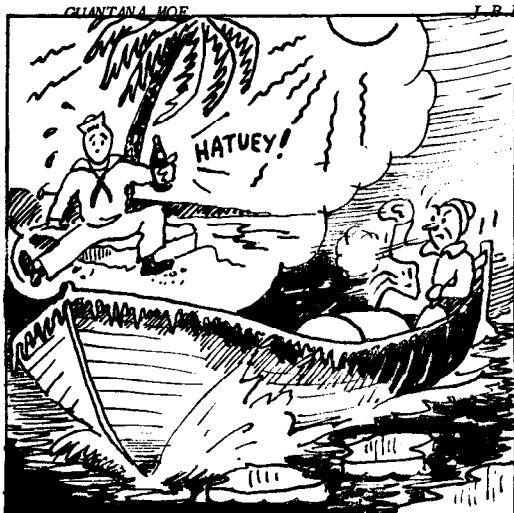


Macon TIME

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NEW LIBERTY PLAN INTRODUCED

As released yesterday, liberty for both officers and men while the ship is operating in the Newport area for training purposes, will consist of a seventy-two hour liberty for each watch every other week-end.

Sections two and four, starting today about 1400, will have the first week-end, until 1000 Monday on the Fleet Wharf. Sections one and three will have the same the following week-end, from the 25th until the 28th.

MARCH OF DIMES NEARS \$400

The annual March of Dimes, inaugurated by the late President Franklin D. Roosevelt for the welfare of infantile paralysis victims, is being carried on aboard the MACON, and to date has brought in a grand total of \$366.58.

Leading contributor among the competing divisions is the 'I' Division, which has added \$63.00 to the Fund, while slowly crawling up and threatening them is the Sixth Division, with \$57.69 contributed, \$27.09 of it yesterday. In third place are the Marines with \$42.25, while the 'C' Division is next with \$34.58.

The campaign is not over, and will continue as in past years through the month of January, ending on the late President's birthday, 31 January.

SIX DAY LEAVES FOR PART OF CREW EXPECTED; TRAINEE GROUPS LARGER

Word that a small percentage of the ship's company will be sent on six day leaves, from Friday to Friday, to make room for larger groups of trainees, was released yesterday by Comdr. H. H. MARABLE, USN, Executive Officer.

Details as to just how large a party may be sent on leave, and how they shall be selected will be worked out this coming week, based on the size of the training groups assigned. As anticipated now, these groups may number three hundred men and twenty-five officers. Every effort is being made to send the men from the MACON on leave instead of to the barracks at the Naval Training Station. Preference will be given to the men who have recently enlisted or re-enlisted and to those with good records recommended by their division officers as showing the most interest in their work. Habitual A.O.L. offenders and men soon to be discharged will not be included in this leave plan.

The performance of the crew to date, stated Comdr. MARABLE, compared to the other ships commissioned around the same time as the MACON, has been better than average but it has been necessary to do a lot of prodding and pushing on certain things. A clean and well fed ship is usually a happy ship. The present leave and liberty policy is predicated on the basis that the crew will put forth the necessary effort to keep the MACON a clean ship.

NEW OFFICER ASSIGNMENTS AS SIX ARE TRANSFERRED

The discharge and transfer of several officers have brought about the appointments of a new Asst. Gunnery Officer, Asst. Chief Engineer, and Air Defense Officer, besides several new division officers.

Succeeding Lt. Comdr. J. F. ZAWACKI as Asst. Gunnery Officer is Lt. Comdr. D. E. ZOOK. Lt. Comdr. ZAWACKI has been transferred to the Engineering Department. Lt. S. D. WOLF has taken over the duties of Asst. Chief Engineer, since the transfer of Lt. Comdr. O. L. TURNER. Lt. (jg) R. K. MINARD succeeds Lt. Comdr. T. E. WILLIAMSON, who has left for flight training.

As Fourth Division Officer is Ens. M. J. COONEY, and as Ninth Division Officer, replacing Capt. R. E. KAVANAUGH, USMCR, is 1st Lt. O. L. ELY. The new Disbursing Officer since the transfer for release of Lt. (jg) R. D. VAN TYLE, is Ens. H. T. BAILEY.

Also recently discharged were Lt. R. W. HORNBAKER and Lt. C. J. STRAUSS. Successor to Lt. STRAUSS as Junior Medical Officer is Lt. (jg) C. F. GREGORY.

STATE OF THE NATION

By Archie Anonymous

Now that the hangovers and headaches of leave are over we can breathe a sigh of relief again. But it's good to be back in the comparative civilization of life aboard ship.

Civilians are the ones who are really suffering. They can't get butter and they can't get meat, they can't get this and they can't get that.

They complain about the weather and the service in restaurants, the fact that they have to stand in line for movies. (Wonder how many ever stood in a chow line.)

Transportation problems are a constant cause of complaint. They have to stand in trains, on subways and in trolley cars. They have to share their taxis with someone else. They can't get to Florida for a winter vacation because the trains are crowded with returning servicemen and the old tires on the car won't last the trip.

Everyone is out on strike. The factories, the transit company, even the grave diggers. They all made so much money in the past few years that now they can't adjust themselves to a little less.

They can't get telephones. Waiting lists are estimated about two years long.

Hotels are booked for months in advance.

They can't get new cars and radios. The war is over so the old one won't last another month.

They can't get a place to live, rooms and apartments are out of the question. They stand in line for hours to move in before the old tenant has moved out. (Or is carried out.)

Ex servicemen can't get clothes to wear. What they do get probably won't fit and most certainly won't wear.

There aren't enough Dentists and Doctors to go around. Those returning from service can't get a place to practice. The hospitals are overcrowded, nothing short of a miscarriage or attempted suicide will gain admittance to them.

They can't get sugar for their coffee so they take it straight, or with saccharine. (Now they can't get saccharine.)

They can't get soap and the laundries take two weeks to get their shirts back. Since shirts are impossible to get, it leaves most of them in a confused state most of the time. (In regard to laundry.)

The city dwellers are moving to the country so they can raise their own food. The farmers are moving to the city so they can earn some big money.

The country is upside down. The horse and buggy are back to stay. 'An airplane in every barn' is the latest platform. The daily papers are filled with murders. The divorce listings are longer than the troop arrival listings, the stock market is down, they can't get milk for the baby.

Who has it tough now? After all we just came back from a tropical cruise. Our ship is new and completely equipped. We have lots to eat and enough sugar for our coffee, uniforms that fit. (And we don't have to worry about the latest style.)

We have a place to sleep and Doctors and

(Cont'd in next column)

MOURNING FOR LORD NELSON ENDS! NAVY ANNOUNCES NEW UNIFORM

The announcement of the new uniform for the Navy on New Years Day aroused many opinions on the proposed design. The views of the MACON's crew were quite readily exchanged and the consensus of opinion seems to narrow the constructive criticism down to the following ideas.

Most of the fellows were quite pleased with the blue dress uniform which should make even the gobs with big bulges amidships look quite trim. The designation of gray as the undress was considered quite practical and comfortable. Many of the crew did not feel that the proposed white uniform met all the requirements that a summer uniform should have. Some of the fellows felt that the white pants and shirt were acceptable but the inclusion of the white hat was antiquated and an unnecessary item of clothing. Other crew members suggested the use of gray pants and the white shirt for a summer uniform. This combination would not only cut out a clothing item but would be much easier to keep clean, the blue jacket could still be utilized. Everyone seemed to be quite united on the fact that dungarees were the thing for ship work. The men would not want to get their gray uniforms covered with oil, paint and dirt. Our chiefs proved this point by their continued use of dungarees. An improvement to the dungarees would be to put flaps on the shirt pockets to prevent the loss of gear and continue the patch pocket type pants in preference to the 'Wave' design. The 'Mitscher' type peaked cap has been a long felt need and will prove quite serviceable with undress and working uniforms.

The men supplemented the discussions with the desire to see seaman stripes placed on the sleeve, in the manner of the 'Wave' seamen designations and rating badges. An item of the Marines that could be used for a work shoe is the roughed faced combat shoe that can really take it and support the arches. With all the banter about the new uniforms there's still the swabie who would like to keep the present uniform, provided it was a tailor made. To top off the opinions we have many of the high point men and reserves who weren't interested in what the Navy wore. But be it USN or USNR, it's a source of pride to know the Navy has finally arrived with a uniform as modern as the atomic bomb and we hope as effective. Hi girls!!!

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Dentists.

We don't stand in movie lines and our chow lines aren't too bad.

Our laundry does pretty well by us and we have no use for telephones.

A horse and buggy would look pretty silly aboard ship and what use do we have for a car?

Besides we don't have to worry about baby's milk and best of all we don't have to walk the deck with him.

ANY MAN WISHING TO REENLIST IN THE USN SEE SCHINDO IN THE EXEC'S OFFICE.

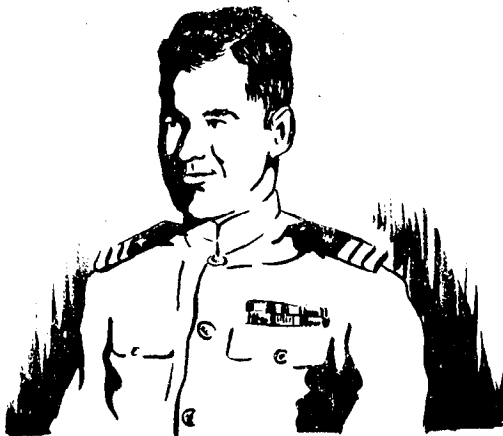
An afterthought. it's almost impossible to get a job.

INTRODUCING: "THE GUN BOSS"

It's no military secret that the primary purpose of a Naval vessel is to keep the guns of the Navy firing in war and ready to fire in time of peace. Essentially, the MACON, like all other combatant ships of the fleets, is a floating battery of guns. All activities on the ship are dedicated to the primary activity, gunnery. Thus, almost eighty percent of our ship's company are in the Gunnery Department.

Arthur R. Gralla, Commander, USN, is the head of the Gunnery Department, the 'Gun Boss'. Commander Gralla hails from New York and even admits to having attended high school in Brooklyn.

It all started back in April of 1913 when young Arthur made his 'world debut'. He hailed the world; the world hailed back and our alman



ac says we had lots of hail that year. For the next ten or twelve years he led a very normal life with nothing occurring except the usual complications associated with a growing boy.

Indue time, Arthur entered Thomas Jefferson High School in Brooklyn, N. Y., and began displaying unusual ice skating ability. He played ice hockey with the varsity and entered the Silver Skates tournaments in Madison Square Garden on two occasions. He made good showings both times; the first time he showed how to make a three point landing from the upright position and in his second attempt he showed how to achieve skating success.

In the fall of 1928, Comdr. Gralla, after graduating from high school, entered Brooklyn College. He left two years later to begin his Naval career at the U.S. Naval Academy. While at the Academy, he stroked (rowed) on the lightweight crew and dabbled in dramatics. He was graduated in 1934.

Comdr. Gralla's first tour of duty as a Naval Officer was served aboard the USS OMAHA between 1934 and 1937. Leaving the OMAHA, he was assigned as Aide and Flag Lieutenant to Rear Admiral J. W. Wilcox, Jr., USN. In 1939, he was again assigned as a ship's officer and went to the USS BAGLEY.

From 1940 to 1942, Comdr. Gralla delved into

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KEEPERS OF THE LOG

As you may know, the Navigation Department is numerically the smallest aboard ship, yet it has ratings other than quartermaster and also some of the most interesting duties to be found in this man's Navy.

Head of the Department is Navigator Comdr. J. P. COSTELLO USN, of Westwood, Mass., whose prime concern is keeping the MACON on her course and off the rocks. Formerly Navigator of the AUGUSTIA Comdr. COSTELLO is assisted by Ens. F. S. SCARBOROUGH, of Inglewood, N. J. who is Asst. Navigator and Ens. J. R. GASKIN, 'N' Division Officer. Mr. GASKIN hails from Georgia. Sub and is a Peach of a fellow.

QM BEYERS, of Meridian, Conn., OLONA, QM1c, and CORCOOKAN, QM2c, from Albuquerque, N. M., and Norwood, Mass., respectively, unite in keeping the charts up to date and the division on its toes.

Aiding the Officers of the Deck are QM3c PETERSON, of Los Angeles, Cal., ASHFIELD, from Lakeside, Cal., DARRROW, of Brooklyn, N. Y., and BALCHUNAS, from East Hartford, Conn., who log all buoys, lights, course changes and all the other necessary ingredients of the Quartermaster's notebook. Standing helmsman watches are Quartermaster strikers RAYMOND HART, EVELAND, D'ANCELO and HUGHES, who also double on the swab when it comes to keeping the Nav. Bridge spic and span.

H. E. ROOK, Ship's Buglemaster, known as 'Cow-boy' from Brighton, Utah, is in charge of all buglers, horn tooters PETERSON, KATZENSTEIN, and BOCK, besides passing honors and ceremonies. Aerographers Mate 1c LEWIS predicts the weather and is usually right, though he would rather be in Lawton, Mich., where the weather doesn't matter. Oh yes, and the time (MACON time) is kept by HART in charge of clocks.

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the intricacies of fire control instruments at the Post Graduate School of the U.S. Naval Academy and received his Master's Degree in Electrical Engineering at Massachusetts Institute of Technology. He immediately put this knowledge to work at the Bureau of Ordnance in Washington, D. C.

In 1943 Comdr. Gralla was ordered to the USS RENO as Gunnery Officer. The shooting record of the RENO during the war in the Pacific speaks for itself. Aboard the RENO, the Gun-Boss saw plenty of action and was decorated three times, 2 Bronze Stars and the Navy and Marine Corps Medal. Yes, he's from Brooklyn.

Then in May of 1945 Comdr. Gralla left the RENO to assume the same job aboard the MACON. You can take the story from there yourself. You know that in the brief shakedown period, we evolved a fighting ship from the 'bull in the china shop' affair we started with. Fortunately, the war ended before we got our sea legs, but had it been otherwise we have every reason to believe that the MACON would have proudly and efficiently done her bit, thanks to the guidance and ability of men like Comdr. Gralla and his gun boys.

And now, as is so often the case in our Navy, Comdr. Gralla is awaiting a new assignment, which promises him a destroyer command. When he leaves the ship he takes the hearty wishes of the entire crew of officers and men for success in his new assignment whenever it materializes.

FANTAIL THUNDERBOLTS

Step-child of the Ship's Gunnery Department and illegitimate off-spring of Naval Aviation, the 'V' Division holds forth on the fantail of the MACON. Composed of three officers, a chief and 18 men, this Division attempts to maintain the planes, get them in the air and fly them.

At the present time, we have two planes aboard. They are designated SC-1, meaning Scout plane by Curtiss, first model. This plane, the newest of its type in the fleet, is powered by a 1325 h.p. engine, carries two 50 caliber machine guns, two 325 pound depth charges and two 100 pound bombs. The primary purpose in having planes aboard a ship of this type is to aid the Gunnery Department in spotting, observation and anti-sub patrol. Secondary mission is offensive, for which the bombs and guns are carried.

J. M. CLARK, ACMM, USN, hails from Norfolk, Va., and is mainly responsible for the efficiency of the 'V' Division. Surly and grouchy to anyone who dirties up the fantail or hangar deck, Chief CLARK babies the planes with all the loving care of a fond mother. One of the Chief's main trials in life is that everyone wants to stow loose gear and spare parts in 'his' hangar.

J. C. RAMSEY, AMM 1/c, of Columbus, Ohio, F. F. BAUER, AMM 2/c, of Terre Haute, Ind., and C. A. QUINN, AMM 2/c, of Florence, Ky., compose a team of trouble shooters and first rate mechanics. Hampered by lack of space, proper equipment, and the rolling and pitching of the ship they can still make any repairs from changing an engine to replacing a light bulb.

S. ROSEN, AOM 1/c, of Brooklyn, is the Division's equivalent of a gunner. As such he is responsible for the installation, maintenance and functioning of the guns and bombs. To date he has had very little work to do. In war-time operations however he would be a very busy man.

The 'Tin Benders', or Metalsmiths, as they are officially called, are the busiest men in the Division due to the affinity between the wing tips and the ship's hull during recovery operations. W. R. AMANN, AM 2/c, from Brooklyn, and J. D. SHOCK, AM 3/c, from Baltimore, can straighten out any dent, patch any hole and weld any broken parts that come their way. They can also make darn good crash bracelets if you hound them long enough and don't mind waiting a lifetime for them.

Surprising to most people is the fact that the SC-1, or the Sea-Hawk as it is commonly known, carries very extensive radar gear. Previously wrapped up under security regs, it can now be told that this radar gear is effective on search, interception, navigation, identification and Air-Sea Rescue Missions. L. FISCHETTI, ART 2/c, from Brooklyn and G. H. MENCINI, ART 3/c, from Hartford, Conn., are the technicians responsible for the Radio and Radar gear on the planes.

Lt. E. P. FARLEY, Providence, R. I., is the Senior Aviator and 'V' Division Officer. This is his third tour as a cruiser aviator, having served aboard the USS BOISE and the USS BROOKLYN prior to the present duty. He also served on the USS RANGER as a fighter pilot in 'Fightin' Four'. While on the BOISE, Lt. FARLEY once spent 11 days floating around in the middle of the Atlantic ocean in an OS2U. That

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SPORTSALVOS

Now that the forer of football has passed for another season, and everyone from Kate Smith to FILM FUN Magazine has picked an All-American team, it seems a logical time to publish a consensus. Herewith and to wit:

Ends.....	Dick Duden	Navy
	Hubert Bechtol	Texas
Tackles...	Geo. Savitsky	Penn
	Dewitt Coulter	Army
Guards....	Warren Amling	Ohio State
	Johnny Green	Army
Center....	Vaughn Mancha	Alabama
Backs....	Glenn Davis	Army
	Bernard Redmeyer	St. Mary's
	Bob Penimore	Okl. A&M
	Doc Blanchard	Army

The sport now in the spotlight is basketball. For a quick summary of sectional leaders: In the East, Army and Navy, with much of the nation's talent, heads the parade. Big Ten favorites are Iowa, Indiana, Northwestern, and Ohio State. On the Pacific Coast, the Univ. of California is tearing up the conference and seems headed for an undefeated season. Down South, the Aggies of Oklahoma, paced by seven-foot Bob Korland, are setting the pace. Of the non-conference schools, Notre Dame, pre-season choice to rule the nation, has managed to keep an unmaimed record, although barely nosing out several of the Midwest powerhouses.

Cleveland, long the home of professional football's poorest team, the Rams, has really taken it on the chin. The Rams, darkhorses this year, came through under the guidance of Bullet Bob Waterfield (voted year's most valuable player in the National Pro League) to win the world's professional championship. But Cleveland did not have long to celebrate. It was announced early this week that the franchise of the Rams has been transferred to Los Angeles.

Branch Rickey, bed-ridden president of the Brooklyn Dodgers, again has strutted his stuff, proving beyond a doubt that he has acquired all of the Dodger's daffiness. Instead of signing Leo Durocher as manager (for the 8th consecutive year) during a week-long conference, he waited until Lippy Leo had taken a trip, finally coming to terms on a 3,000 mile phone call.

(Cont'd from first column)

experience qualifies him for the dubious honor of joining the 'Sea-Squatters' Club.

Ens. J. A. BLASCHKE, Norman, Okla., and Ens. E. F. FLICK, Lancaster, Pa., are the Junior Aviators. They spend most of their time trying to keep up with Lt. FARLEY both on the ground and in the air.

Last but not least comes the poor Yeoman, T. J. COSGROVE, Scranton, Pa., the indispensable man. He keeps the circular file well filled, types everybody's letters, fills out requests and unsuccessfully tries to keep people from loafing in the office.

Well, that's the 'V' Division. All the new officers and men are welcome to come back and look things over at any time. Look in the office and we might even show you around. Just one thing though. Be sure your shoes are clean and don't smoke, or Chief CLARK will have your hide and scalp.