

Macon Time

Vol. 1, No. 6

27 October 1945

NEW YORK PLAYS HOST TO FLEET-

DISCHARGE OF OFFICERS AND MEN CONTINUED

The fifth draft of men with the required number of points left the MACON 24 October, when forty-five were detached to separation centers. This contingent, mostly petty officers, consisted of men having 44 or more points. Another group of discharges is scheduled to be released 31 October, the last to go before the MACON returns to Guantanamo for the completion of her shakedown.

Lt.(jg) L.W. ELLICKSON, the last of the original MACON air group, was detached Wednesday, while the last to leave the ship in Guantanamo were Lt. F.I. DYMOND and Lt. H.K. PANO. It is expected that twelve more officers will be released while the MACON is in New York. So far the number of officer-releases totals thirteen.

As replacements for the discharged aviators are Ens. J.A. ELASCHKE and Ens. R.F. ROIDER.

MACON CELEBRATES TWO-MONTH BIRTHDAY

The MACON entered her third month of life Navy Day, having celebrated her first sixty days as a member of Uncle Sam's Fleet 26th October. She was commissioned the 26th of August in Philadelphia, completed one hundred and thirteen weeks after her keel was laid, 14 June 1943 in Camden, New Jersey.

Mrs. Charles L. Bowden, wife of the mayor of Macon, Georgia, the city for which the MACON was named, was the sponsor, christening her 15 October 1944.

Since commissioning she has been outfitted for shakedown in Philadelphia, and has completed about one-third of her shakedown in Guantanamo, Cuba where she will return after Navy Week.

BREEZE

Ridge Davis



She'll be true.... It's up to you.... Return promptly.

MACON TIME HOLDS DISTINCTION AS PAPER

This MACON TIME is not just an ordinary ship's newspaper, since it is the first paper to be published only a week after commissioning, one of the few to come out on a shakedown and one of the fewer to use color. Entirely spontaneous, it is printed in the ship's own print shop.

ADM. BRYANT BRINGS MACON FIRST FLAG

Rear Admiral C. F. BRYANT, as COICLANT, brought the first flag aboard the MACON when he boarded her 14 October in Guantanamo Bay, Cuba.

As his flagship the MACON assisted with the military inspection of the cruisers LOS ANGELES and COLUMBUS, and directed the final battle problems climaxing thier shakedown.

with the key to the city safely in tow, the MACON headed 'up the stream' Friday to receive the Navy Day tribute of thankful New York. According to schedule the pride of Macon, Georgia will drop the hook somewhere in the North River between 50th and 72nd Street.

The New York Navy Day ceremonies will be highlighted by President Harry S. Truman, when he commissions the new carrier FRANKLIN D. ROOSEVELT, in the Brooklyn Navy Yards.

Heading the list of ships already in New York for the ceremonies is the battleship MISSOURI, on which the Japanese signed the final surrender. Also present are the carriers MIDWAY, LAKE CHAMPLAIN, and ENTERPRISE; cruisers BOISE, AUGUSTA and COLUMBUS; numerous destroyers and smaller craft.

Climaxing the ceremonies for the MACON, will be the participation in the nationally famous CBS radio program 'Report to the Nation', at 2215 tonight, from coast to coast. Various members of the crew will be interviewed by George ('The Real') McCoy, famous G.I. master of ceremonies, who while serving overseas in the Army, originated the program, 'Side-walks of Algiers'. Tonight it will be 'Catwalks of the MACON' when he spotlights crew members along with Chaplain James E. REAVES, who will conclude the MACON's part in the program.

Lt.(jg) S.D. WOLF, Public Relations Officer, stated, 'It is planned to broadcast the MACON's part of the show from the fantail. Members of the crew who care to witness the broadcast are assured of an interesting and entertaining evening. The MACON dance band and hill-billy band will furnish interlude music and 'The Real' McCoy has promised to stay on after the broadcast and delight us to the best of his ability. Let's all turn out and make it a big success.'

My Time.....

We, the editors of the MACON TIME have a duty. It is for us to criticize, suggest, at times implore, and occasionally commend. Thus far we have seen no reason to criticize, little to suggest, and nothing worth imploring. But it is without the least deliberation that we take this space to commend... in our strongest voice.

Certainly one would think that a ship which was commissioned too late to see action in the war, and has not even completed her shakedown, would not possibly have done much in her two months of life of which to be especially proud. If anything, the natural let-down following the end of nearly four years of continuous warfare, would be expected to bring about a certain laxity in both officers and men. Yet with all the work of preparing a ship for shakedown, and the added distraction of losing officers and men in a steady stream to the separation centers, the MACON has come through to reach all-time highs in nearly all of the operations she has thus far undertaken.

It would be difficult to say just how many ships have taken on ammunition from Fort Mifflin, Pennsylvania, in the war years alone. Without reservation we might guess they would total in the hundreds. Mindful only that there was another task to be done, and done safely, the MACON came into Fort Mifflin 27 September, and in that one day did the same job which had taken other ships of similar size and class well into a second day. In fact the officers in charge, who had seen ships load ammunition there long before the MACON was anything more than a set of plans, stated that the speed, efficiency, and determination the MACON showed had never been equaled by any other ship they could remember.

Not more than a few days later the MACON put into Norfolk, Virginia, for the comparatively simple task of deperming. All that had to be done was to rig the deperming cables around the deck, and the electricity did the rest. It was not until the next morning, when the MACON put to sea again that it was learned that the time allotted for the entire process was eighteen hours. The MACON had done the job in five... a new record.

Nor did the MACON's string of records begin when she was commissioned, for while in pre-

commissioning training in Newport, her crew was commended as 'one of the best cruiser details ever trained on the Station'.

Naturally the question arises as to where the credit belongs for these enviable achievements. Certainly the Gunnery Officer had his plans for loading ammunition well formulated, and the First Lieutenant his rigging parties well instructed. But by and large, and in all instances the credit belongs to the crew.

Were it not for Joe Swabo, S2c, and his determination to work, that ammunition would have still been sitting on the dock the next day regardless of how complete Comdr. GRALLA's plans were. Numerous officers have mentioned that they had never seen an all-hands evolution anywhere, on any ship, undertaken with such a willingness to work as was shown that day. With only a small break for chow, ammunition lines were unbroken for nearly eleven hours long after it had been brought aboard at 1630. It was much the same with the deperming teams, who handled their lines so expertly and speedily that thirteen hours were shaved from the time allowed.

Yes, each and every one of us who worked those days, and who 'kept on the ball' in Newport, deserve the credit for the MACON's record. It was just another job to be done, but it was well done.

THE MACON TIME

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Editor *Chaplain J. E. REAVES*
Managing Editor

Ens. *R. H. NACHTSHEIM*
Feature Editor

Lt. (jg) *S. D. WOLF*
Sports Editor

Ens. *M. LAWRENCE*
Art Editor

R. W. DAVIS
Copy Editor

C. C. CLARK
Printer

E. W. SMOTHERMAN
Yeoman

Reporters
J. COLLIER *W. HARGRAVES*
G. FERRIS *R. CAMPION*
H. ROOK *N. ROBINSON*
B. SHERMAN *W. DUFFY*

We are in the hopes that by time of release our Editor, *Chaplain REAVES*, will be back aboard the MACON after his hospitalization in Norfolk

is Your Time "ALL THE VIEWS THAT ARE FIT TO PRINT"

12 October 1945

Dear Mom,

Well, Mom, here I am in beautiful Guantanamo Bay, Cuba. The sun today has the color of a maiden's soft yellow hair, and the cool breezy winds are humming a song, as the ripples of the waves in the distance makes the water look heavenly.

Right now I am sun-bathing on the fantail of our ship. Some of the boys are fishing, others are on the beach, or swimming with the Cuban girls. I can see them from here, and they are all having a good time even if they are out-numbered by the girls about 3 to 1. I didn't go ashore today myself because I have had four liberties straight, and besides I have a lot of writing to catch up on. Excuse me a minute Mom, the boatswain's mates are passing something out to the crew. Here I am back again, and very disappointed at that. They were passing out Schlitz Beer, and you know what a fiend I am for Peps!

Don't worry about me, Mom, I'm feeling fine, the only trouble is that my hands are scalded again. I am glad you do not have to handle our mess cups. Dear Mother.

All my love Dear, and don't be surprised if I am home soon. I received another quarter point for sea duty, and now total 12%.

Affectionately,

RAMMARD

(S1c, CY Div.)

20 October 1945

Dear Editor,

Is it true that we are now authorized to wear the American Theatre Ribbon? If so, what are the qualifications?

J. F. S., S2c

Editors Note,

Yes, according to ALNAV 351, received aboard the same date your letter was submitted, all naval personnel who have served within the continental limits of the United States for a period of one year since 7 December 1941, are allowed to wear the American Theatre Ribbon.

INDIES PORTS FORM BACKGROUND TO LIBERTY

The crew of the **MACON** will view first hand Port au Prince, November the 10th, and Puerto De Trujillo, November the 24th. These cities will be the first two spots of foreign soil on which the **MACON** will lower the liberty gangway. (Excluding of course Guantanamo).

Port au Prince, the younger yet larger of the two, lies on the south-east corner of the bay bearing the same name, and is the capitol city of the Republic of Haiti. The population numbers 115,000, with the most prominent language being French.

Points of interest include the modern Fort Alexander, in contrast to the ancient Fort Bizoton. The National Palace, the Palace of Ministers, the Legislative Hall, and the Cathedral are the principal buildings. The streets are paved, or macadamized.

The Palace, with its two towers, is constructed in white stone, which is immediately conspicuous. Other land marks are the black smoke stacks at Hacco, and the modernistic touch of radio towers.

Puerto De Trujillo, though occupying the other side of Haiti is very different. The language is Spanish, and the city is the capitol of the Dominican Republic, with a population of around 71,000. The more common name for De Trujillo is Santo Domingo.

(Cont'd in Column 2)

NEW DIVISION OFFICERS ASSIGNED AS SIX LEAVE

Appointment of new division officers as replacements for officers already released, and for those to be released in New York, was made this week.

Ens. T. THOMAS was named as Fifth Division Officer, Ens. R.H. NACHTSHEIM as Sixth Division Officer, Ens. J.F. HARRISDAY as Seventh Division Officer, Ens. R.J. KERVICK as Eighth Division Officer, Lt. R.P. DIETZLER as I Division Officer, Lt. (jg) P.M. RINALDO as EL Division Officer and Lt. (jg) SMITH, who succeeded Lt. Comdr. ZOOK as F Division Officer two weeks ago.

Transferred to the Fourth Division as a Junior Officer, was Ens. M.J. COONEY, while Ens. W.G. DERENTHAL goes to the Fifth Division.

STATISTICS REVEAL SIZE OF MIGHTY MACON

TRUJILLO (CONT'D)

Historical data reveals that this community was founded by Columbus, in 1496 on the east bank of the Rio Ozana. Reconversion in 1502 saw the site moved to the other side of the river. The Castle of Columbus is still in evidence.

The influence of the European is very pronounced, with numerous ruins of walls, nunneries, and the like bespeaking the fact that this is the oldest city of foreign foundation in the Americas.

Pushed into the background by the culture of the past, yet still of interest, is the modern three storied brewery.

WHAT NEW YORK'S LITTLE FLOWER OFFERS

In anticipation to the **MACON**'s visit to New York, the Travel Editor of the **TIME**, so called because of the number of times he's been told to get going, will endeavor to suggest a few of the interesting points to see.

The first must on your list should be the Radio City Music Hall, where entertainment runs the gamut from opera to Donald Duck, with the precise and beautiful Rockettes included at no additional eye strain. While at Radio City you might join one of the formal tours of all the radio and television studios. The guides visit a radio program on the air, and give you a complete tour of all the sites.

A bus ride on one of the famous Fifth Ave. Busses, top side of course, will take you from Greenwich Village and the Washington Monument up Fifth Ave. past the Empire State Building, St. Patrick's Cathedral to Central Park Plaza. Here, depending on the bus you're on, you may continue out to La Guardia Airport, or go up Riverside Drive, with Grant's Tomb, the Soldiers and Sailor's Monument, and the George Washington Bridge to fill your camera with some swell shots.

The gaiety and laughter of the famous Coney Island will be much softer now that winter

It is quite difficult to fully appreciate the vastness of this new cruiser of ours. Figures mean nothing unless shown in contrast, so our staff of reporters has compiled the following data on the comparative size of the **MACON**.

In length she is 674 feet, which means that with the exception of the **IOWA**, **SOUTH DAKOTA**, and **NORTH CAROLINA** classes, the **MACON** is longer than any of the other battle-ships. In fact she is over one hundred feet longer than the **NEVADA** or **NEW YORK**. Only eight battle-wagons are her superior in length.

Her displacement of 16,530 tons makes her the heaviest of the heavy cruisers, while her aforementioned length is also the greatest. Being of the **BALTIMORE** class, the largest class of eight-inch cruisers, she has over a dozen sister ships. Her single crane classes her as a **BOSTON**, or modified **BALTIMORE** type.

Further figures show the highest point to be the fore-truck, 170 feet above the keel. Other heights: bow, 30 feet; stern, 24 feet; bridge, 71 feet and stack 86 feet. The length between masts is 97 feet.

Obvious to all are her three turrets, each with three 8 inch guns, numerous twin 5 inch, 40 and 20 millimeter mounts.

is here, but for a gander at Steeplechase, the parachute jump, and a real hot dog with free mustard, jump on the B.M.T. Subway at B'way and 42nd St., and for one nickle, one twentieth of a dollar, Coney Island.

For the boxing lover, keep an eye open Friday night for fights at the Madison Square Garden, where incidentally, they have Ice Hockey games, on Tuesdays and Thursdays, as well.

Perhaps the eatery you'll enjoy the most is the Automat, where you have as much fun, putting in nickles, as you would have with a slot machine but it's seldom that you hit the jackpot.

Plus these humble suggestions of spots to see, drop in and get free tickets, invites, and a resume of events at the New York Defense Recreation Committee, 99 Park Ave., one block south of 42nd Street.

MACON MAULERS BEAT HOUSTON 1-0

The Mighty MACON Maulers and the HOUSTON Hustlers played a softball game 16 October which would have drawn gasps from Major League talent scouts. In a contest featured by brilliant pitching and flawless fielding, the Maulers nosed out the HOUSTON club 1-0, in seven innings.

KRAUSE, (C-Y), stole pitching honors in a tight battle with the HOUSTON's chucker, as he allowed a meager two hits, and gave up no walks. Meanwhile the MACONITES collected four hits and two walks from the opposition.

The winning run came in the big sixth inning, when LABOR, (2), singled, was sacrificed to second by KRAUSE, and scored easily on KANISH's, (2), booming double into left field.

The Maulers lose three of their first team in New York, when Captain KAVANAUGH, OVERLY, (P), and MERCHANT, (4), will be discharged from the service.

QUESTION OF THE WEEK: TO STAY IN OR NOT TO STAY IN

Certainly there couldn't be a more appropriate topic for our first weekly question than: 'Should I remain in the Navy or return to civilian life?' Many of us are putting the question to ourselves daily, many have decided, more are not sure just what to do. Here are the opinions of four men who have looked the situation in the eye and made up their minds.

Harry S. SHAKEMAN, SM2c, says: 'During my three and one half years in the Navy I have had my share of days when I wished I had never left home, but taken as a whole I guess I got just what I enlisted for, excitement, good times, and lasting friendships. Now that the war is over however, I feel that I would like to be discharged and start civilian life where I left off.'

Nicholas DEFILLIPO, Cox, (6), has this to say 'I joined the Navy in the first place to see what the world was like. In seeing the world I have come to the conclusion that the Navy is the best outfit to be in, war or peace. I am presently thinking of re-enlisting.'

Leonard SPECTOR, Baker Striker, (S): 'I like the Navy and everything about it, but I feel (Cont'd in Next Column)

(Cont'd From Column 1) that my education deserves my immediate attention. I want to get back to school as soon as possible and complete college.'

Don McCOMBS, Gunner's Mate striker, (6), says, 'My Father was a twenty year man, and so far I've found the Navy pleasant enough to justify me following his footsteps. The Navy offers a fellow a good clean life with lots of educational travel.'

Next Week's Question: *Where did you spend your most enjoyable evening in New York?*

The unidentified offspring of Lt. T. B. BELCHER, previously described only as 'THUMPER' was revealed to be five lb. ten ounces 'Tony'. Footballs are in order.

As Time Goes By

BORN. To Lt. Harrison K. DANO recently discharged Fifth Division Officer; a 6 $\frac{1}{2}$ lb. son.

ENGAGED. Val B. CRANE, Sixth Division GMIC (advanced this week); to Kitty McElenny, of Brooklyn, N. Y.

PROMOTED. To Lt. Comdr., D. E. ZOOK and T. E. WILLIAMSON, new Main Battery Assistant and Air Defense Officer, respectively; both of the Annapolis class of '41.

RETURNED ABOARD. F. O. GONSKI, after having served aboard the LOS ANGELES in an advisory capacity during main battery firing tests off Guantanamo, Cuba, stated: 'I hope to improve' Main battery plot had no comment, and made plans for local control.

INTRODUCING CHIEF L. E. LATRIDGE

Our 'Victim of the Week' is Chief Machinist Mate La Verne E. LATRIDGE, 'Curley' for short. At times he may be seen on the main deck, rubbing his eyes as though he had just come out of a dark cellar, for his natural habitat is in the engineering spaces where sunshine and fresh air are unheard of luxuries. His job as B' Division Chief Machinist Mate, is to keep the generators and pumps rolling so that the ship can operate in comparative safety. In a sense, he's the man behind the man who mans the guns.

'Curley' signed up in the Navy some seventeen years ago, and went aboard the NEW MEXICO as one of the engineer's force. After seven and a half years on the battle wagon, all in the Pacific, he was assigned to the U. S. S. TULSA, which was then operating between Shanghai and Hongkong. By the time the war came along, Curley LATRIDGE had also served on the destroyer POPE, the cruiser TUSCALOOSA, and put the cruiser ST. LOUIS and the tanker SALAMONIE in commission.

After leaving the tanker, he got a spell of shore duty in the states, as a Master-at-Arms, on an air station in Georgia. This lasted only six months and once again he went to sea aboard the carrier FRANKLIN, CV-13, after putting her in commission in February of 1943.

Most of us know of the FRANKLIN, and what she did. Within a few short months after commissioning she was out in the Pacific, partaking in campaigns at IWO JIMA, LEYTE and GUAM. In the big doings around GUAM last fall, Curley and the FRANKLIN were part of Task Force #2. Her fliers were credited with the destruction of two Jap carriers.

In the final stages of the battle, on the thirteenth of October 1944, the carrier was hit by a Jap suicide plane that managed to break through. The damage was severe, to say the least, and fires engulfed the ship from stem to stern.

Our own Curley was assigned to Repair V, during General Quarters. A report came through that two men were trapped in the elevator shaft. Curley got them out, but not before he donned a gas mask, and fought his way through a badly fired compartment. The explosions following the hit had sadly depleted Repair V personnel, but the Chief organized a fire party with the survivors, and fought the fires with positive results. For his fine work on the FRANKLIN, he received a letter of commendation from Admiral HALSEY.

Curley LATRIDGE comes to the MACON with almost seventeen years of continuous sea duty and a fine record. We're proud to have him with us.