

\* COMMISSIONING \* \* \* ISSUE \*

COMMISSIONING PROGRAM

Assembly of Crew

Music By Band

Commanding Officer, Naval Station, Astoria, Received at Gangway

Prayer by Chaplain J. H. Lyons, U.S.N.R.

Reading of Commissioning orders and remarks by Captain J. D. BARNER, U.S.N.

Commissioning of ship by Captain BARNER, U.S.N.

National Anthem, Hoisting of Colors

Transferring Command to Captain E. T. NEALE, U.S.N.

Reading of orders to command duty and remarks by Captain E. T. Neale, U.S.N.

Posting the watch by Commander R. J. C. MAULSBY, U.S.N. Executive Officer

Sounding of Retreat

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We extend a hearty welcome to our guests. Your presence makes this an auspicious occasion. May the U.S.S. SHIPLEY RAY fully justify all your hopes and good wishes.

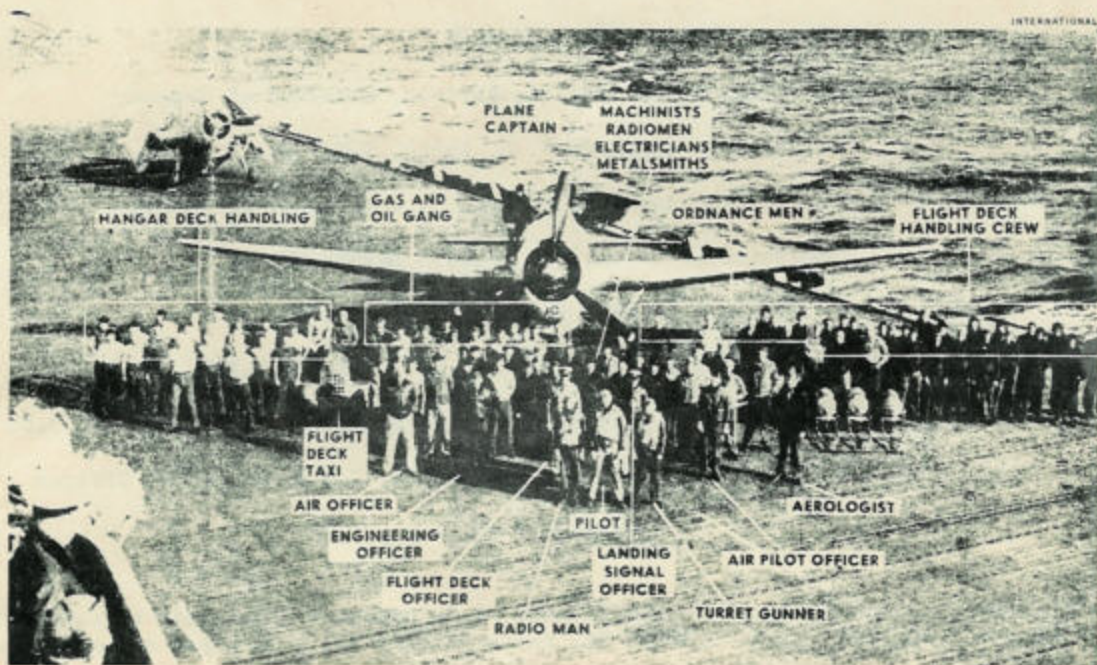
Our Father, as we assemble here to commission the U.S.S. SHIPLEY BAY there is no vain boast or foolish pride on our lips or in our hearts. In deep humility we give thee thanks for the desire and the skill to work for good and for the material and tools with which to give structure to our thoughts. We are grateful for the men and women who have labored to build our ship. Theirs is the satisfaction of work well done.

In our hands this ship will be used as a tool of war. We pray that at our bidding she may help speed the hour when peace shall come on earth. May the day be hastened when men shall dwell together in righteousness. May the time come quickly when sin shall no longer be a reproach to any people. Forgive us, we pray, our trespasses as we forgive those who trespass against us.

As we board this ship, grant us thy help to embody in our lives those qualities without which we cannot hope to have Thy support. We have faith in each other, in our cause, and in Thee. Thine, O Lord is the greatness and the power and the glory and the victory and the majesty. We look for the triumph of truth over falsehood, righteousness over evil and life over death. Grant us wisdom and courage and strength to do our best from day to day. We do not ask for easy sailing but for the ability to withstand the storms. When the going is roughest, toughen us, we pray.

Give unto us at all times and under all circumstances unfailing confidence in Thy protective care and let us feel Thy nearness to us and to all who love Thee. Hear our prayer, in Jesus Name, Amen

#### A GLIMPSE OF TEAMWORK ABOARD





CAPTAIN EDGAR T. NEALE  
U. S. NAVY COMMANDING

#### MEET THE SKIPPER

After twenty four years of service in the U.S. Navy, Captain E. T. Neale takes command of the U.S.S. SHIPLEY BAY. A Native of Baltimore, Maryland, Capt. Neale graduated from the U. S. Naval Academy in 1924. For six years after leaving Annapolis, he was assigned to sea duty, first, on the USS IDAHO and then, on the USS ASHEVILLE.

In 1930, Capt. Neale went to Pensacola for flight training and was

designated a Naval Aviator in January 1931. His first assignment after getting his wings was with Scouting Squadron NINE, attached to the USS CHESTER. For two years beginning in June 1934, he was stationed at the Naval Air Station, Anacostia, D.C. and then spent three years with Bombing Squadron FOUR doing duty aboard the USS LEXINGTON and the USS RANGER. In June 1939 he became Officer-in-Charge of the experimental unit at the Naval Aircraft Factory in Philadelphia.

Since June 1941, Captain Neale has had an action packed career. At that time he went to the Asiatic Fleet and at the outbreak of the war and throughout the Philippine and Java Campaigns he was commander of Patrol Squadron 102 at Alangapo, in the Philippine I.

From May until November in 1942, he was Aviation Officer on the Staff of the Commander of U. S. Naval Forces in the Southwest Pacific. During the next five months he commanded the Motor Torpedo Boats during the Buna Campaign in the New Guinea War Theater. Ordered back to the United States in May 1943, Captain Neale Assumed Command of the Naval Air

Station at Squantum, Massachusetts, and only last September he was ordered to to be the Training Officer on the Staff of the Chief of Naval Air Operational Training. After a few months he was detached to become the first Commanding Officer of the U.S.S. SHIPLEY BAY.

Under Captain Neale this will be a proud, taut, and happy ship. His officers and men have utmost confidence in him.

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The USS SHIPLEY BAY was built in Vancouver, Washington by the Kaiser-Vancouver Co., and sponsored by Mrs. L. B. Richardson, wife of Rear Admiral L.B. Richardson, U.S.N., Assistant Chief of the Bureau of Aeronautics.



COMMANDER R. MAULSBY

Our executive officer was appointed to the Naval Academy from Des Moines, Iowa in 1927 and graduated in the class of 1932. As an Ensign he served on the U.S.S. TENNESSEE in the Pacific and Atlantic for the next two years and entered Pensacola for flight training in 1934. After he won his wings he went to the U.S.S. MEMPHIS as junior aviator in 1935 and senior aviator in 1936. He spent the following year on the U.S.S. SARATOGA, and then returned to Pensacola where he instructed in night fighter tactics and completed the Navy Photographic school. 1940 found Commander Maulsby serving in VP-42, operating from Alaska, Sand Point and the West Coast. In 1941 he went to England as assistant Naval Attaché for Air and served as an observer with the Royal Air Force and the Royal Navy in the Atlantic. He was then assigned to the Bureau of Aeronautics as Head of Aviation Radar Training and later held the same position in the Office of the Chief of Naval Operations. In the Summer of 1943 he returned to England to observe the most recent British procedures and then was ordered to the Shipley Bay.

Commander Maulsby brings to his new assignment a great amount of experience with all types of naval aviation operations and observation of the latest tactics and equipment of both our own and the British Navy.

## OFFICERS ON BOARD

In addition to the Captain, the Executive officer and the Department Heads whose pictures are printed, the following officers are aboard.

Lt. H. B. Hayes	Eng. & Repair.
Lt. W. D. Ianier	Ass't Air.
Lt. R. S. Johanson	Air Intelligence
Lt. G. H. Henderson	Aerologist
Lt. J. P. Baldwin	Sr. Ass't Eng.
Lt. C. E. Mason	Ass't Gunnery
Lt. K. C. McAfee	W&DO
Lt(jg) H. W. Keaton	Jr. W&DO; Ship Ser.
Lt(jg) W. A. Osterling	CIC Watch Officer
Lt(jg) E. C. Ladd	CIC Watch Officer
Lt(jg) S. B. Hodges	Flight Deck
Lt(jg) C. A. Embley	Ass't Navigator
Lt(jg) E. E. Cook	Ass't Comm.
Lt(jg) T. Bain	Ass't Ist. Lt.
Lt(jg) G. Kass	W&DO
Lt(jg) I. S. MacLaren	W&DO
Lt(jg) Wettergreen	Jr. Ass't Eng.
Lt(jg) J. S. McCook	Jr. W&DO
Ens. R. J. King	Radar Maint.
Ens. S. S. Clark	CWO
Ens. N. C. Kohlman	Jr. W&D
Ens. G. H. Manness	Publications
Ens. K. R. Mangan	Ass't CIC Watch
Ens. R. E. Johnson	Ass't CIC Watch
Ens. J. R. Kelsey	CWO; Signal
Ens. C. Chynoweth	Ar. Gear.; Jr. W&DO
Ens. T. B. Garvey	Catapult; Jr. W&DO
Ens. H. W. Falbe	COW; Radio; W&DO
Ens. N. L. Harvey	W&DO
Ens. R. S. McKay	Recog. Instr.
Ens. R. G. McIntire	Aid to Exec.
Ens. H. P. Bowser	Ass't. DCO; W&DO
Ens. R. G. Halliwell	Eng. Jr. W&DO
Ens. K. G. Lowery	Eng. Jr. W&DO
Ens. H. E. Pennington	Eng. Jr. W&DO
Ens. D. R. Noyes	Disb.; W&DO
Ens. J. E. Walsh	Ass't Supply
Lt. R. L. Toole	Jr. Medical
Lt. J. H. Adams	Dental Officer
Gunner. C. L. Coons	Gunner
Carp. L. R. Daughety	Carpenter
RadElect F. A. Nelson	Radio Elect
Mach. G. F. Kerr	Machinist.
APC N. Crowder	Pay Clerk
Sh. Clk. H. W. Specht.	Ship's Clerk
Mach. J. Kravitz	Machinist.
Boat'n H. M. Yelton	Boatswain
Elect. J. A. Roland	Electrician
Mach. T. J. Harris	Machinist

# DEPARTMENT HEADS



LT. COMDR. J. R. DILLON  
Air Officer



LT. COMDR. G. C. WHEAT  
Navigator



COMDR. J. Q. ADAMS  
Sr. Medical Officer



LT. W. D. FISHER  
Communications Officer



LT. T. J. VERNIA  
Gunnery Officer



LT. J. J. HOCHBERG  
First Lieutenant



LT. M. H. CULLEY  
Pilot Officer



LT. J. E. LYONS  
Chaplain



LT. J. N. LOWRY  
Supply Officer

Capt. E. T. Keele, USN, Commanding  
Commander R.J.C. Maulsby, Exec. Off

This issue of the ship's paper has been printed as a souvenir of the commissioning ceremony. As soon as possible a paper will be regularly published for the officers and men. Start thinking—Prizes will be offered for the most suitable name!

### YOU AND YOUR SHIP

Your Officers and men have been assembled as the ship's company. It is your privilege and honor to man the most modern of naval craft—an airplane carrier. The next few months will be replete with adventure for you and under the welding effect of the experiences that lie ahead you will become a band of brothers whose inter-related friendship will endure all the days of your life.

You are destined to become one of the most important cogs in our war machine, and on you may depend in a large part the successful prosecution of this war to a victorious finish.

You have an excellent ship. She was designated as an aircraft carrier from the keel up. She is strong and sea worthy and most excellently planned and constructed. She is fit to go forth to her task. She is magnificent in her scientific and mechanical perfection and ready to carry out your every bidding in absolute dumb and untiring obedience, pushing relentlessly toward her goal.

All of this involves the responsibility on your part to be an intelligent well disciplined team which will function perfectly under any and all conditions including the actual stress of enemy planes, torpedoes and gunfire. That is why you are here.

(Excerpts from a commissioning speech by D. ADAMS FROST, Lt. Comdr. U.S. Navy, Officer in Charge CVE Pre-Commissioning school.)

I will respect my uniform and constantly strive to be as true blue as the clothes I wear.

I will cheerfully obey all orders issued by competent authority and see that others obey them.

I will be loyal to the best interest of my Country, My ship, My Officers and My Shipmates whether it be at work or at play.

My motto henceforth shall be, "NOT SELF BUT COUNTRY".

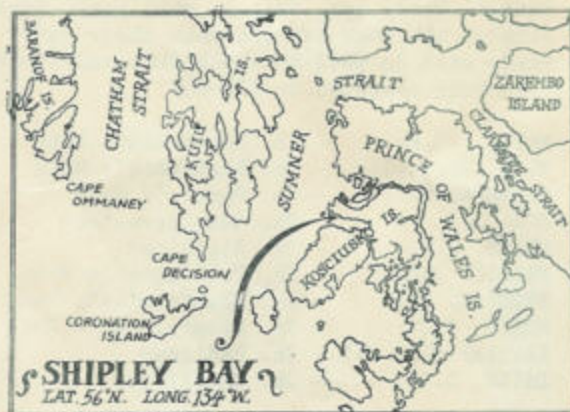
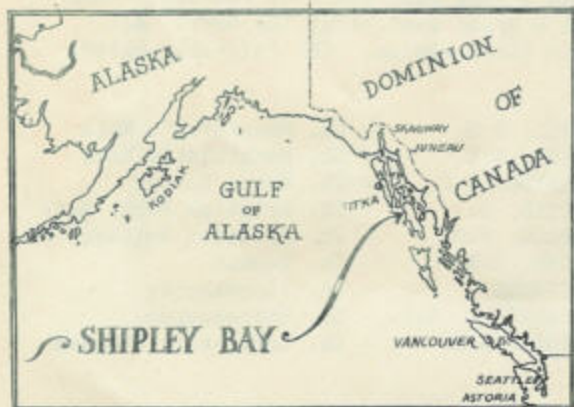
### A WORD OF APPRECIATION

This commissioning paper for the USS SHIPLEY BAY has been made possible through the cooperation of the personnel of the photo shop and print shop of the Naval Station at Astoria and at Tongue Point. Our thanks to them and to their officers and to Andy Klep who designed the figurehead.



A job who was starting on his first sea duty replied to the usual question "Is there anything you want to take along?" with the simple answer, "A pair of good sea legs would suit me fine."

In addition we will take along good books, instruments and sports equipment. More than these, we will have the resources in ourselves for making this a happy ship. Best of all is, God is with us: seven-days-a-week for honest to goodness living. In His plan for life is our only satisfaction. In going his way our lives will keep in line with our best selves. Let's have no penny-waist religion, but let's not shy away from the truth, the Way and the Life. So long for now.



#### CALL IT SHIPLEY BAY

SHIPLEY BAY, as most of us never knew before, is located in Kasciusko Island, opening into Sunner Strait in Southwestern Alaska. It is six miles wide and has a good anchorage at its head. More advantageous harbors are generally used and, therefore, the Bay is not always marked. On us falls the high privilege of putting SHIPLEY BAY on the map.

Already there is however significant Naval lore connected with SHIPLEY BAY. In February 1886, Lt. Cdr. Albert S. Snow, USN, took over command of the coast and Geodetic Survey Territory for the government. During the summer he and his party were charting the coast of Prince of Wales Island.

On deck one afternoon Commander Snow and the officer on watch were admiring the beauty of a small bay just south of Shakan Bay. "What name have you given this spot?" asked the young officer who had just received word that he had been appointed Ensign on April twelfth.

The Captain replied, "In honor of your commission Shipley. I'll name it after you. Mark it down as SHIPLEY BAY."

"Thank you very much, Sir."

For forty years this young officer JOHN HARRY SHIPLEY had a distinguished career in the United States Navy.

Born in Iowa City, he was appointed in 1871 to the Naval Academy as a Cadet Midshipman from Missouri. He graduated from the Academy in 1889 and was promoted with his class until he reached the rank of Captain on July 1, 1910.

He saw service as a flag lieutenant on the ASIATIC STATION during the Chinese Japanese War, on board the BALTIMORE. He was an officer on the ill fated MAINE. During the Spanish American war he was the flag lieutenant to Commodore Remy, commanding the Naval Base at Key West. He was stationed on the flagship BROOKLYN during the Boxer uprising, the visit to Australia on the occasion of the opening of the first parliament of that commonwealth and subsequent operations in the Philippines.

After two years commanding the DES MOINES he was ordered in June 1910 to be naval attache of the American Embassy at Tokyo, Japan. He died there of apoplexy on the thirteenth of December 1911.

## CHIEF PETTY OFFICERS

Strong tradition has made the Chief Petty Officers the "Backbone of the Navy." These men, for the most part, have had a good many years of service. They came up the hard way and know their rates and a great deal about the Navy. All hands will do well to watch them and listen to their advice. The following chiefs have been assigned to CVE-85:

WATERS, C.E.	- Ch. Boatswain's Mate	BELL, R.H.	- Ch. Machinist's Mate
WILLIAMS, C.I.	- Ch. Boatswain's Mate	DAHL, H.N.	- Ch. Machinist's Mate
HEMBREE, W.R.	- Ch. Gunner's Mate	WEAVER, J.O.	- Ch. Water Tender
CCX, I.	- Ch. Quartermaster	GIZZO, G.	- Ch. Aviation Mach. Mate
MYERS, J.H.	- Ch. Signalman	BEALS, W.M.	- Ch. Aviation Metalsmith
MACKIN, J.H.	- Ch. Torpedoman's Mate	WREN, R.M.	- Ch. Yeoman
FRONZAK, A.F.	- Ch. Electrician's Mate	JOHNCOX,	- Ch. Storekeeper
SCHRY, R.C.	- Ch. Electrician's Mate	STANFIELD, H.L.	- Ch. Storekeeper
LITTLEFIELD, H.R.	- Ch. Radioman	MINET, N.E.	- Ch. Commissary Steward
DAILY, L.C.	- Ch. Shipfitter		

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BELOW IS A WISE WORD FOR ALL HANDS

### WHEN TO SALUTE

			
<b>SALUTES ARE SALUTE OFFICERS AND SENIOR OFFICERS SALUTE SENIOR WHEN MEETING, TALKING WITH, ADDRESSING OR BEING ADDRESSER</b>		<b>OFFICERS AND ALL SALUTE WHEN OFF IN FORMATION SALUTE DIRECT TOWARDS THE FLAG OR PLAYING OF NATIONAL ANTHEM</b>	
			
<b>WHEN SEVERAL OFFICERS ARE SALUTED, ALL SHALL RETURN IT</b>	<b>WHEN OBSERVING A SENIOR, THE SALUTE SHALL BE GIVEN WHEN AHEAD, WITH THE SHOULDER UP</b>	<b>WHEN REPORTING (OFFICERS)</b>	<b>SENIOR SALUTE ALL OFFICERS TRAVELING CLOSE ABOARD</b>
			
<b>OFFICERS OCCASIONALLY SALUTE THE CAPTAIN OFFICERS SALUTE TO SENIOR SENIOR OFFICERS FROM THE DECK</b>	<b>SENIOR AND OFFICERS SALUTE ALL SENIOR U.S. AND SALUTE OFFICERS THEY WERE ENGAGED</b>	<b>SALUTES WILL BE GIVEN AND SALUTE WHEN ANOTHER ENTERS LINE</b>	<b>SENIOR SALUTE DUE THEM IN ALL SITUATIONS IN VEHICLES (IF SAFETY PERMITS)</b>
			
<b>ON MEET DAILY MEETINGS SALUTES ARE SALUTE ALL OFFICERS, SENIOR OFFICERS SALUTE SENIOR</b>	<b>WHEN OFFICER PARTS DETAIL, SENIOR OFFICERS, SENIOR IN CHARGE, SENIOR, SENIOR IN DETAIL</b>	<b>OFFICERS ARE AND SALUTE WHEN A SENIOR ENTERS OR LEAVES</b>	<b>TRAINERS IN ONE SECTION AND SENIOR SALUTE (UNLESS NO, IF SAFETY IS NEEDED)</b>
			
<b>SENIOR AT SENIORS SALUTE ALL OFFICERS SENIOR IN CHARGE, SENIOR IN CHARGE, SENIOR IN CHARGE, SENIOR IN CHARGE</b>	<b>UPON APPROACH OF OFFICER, SENIOR SENIOR, SENIOR SENIOR</b>	<b>WHEN OFFICER TRAVELING, SENIOR OFFICERS MUST OFFICERS IN CHARGE SALUTE IF HOME PRESENTATION IS</b>	<b>WHEN OFFICERS ARE STOPPED, SENIOR IN CHARGE OF DETAIL, SALUTE; OTHERWISE ATTENTION</b>

### WHEN NOT TO SALUTE

	
<b>WHEN UNCOVERED (WITHOUT HEAD COVER)</b>	<b>WHEN IN DANCE (IF ADDRESSER/COMES TO ATTENTION)</b>
	
<b>WHEN ENGAGED IN GAMES OR ATHLETIC'S</b>	<b>WHEN PART OF A DETAIL AT WORK</b>
	
<b>WHEN CARRYING ARTICLES WITH BOTH HANDS</b>	<b>WHEN UNDER METAL OR SIMULATED DUTY CONDITIONS</b>
	
<b>IN PUBLIC CONVEYANCES WHEN OBVIOUSLY INAPPROPRIATE</b>	<b>IN PUBLIC PLACES WHERE APPROPRIATE (THEATRE, HOTEL, RESTAURANT ETC)</b>
	
<b>AT MEET (IF ADDRESSER BY OFFICER, SIT AT ATTENTION)</b>	<b>AT GAMES IN A PULLING BOAT</b>



### LET'S GO, MATES!

After attending the various classes in the CVE Pre-Commissioning School, we are ready for sea duty. Some of us were from Boot Camp. Were we green? We hardly knew a 20mm from a 5"38, but now we all man 'em like old salts. Some thought a sea painter was something used to paint the water with. We found out differently at the seamanship classes.

When the crew started reporting we found that there were sailors from everywhere and from almost every type of ship afloat. Some had already been in combat, but we have learned things here that will be of great help in action later.

In the recognition classes we were taught to tell our planes from those of the enemy in a split second. We learned the names of planes, the type and wing spread, etc. The officer in charge of this class said that the crew from the SHIPLEY BAY was one of the best he had ever instructed. He said, 'and we quote' "There wasn't a muscle man in the bunch. What I mean by that is, there wasn't anyone who wore his hat on the back of his head and thought he knew it all." Thanks to Bos'n Pointer for the hats being squared.

From the seamanship classes we learned how to tie knots, splice lines, and other things we have to know to be U.O. sailors. We also studied the ship's organization and details of watch standing and running the ship.

Gunnery was found to be the most interesting. We learned to break down different types of guns, to know the parts and how to replace them. Communications, firefighting we had plenty of classes.

The crew is made up of all kinds of guys and naturally some like things that others don't. When we go on liberty we all find just the kind of recreation we are looking for.

Now there's a sailor from the second division. He goes ashore, rides the ferry and thinks he's getting in some sea duty. After he gets to the big city, he goes to the first USO club, drinks a coke, eats sandwiches, holds hands with a hostess and maybe he even takes in a movie. To him that's a good liberty.

Then there's the bos'n mate. He gets a drink or two and thinks maybe he can lick the whole Marine Corps. Sometimes he tries, but he usually winds up losing most of his hair. Just how he lost his hair is still a mystery. Some fellows think some babe pulled it out. Was it a redhead?

"All work and no play. ." You can see we are not dull! Now it is time to aboard our ship. We all know that we have learned a lot of things that we didn't know before. So far we've had a good time making a crew for the SHIPLEY BAY. The schools were not half bad and the liberty was the best. We'll be a swell ship's company. Thanks to the CV E School Officers and Staff we are prepared to go out there and do our part in winning this war. LET'S GO.

-----SK

**BACK THE ATTACK**  
**BUY**  
**WAR BONDS**

## A LETTER ABOUT LETTER'S & THINGS

Dear Folks:

We wish you could have been here for the commissioning ceremonies. This paper will tell you how thrilled we all are to have a new ship.

We are really looking forward to your letters. So write often. Send us lots of pictures of all kinds: Sis, Zipper, clippings are swell, but don't try to send the whole paper. We will appreciate a subscription to a magazine but a book is a much better idea because it doesn't get out of date on the way. Let us ask for the article specifically before you try sending a package. Your idea of a sewing kit of a sweater may be impractical. Shaving cream, cigarettes gum etc, we can probably get easier than you. Most things to eat will be spoiled or eaten before the box arrives; don't worry, we'll be well fed. Send money only in an emergency and then send it by postal money order **NEVER SEND CASH.**

But above all remember to write lots of letters with all the good news about yourself, our friends and local doings. Please be honest about the situation at home, but keep your petty troubles to yourself and you'll help to make this a happy ship. Keep those letters coming!



IT'S GREAT TO HEAR FROM DAD TOO



### A SAILOR'S MONEY

An amazing number of men in uniform either send money home or have registered allotments for the folks back home. In order that this money shall get to the person it is intended for, the following advice from the Treasury Department should be followed by dependents:

Never endorse a check until you are in the presence of the person who will cash it.

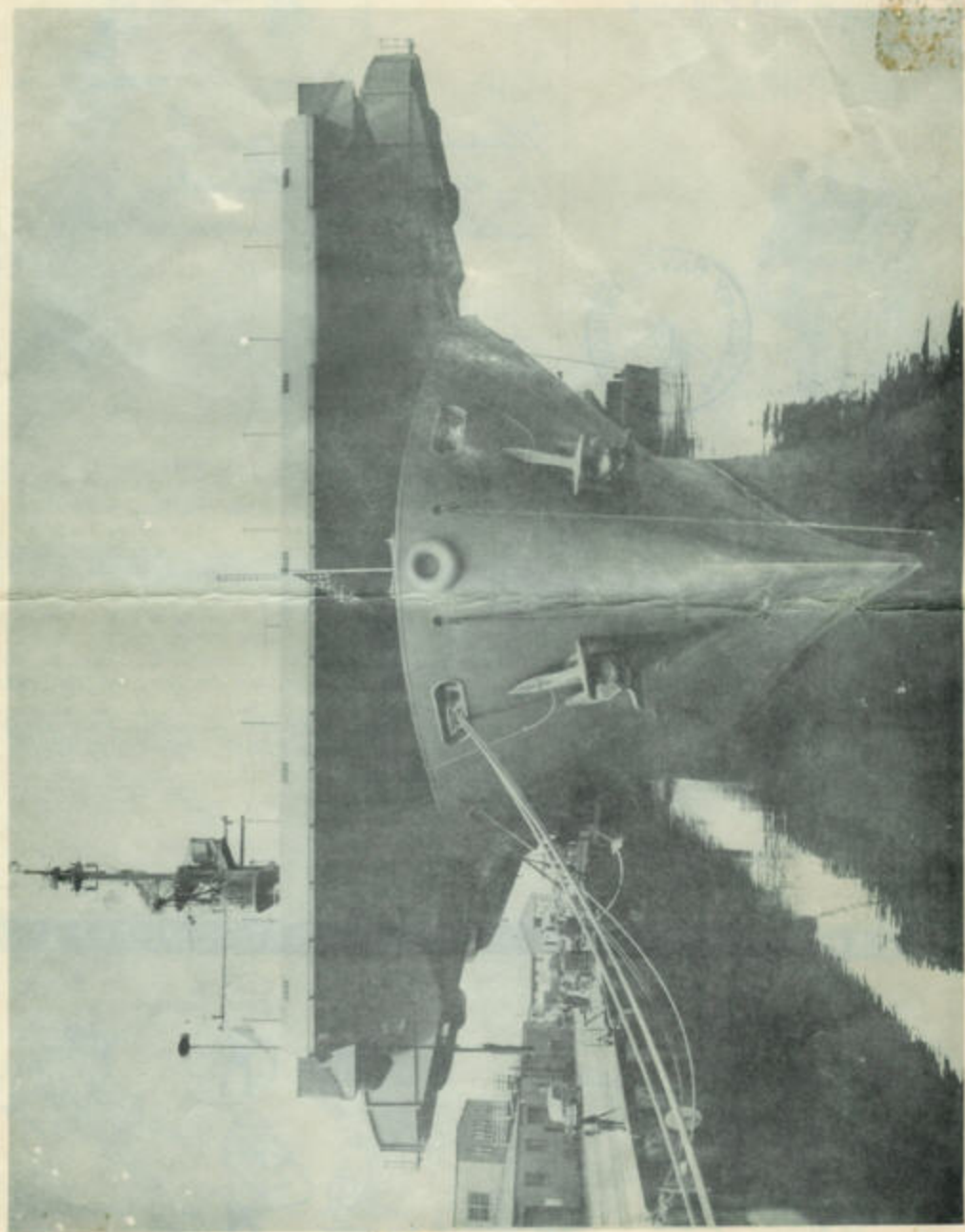
Be sure you have a deep substantial mail box. Have your name clearly printed on it. **KEEP IT LOCKED.**

Whenever possible, arrange with the carrier to deliver the check personally.

Notify Postal authorities immediately of any change of address.

Cash your check at the same place each month.

**DO NOT FOLD, PIN OR MUTILATE ALLOTMENT OR ALLOWANCE CHECKS.** This is very important.



Secure Here

To Mail, secure folded paper with scotch tape

Secure

FROM:  
*A. Coyote* Navy Mail Clerk  
 (name, full) (rate) (div.)  
 USS SHIMLEY RAY (CVE -85)  
 Fleet Post Office  
 San Francisco, California



Address

*Mrs Grace E Coyote*  
*229 E Dahl St*  
*Colorado Springs Colo.*



To mail—fold and secure—add postage

BOS'NS MATE

I think there's nothing quite so  
 great  
 Or lovely as a Boatswain's Mate  
 A Boatswain's Mate with hairy  
 chest  
 Who gives the new recruit no  
 rest  
 Upon whose forearm is tattooed  
 A dancing woman in the nude  
 A Boatswain's Mate who yells all  
 day  
 Or toots his little pipe and  
 boom  
 In basso "Sweepers start y'r  
 brooms."  
 Or microphone in Hairy Fist,



"Well, Coyote, I heard a Seaman on the radio say, 'VICTORY WAS JUST OVER THE HILL,' so I went to see if I could find it"

He bellows out "Now hear this  
 From now on let there be no"  
 In talk that sounds like Philippine  
 So I will change my rate  
 And try to be a Boatswain's Mate.  
 For the Boatswain's Mate is all-  
 ways right  
 He shouts at us in line all day,  
 To square all hate and throw butts  
 away  
 Any boot can make a dozen rates,  
 But only God makes Boatswain's  
 Mates!

(anonymous)

SPEAKING OF SALUTES... HERE ARE SOME BEAUTS!

