

U. S. S. RENDOVA
Commissioning Ceremony
OCTOBER 22, 1945



R.B. Rogers

INVOCATION

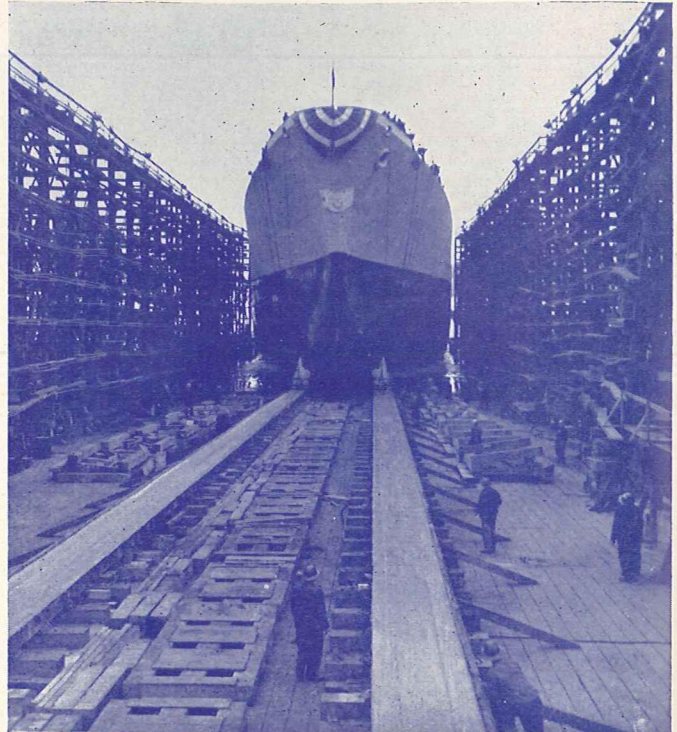
ALMIGHTY Father, may Thy guiding hand be upon us and upon this ship. By the hands of men of freedom this ship has been built. By the courage and skill of men of a free nation this ship will travel over the seas. We pray, O God, that Thy helping hand may be with the crew of this ship in safety and in danger. Strengthen these men as they endeavor to fulfill the missions set before them by the people of the United States. Ever be their guide and strength in body and in spirit as each goes to his respective task aboard this ship.

May this moment of prayer before Thy mighty presence renew in each the knowledge of God which has been a haven and an inspiration for men in ships in centuries past, even as it was for our Lord Jesus Christ, in whose name we pray. Amen.

LAUNCHING AND

ON the gray wintery afternoon of December 28, 1944, in Tacoma, Washington, Mrs. Anna-Marie Kurtz of Milwaukie, Oregon, crashed the traditional christening bottle against the bow of the U.S.S. REN-

DOVA. As the holding triggers were released amid the cheers of thousands of men and women who had a part in the construction of her hull at the Todd Pacific Shipyards, the ship slid proudly down the ways



Above left: Mrs. Anna-Marie Kurtz, our Sponsor.

Above right: Down the Ways.

Right: Sponsor's Party.

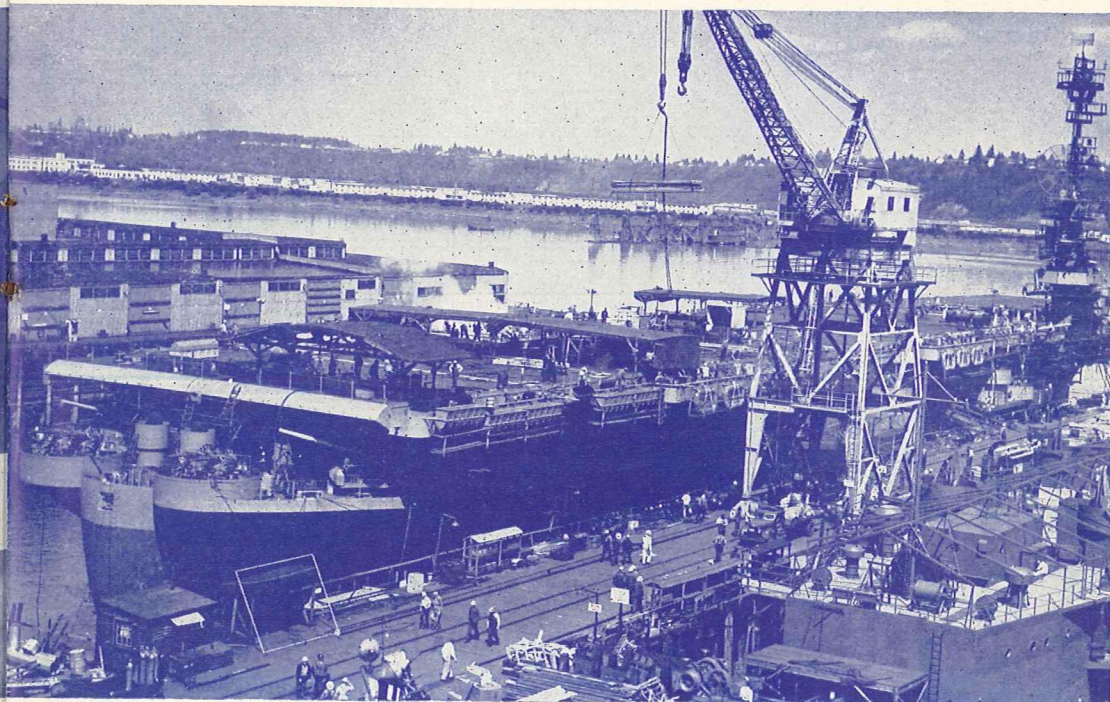
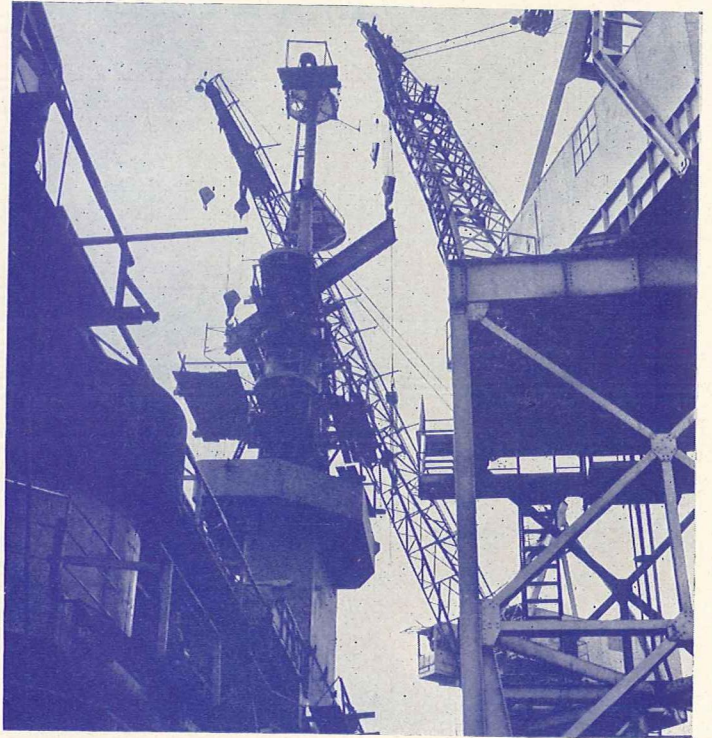


CONSTRUCTION

into the salty waters of Commencement Bay. In less than a minute some thousands of tons of steel moved from land to water—it was her first voyage. In the sponsor's party on the gaily-festooned platform with Mrs. Kurtz were her husband, Harry J. Kurtz; her sisters, Mrs. Lillian Isaak and Mrs. Adeline Rocks of Salem, Oregon, and two nieces, Shirley Jayne Rocks and Carol Jean Williams, along with many other notable and distinguished guests.

When the sleek-looking hull of the Rendova settled in the waters of the bay she was far from being a completed vessel. A tremendous amount of work, energy and skill was still required before she would become a modern aircraft carrier.

Early this year the hull was towed to the shipbuilding yard of the Willamette Iron and Steel Corporation, here in Portland. In the capable hands of the men and women of this organization, she has progressed well. Today, we the officers and men who will man her, are justly proud of the sterling qualities of the completed ship and know that she can assume her rightful place in our Navy.



Above and left: During construction at Willamette Iron and Steel Corporation, Portland, Oregon.

COMMISSIONING DETAIL



Captain S. W. CALLAWAY, USN



Commander J. L. RODGERS, USNR

A TRIBUTE

WHEN the United States suddenly found itself at war in 1941, it immediately became the Navy's tremendous task to expand seven-fold before we could hope to apply all the latent power of our aroused country. Ships and crews in staggering numbers were required. The sooner we could provide them, the sooner we and our allies could throttle our enemies.

American industry was soon working around the clock and sending a new ship down the ways every hour. The Navy matched that output by applying mass production methods to its training of personnel to man these ships. Green recruits were transformed into capable crews to operate new ships in a matter of weeks. This near miracle was achieved by hundreds of thousands of energetic and patriotic individuals under the supervision of eminently qualified officials, especially chosen for their important posts.

We are grateful to the men whose pictures appear on these pages for their completely successful efforts to add another capably manned and well equipped fighting ship to our Navy.



Captain L. D. WHITGROVE, USN
Superintendent of Shipbuilding

TRAINING COMMAND



Commander F. D. POWERS, USN



Captain W. J. HARRISON, USNR



MR. AUSTIN F. FLEGEL, JR.
President
Willamette Iron and Steel Corporation
representing
the thousands of men and women of that
organization who built our ship.



*Commanding
Officer*

CAPTAIN
RICHARD W. RUBLE, USN

CAPTAIN RICHARD WAY-
NICK RUBLE was born Febru-
ary 28, 1902, in Ouray, Colorado.
Upon graduation from the United
States Naval Academy, Annapo-
lis, Maryland, in 1923, he was
commissioned Ensign and as-
signed to the battleship U.S.S.

PENNSYLVANIA. In 1927 he qualified as Naval Aviator and made his first carrier landings aboard the Navy's first aircraft carrier, U.S.S. LANGLEY. He served two years as a pilot in Fighting Squadron Three in U.S.S. LEXINGTON, which was later sunk in the Battle of the Coral Sea.

After a tour of duty as Flight Instructor at Pensacola, Florida, Captain Ruble was selected for post graduate instruction, and received the degree of Master of Science, Aeronautic Engineering, from Massachusetts Institution of Technology. From 1933 to 1935 he was a test pilot at Naval Air Station, Anacostia. His next assignment was aboard the U.S.S. SARATOGA as an Air Department Officer. In 1936 he served a tour of duty at Fleet Air Base, Coco Solo, Panama Canal Zone, as Assembly and Repair Officer.

From 1937-1939 Captain Ruble commanded the aircraft tender, U.S.S. LAPWING, operating in Pacific, Alaskan, Caribbean and Atlantic waters. From 1939 to 1941, he commanded the Naval Air Station, Boston (Squantum), Massachusetts.

In June 1941 Captain Ruble joined the aircraft carrier U.S.S. ENTERPRISE at Pearl Harbor as Navigator, and served in that capacity during all the engagements of that historic ship in the early years of the war. He was later ordered as Executive Officer of the U.S.S. HORNET, but before he could report on board that carrier he saw her mortally wounded by torpedoes and bombs in the Battle of Santa Cruz. Reassignment then took him to the staff of Commander Carrier Division One in U.S.S. SARATOGA as Operations Officer. In May 1943 he was promoted to Captain and several months later ordered to Washington, D. C., for duty with the joint chiefs of staff.

As the first Commanding Officer of U.S.S. RENDOVA, Captain Ruble brings to that ship a wealth of ship, air and battle experience.

*Executive
Officer*

COMMANDER
WALDO C. GROVER, USNR



COMMANDER WALDO C. GROVER, USNR, was born in Minneapolis, Minnesota, on April 3, 1904. He entered the Electrical Engineering School at the University of Minnesota, and after completion of his schooling he became associated in an engineering capacity with the Columbia Broadcasting System's Radio Station WCCO in Minneapolis.

His interest in aviation began in 1927 at which time Commander Grover entered a commercial school to qualify for a pilot's license. In 1930 he won his wings as a Naval Reserve pilot upon completion of flight training at Pensacola, Florida. After a year of duty with Utility Squadron One at San Diego and aboard the U.S.S. SARATOGA he returned to inactive duty.

In 1935 Commander Grover returned to active duty as flight instructor in Squadron One, Naval Air Station, Pensacola, Florida. In 1941 he was assigned to duty with the Aviation Cadet Selection Board, Atlanta, Georgia. His next tour of duty took him to Naval Air Station, Dallas, where he was superintendent of Aviation Training. In 1943 he served in the capacity of Executive Officer at Naval Air Station, Minneapolis, Minnesota.

In May 1944 Commander Grover was ordered to the aircraft carrier U.S.S. BRETON. He served aboard that vessel as Executive Officer until April 1945, at which time he was ordered to the CVE-Pre-Commissioning Detail at Bremerton, Washington.

U. S. S. R

Commissioning

22 October

Assembly of the Crew.

Flag Officers and Supervisor of Shipbuilding received at the gangway and escorted to Commissioning Parade.

Invocation by Chaplain.

Delivery of Ship to the U. S. Navy by Mr. Austin F. Flegel, Jr.,
President of the Willamette Iron and Steel Corporation.

Acceptance of Ship for the U. S. Navy by
Captain L. D. Whitgrove, USN.

Commissioning Orders and Remarks by
Captain L. D. Whitgrove, USN.

Playing of the National Anthem while Colors are raised.

ENDOVA

ing Program

er—1945

Transfer of Command to Captain R. W. Ruble, USN.

Orders to Command and Remarks by
Captain R. W. Ruble, USN.

Setting of the Watch.

Introduction of Guests.

Retreat.



Refreshments will be served in the Wardroom
and in the Crew's Messing Compartments

Guests are invited to visit parts of the ship
above the Main Deck.



AIR OFFICER

LT. COMDR. JOE C. DAVIS, USN

Lt. Comdr. Davis, a native of Richard City, Tennessee, was commissioned a naval aviator in February 1941. He spent eighteen months as an aviation instructor at Jacksonville, Florida. He was then ordered to Curacao, where he joined Scouting Squadron 44; he was later transferred to Scouting Squadron 63, and following that he served with Squadron VI-164. Lt. Comdr. Davis was married in October, 1942.

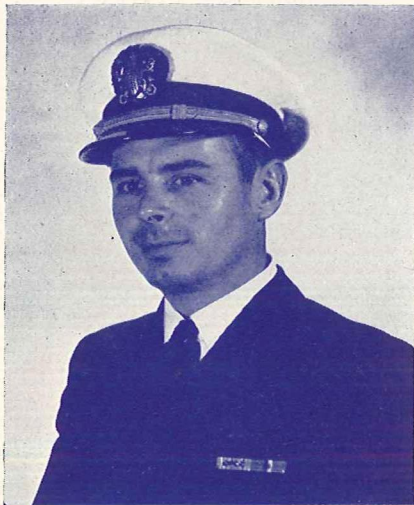


NAVIGATOR

LT. H. GERARD EVERALL, USNR

Lt. Everall, from Bloomfield, New Jersey, was a member of the 1936 graduating class of Brown University. After receiving his Ensign's commission upon graduation from Midshipmen's School at Columbia University, New York City, he was assigned to the U.S.S. BOGUE, and served aboard that carrier as Gunnery Officer, and Navigator. Lt. Everall wears the Presidential Unit Citation ribbon in addition to the American defense and European theater ribbons.

HEADS OF



ENGINEERING OFFICER

LT. JOHN JERVIS VAIL, USNR

Lt. Vail was born in Rahway, New Jersey, and received a Bachelor of Science degree in Mechanical Engineering from Rutgers University in 1935. In civilian life, Lt. Vail was associated with the General Motors Corporation in an industrial engineering capacity. His previous aircraft carrier experience includes a two-year tour of duty aboard the U.S.S. CHENANGO.



GUNNERY OFFICER

LT. RICHARD R. GREIST, USNR

Lt. Greist, a native of Binghamton, New York, came to the Navy from the Merchant Marine. He was called to active duty in 1942, and has served aboard the U.S.S. CHENANGO, and the U.S.S. GAMBIER BAY and was aboard that vessel when it was sunk in the Battle for Leyte Gulf. He wears ribbons for duty in both the Atlantic and Pacific. Lt. and Mrs. Greist maintain their permanent residence in Seattle, Washington.



SUPPLY OFFICER

LT. COMDR. EDWIN R. RODGERS
(SC) USNR

Lt. Comdr. Rodgers, a Tennessean by birth and a graduate of the College of Charleston, Charleston, South Carolina, was called to active duty in the Navy in March, 1941. His naval career includes duty as Disbursing Officer, Naval Air Station, Argentia, Newfoundland; and Supply Officer, Naval Air Station, Houma, Louisiana. Lt. Comdr. Rodgers is a bachelor and now calls Charleston, South Carolina, his home.



COMMUNICATION OFFICER

LT. VIRGIL T. WALTHER, USNR

Lt. Walther was born in Monroe, Louisiana. He is a graduate of St. Louis University, and was called to active duty in April, 1943. Lt. Walther was Communication Officer aboard the U.S.S. GAMBIER BAY and was awarded the Purple Heart medal for wounds suffered aboard that vessel, which was sunk after engaging a powerful Japanese task force in the Battle for Leyte Gulf. Lt. and Mrs. Walther maintain their permanent home in St. Louis, Missouri.

DEPARTMENTS



FIRST LIEUTENANT

LT. (jg) JOSEPH M. MURPHY
USN

Lt. Murphy, a veteran of ten years naval service, was born in Youngstown, Ohio. He has served aboard the U.S.S. LEXINGTON, and the U.S.S. CORE. Before being ordered to our ship he spent twenty-two months in the South Pacific, and took part in the invasion of Bougainville and the Treasury Islands. He was married in 1939, and is the proud father of a son.



ATHLETIC OFFICER

LT. (jg) C. B. WYATT, USNR

Lt. (jg) Wyatt, a native of Kingston, Tennessee, starred in basketball and football at the University of Tennessee. He was captain of the football team in his senior year, and climaxed a brilliant athletic career by being a unanimous choice for All-American end in 1938. He entered the Navy in 1943 and has seen duty at the Navy Pre-flight School, Del Monte, California, and the Naval Air Station, Miami, Florida. Lt. and Mrs. Wyatt and their four-year-old daughter live at State College, Mississippi.

INTERIOR

U.S.S. Rendova
c/o F. P. O. San Francisco
October 22, 1945

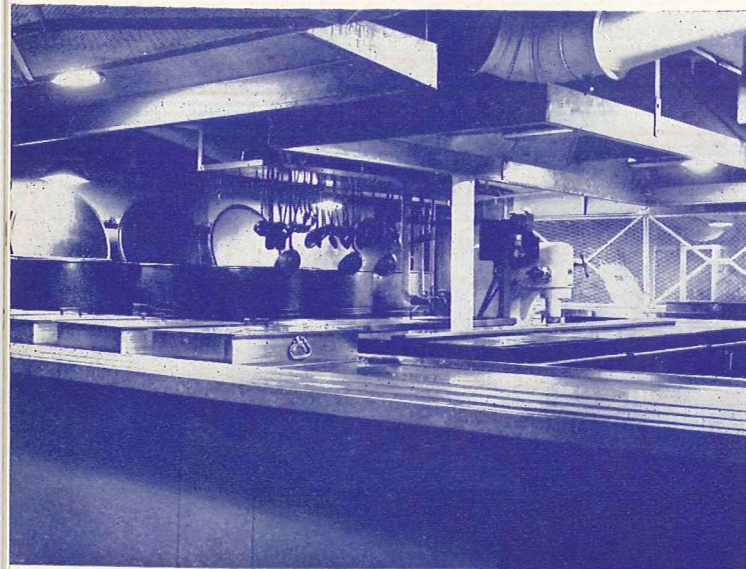
Dear Folks:

Here are those pictures of my new ship that I told you I'd send. She sure is a beauty but \$20,000,000 ought to buy a pretty good wave bouncer. She's all of that and more too—she is a floating airfield complete with runways, hanger, airplanes and facilities for their service and repair. We've got lots of anti-aircraft and anti-submarine guns and if we should ever feel the enemy's breath on our necks, we can give her the gun and, "get the heck outa there."

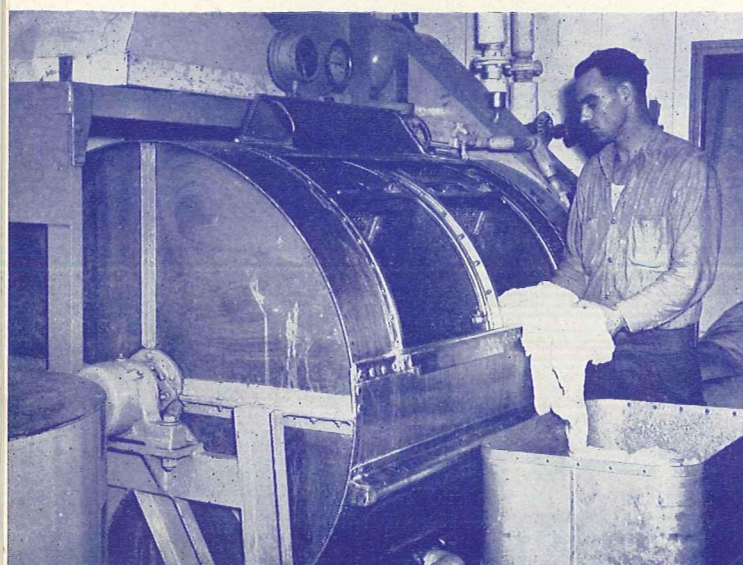
We have our kitchen and mess room with us all the time. No K rations for us, we get fresh meat, fruit and vegetables three times a day. I can go down to the soda fountain and get a chocolate milk shake any afternoon



WARDROOM



GALLEY



CLOTHES WASHER



COLLAR AND CUFFER

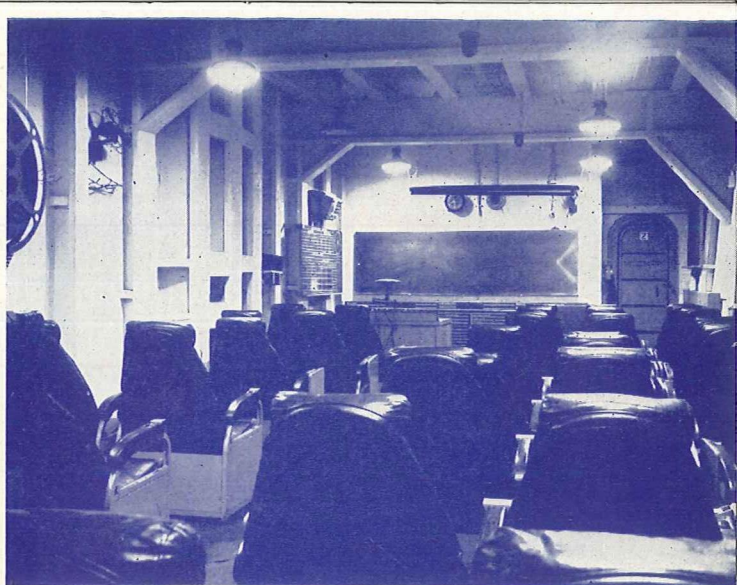
VIEWS

and to the movies every evening. I always have a clean dry bunk too, but I don't get to use it enough! They do my laundry and cut my hair for free. And Mom, you'll like this—if you were baking for me (and my ship-mates) now, you'd have to turn out 400 loaves of bread and 150 pies every day—that is if you had time after doin' your daily marketing and lugging home, among other things, 100 dozen eggs, 1800 lbs. of meat and a ton of spuds. We've got a spotless, air-conditioned hospital with operating room, dispensary and diet kitchen, and a couple of doctors and a dentist.

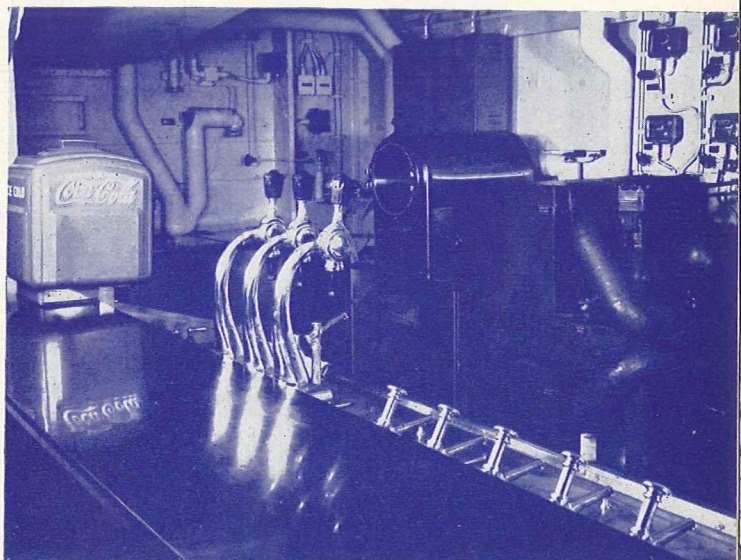
In a few days we're starting on a trip and, whaddya know Pop, we can go 17,000 miles without fillin' up the tank.

I've got to go on watch, so good-bye for now—I'll write often and don't you worry about me. I'll do all right.

Your loving son,



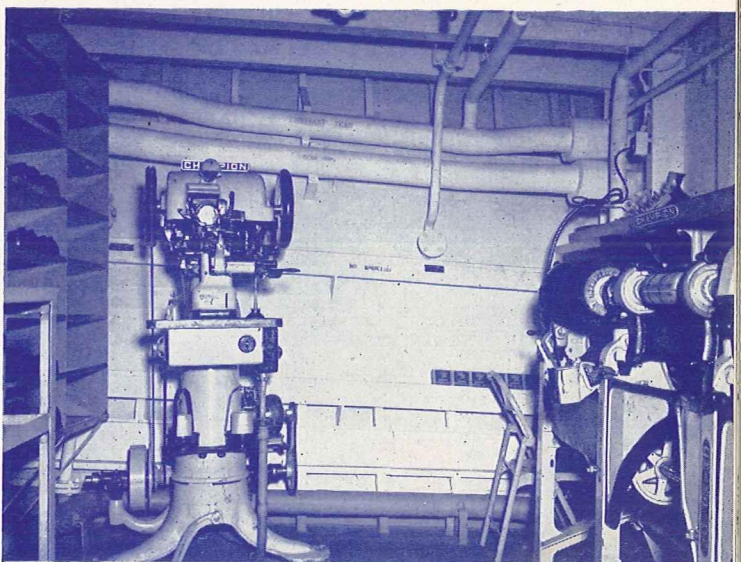
PILOT'S READY ROOM



SODA FOUNTAIN



BARBER SHOP



COBBLER SHOP



"ON June 30, 1943, during the early morning, combined United States forces landed on Rendova Island, New Georgia group. No details have been received." This brief communique was the first hint to the world that the United States was finally on the move in the Solomons, toward the Japanese homeland. The assault constituted one of our first offensive operations since the American occupation of islands in the southern Solomons the year before. The objective—the Island of Rendova, a stone's throw south of New Georgia and only five miles from the Jap airfield at Munda Point.

In the dawn of that eventful morning, our troops stormed the beaches of Rendova Harbor on the northern tip of the island. As the landing craft went ashore they were opposed by machine-gun fire from the beach; a few minutes later the shore batteries of Munda Point on the southern shore of new Georgia opened fire and were engaged by our destroyers. The exchange of shells between the two forces continued throughout the rest of the day. Part of the morning's work was shared by a fighter-plane patrol which on two occasions protected our forces from determined enemy air attack. During the afternoon, however, a number of Jap torpedo-bombers did manage to penetrate the air cover and score a hit on the transport McCawley, which later went down, constituting the only major loss of the day.

The operation was one of speedy conquest. Ground fighting had practically ceased shortly after midday with the destruction of the small but tenacious Japanese garrison. Enemy air remained as the only effective opposition to our movements. Our fighters contributed greatly to the success of the operation by shooting down 101 of the enemy planes attempting to halt our landing of men and supplies.

Rendova was strategically valuable because it provided an anchorage for large ships where troops and supplies could be put ashore for a subsequent assault on the strong Jap air base at Munda Point. The drive on Rendova was the eastern prong of the coordinated offensive which, as it gained momentum, became the steam roller that leveled all Japanese opposition before it, and progressed irresistibly northwest across the Pacific to the home islands of the empire.

In honor of the conquest of this important stepping stone on the road to Japan, and in tribute to those who took it, our ship is named "U.S.S. RENDOVA."



LANDING SUPPLIES AT RENDOVA

U. S. S. RENDOVA

ROSTER OF OFFICERS

CAPTAIN RICHARD W. RUBLE, USN
Commanding Officer

COMMANDER WALDO C. GROVER, USNR
Executive Officer

Lieut.-Comdr. J. C. DAVIS	Lieutenant (jg) R. A. MORE
Lieut.-Comdr. E. R. RODGERS (SC)	Lieutenant (jg) J. C. PRITCHARD
Lieut.-Comdr. R. W. HARVEY	Lieutenant (jg) T. K. WARNER
Lieut.-Comdr. R. W. BROOKS (DC)	Lieutenant (jg) C. D. WYATT
Lieutenant H. G. EVERALL	Lieutenant (jg) T. T. REBOUL
Lieutenant R. GREIST	Lieutenant (jg) G. E. TETLOW
Lieutenant J. J. VAIL	Ensign C. W. ABBOTT
Lieutenant V. T. WALTHER	Ensign A. B. CALHOUN
Lieutenant S. M. BASTA	Ensign R. J. FARMER
Lieutenant F. J. GALL	Ensign H. C. FOSTER
Lieutenant R. W. HOLT	Ensign H. C. GALAWAY
Lieutenant T. W. LEE	Ensign J. B. GAMBRELL, JR.
Lieutenant C. A. CALLAN	Ensign S. R. JEFSON
Lieutenant H. E. REINHART	Ensign N. W. KRAHL
Lieutenant M. T. VANDAGRIFF	Ensign F. L. MAY
Lieutenant J. T. RICKEY	Ensign J. H. MORROW
Lieutenant A. J. SEAMAN	Ensign G. W. ROBINSON
Lieutenant (jg) J. M. MURPHY	Ensign D. M. ROSWURM
Lieutenant (jg) L. R. ANDERSON	Ensign R. C. SHELTON
Lieutenant (jg) C. F. BORYS	Ensign L. F. TAYLOR
Lieutenant (jg) C. D. CALLAWAY (MC)	Ensign E. WISLOCKI
Lieutenant (jg) R. S. FARISH	Chief Ship's Clerk R. M. CLARK
Lieutenant (jg) J. R. GAGE (SC)	C. R. Electrician J. M. BECKER
Lieutenant (jg) H. L. GODA	Chief Carpenter A. M. FRASIEUR
Lieutenant (jg) R. E. AUSTIN	Chief Machinist M. L. HARTEGAN
Lieutenant (jg) E. HEILMAN	Pay Clerk H. M. KARFSTEDT (SC)
Lieutenant (jg) C. A. KING	Bos'n R. W. HUNT
Lieutenant (jg) M. G. LEFF	Machinist J. W. BREARTON
Lieutenant (jg) S. E. LORTZ	Machinist R. L. LOCKARD
Lieutenant (jg) J. J. MOORE	Electrician J. T. TYSON