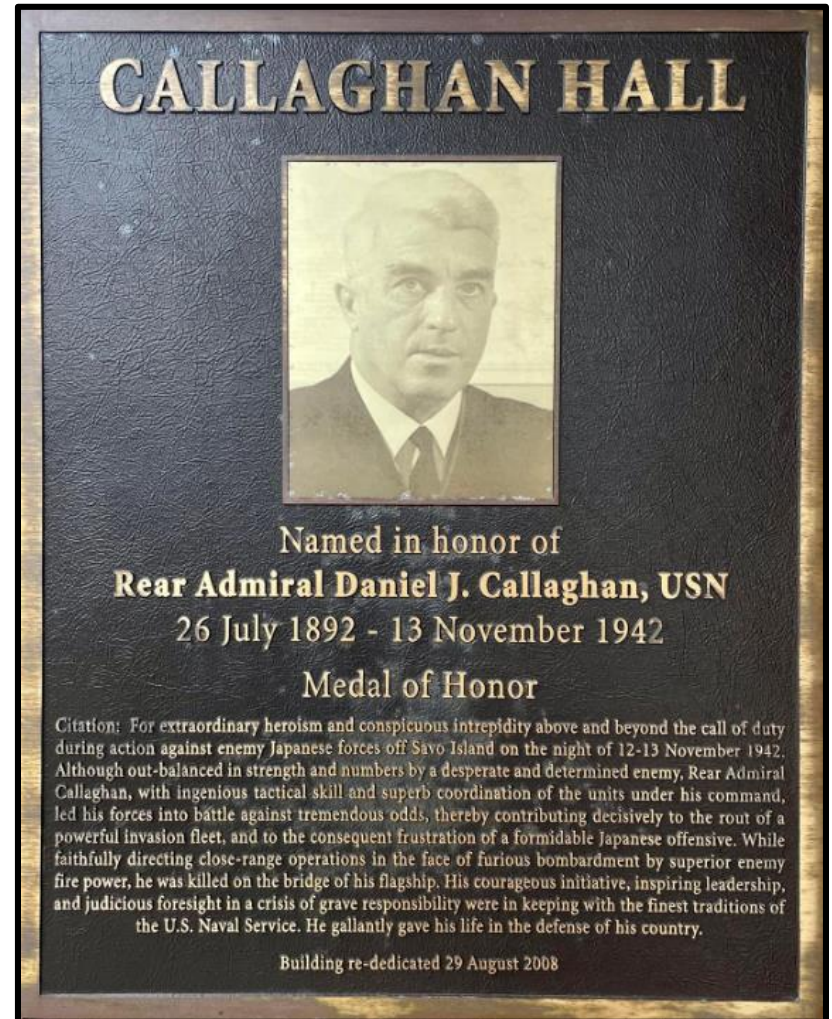
On 9 Oct 2002, SECNAV announced the implementation of the CWO5 rank in the Navy. On 1 Oct 2003, CWO4 Leon A. Cole became the Navy's first CWO5.



Mustang Academy Moves to Newport, RI

In 2007, the Mustang Academy moved from Pensacola, FL to Newport, RI. Along with the schoolhouse, the Mustang Alley Museum moved with it.

The Mustang Academy temporally moved into King Hall while its intended home at Callaghan Hall was being refurbished. On 29 August 2008, Callaghan Hall was re-dedicated and the Mustang Academy and Mustang Alley Museum moved into its final home.



First Female Silver Eagle

Our Silver Eagle is the most senior LDO. In 2020, CAPT Heather Walton (6530) become our community's first female Silver Eagle when she relieved CAPT Dan Rossler. Upon turnover and presented the Silver Eagle statue, she stated:

“I’m honored to be part of this legacy and carry it on for the next couple years. I hope I can live up to all those who came before me. The past eagles were all very impressive in everything they did and I am honored to be joining them. Thank you for your service Capt. Rossler and for everything you’ve done for our nation. I’ve got it from here.”



First Flag Officer

In 2022, RDML Tracy L. Hines, 1820, became the first Flag Officer who was commissioned through the Limited Duty Officer program.

RDML Hines graduated from the Mustang University on 02 February 1996. In 2007, as an LDO LCDR, she laterally transferred into the Information Warfare community. Her qualifications include information warfare officer, surface warfare officer, tactical action officer, officer of the deck underway, conning alongside officer, junior officer of the deck and surface warfare information center officer. Hines' personal awards include the Legion of Merit (three awards), Bronze Star, Meritorious Service Medal (five awards), Navy and Marine Corps Commendation Medal (four awards), and Navy and Marine Corps Achievement Medal (four awards).



Director, Enterprise Networks and Cybersecurity
Rear Admiral Tracy Hines

Honorable Mentions



Warrant Officer Owen Hill, Gunner, Commanding Officer of USS Holland (1903)
Warrant Officer Emil Swanson, Gunner, Commanding Officer of USS Holland (1904)
Warrant Officer Elmer Cross, Boatswain, Commanding Officer of USS Heron (1918)
Warrant Officer George Litton, Carpenter, Navy Cross (1918)
Commissioned Warrant Officer Obed Williams, Chief Radio Electronics, Navy Cross (1918)
Warrant Officer Mendarus William, Gunner, Navy Cross (1918)
Commissioned Warrant Officer Claude Alexander, Chief Radio Electrician, Distinguished Flying Cross (1926)
Commissioned Warrant Officer Patrick Powers, Chief Boatswain, Distinguished Service Medal (1931)
Commissioned Warrant Officer Ted Fickes, Chief Gunner, Navy Cross (1940)
Commissioned Warrant Officer William Johnson, Chief Boatswain, Navy Cross x2 (1940, 1942)
Warrant Officer Albert Bartholomew, Carpenter, Navy Cross (WWII)
Warrant Officer Adolph Bothne, Boatswain, Navy Cross & Marine Corps Medal (WWII)
Commissioned Warrant Officer Othello Bruun, Chief Pay Clerk, Navy Cross (WWII)
Warrant Officer Leland Davis, Machinist, Navy Cross (WWII)
Warrant Officer Wilhelm Esders, Radio Electrician, Navy Cross & Distinguished Flying Cross (WWII)
Warrant Officer Clifford Hanson, Pay Clerk, Navy Cross (WWII)
Commissioned Warrant Officer James Oster, Chief Boatswain, Navy Cross (WWII)
Warrant Officer Marely Polk, Machinist, Navy Cross (WWII)
Warrant Officer Paul Seifert, Machinist, Navy Cross (WWII)
Commissioned Warrant Officer, Chief Machinist, Navy Cross & Distinguished Flying Cross x2 (WWII)
Warrant Officer Donald Taylor, Gunner, Navy Cross (WWII)
Warrant Officer John Walker, Pay Clerk, Navy Cross (WWII)
Warrant Officer Albert Winchell, Machinist, Navy Cross (WWII)
Warrant Officer Phines Causey, Torpedoman, Silver Star (WWII)
Warrant Officer Thomas Chezik, Boatswain, Silver Star (WWII)
Warrant Officer David Elder, Boatswain, Silver Star (WWII)
Warrant Officer William Green, Machinist, Silver Star (WWII)
Warrant Officer Kurt Groote, Boatswain, Silver Star (WWII)
Warrant Officer Albert Hoetzel, Gunner, Silver Star (WWII)
Warrant Officer Leroy Hoyt, Gunner, Silver Star and Prisoner of War Medal (WWII)
Warrant Officer Joseph Kaspar, Boatswain, Silver Star (WWII)
Warrant Officer Walter Macomber, Machinist, Silver Star (WWII)
Commissioned Warrant Officer Joseph McGrane, Chief Boatswain, Silver Star (WWII)
Warrant Officer Lee Mills, Gunner, Silver Star and Prisoner of War Medal (WWII)

Honorable Mentions



Warrant Officer Joseph Palmer, Boatswain, Silver Star (WWII)
Commissioned Warrant Officer Ronald Pennick, Chief Photographer, Silver Star (WWII)
Warrant Officer Karl Schramm, Machinist, Silver Star (WWII)
Warrant Officer Robert Self, Boatswain, Silver Star (WWII)
Warrant Officer Robert Willhoite, Gunner, Silver Star (WWII)
Warrant Officer George Bethune, Carpenter, Legion of Merit (WWII)
Warrant Officer Robert Burr, Gunner, Legion of Merit with Combat "V" (WWII)
Commissioned Warrant Officer Fay Lightner, Chief Gunner, Legion of Merit (WWII)
Commissioned Warrant Officer John McGinnis, Chief Ship's Clerk, Legion of Merit (WWII)
Commissioned Warrant Officer Clarence Bailey, Chief Carpenter, Navy and Marine Corps Medal (WWII)
Commissioned Warrant Officer Earl Blackburn, Chief Shiplifter, Navy and Marine Corps Medal (WWII)
Warrant Officer Judson Butland, Machinist, Navy and Marine Corps Medal (WWII)
Warrant Officer Wilbur Camblin, Machinist, Navy and Marine Corps Medal (WWII)
Warrant Officer Anthony Creider, Machinist, Navy and Marine Corps Medal (WWII)
Warrant Officer Duane Curry, Electrician, Navy and Marine Corps Medal (WWII)
Warrant Officer Ralph Fowler, Boatswain, Navy and Marine Corps Medal (WWII)
Commissioned Warrant Officer Glen Frazier, Chief Gunner, Navy and Marine Corps Medal (WWII)
Warrant Officer Guy Fruzia, Carpenter, Navy and Marine Corps Medal (WWII)
Warrant Officer Byron Gradoville, Torpedoman, Navy and Marine Corps Medal (WWII)
Warrant Officer William Hamilton, Electrician, Navy and Marine Corps Medal (WWII)
Warrant Officer Robert Hanseroth, Chief Boatswain, Navy and Marine Corps Medal (WWII)
Warrant Officer John Kelly, Boatswain, Navy and Marine Corps Medal (WWII)
Warrant Officer Leif King, Gunner, Navy and Marine Corps Medal (WWII)
Warrant Officer William King, Carpenter, Navy and Marine Corps Medal (WWII)
Warrant Officer William Knoepfel, Gunner, Navy and Marine Corps Medal (WWII)
Commissioned Warrant Officer Carl Sears, Chief Machinist, Navy and Marine Corps Medal (WWII)
Warrant Officer John Strauss, Machinist, Navy and Marine Corps Medal (WWII)
Warrant Officer Williams Thomas, Carpenter, Navy and Marine Corps Medal (WWII) x2
Warrant Officer Jesse Wheless, Carpenter, Navy and Marine Corps Medal (WWII)
Commissioned Warrant Officer William Wooten, Chief Carpenter, Navy and Marine Corps Medal (WWII)
Warrant Officer Joseph Young, Boatswain, Navy and Marine Corps Medal (WWII)
Commissioned Warrant Officer Henry Youngblood, Chief Carpenter, Navy and Marine Corps Medal (WWII)
Warrant Officer John Bennett, Gunner, Bronze Star (WWII)
Warrant Officer William Burton, Gunner, Bronze Star (WWII)

Honorable Mentions



Warrant Officer Carl Carlson Jr., Gunner, Bronze Star (WWII)
Warrant Officer John Colhan, Boatswain, Bronze Star (WWII)
Warrant Officer Lewis Eddins, Carpenter, Bronze Star (WWII)
Warrant Officer Emil Gaetana, Torpedoman, Bronze Star (WWII)
Warrant Officer Roy Gale, Gunner, Bronze Star (WWII)
Warrant Officer Charles Gulliams, Gunner, Bronze Star (WWII)
Warrant Officer Edward Haase, Pharmacist, Bronze Star (WWII)
Warrant Officer Walter Hatcher Sr., Gunner, Bronze Star (WWII)
Warrant Officer N.Y. Highland, Pharmacist, Bronze Star (WWII)
Warrant Officer James Hogan, Gunner, Bronze Star (WWII)
Warrant Officer Rudolph Nikkonen, Gunner, Bronze Star (WWII)
Warrant Officer Elmer Phillips, Electrician, Bronze Star (WWII)
Warrant Officer Rudolph Roth, Electrician, Bronze Star (WWII)
Warrant Officer Augustus Terry, Machinist, Bronze Star (WWII)
Warrant Officer Charles Wilber, Boatswain, Bronze Star (WWII)
Warrant Officer William Ziel, Chief Machinist, Bronze Star (WWII)
Warrant Officer Vernon DeRoco, Photographer, Air Medal (WWII)
Warrant Officer Lester Tucker, Gunner, Silver Star (Korean War)
Warrant Officer John Bacon, Machinist, Bronze Star (Korean War)
Chief Warrant Officer Joseph Bolheimer, Boatswain, Bronze Star (Korean War)
Warrant Officer Marlon Breeding, Boatswain, Bronze Star w/ Combat "V" (Korean War)
Chief Warrant Officer Robert Carter, Gunner, Bronze Star (Korean War)
Chief Warrant Officer Roy Daiken, Gunner, Bronze Star (Korean War)
Chief Warrant Officer Chester Harvey, Boatswain, Bronze Star (Korean War)
Chief Warrant Officer George Jackson, Boatswain, Bronze Star (Korean War)
Chief Warrant Officer William Klatt, Machinist, Bronze Star (Korean War)
Warrant Officer Willis Lindstrom, Gunner, Bronze Star (Korean War)
Chief Warrant Officer Joseph Moriarty, Gunner, Bronze Star (Korean War)
Chief Warrant Officer Theodore Nagy, Boatswain, Bronze Star (Korean War)
Chief Warrant Officer James Smith, Gunner, Bronze Star (Korean War)
Chief Warrant Officer Charles Stender, Gunner, Bronze Star (Korean War)
Warrant Officer Arthur Sweet, Boatswain, Bronze Star w/ Combat "V" (Korean War)
Warrant Officer Louis Wiczai, Boatswain, Bronze Star (Korean War)
Chief Warrant Officer Virgil Wing, Machinist, Bronze Star (Korean War)

Honorable Mentions



Chief Warrant Officer James Hurd, Carpenter, Navy and Marine Corps Medal (Korean War)
Chief Warrant Officer Harley Johnson, Electrician, Navy and Marine Corps Medal (Korean War)
Chief Warrant Officer Rufus Nance, Boatswain, Navy and Marine Corps Medal (Korean War)
Chief Warrant Officer Warren Stoke, Boatswain, Navy and Marine Corps Medal (Korean War)
Chief Warrant Officer Victor Young, Civil Engineer Corps, Legion of Merit (Vietnam War)
LCDR Clyde Cassius "Cash" Barber, Aviation Maintenance, Distinguished Flying Cross & Air Medal (1971)
Ensign Andrew Triplett, Main Propulsion Assistant, Purple Heart, killed in the line of duty on USS Cole (2000)
Chief Warrant Officer Four Valerie Baty, First Female CWO5 (2005)
Chief Warrant Officer Four Donna Gialone, First African American Female CWO5 (2005)
Chief Warrant Officer Amy Blades-Langjahr, Only Female in the Commissioned Flying Warrant Officer Program (2011)