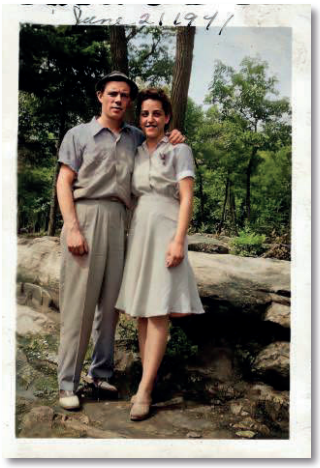
JUMPING INTO THE FIRE

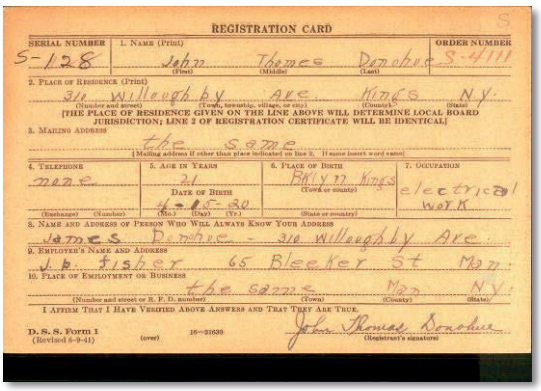
Under the Selective Training and Service Act (STSA) of 1940, a national lottery system was used to determine which men would be selected for one year of military service during peacetime. Here's how the lottery system worked:

1. Registration: All men between the ages of 21 and 45 were required to register for the draft, providing basic information such as name, age, and occupation.
2. Random selection: The lottery was conducted using a drum filled with capsules, each containing a number corresponding to a registration card. A blindfolded official would draw capsules one by one from the drum until enough capsules were drawn to fill the draft quota for that period.
3. Notification: Men whose registration cards were drawn in the lottery would be notified by mail that they had been selected for military service. They were given a certain period of time to report for induction and begin their one-year service.
4. Exemptions and deferments: Not all men who were selected in the lottery were ultimately called up for service. Some were exempt from military service due to physical or mental disabilities, while others were deferred due to occupational or family circumstances. These exemptions and deferments were determined by local draft boards, which reviewed each registrant's case individually.

A dapper young man in the late 1930's, John met his lifelong soulmate, Terry, before the storm began in Europe. The lottery-based draft had begun in anticipation of trouble and John had just turned twenty-one in April 1941. For the first nine months of the draft, he was fortunate in not being called. However, six months after this photo was taken, Pearl Harbor was attacked and their world would change.



John developed his early interest and skills as a student at Metropolitan Vocational High School where, unlike many in the 1930s, he completed a full four years of school. Given his technical training, when John registered for the draft in 1941, he was employed by J. B. Fisher Company at 65 Bleeker Street, Manhattan, doing electrical work - a well-paying job where he developed skills that would eventually serve him well in the military. The J.B. Fisher Company was a prominent New York City-based printing and publishing company that produced a wide variety of publications, including magazines, catalogs, brochures, and other printed materials. The company specialized in producing educational materials, such as textbooks, workbooks, and study guides. During World War II, the company also produced military training materials for the U.S. armed forces.


REGISTRATION CARD

SERIAL NUMBER 5-128 | 1. NAME (Print): John Thomas Donohue | ORDER NUMBER S-4111

2. PLACE OF RESIDENCE (Print): 310 Willoughby Ave. Kings N.Y.

[THE PLACE OF RESIDENCE GIVEN ON THIS LINE ABOVE WILL DETERMINE LOCAL BOARD JURISDICTION; LINE 2 OF REGISTRATION CERTIFICATE WILL BE IDENTICAL]

3. MAILING ADDRESS: the same

4. TELEPHONE: none | 5. AGE IN YEARS: 21 | DATE OF BIRTH: 6-25-20 | 6. PLACE OF BIRTH: Brklyn Kings | 7. OCCUPATION: electrical work

8. NAME AND ADDRESS OF PERSON WHO WILL ALWAYS KNOW YOUR ADDRESS: James Donohue - 310 willoughby Ave.

9. EMPLOYER'S NAME AND ADDRESS: J.B. Fisher 65 Bleeker St Manh.

10. PLACE OF EMPLOYMENT OR BUSINESS: the same Manh. N.Y.

I AFFIRM THAT I HAVE VERIFIED ABOVE ANSWERS AND THAT THEY ARE TRUE. John Thomas Donohue (Registrant's signature)

D. S. S. FORM 1 (Revised 9-9-41) (over) 16—21639

Founded by Joseph B. Fisher in 1889, it operated out of its location on Bleecker Street for many years. The company's location in the heart of Manhattan's Greenwich Village made it well-positioned to serve clients from the city's vibrant publishing and advertising scenes.

After leaving the Fisher Company, John went to work for the Eagle Electric Manufacturing Company as an electrician's helper where he repaired AC and DC electrical motors and generators. The Eagle Electric Manufacturing Company was a major American manufacturer of electrical equipment and components, founded in 1920 and based in Long Island City, New York. The company had several manufacturing facilities in the New York City area, including a large factory in Brooklyn. During the late 1930s, the Eagle Electric Company was at the height of its production and popularity, as the demand for electrical equipment and technology was rapidly increasing across the United States. The company was known for producing a wide range of electrical products, including switches, outlets, circuit breakers, and other components used in residential, commercial, and industrial settings.

At that time, AC motors and generators were becoming increasingly popular due to their efficiency and ease of use. Eagle Electric was a significant player in this market and produced a wide range of AC motors and generators used in various applications, from industrial machines to household appliances.

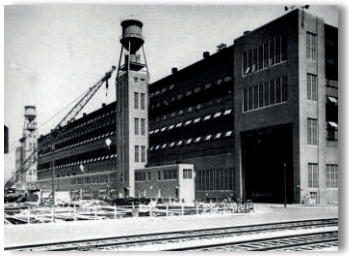
However, DC motors and generators still had an important role to play, especially in certain applications where precise control was necessary. Eagle Electric was also known for its work on these DC-based motors and generators, which were still in demand in the late 1930s.

In March of 1942, John became an Electrician's Apprentice, working at the large Navy Yard in Brooklyn, New York. In the seventeen months leading up to his enlistment in the Navy Reserve, he worked on wiring, trouble-shooting and repair of large complex fire control systems. During this time, he learned the advanced skills of an electrician and became familiar with the operation of the United States Navy, both of which would once again serve him well in the inevitability of his military service during war time.

NAVY YARD, BROOKLYN, NEW YORK

The Brooklyn Navy Yard was a major shipbuilding and repair facility for the United States Navy located in the Brooklyn neighborhood of New York City. During the 1940s, the Navy Yard played a significant role in the United States' efforts during World War II.

At the start of the 1940s, the Brooklyn Navy Yard was already a major industrial complex, employing thousands of workers and covering over 300 acres of land. During World War II, the yard was tasked with building and repairing a wide variety of naval vessels, including battleships, cruisers, destroyers, and submarines. The yard's workforce grew rapidly during this time, reaching a peak of over 70,000 workers at the height of the war effort.



- The Brooklyn Navy Yard was a major shipbuilding facility during World War II. From March 1942 to August 1943, the yard built a total of 17 ships, including seven destroyers, four aircraft carriers, two submarines, and three cruisers.

  Both of these Balao-class submarines served with distinction in the Pacific theater during World War II.

1. USS Bergall (SS-320) - Laid down in April 1943 and launched in August of the same year. It was commissioned in November 1943 and earned 11 battle stars for its service.
2. USS Sea Poacher (SS-406) - Laid down in December 1942 and launched in June 1943. It was commissioned in September 1943 and earned one battle star.

- The yard also repaired and refitted numerous other ships during this time, including battleships, cruisers, destroyers, and aircraft carriers.
- One of the most notable ships built at the yard during this time was the USS Intrepid, an aircraft carrier that would go on to serve in the Pacific theater of the war. Construction on the Intrepid began in December 1941, just days after the attack on Pearl Harbor, and the ship was launched in April 1943. Today, the ship is a floating museum located in mid-town Manhattan on the Hudson River.
- In addition to shipbuilding and repair work, the Brooklyn Navy Yard also played a role in the development of new technologies during the war. For example, the yard's laboratories and testing facilities were used to develop new radar and sonar systems.
- The yard also served as a training center for sailors and officers during this time, with many new recruits receiving their initial training there before being deployed to other locations.

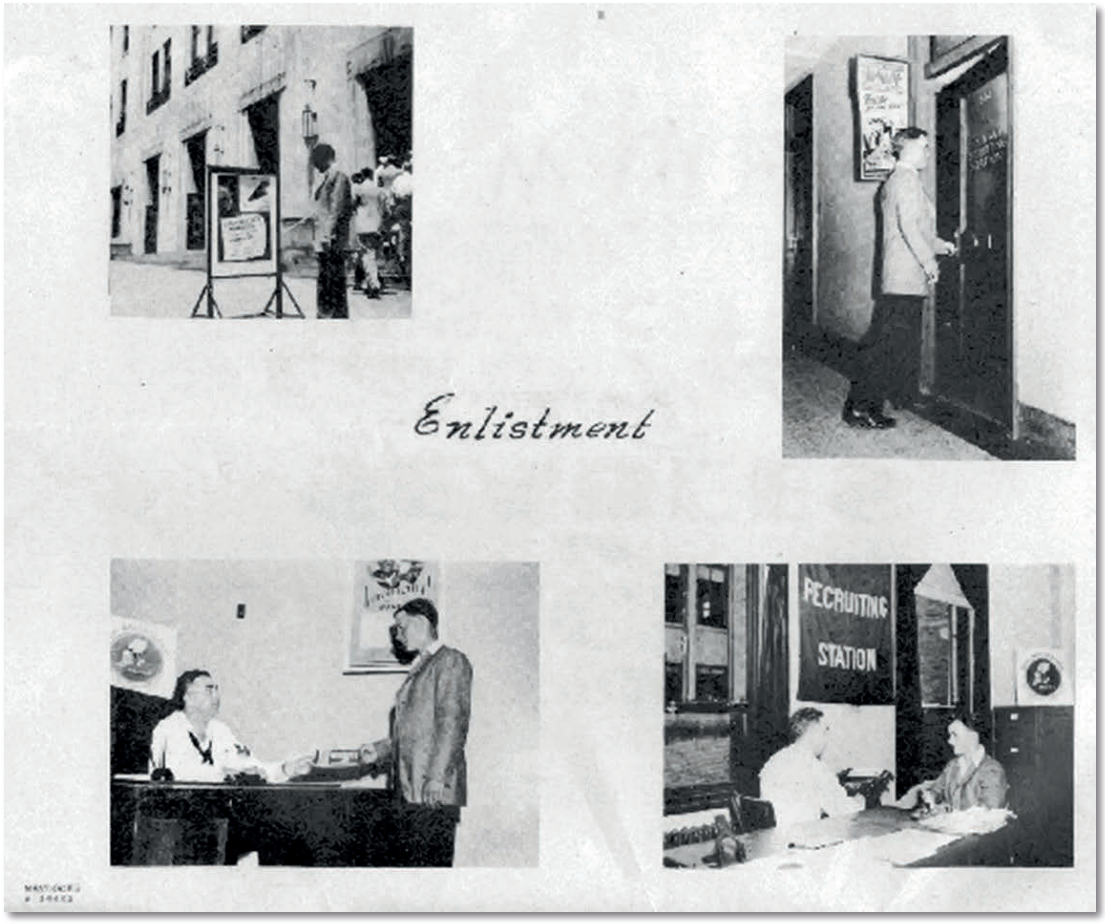
Enlisting

When the United States entered World War II, the draft was extended and revised to meet the needs of the military. The lottery system was replaced by a more complex system of classifications and deferments based on factors such as age, education, and occupational status. The deferment classification for workers who were deemed essential to the war effort during World War II was known as a "2-A" classification. This classification was granted to individuals who were engaged in occupations that were considered critical to the war effort, such as workers in defense industries, agriculture, or transportation.

Electricians who worked at the Brooklyn Navy Yard in 1942 through 1943 would likely have been classified as "2-A" if their work was deemed essential to the war effort. This classification meant that they were deferred from military service, but could be called up if the need for soldiers increased.

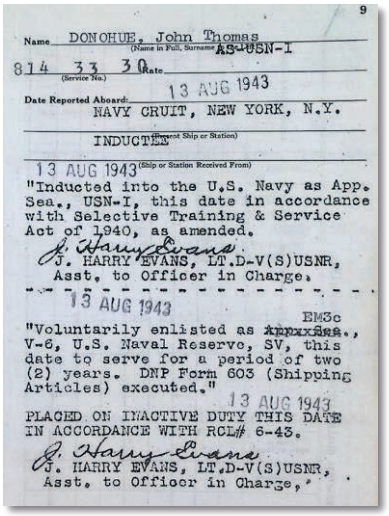
It is possible that John avoided being drafted for the first two-plus years of eligibility due to his lottery number not being called and because of essential work at the Navy Yard resulting in a “2-A” draft classification. John’s service record, however, indicates that by the summer of 1943 he was no longer employed and doing electrical contract work at the Brooklyn Navy Yard. The escalation of fighting on two fronts made military service unavoidable for most of his age. Thus, he was likely to be drafted.

Leaving his civilian life, family and Terry for an uncertain future, John decided to enlist the Navy and not to wait to be drafted into a different service.



INDUCTION THE V-6 PROGRAM

John Thomas Donohue was inducted into the Navy as an Apprentice Seaman on 13 August 1943. Taking advantage of his electrician's training and civilian experience, on that same day he volunteered for the V-6 program in the U. S. Naval Reserves for a period of two years and immediately given the rank of EM3c (Electrician's Mate Third Class). He was placed on inactive duty and, as with all enlistees and recruits, his commitment would start with basic training.



9

Name DONOHUE, John Thomas (Name in Full, Surname First) AS-USN-1

814 33 30 (Service No.) Date

Date Reported Aboard 13 AUG 1943

NAVY CRUIT, NEW YORK, N.Y. (Present Ship or Station)

INDUCTEE (Ship or Station Received From)

13 AUG 1943

"Inducted into the U.S. Navy as App. Sea., USN-I, this date in accordance with Selective Training & Service Act of 1940, as amended."

J. Harry Evans

J. HARRY EVANS, LT.D-V(S)USNR, Asst. to Officer in Charge.

13 AUG 1943

EM3c

"Voluntarily enlisted as ~~App~~ Sea., V-6, U.S. Naval Reserve, SV, this date to serve for a period of two (2) years. DNP Form 603 (Shipping Articles) executed."

13 AUG 1943

PLACED ON INACTIVE DUTY THIS DATE IN ACCORDANCE WITH RCL# 6-43.

J. Harry Evans

J. HARRY EVANS, LT.D-V(S)USNR, Asst. to Officer in Charge.

During World War II, the U.S. Navy established the V-6 program, designed to recruit and train men who were interested in serving in the Navy but who did not want to serve on active duty right away.

The V-6 program was indeed a real initiative in the U.S. Navy during World War II. It was specifically designed to recruit and train men who were interested in serving in the Navy but did not want to immediately serve on active duty. Here are some details about the V-6 program:

1. Purpose: The V-6 program aimed to attract men who desired to join the Navy but preferred to complete their education or other commitments before entering active service. It allowed individuals to enlist in the U.S. Navy Reserve and receive training while deferring their active-duty service until a later date.

2. Educational Requirement: To be eligible for the V-6 program, applicants had to meet certain educational requirements. They needed to be high school graduates or have completed at least two years of college. This requirement aimed to ensure that the recruits had a basic level of education and skills.

3. Enlistment: Men who qualified for the V-6 program enlisted in the U.S. Navy Reserve. They were not immediately called to active duty but were placed in the inactive reserves while they pursued their education or other obligations.

4. Training: Once enlisted, V-6 recruits were often given the opportunity to participate in training programs organized by the Navy. These programs varied in length and focus, ranging from basic military training to specialized technical or officer candidate training.

5. Activation: The V-6 recruits remained in the inactive reserves until they were activated for active duty. The timing of activation depended on the needs of the Navy and the progress of the war. Recruits would be notified when they were required to report for active service.

6. Transition to Active Duty: When activated, V-6 recruits would join the active-duty Navy and serve in various roles based on their training, qualifications, and the Navy's requirements. The specific assignments and duties would depend on the individual's skills and the needs of the Navy at the time of activation.

NAVY RECRUITING STATION, NEW YORK – WHITEHALL BUILDING

On 13 August 1943 John was reported to the Naval Recruiting Station at Whitehall to be processed into service. There he would undergo a series of assessments and evaluations to determine his suitability for service in the Navy. The length of time a new enlistee would spend at a Navy Recruiting Station would typically be relatively short, usually just a few days or a week.

During the processing, the sailor would have been required to provide personal and biographical information, including his name, address, and other identifying details. He would also have been asked to provide documentation to verify his eligibility for enlistment, such as his birth certificate, Social Security card, and other identification documents.

In addition, the sailor would have taken the Navy General Classification Test (NGCT), which measures a person's abilities in various areas, such as mathematics, reading comprehension, and mechanical comprehension. The results of the NGCT would have been used to help determine the sailor's potential job placement within the Navy. Some three million sailors were tested using the NGCT during World War II.

Here are some sample questions from the General Classification Tests:

General Questions

1. ***A company advanced 6 miles and retreated 2 miles. How far was it then from its first position?***

2. ***A dealer bought some mules for $1,200. He sold them for $1,500, making $50 on each mule. How many mules were there?***

3. ***Thermometers are useful because***

    - ***a. They regulate temperature***
    - ***b. They tell us how warm it is***
    - ***c. They contain mercury***

4. ***A machine gun is more deadly than a rifle, because it***

    - ***a. Was invented more recently***
    - ***b. Fires more rapidly***
    - ***c. Can be used with less training***

For these next two items, examinees first had to unscramble the words to form a sentence, and then indicate if the sentence was true or false.

1. ***happy is man sick always a***
2. ***day it snow does every not***

The next two items required examinees to determine the next two numbers in each sequence.

1. ***3 4 5 6 7 8***
2. ***18 14 17 13 16 12***

A portion of the Army Alpha required examinees to solve analogies.

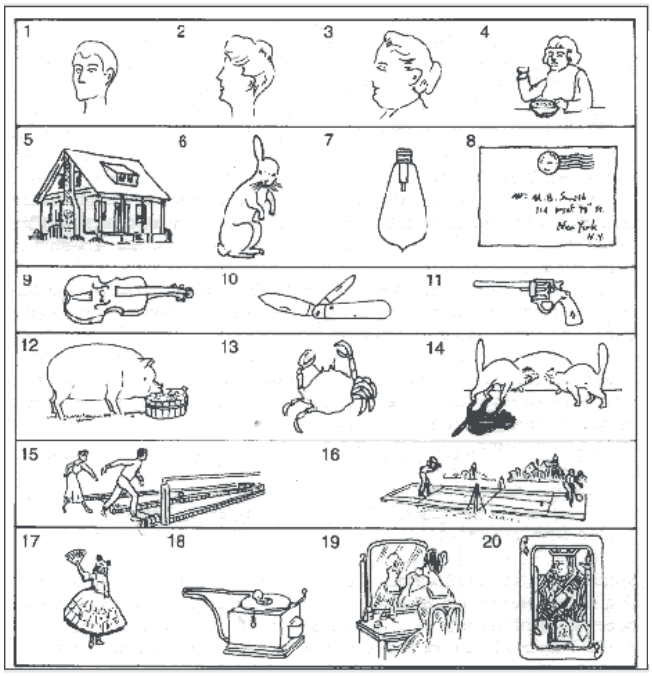
1. ***shoe — foot. hat — kitten, head, knife, penny***
2. ***eye — head. window — key, floor, room, door***

In these next two examples, examinees were required to complete the sentence by selecting one of the four possible answers.

1. ***The apple grows on a shrub, vine, bush, tree***
2. ***Denim is a dance, food, fabric, drink***

Other portions of the test required examinees to follow instructions in performing paper-and-pencil tasks.

Identify what is missing from each image.



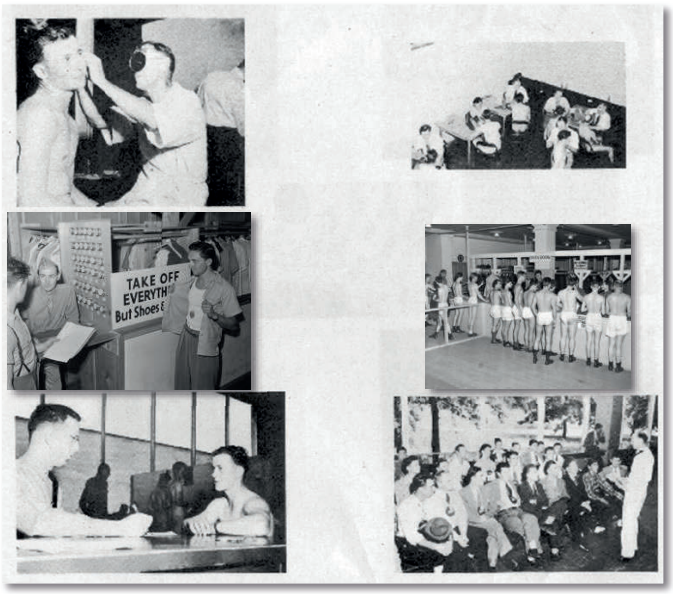
1. Mouth
2. Eye
3. Nose
4. Hand
5. Chimney
6. Ear
7. Filament
8. Return Address
9. Strings
10. Corkscrew
11. Trigger
12. Tail
13. Claw
14. Shadow
15. Ball
16. Net
17. Arm
18. Speaker
19. Arm in mirror
20. Diamond

Additional classification tests were developed early in World War II to supplement the NGCT. These included:

- Specialized aptitude tests related to the technical fields (mechanical, electrical, and later, electronics)
- Clerical and administrative tests, radio code operational tests
- Language tests and driver selection tests.

John's aptitude and experience as an electrician would have been noted.

The sailor would have undergone a medical examination to assess his physical fitness for service, including a check of his vision, hearing, and other health factors. The medical examination would have included a review of his medical history and any prior injuries or illnesses.



Finally, the sailor would receive initial orientation and training on Navy policies, procedures, and expectations and have been sworn into the Navy, taking an oath to uphold the Constitution of the United States and to serve honorably in the Navy. After completing the processing, he would have been sent to boot camp for basic training.

The first oaths of office were given to those serving under the Continental Army, beginning in 1775. A candidate had to not only name the 13 states, but also swear to keep them "free, independent and sovereign states and declare no allegiance to George the third, king of Great Britain" as well as "defend the United States against King George, his heirs and successors, and his and their abettors, assistants and adherents".

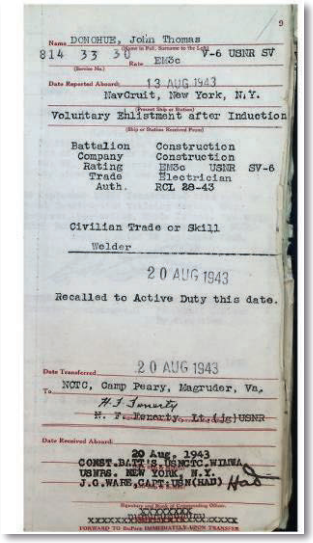
It was first updated in September 1776, after the Declaration of Independence, to swear to be "true to the United States of America, and to serve them honestly and faithfully against all their enemies opposers whatsoever; and to observe and obey the orders of the Continental Congress and the orders of the Generals and officers set over me by them".

This was changed in 1789 to place allegiance to the Constitution of the United States at the beginning of the oath. It remained relatively unchanged until the 1860s. At this point, the reference to "them" was replaced with “it" to reflect the realities of the divided nation during the American Civil War, as well as the attitude of viewing the United States as one entity rather than a collection of smaller ones.

In 1884, it was simplified to having the candidate ***"solemnly swear (or affirm) to support and defend the Constitution of the United States against all enemies, foreign or domestic; to bear true faith and allegiance to the same; to take this obligation freely, without any mental reservation or purpose of evasion; and to well and faithfully discharge the duties of the office on which I am about to enter. So help me God."***

_____

Seven short days later on 20 August 1943, John would be recalled to active duty and assigned to the Construction Battalion at Camp Peary, Magruder, Virginia! It is unusual for an enlisted individual's inactive status to only last a few days. Typically, individuals who are enlisted in the military but are placed on inactive status are expected to remain in that status until they are called up for active duty or until their period of enlistment ends. It is possible that there were extenuating circumstances that led to the John being activated early, such as a sudden change in the military's needs or a request from the individual themselves.


Name DONOHUE, John Thomas
814 33 30 V-6 USNR SV
Rate EM3c
Date Reported Aboard 13 AUG 1943
NavCruit, New York, N.Y.
Voluntary Enlistment after Induction
Battalion
Company
Rating USNR SV-6
Trade Electrician
Auth. RCL 28-43
Civilian Trade or Skill
Welder
20 AUG 1943
Recalled to Active Duty this date.
Date Transferred 20 AUG 1943
To NCTC, Camp Peary, Magruder, Va.
H. J. Donnelly
H. J. Donnelly, Lt. (jg) USNR
Date Received Aboard 20 Aug. 1943
CONST.BATTS.DEPOT.WILMCA
USNTG. NEW YORK, N.Y.
J.G.WAHS, CAPT. USN(RAD)

BASIC TRAINING – NAVAL TRAINING STATION CAMP PEARY, VIRGINIA

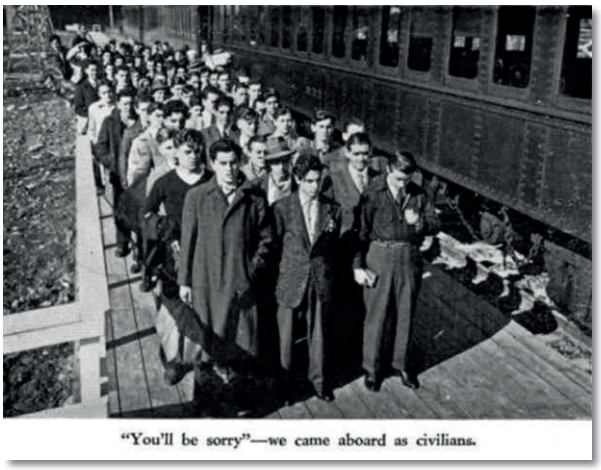
Camp Peary is an approximately 9,000 acre U.S. military reservation in York County near Williamsburg, Virginia. Camp Peary is named for Arctic explorer Rear Admiral Robert E. Peary. Porto Bello, the historic hunting lodge of Lord Dunmore, last royal governor of Virginia, is listed on the National Register of Historic Places and is located on the grounds of Camp Peary.

During World War II, beginning in 1942, the United States Navy took over a large area on the north side of the Virginia Peninsula in York County, Virginia which became known as Camp Peary.

Camp Peary, also known as NCTC Camp Peary, was primarily used as a training facility for naval personnel in the areas of intelligence and cryptology. The Naval Construction Training Center (NCTC) was added to the base in 1942 to train Navy Seabees, (members of the Construction Battalions – CB's) who were responsible for building and maintaining naval bases, airfields, and other infrastructure needed by the Navy during the war. In 1943, NCTC Camp Peary was one of the largest training centers for Navy Seabees, with an estimated capacity of 12,000 trainees. The base was also home to a prisoner of war camp that housed German and Italian prisoners captured during the war.

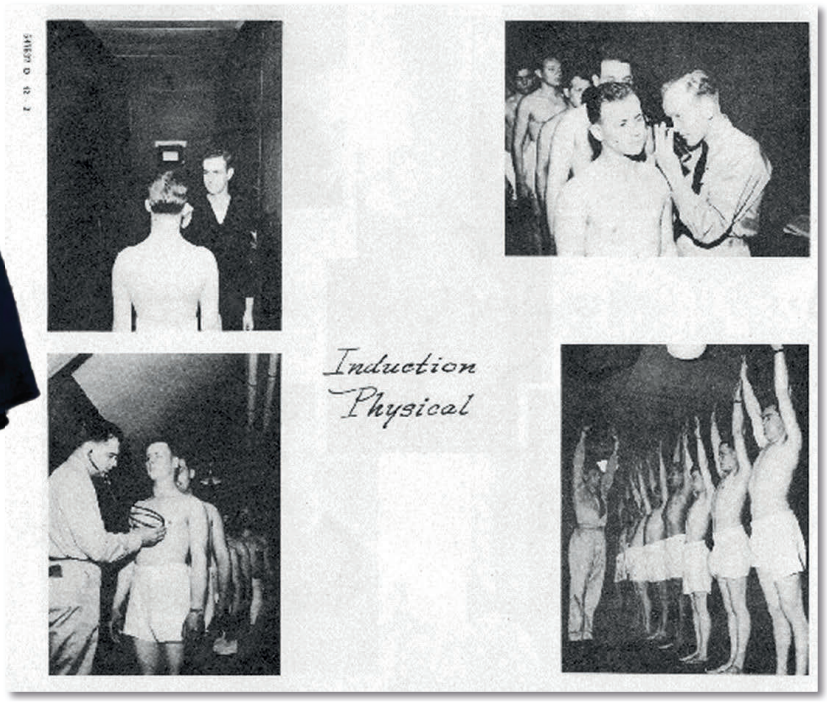
The length of Navy Bootcamp (basic training) at Camp Peary, Virginia, in 1943 was eight to twelve weeks. During this time, recruits received intense training in various areas, such as naval customs and traditions, physical fitness, seamanship, firefighting, first aid, and marksmanship. They also learned military discipline, rank structure, and military etiquette.

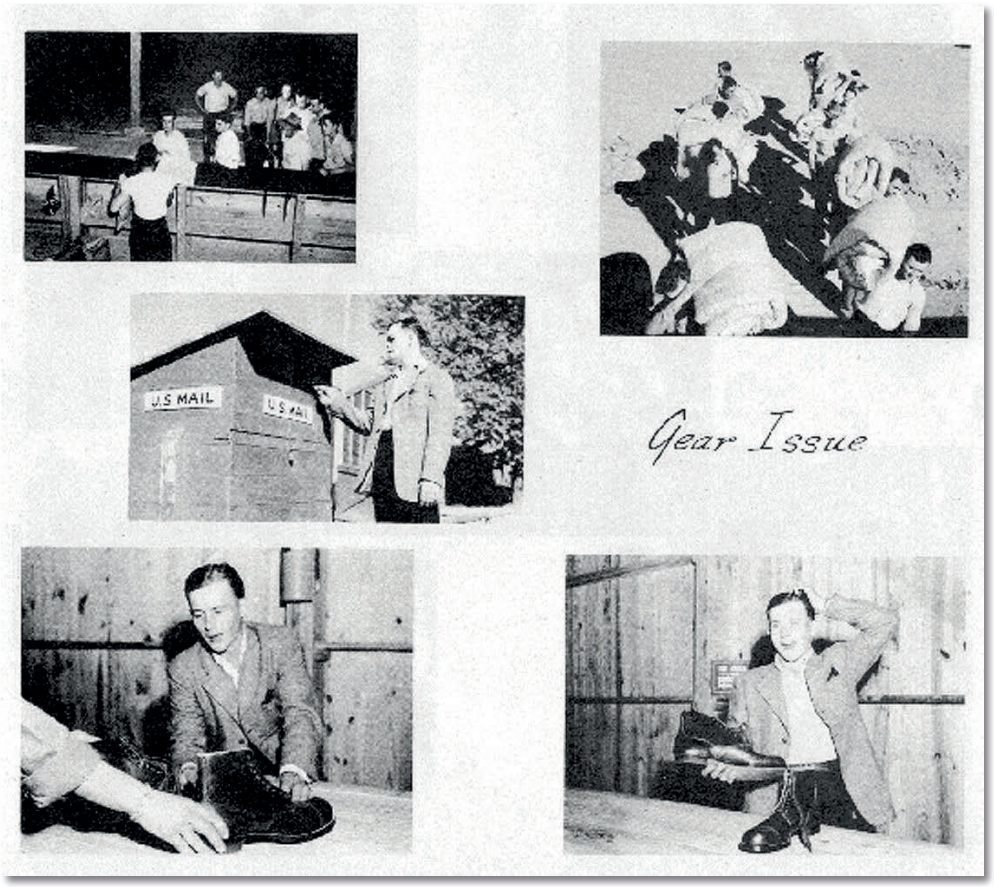
Most recruits arrived at Camp Peary by bus or train. They first filed directly into the station's huge reception center and lined up. Since the Navy stressed the use of "sea language," the reception center was called a deck, the walls were bulkheads and the stairs were referred to as ladders

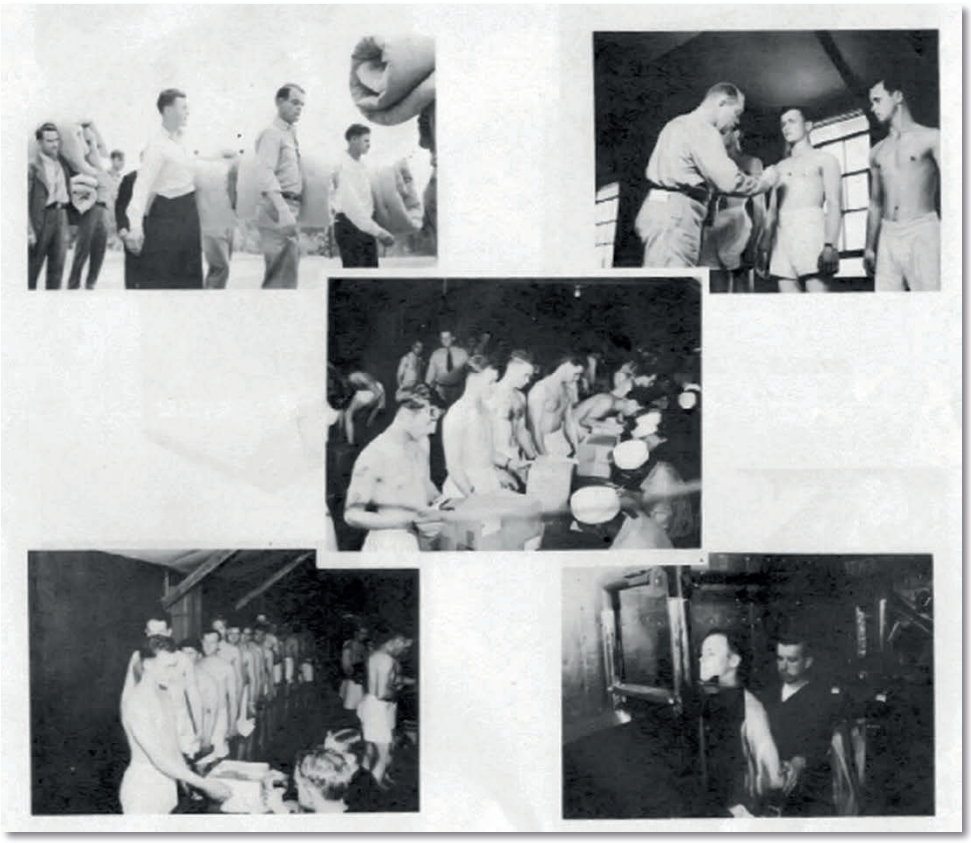


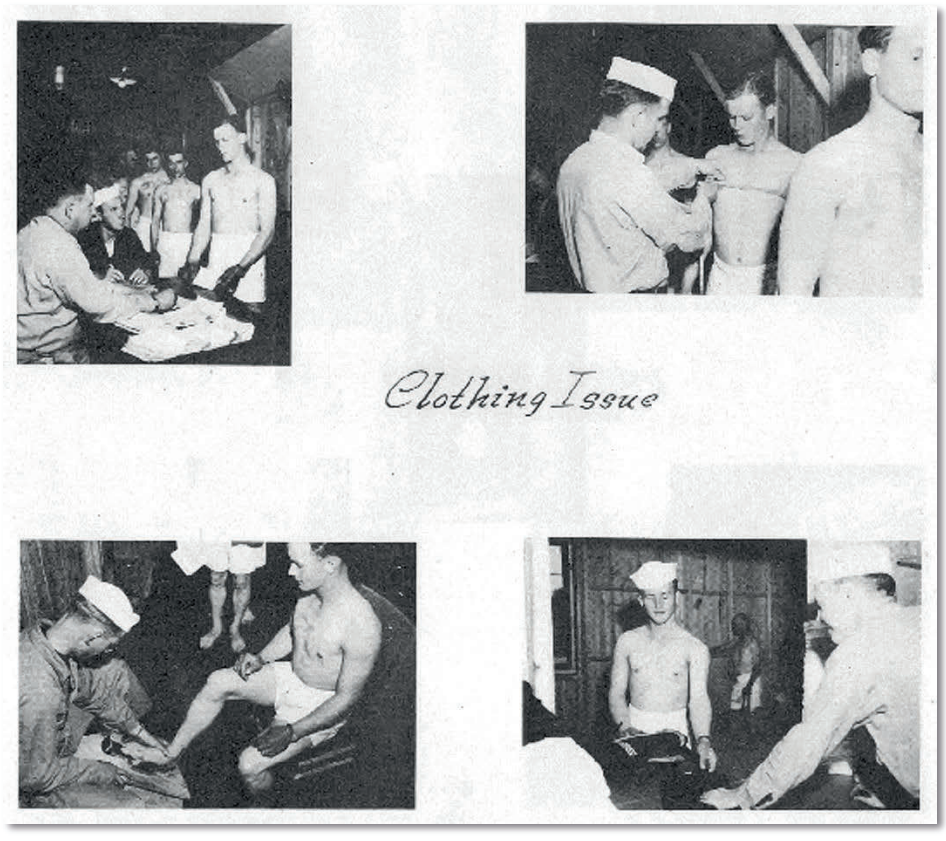
"You'll be sorry"—we came aboard as civilians.

Following their initial gathering en-masse at the "deck," the recruits then passed through the ear, eye and teeth examinations and had their blood tested. They then took off their civilian clothes and put them in boxes, which the Navy sent to their homes. They were issued $119.19 worth of clothing, the most expensive item being the $15.50 pea jacket. Two hours later (usually) they became known as "bluejackets" — because they were wearing the bluejacket uniform — and were on their way to an upper or lower bunk in one of the barracks.

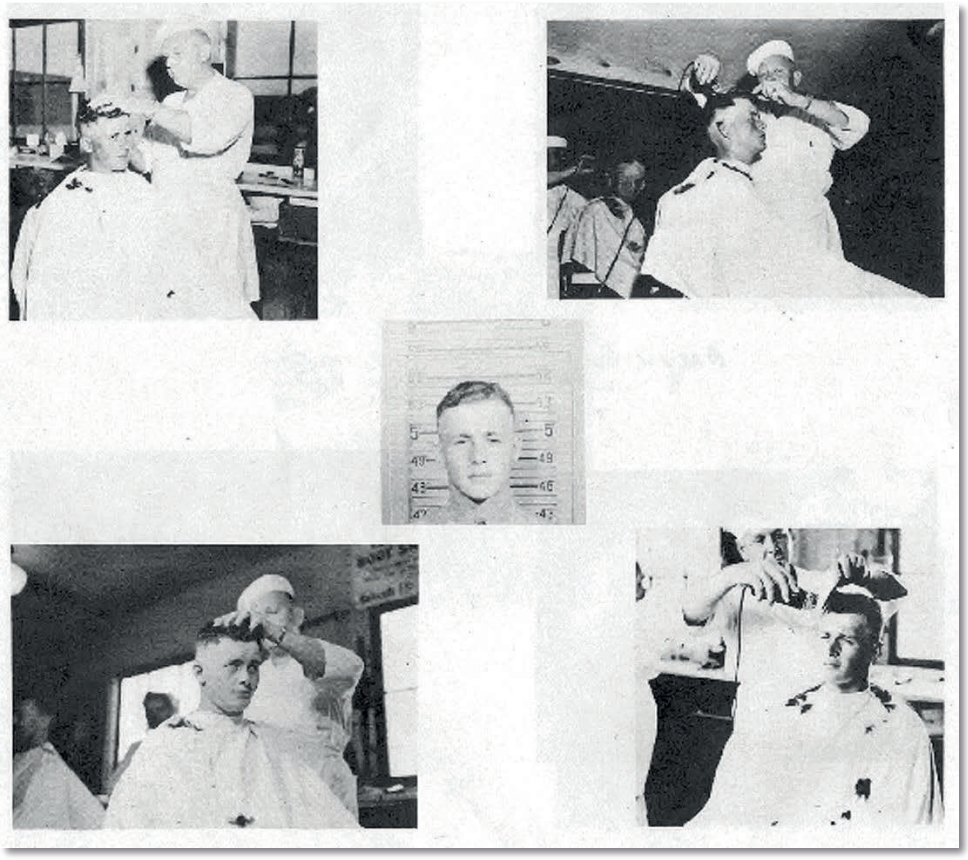


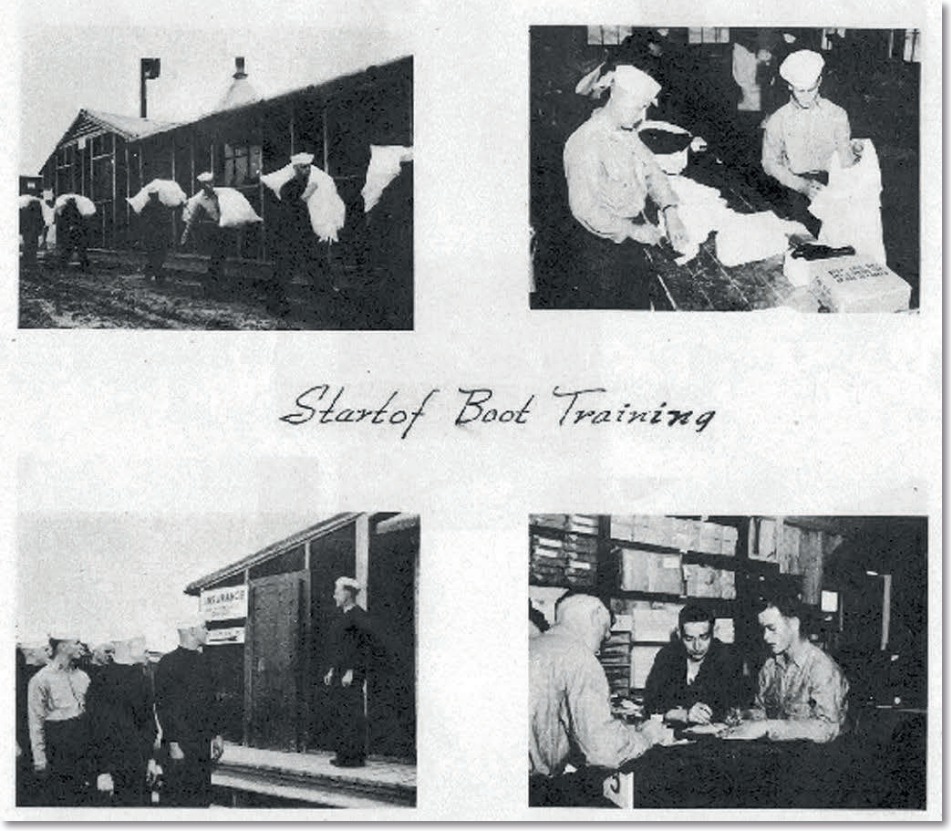

U.S MAIL
U.S MAIL
Gear Issue

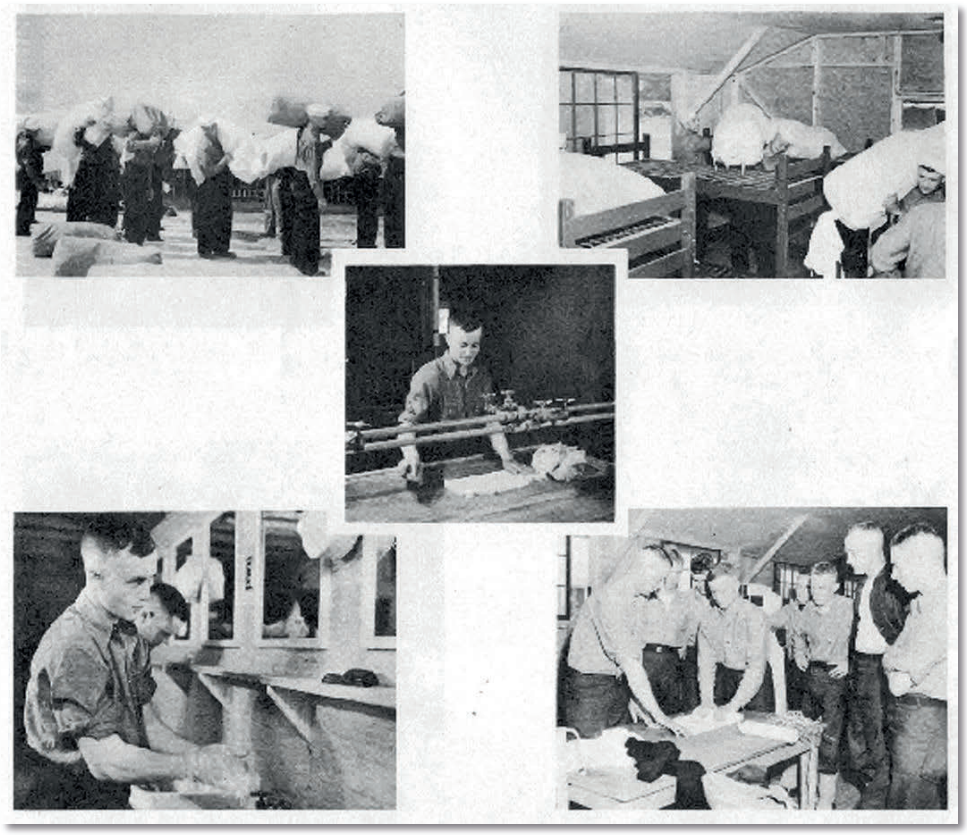



Clothing Issue


Bluejackets




Start of Boot Training



The daily life of a Naval Trainee tried to approximate ship life. Each separate barracks was treated like an individual ship. At 5:45am everyone awoke, had 15 minutes to stow and clean their bed area, exercise for 15 minutes, shower and clean stations, have a muster formation, and then eat breakfast. After breakfast, there would be marching and three sets of drills. Next, bedding was removed and aired out, mess kits were prepared and noon was dinner. After 55 minutes, drill call followed by an afternoon of march, assembly, drill and repeat. At 16:30 retreat was called from athletic activities. On liberty days there was a 45-minute liberty from 16:45 to 17:15, then you assemble your mess gear and march to supper.

LIFE OF A RECRUIT

Recruit Fredrick W. Box, Company 115, wrote about his first experiences at a Navy Boot Camp –

The meaning of "watch," "details," "drilling," "musts," and inspection are brought home forcibly to the recruit at the U.S. Naval Training Station at Sampson during the first week of training.

We learned to "hit the deck" at 5:30 each morning. It was tough to climb out of our bunks at such an "unreasonable" hour, but we rubbed our eyes, stretched our arms, threw off our two blankets and scrambled onto deck.

After washing and shaving, we got into our dungarees, which are worn at all times during the working hours from 8 a.m. to 5 p.m. during the training period. After evening chow, we wear undress blues if we go out on the Station streets.

Until morning chow the second day, the men were allowed to write letters or cards. Few if any had taken the time or had the opportunity of writing the first night.

Chow was a great treat that day at least as we were served oatmeal, scrambled eggs, potatoes, sweet rolls, coffee, and an apple. This we found later was a typical breakfast at Sampson.

Our first lecture on military courtesy was given by our chef petty officer. Most Navy officers, we learned, are addressed as "Mr."; every answer to a question is "Yes, sir," or "No, sir." We were instructed in how to salute officers, the correct method of coming to attention, and other like matters.

The first real task we faced was to stencil the $113.95 worth of clothing we had drawn the previous day. Every piece of clothing must be marked in a certain way-the dark clothes with white paint, and white clothes with black ink.

"Watch," which had meant a timepiece in civilian life, took on a new meaning, when some of us were first assigned this duty. Watches are placed on the door of the barracks, laundry dryer, (which is at the rear of the first floor of each barracks) and "head," (the Navy term for washroom and toilet.)

The third day brought our first of many work "details." Our company was just forming (about 35 more men had arrived the day before) and we were sent to regimental headquarters, the huge drill hall, ships service (a combination store, recreation center and welfare center), vacant barracks, and the chef petty officer's barracks. Sweeping, mopping, and general cleaning work was a sign to each of the groups.

Day by day, the out-going mail load increased as the company members found souvenirs at ships service for their best girl, pals, brothers and sisters, and parents. Not until our third day did anyone in our company receive mail and those few were the envy of the entire outfit.

<u>Importance of letters</u>: Folks at home do not realize the importance of those letters from home. Take it from a novice BlueJacket, letters are the greatest morale booster to service men. Many of the boys were homesick till the first letter came. Then the letters really started to pouring in, and mail call became the most important part of the day's activities.

Our fourth day brought the choir company to full complement and a move to a new barracks in the Second Battalion, as Company 115. It also brought our first choir rehearsal. We were told that we were to sing at the Protestant services Sunday morning. Catholic men were excused from the second rehearsal because the organ for their services had not yet been unpacked and assembled.

Our first official day as a company came Saturday although some of the men had arrived the previous Monday.

Most companies are formed in either one or two days, but, because ours was "picked," it took longer. Our company was among the first to include "selective volunteers," men who joined through Selective Service.

Average age of the Navy recruit in our unit is about 21. At 28, your correspondent was the "grandfather" of the company until the organist arrived.

Sunday is the day of rest in the Navy but each man is required to attend church services. After the service, we are at liberty for the remainder of the day. Our company provided the music for the Protestant Communion service and did rather well in its first appearance, according to reports.

The best meal of the week came on Sunday. It included chicken soup, chicken and biscuits, peas, cold slaw, coffee, bread and butter, and ice cream and cake.

<u>Plenty to Do</u>: The next five days were devoted to work on some of our 57 varieties of "musts." Every recruit must have done these "musts" before they complete training. Among those completed in our first official week were formation of platoons, physical test, issue of sea bags and hammocks, tailor pick up and return, and instructive talk by the battalion commander, signing for National Service Life Insurance (most of the boys signed up for the maximum $10,000), family allowance and allotment, the second typhoid shot, the chaplain's lecture, first Navy haircut (scalping to 1 ½ inches of hair on every man) and other important activities.

One of the big events of the week was our first pay of $5. We walked in one door on the upper deck of ship's service, received our pay, moved a few feet further and "purchased" a "chit" book for $3.35. This left us $1.65. Some of the boys claimed that was the "fastest I have ever spent $5."

The "chits" covered the expense of two haircuts, tailor alterations, a BlueJackets Manual, and cobbler…

The chaplains, Catholic and Protestant, take care of the religious needs of the men. They are prepared to baptize any man and ready to aid them with any personal problem. There for,

recruits swing to their work with the will with no worries or cares.

The Navy teaches recruits how to shift for themselves. With the exception of "chow" the recruit must do all his own personal work, including making beds, keeping his locker in order, washing clothes, and keeping the barracks in spotless shape.

It took us only a couple of days to learn the trick of making up the bunks in prescribed Navy fashion (or so we thought.) After a couple of inspections by the battalion commander, we found out differently.

The pillow must face the foot of the bed so the stenciled name can be read easily by any passing officer, the mattress cover must be smartly smooth, the blankets must be folded carefully and placed about twelve inches from the foot of the bunk, and a clean small hand towel must hang over the end of the bunk with the name showing at the bottom outside.

During the work day, the recruit must have his bunk ready for inspection at all times. A habit of recruits is to leave stray clothing and stationery on the bunks.

After several warning, our company commander surprised us by calling for a bunk inspection at noon chow period. Sure enough, nearly 80 percent of the men had tucked some article under the pillow, blankets, or mattress. That incident did much to keep each one of us on our toes thereafter.

Barracks and personal cleanliness are watched carefully. Dirty clothes, failure to shave, or dirty bedclothing bring reprimands and give the company a black mark. In some instances, guilty parties are assessed extra watch duty, special cleanup assignments, or other "training" to bring about cleanliness in the future. Each man is furnished with a scrubbing brush and soap, which, with a bit of personal initiative, spells "clean clothes."

Many men who had never been closer to washing clothes than to be in the same room with a washing machine now are crack scrubbers. We have learned just how much soap each item requires before the scrubbing starts. We found quickly that the dark clothing must be kept away from the "whites" to avoid "hard to remove" stains. Other little tricks soon were mastered so that the washing time was cut from several hours to a matter of less than an hour. Ringers are provided so the clothes dry quickly.

Clothes are tied to lines in the drying room with "clothes stops"- small sections of rope which are tied to the corners of the clothing.

All clothing and gear issued to a sailor must be packed in his locker in regulation manner. Whites are placed on the top shelf, blues on the second, and shoes and toilet articles on the bottom shelf with the dress hat. A side compartment is for the pea-coat, ditty bag and stationery.

We stand final inspection before our recruit leave.

Failure to follow rules in storing locker gear is carefully watched by the company commander, his officers, and inspecting officers.

In addition to the personal responsibilities of the recruit, he has company duties in keeping the barracks clean.

Our company is divided into Port and Starboard details. Every morning one of them takes the cleaning detail. Groups of men are assigned to service on the "main deck", "head", laundry room, hallway, stairs, and commander's office, and the windows.

In the hour between 5:45 to 6:45 a.m., these details swab the deck, clean the bulkheads (walls and windows), shine up the "head" mirrors, basins, shower room and the laundry pails.

Because the entire barracks must be in readiness for inspection during working hours, we recruits are allowed to smoke inside only a short time after mid-day chow. Then the smoking buckets must be cleaned, should an afternoon inspection be made. After working hours, smoking is allowed, but only in a special room in the "head." In Navy terms, smoking is permitted only when the "lamp is on."

Although most of us do not realize it, we gradually drop our dislike for certain foods. Of course, we eat only what we want, but after several hours of marching, work detail or other activity we are hungry enough to eat almost anything.

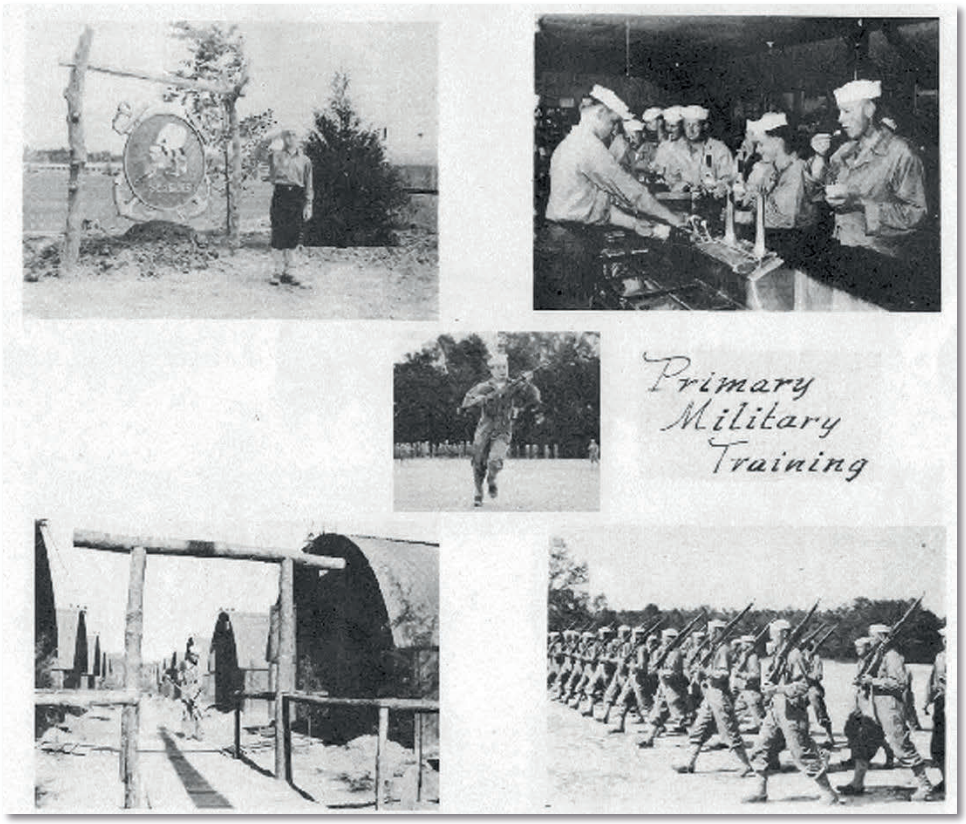
Naturally the corpulent boys are losing weight and the slimmer ones are gaining poundage, as all of us quickly round into fighting shape.

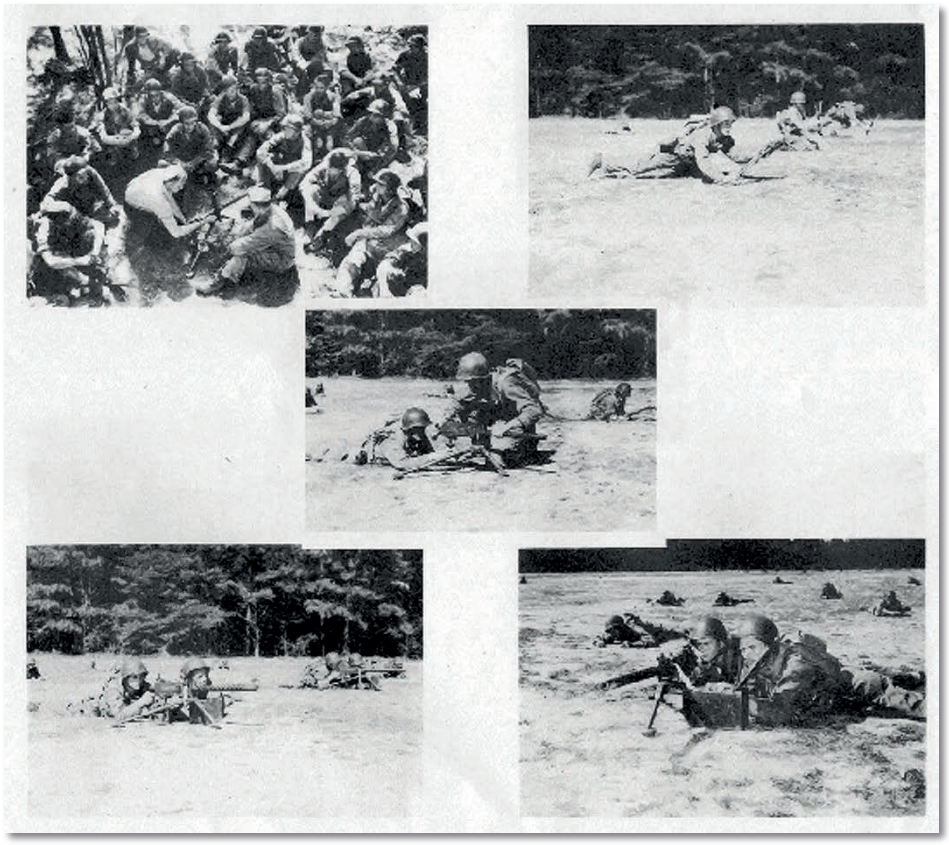
HUNGRY SAMPSON SAILORS STAND IN LINE AWAITING 'ME

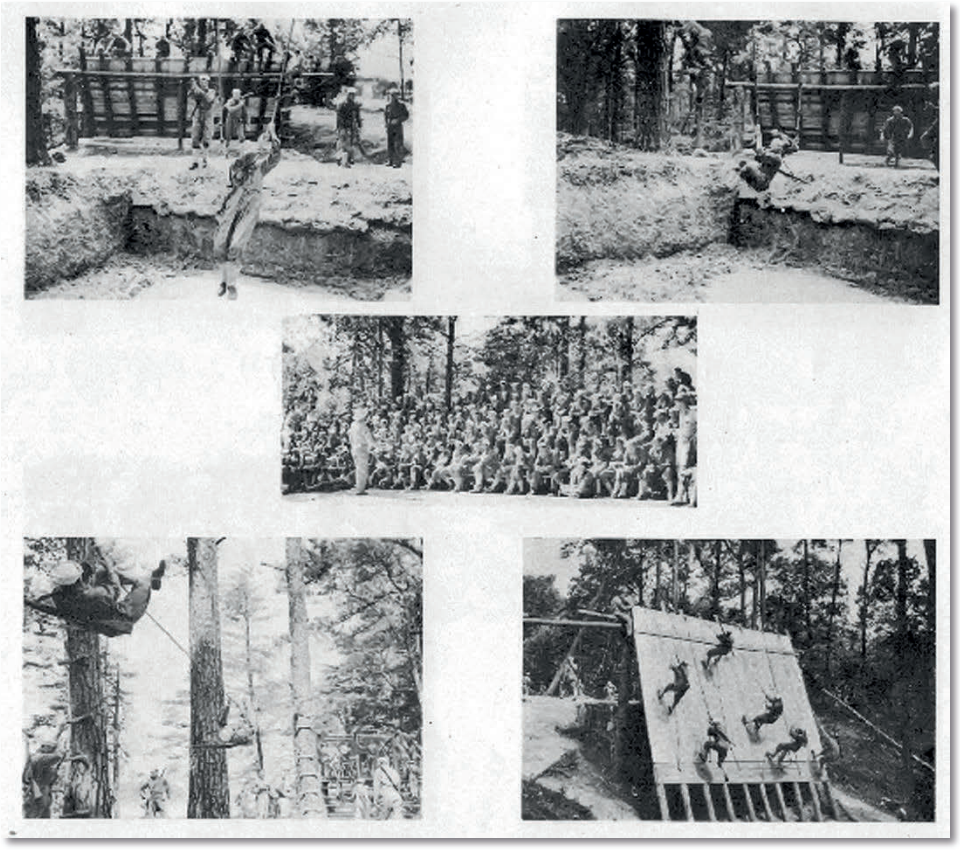
"Boots," at Sampson Naval Training Station recruits are called, are standing in line at mess hall, awaiting call to eat. These former clerks, sal chanics and the like have

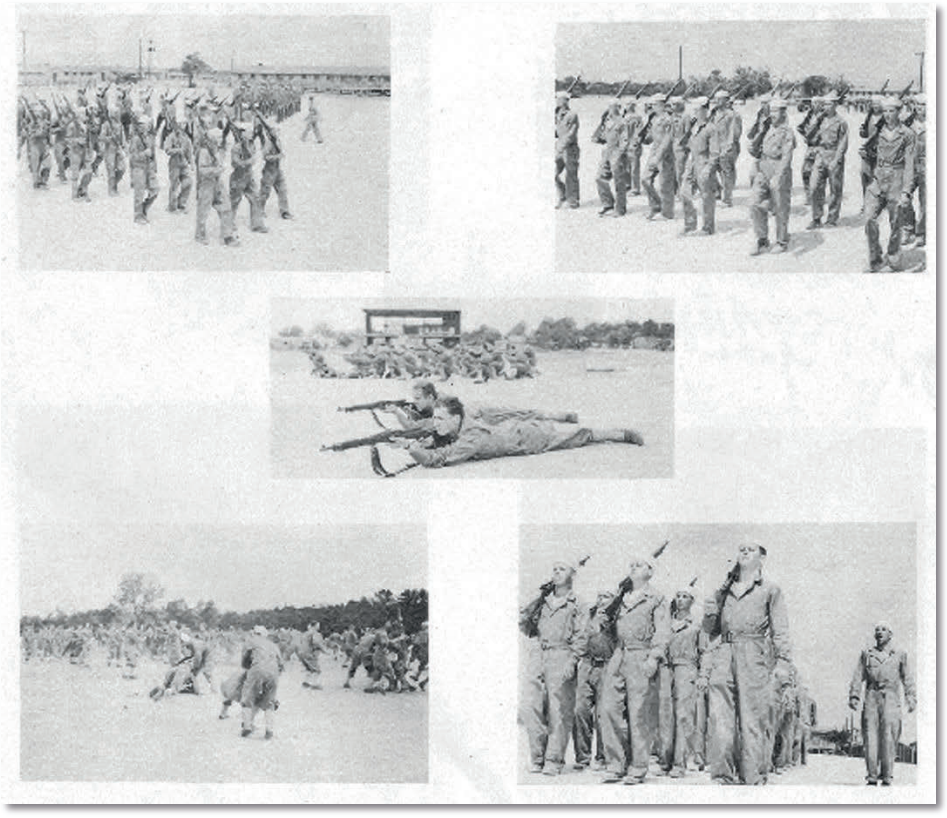
The last few weeks of a recruit's training were crammed with the necessary training for a Navy man — manual of arms, gas mask drill, life boat instruction, rifle range instruction and test, seamanship (including knot tying) and packing sea bags for the final inspection. That seabag inspection took place in the drill hall in the last week of training.

Naval Training Station: Seamen who will graduate the next morning submit bags for final inspection – it takes two men two hours to do one bag – note hammocks overheads – they sleep in these. ***The LIFE Magazine Collection, 2005***

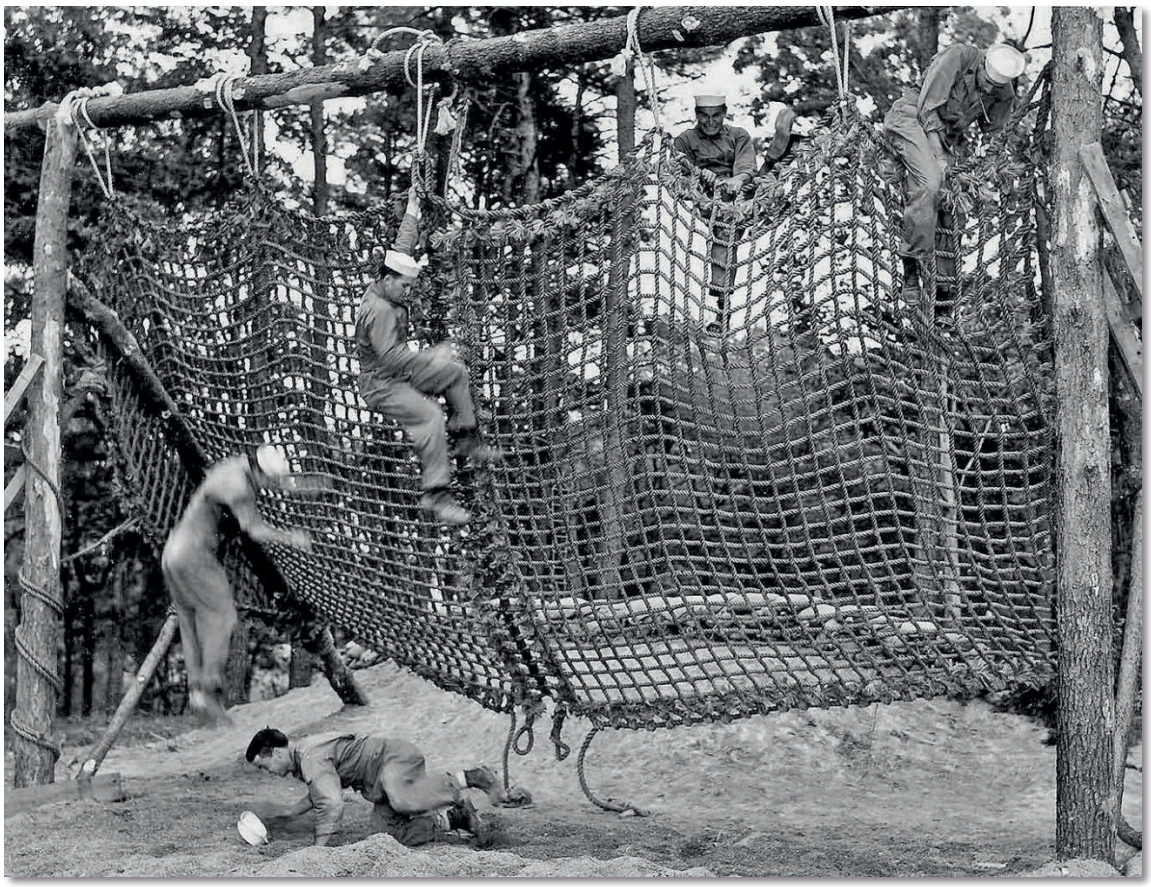

Primary
Military
Training








No. 1626
Seabee Commando Trainees, Camp Peary, Va.
Official U.S. Navy Photo



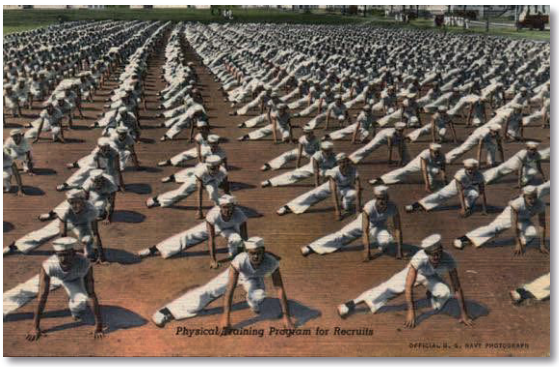
No. 1625 Seabees at Sea and at Disembarkation Point, Greetings from Camp Peary, Va. Navy Photo

No. 1627 Seabees Clean Up Their Hives, Camp Peary, Va. *Official U. S. Navy Photo*

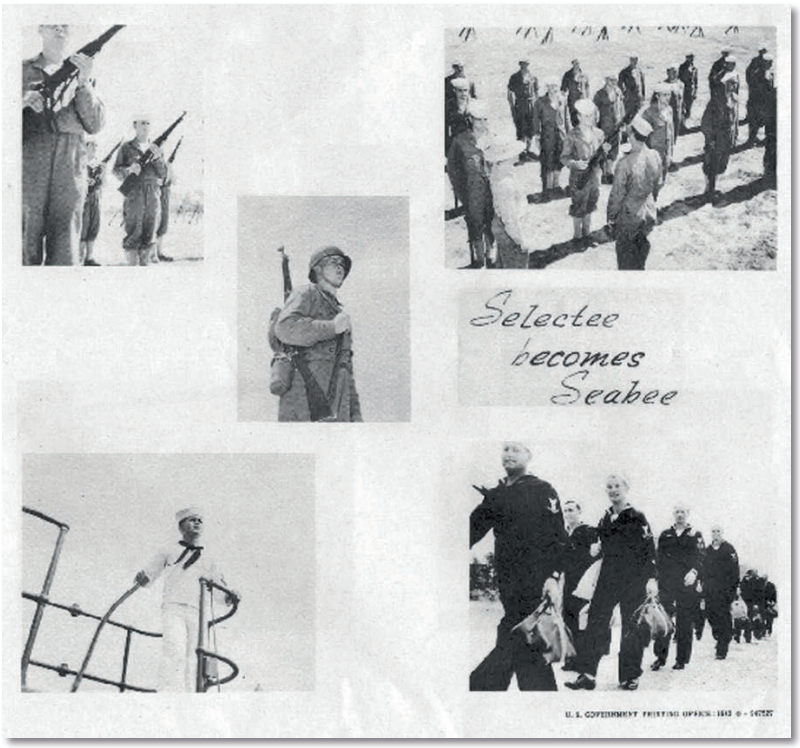
Learning to hold a bearing on a compass.

One of the few times we can lie down on the job.

In addition to classroom instruction and physical training, recruits also underwent rigorous drills and exercises, including marching and naval ceremonies. The goal of this training was to prepare sailors for their duties and responsibilities in the Navy, and to ensure that they were physically and mentally prepared for the challenges they would face while serving in the armed forces.



Physical Training Program for Recruits



Upon completing basic training in 1943, sailors would be assigned to various duties based on their individual skills, preferences and the needs of the Navy.

Some sailors would have been assigned to further specialized training in areas such as electronics, aviation, or mechanics. Others would have been assigned to serve aboard ships, including battleships, cruisers, destroyers, and aircraft carriers.

Still, others may have been assigned to shore duty at a naval base or facility, where they would have supported the Navy's operations and maintained equipment and facilities.

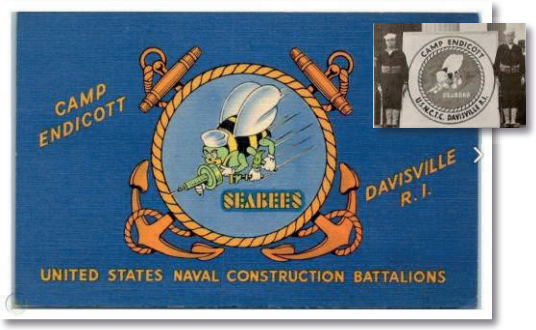
The specific assignments would have varied based on the needs of the Navy and the qualifications and abilities of each sailor. However, given the ongoing war effort in 1943, it is likely that many sailors would have been assigned to serve in combat zones, such as the Pacific or the Atlantic theaters, where they would have supported the war effort by participating in naval operations against enemy forces.

Seaman second class John Thomas Donohue, however, would capitalize on his peacetime vocation as an electrician and continue training as Electricians Mate third class. Completing that in just over three months is notable. John was transferred for specialty training to Camp Endicott at the Davisville Naval Construction Battalion Center at Quonset Point in North Kingstown, Rhode Island, at the completion of his basic training on 29 September 1943.

SEPTEMBER 1943

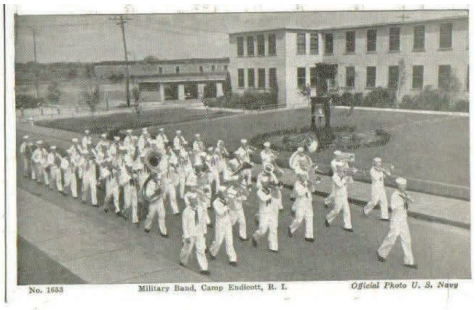
Seaman John Thomas Donohue

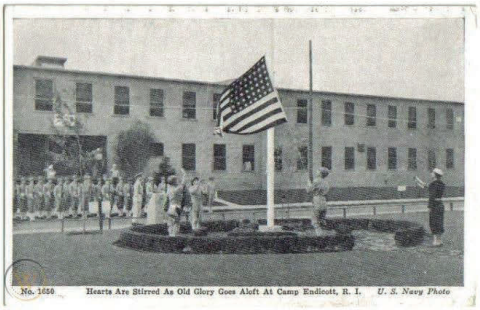
SPECIALTY TRAINING – CAMP ENDICOTT, NORTH KINGSTON, RI

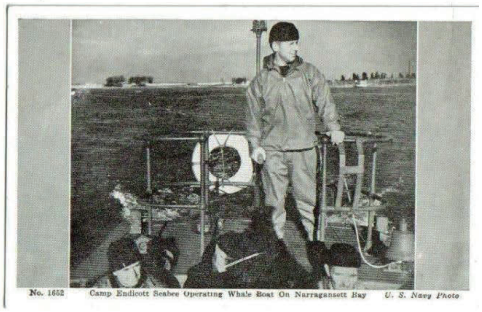


Camp Endicott was a United States Navy Seabee facility, part of Davisville Naval Construction Battalion Center at Quonset Point in North Kingstown, Rhode Island. The vast training camp built at Davisville, Rhode Island in 1942, provided more than 100,000 men of the U.S. Navy's Construction Battalions, better known as "Seabees," with construction training during World War II.

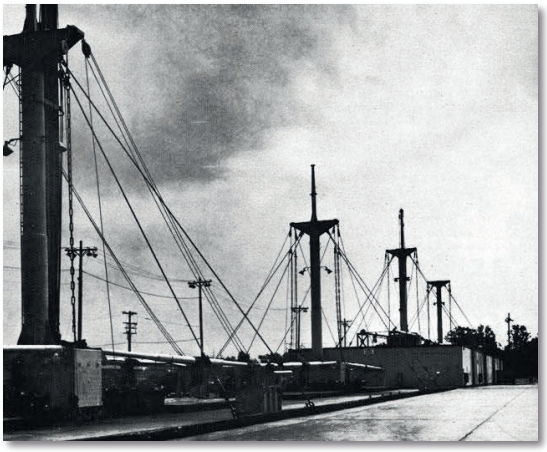
In February of 1942, the Navy acquired approximately 840 acres just north of Quonset and established the first Advance Base Depot at what would become the Davisville Naval Construction Battalion Center. As the need for new facilities continued to grow, the Battalion Center expanded to encompass 1,892 acres, and a number of different functional divisions were added. Total acreage included 85 acres on a separate plot in West Davisville. Later in 1942, Camp Endicott was established as the Naval Construction Training Center. Endicott was constructed on 475 acres of the Advance Base Depot and specialized in training the Navy's Construction Battalions, or "Seabees," to meet the challenges of building new bases, often in remote overseas areas. To the north of Camp Endicott along Davisville Road, Camp Thomas provided lodging for service people embarking for or returning from overseas duty. The Advance Base Depot and Warehouse Triangle, also located along the main artery of Davisville Road, provided storage and assembly space for vast quantities of materials shipped to the Navy's advance bases worldwide.







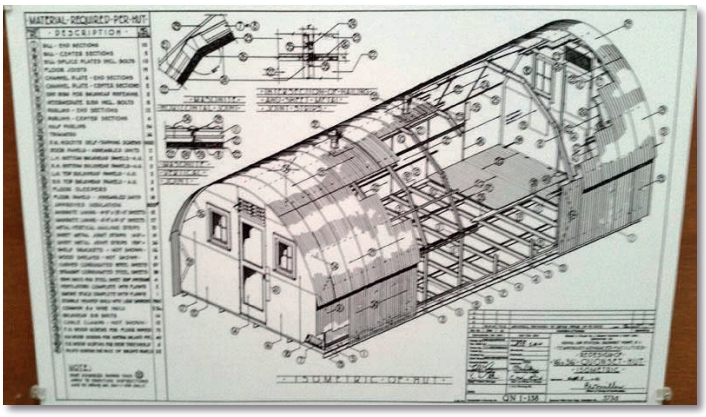
Parade Ground, Camp Endicott 1943



Liberty Ship Mockup

Quonset Huts

A Quonset hut is a lightweight prefabricated structure of corrugated galvanized steel having a semi cylindrical cross-section. The design was developed in the United States, based on the Nissen hut introduced by the British during World War I. Hundreds of thousands were produced during World War II and military surplus was sold to the public. The name comes from the site of their first deployment at Quonset Point at the Davisville Naval Construction Battalion Center in Davisville, Rhode Island.



The original Quonset design had a 16 by 36-foot footprint, later expanded to a standard 20 by 48-foot general purpose size with some 86 different interior configurations (barracks, medical, chapel, classrooms, repair, supply, offices, mess halls, bakeries, etc.) and to warehouse styles of 40 by 100 feet, called “Elephant Huts.” The small models cost $800 in 1941 (around $12,000 today). The largest wartime Quonset hut was built on Guam: a 54,000 square foot warehouse. The beauty of the Quonset hut lay in its simplicity. Not only could it be quickly and cheaply produced, it could be transported as easily as a comparable sized tent, and with greater end-use versatility.

In general, the training for an Electrician's Mate classification would have covered a wide range of technical skills related to the operation and maintenance of machinery and mechanical systems on board naval vessels. This could include topics such as:

- Internal combustion engines: The sailor would have learned about the principles of operation and maintenance of diesel engines, gasoline engines, and steam engines.

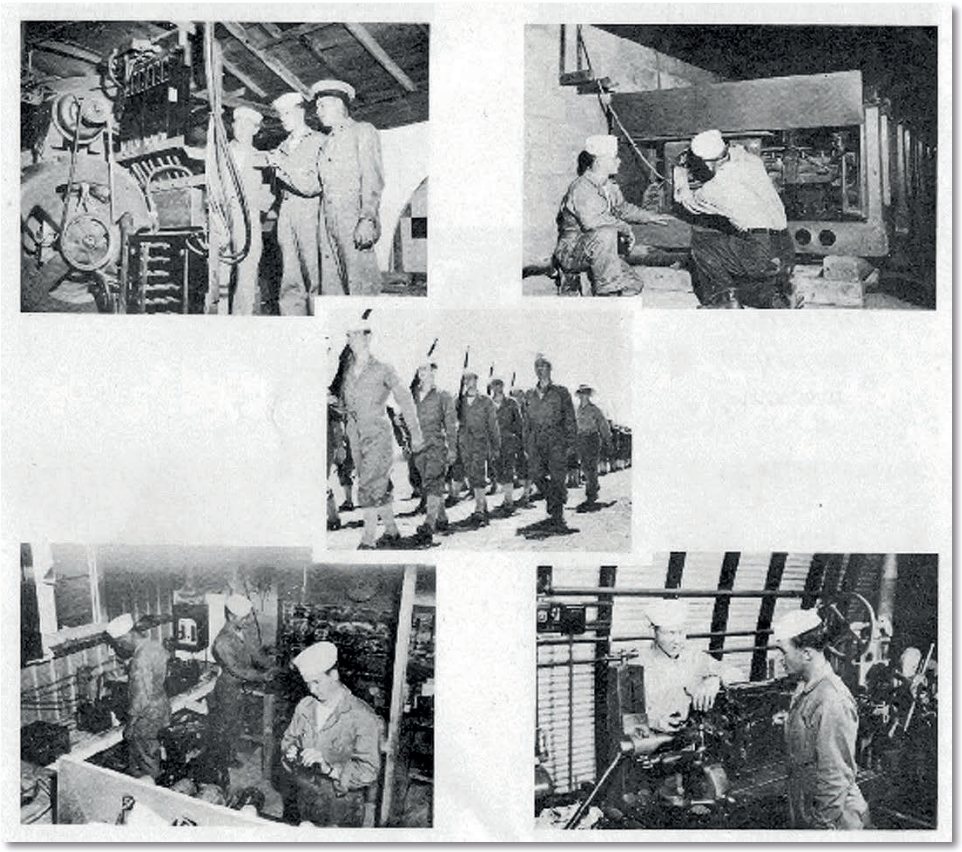
- Electrical systems: The sailor would have learned about the principles of electrical systems, including generators, motors, and electrical circuits.

- Pumps and valves: The sailor would have learned about the operation and maintenance of various types of pumps and valves, including centrifugal pumps, reciprocating pumps, gate valves, and globe valves

- Welding and metalworking: The sailor would have learned about the principles of welding and metalworking, including the use of welding equipment and techniques for joining and repairing metal parts.

- Ship construction and repair: The sailor would have learned about the construction and repair of naval vessels, including the use of shipbuilding materials and techniques for repairing hulls and other structural components.

In addition to technical skills, an Electrician's Mate would also be expected to have leadership and management skills, as they would often be responsible for supervising other sailors in their division. Overall, the training for an Electrician's Mate classification would have been rigorous and comprehensive, as the role of an Electrician's Mate was critical to the safe and effective operation of naval vessels during World War II.



John had three scheduled leaves of absence while at Camp Endicott. The first was a three-day pass at the end of October, one month after he had arrived. A second occurred at the end of December and a third in early February of 1944 just before his final assignment to Submarine Base New London.

Typically, at the end of specialty training, Petty Officers are granted a short leave. Having been separated from Terry for several months, John and Terry took advantage of his free time. Like many other young men going off to war, John Thomas Donohue and Theresa M. Fischetti were married on December 4, 1943, making good on a marriage license filed in Kings County on October 30, 1943, during his first leave.

Left-to-Right

Unknown son of a family friend; Best Man, Brother James F. Donohue, 26; Maid of Honor & Best Friend, Millie DiMasi; Theresa 'Fischetti' Donohue, 18; John Donohue, 23; Sister Christina Fischetti, 7

As of the time of their wedding, John was assigned to the Construction Battalion at the USNCTC (US Navy Construction training Center) in North Kingston, RI. as a 'CB' (Seabee). You can see the CB diamond patch on the left sleeve of his uniform in his wedding photo. Following his wedding, John returned to his Seabee training assignments at Camp Endicott where he would eventually be shipped overseas to construct Navy bases wherever needed in the European and Pacific Theaters. In late 1943 and early 1944, many Seabees units were deployed from Camp Endicott including construction battalions, maintenance units, and other specialized teams that were responsible for building and maintaining military infrastructure, such as airfields, ports, roads, and bridges. Some of the notable deployments during this time included those to the Pacific Theater, where they were involved in the construction of airfields on islands such as Guadalcanal, Tarawa, and Saipan, as well as in the European Theater, where they were involved in building and repairing ports and other infrastructure in places like England and France.

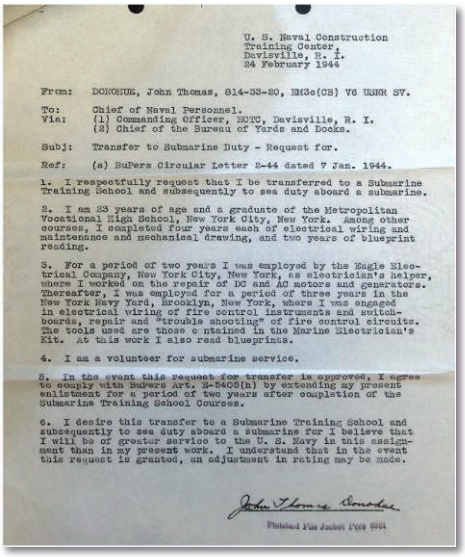
John's interest, however, was not in land based construction but in serving on Navy vessels. To that end he explored reassignment and on 24 Febreuary 1944 formalized his request in a letter to the Chief of Naval Personnel. Guidance for such a request was outlined in the BuPers Circular Letter 2-44 was issued by the Bureau of Naval Personnel on 7 January 1944. The circular emphasized that the transfer of personnel was an administrative matter, and that the needs of the service would take priority over the desires of individual personnel. It stated that requests for transfer would only be granted if they were deemed to be in the best interests of the Navy.

The circular also provided guidance on the documentation required for transfer requests, and emphasized that personnel should not submit frivolous or unnecessary transfer requests. It specified that requests for transfer should be submitted through the appropriate chain of command and that the commanding officer should include comments on the request.

Overall, the circular emphasized the importance of maintaining an effective and efficient Navy and the need for personnel to be flexible and willing to serve in a variety of assignments as determined by the needs of the service.

In his request, John spoke of his vocational education and indistrial experience, especially that at the New York Navy Yard, Brooklyn, New York. In his letter he stated,

- He was volunteering specifically for submarine service.
- If approved, he agreed to extend his present enlistment by two years after completion of Submarine Training Courses. (That would keep him in the Navy until at least 1946.)
- He felt that transferring to the Submarine Training School and subsequently to sea duty aboard a submarine would be of greter service to the U. S. Navy than in his present work as a Seabee.



U. S. Naval Construction
Training Center,
Davisville, R. I.
24 February 1944

From: DONOHUE, John Thomas, 814-33-80, EM3c(CB) V6 USNR SV.

To: Chief of Naval Personnel.
Via: (1) Commanding Officer, NCTC, Davisville, R. I.
(2) Chief of the Bureau of Yards and Docks.

Subj: Transfer to Submarine Duty - Request for.

Ref: (a) BuPers Circular Letter 2-44 dated 7 Jan. 1944.

1. I respectfully request that I be transferred to a Submarine Training School and subsequently to sea duty aboard a submarine.

2. I am 23 years of age and a graduate of the Metropolitan Vocational High School, New York City, New York. Among other courses, I completed four years each of electrical wiring and maintenance and mechanical drawing, and two years of blueprint reading.

3. For a period of two years I was employed by the Eagle Electrical Company, New York City, New York, as electrician's helper, where I worked on the repair of DC and AC motors and generators. Thereafter, I was employed for a period of three years in the New York Navy Yard, Brooklyn, New York, where I was engaged in electrical wiring of fire control instruments and switchboards, repair and "trouble shooting" of fire control circuits. The tools used are those o ntained in the Marine Electrician's Kit. At this work I also read blueprints.

4. I am a volunteer for submarine service.

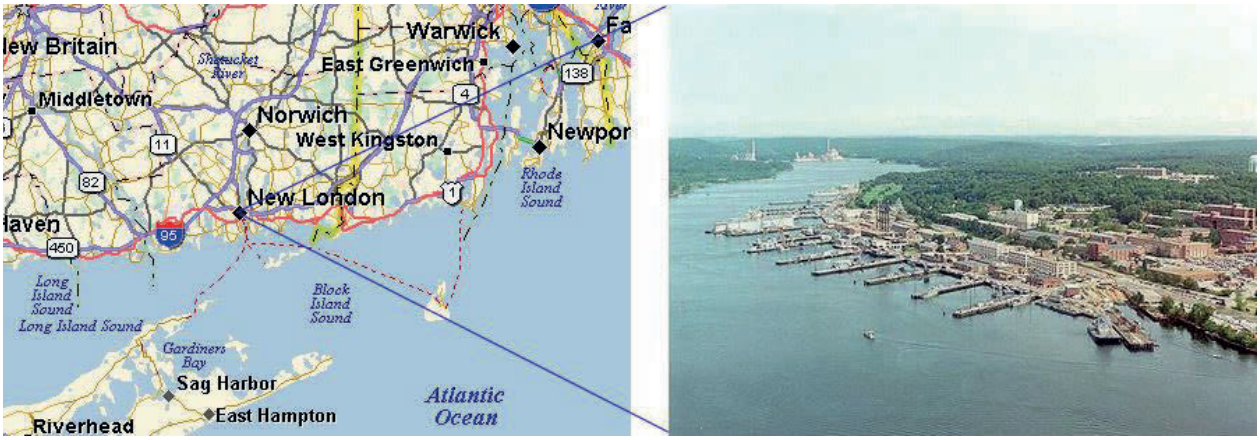
5. In the event this request for transfer is approved, I agree to comply with BuPers Art. D-5403(h) by extending my present enlistment for a period of two years after completion of the Submarine Training School Courses.

6. I desire this transfer to a Submarine Training School and subsequently to sea duty aboard a submarine for I believe that I will be of greater service to the U. S. Navy in this assignment than in my present work. I understand that in the event this request is granted, an adjustment in rating may be made.

John Thomas Donohue

On 25 February 1944 his commanding officer approved and forwarded his request. It was fully approved on 2 March 1944 and his reassignment orders were issued om 4 March 1944. Along with the transfer, his classification chnged from EM3c V-6 (CB) to EM3c V-6 (General Service). On 14 March 1944, John reported to Subbase, New London, CT, for course instruction.

BASIC SUBMARINE TRAINING AT SUB BASE NEW LONDON, GROTON, CONNECTICUT

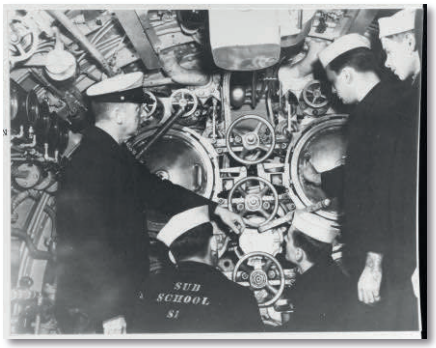


Located along the eastern bank of the Thames River in Groton, Connecticut, today New London serves as the home of fifteen attack-class submarines, the largest single contingent of subs in the US Navy. The submarines serve throughout the world, including beneath the polar ice cap.

Almost every sailor serving aboard a submarine will pass through New London for some kind of training. The base is known as "home of the submarine force," although personnel at the base like to call New London the "submarine capital of the world."

Steeped in history, Submarine Base New London was the first port to host US submarines in 1915, prior to the country's entrance into World War I. Since then, the base has continuously expanded as the US has grown into the world's largest naval power, with the most advanced submarine fleet of any country.

The six week curriculum for Submarine training at New London in 1944 was designed to provide comprehensive training to submariners in all aspects of submarine operations and maintenance. The training program included a variety of courses, drills, and exercises, with a heavy emphasis on practical, hands-on training including:

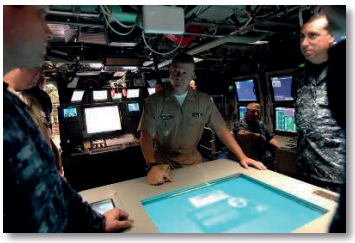


- Submarine familiarization: This course provided an overview of the layout and operation of a submarine, including the various compartments and systems aboard the vessel.

- Diesel engine operation and maintenance: This course covered the operation, maintenance, and repair of the diesel engines that powered most submarines during World War II.

- Electrical systems: This course covered the operation and maintenance of the complex electrical systems aboard submarines, including the battery and charging systems, as well as the wiring and instrumentation.

- Weapons: The operation and maintenance of the various weapons systems onboard submarines, including torpedoes and anti-aircraft guns.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- Firefighting: This course covered the procedures and equipment used to combat fires aboard submarines, which presented a significant danger due to the confined spaces and limited oxygen supply.

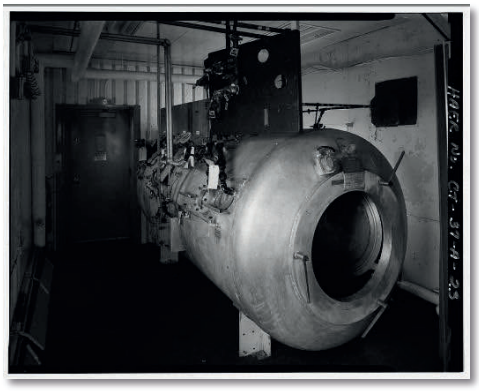
- Damage control: This course covered the procedures and equipment used to repair and maintain the submarine in the event of damage, such as from enemy attacks or accidents.

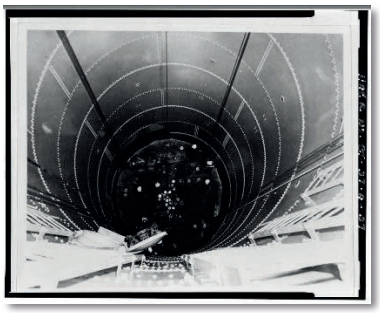
- Navigation: This course covered the principles of navigation and the use of charts, compasses, and other instruments used to navigate a submarine.

In addition to these courses, submariners at New London also received practical training in various exercises and drills, such as diving and surfacing drills, torpedo firing drills, simulated combat scenarios and escape drills. an Electrician's Mate would also be expected to have leadership and management skills, as they would often be responsible for supervising other sailors in their division.

ESCAPE

Aside from basic submarine schooling, future submariners take part in High-Risk Trainers which include instruction on how to deal with life-or-death situations on a submarine, like fixing leaks and evacuating a sunken vessel. The Submarine Escape Training Tank was constructed for the purpose of training U.S. Navy submariners in the use of re-breathing apparatus and in emergency procedures for escaping from disabled submarines. The 119-foot, 6-inch steel standpipe contained locks or compartments, modeled on those in actual submarines, at the 18, 50 and 110-foot levels, through which Students from the U.S. Naval Submarine School entered the tank and ascended under close supervision from instructors.

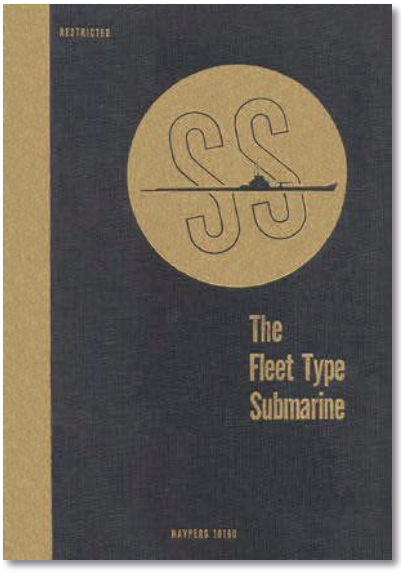



Successful completion of the escape training course was a prerequisite for all prospective submariners. Therefore, it was the first exercise completed by new submariners. By 20 March 1944 John was certified doing escapes from a depth of fifty feet using a breathing lung.

The experience provided not only practical training for emergency situations, but, through accomplishment of a rite of passage, fostered a sense of individual pride and confidence, which the Navy considered an important quality in its submarine personnel. In addition, the tank, for much of its history under jurisdiction of the Medical Research Laboratory, was employed in numerous research programs that examined biomedical and behavioral problems associated with submarine and diving environments, or were designed to test and improve escape techniques and equipment. Six of the eight small building that envelop the base of the tank were constructed, at various times, to support these training and research activities. The remaining two buildings contained machinery and equipment for operation of electrical, heating, compressed air and hydraulic systems. The Submarine Escape Training Tank is one of two essentially identical structures designed by the U.S. Navy's Bureau of Yards and Docks. The second tank was erected at Naval Submarine Base, Pearl Harbor, Hawaii, to serve personnel of the Navy's Pacific fleet.

The basic training was intense and covered an incredible amount of operational and technical information. The restricted Fleet Type Submarine Manual Table of Contents demonstrates the breadth of the training.



The total duration of training was 12 weeks, including both classroom instruction and hands-on training. This training period not only covered the basics outlined in the general submarine manual, it concurrently covered two sequential six-week courses in battery and gyroscope expertise which would be John's specialty.

As an Electrician's Mate, your duties onboard a submarine would have included operating and maintaining the submarine's engines and propulsion systems, as well as its electrical and hydraulic systems. You would have also been responsible for performing routine maintenance on equipment and responding to any emergencies that may arise.

The areas covered in the general submarine training are summarized in the Table of Contents for this manual:

TABLE OF CONTENTS

TECHNOLOGY IN THE 1940'S

There were no transistors, integrated circuits, digital computers, digital storage, cell phones, televisions, GPS, satellites and on and on. Measurement systems, control systems, computational systems were all electro-mechanical with many of them strictly mechanical. They were collections of levers, gears and springs, dials, and power hungry, glass, short-lived vacuum tubes and assorted mechanical gauges. They were not very precise, but they were good enough. It was a totally analog world that had not yet discovered digital technology.

In the late 1950's, early visionaries built a 16,000 digital bit (16Kbit) memory storage device. It could store several pages of text, was constructed with a few thousand vacuum tubes, weighed thirty tons, dissipated 50 megawatts and was as big as an eighteen-wheeler truck. [This is a photo of just one of sixteen frames in total.] Today, a chip the size of my thumbnail can store the equivalent of several billion 'trucks'!

Consequently, a submarine in 1943 was a collection of hundreds of large, heavy, power hungry analog electromechanical systems, each with a unique design, method of use and maintenance procedures. Thus, even the best Engineer's Mates could not know it all and had to specialize.

Here is a good example. Today, if you want to know your Longitude and Latitude position you take out your five-inch half-pound cell phone and open the GPS app. Your location is instantly displayed with a significant number of decimal places telling you to within a few feet exactly where you are on the earth's surface. You can be sitting, walking, running, driving, flying – it does not matter. It tells you in real time precisely where you are.

To do that on a submarine in 1944, you needed a Dead Reckoning Analyzer Indicator. It does not look too complicated on the surface until you look at the internal gear diagram below.

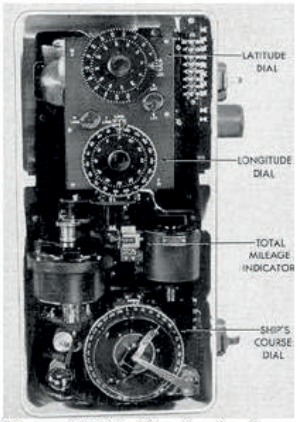


Figure 17-43. Dead reckoning analyzer Indicator with cover open.

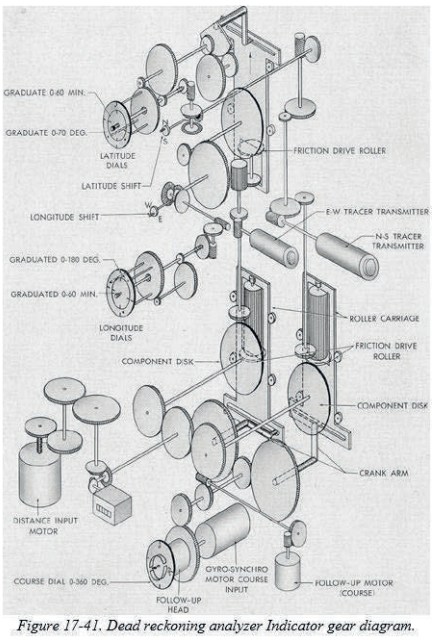
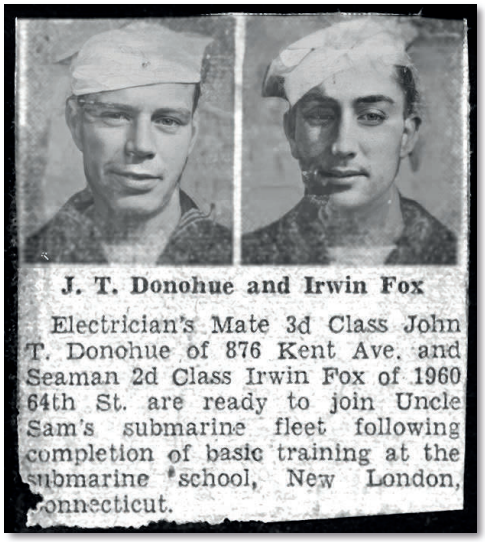


Figure 17-41. Dead reckoning analyzer Indicator gear diagram.

Over sixty gears, two motors and a precision gyroscope – and this is just one control system! [I will stick with my cell phone. It fits in my pocket and there are no moving parts.]

As mentioned previously, while completing General Submarine Training, John was assigned to specialize in batteries and battery systems, and the use of gyroscopes in submarine navigation and control systems as well as munitions – torpedoes. As you will see in the description of course content that follows, there was much to master in these six-week concurrent courses.

SUB BASE NEW LONDON - BATTERY AND GYRO SCHEMATIC TRAINING



J. T. Donohue and Irwin Fox

Electrician's Mate 3d Class John T. Donohue of 876 Kent Ave. and Seaman 2d Class Irwin Fox of 1960 64th St. are ready to join Uncle Sam's submarine fleet following completion of basic training at the submarine school, New London, Connecticut.

During World War II in 1944, the six-week Battery and Gyro Schematic training program in the Navy would teach sailors how to read wiring schematic for the operation, maintenance and troubleshooting of shipboard electrical systems and equipment, particularly those related to general power navigation and weapons systems.

Battery School would have covered schematic reading operation and maintenance of batteries used to power various electrical systems on board ships, such as lighting, communication equipment, and radar systems. This training would have included instruction on the proper handling, maintenance, and repair of battery banks, as well as safety precautions to prevent electrical shock and fire.

Gyro Schematic training would have focused on the wiring, operation and maintenance of gyroscopic navigation and gun targeting systems. Gyroscopes are used in navigation to maintain an accurate heading, even in rough seas or other adverse conditions, while gyroscopic gun sights enable more precise aiming of naval guns. Training in Gyro School would have included instruction on the principles of gyroscopic operation, calibration, and troubleshooting.

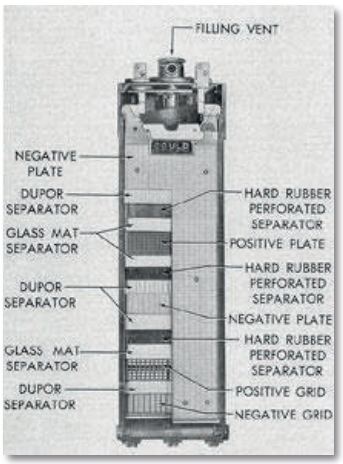
Both Battery and Gyro School training would have been critical for sailors serving on board warships during World War II, where reliable and accurate electrical systems and navigation equipment were essential for effective combat operations.

While these items are a small subset of all of the systems on a submarine, the amount of information to be digested and understood was again challenging.

BATTERIES - Battery technology was fairly well established and unchanging. While repair was not possible, the biggest issues were maintenance, replacement and safety.

In 1944, United States submarines primarily used lead-acid batteries for their propulsion system. These batteries were large, heavy, and required frequent maintenance, but they were also very reliable and could provide a lot of power.

The lead-acid batteries were made up of a series of cells, each containing lead plates immersed in an electrolyte solution of sulfuric acid and water, just like you would find in an automobile today. To charge the batteries, the submarine would run its diesel engines on the surface and use them to turn generators, which would convert the mechanical energy into electrical energy to charge the batteries. Once the batteries were charged, the submarine could switch to battery power and dive.



When the submarine was underwater, the batteries would power an electric motor that turned the propeller. The batteries would gradually discharge as the submarine moved through the water, and once their charge was depleted, the submarine would need to surface again to recharge them.

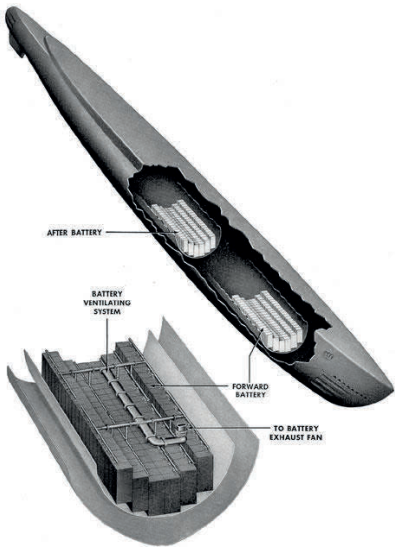
It's important to note that the battery power of a submarine was limited and that the crew had to carefully manage their energy consumption to maximize their submerged time. In addition, the batteries would gradually lose their charge over time, so the submarine would need to resurface and recharge them regularly to maintain their operational capability.

The length of time a US submarine could remain submerged on battery power in 1944 would depend on various factors, such as the type of submarine, its speed, depth, and the number of batteries it carried. However, typically, a US submarine could remain submerged for several hours or up to a few days on battery power alone.

For example, the Tench-class and Gato-class submarines, which were used extensively by the US Navy late in World War II, could remain submerged for approximately 48 hours at a maximum speed of 2 knots. At a slower speed of 1 knot, they could remain submerged for up to 72 hours.

The capacity of each battery cell varied depending on its size and configuration, but typically, each cell had a capacity of around 100 ampere-hours. This means that a battery bank consisting of multiple cells could have a capacity of twenty-five-thousand ampere-hours.

In terms of dimensions, a single battery cell was typically around 51 inches tall, 21 inches wide, and 15 inches deep weighing around 1,650 pounds, although these dimensions could vary depending on the specific battery model. A battery bank consisting of multiple cells could be quite large, and it would be housed in a dedicated compartment on the submarine.



The number and arrangement of batteries on the Tench- class and Gato-class submarines, which were the most numerous and widely used submarines by the US Navy during World War II, had a total of 252 lead-acid batteries, arranged into two battery compartments. Each compartment contained 126 cells, arranged in 63 cells per bank.

This means that a battery bank consisting of 63 cells, arranged in a single bank, would have weighed approximately 103,950 pounds (47,151 kg). With two such battery banks, the total weight of the batteries per compartment would have been around 12,600 pounds (5,716 kg). The grand total for ships with two compartments was 207,900 pounds (94,302 kg), just over one hundred tons – roughly six percent of the total fully loaded weight!

It's important to note that the weight of the batteries was a significant factor in the submarine's overall weight and buoyancy. Therefore, the submarine's crew had to carefully manage the weight and distribution of the batteries and other equipment on board to ensure the submarine's stability and safety while diving and surfacing.

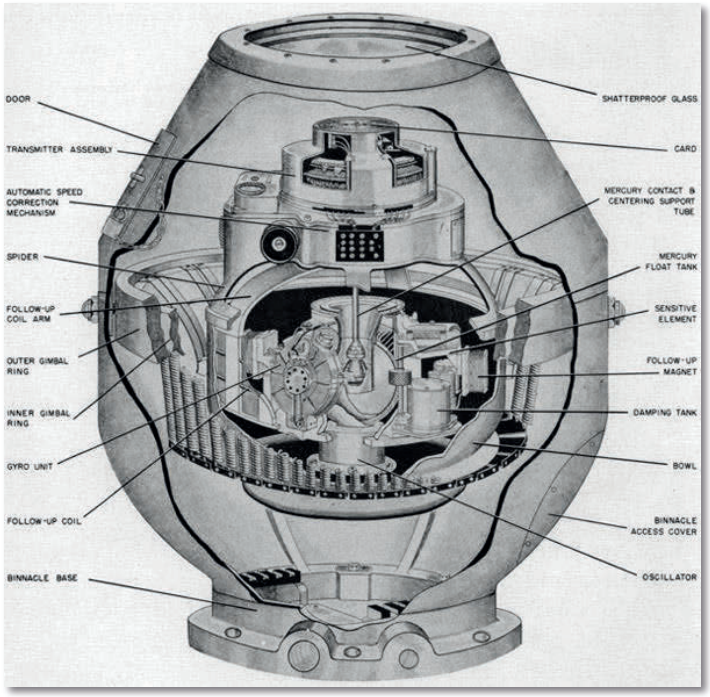
It's worth noting that the batteries were one of the most critical components of a submarine's propulsion system and their reliability and durability were essential for the success of the submarine's mission. The batteries were subject to rigorous maintenance and monitoring by the submarine's crew to ensure they remained operational and reliable throughout the submarine's deployment.

GYROS - Gyroscopes were used on 1944 US submarines primarily for navigation and fire control systems. In terms of navigation, gyroscopes were used to measure a submarine's heading, pitch, and roll, providing crucial information for maintaining the vessel's course and depth. The gyroscope also helped the crew to determine the submarine's position by integrating heading data over time.

In addition to navigation, gyroscopes were used in fire control systems to help target torpedoes accurately. By measuring the submarine's motion and the angle to the target, a gyroscope could help calculate the correct firing solution for the torpedo.

Being able to read schematics and physically see how shipboard systems are powered was certainly a critical role in keeping a submarine operating properly and efficiently. However, the more critical need was the ability to diagnose and deal with damage caused either by equipment breakdown or the result of hostile action. When something goes wrong on a submarine, there is not a lot of time to recover.

GYRO COMPASS TRAINING – John's specialization went ever deeper with yet another four weeks of training from 3-29 July 1944 at the Navy Yard in Brooklyn, NY. The Gyro compass technology had evolved during the war becoming more reliable, accurate, lighter in weight and easier to install and maintain. Gyro Compass training in the Navy during World War II would have been a specific subset of the overall Gyro School training mentioned earlier. The gyro compass was a vital navigational instrument that used a gyroscope to maintain an accurate heading for the ship, independent of external factors such as the Earth's magnetic field or the ship's movement through the water.



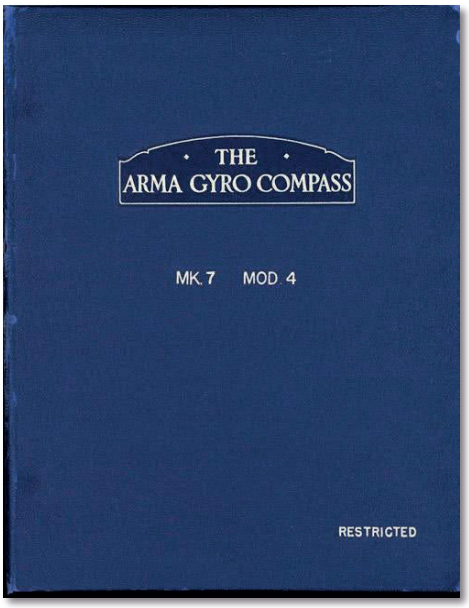
As with other systems at the time, this device was a complex electromechanical assembly with no integrated electronics. The ARMA Mark 7 Mod 4 which replaced the Mod 3 in 1942 had better access to its working components improving the electrician's ability to make repairs.

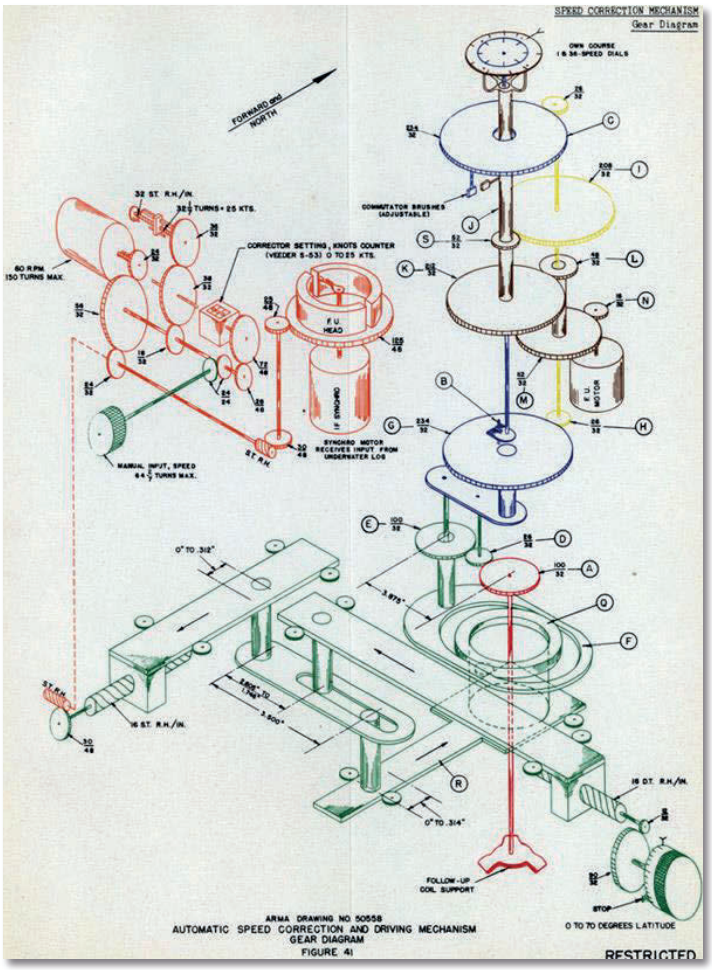
Gyro Compass training would have focused on the operation and maintenance of a specific type of gyroscopic navigation system, including calibration, adjustment, and troubleshooting. Sailors in Gyro Compass training would have learned how to use the instrument to determine the ship's heading and how to make adjustments as needed to ensure accurate navigation.

Like other aspects of Gyro School training, Gyro Compass training would have been crucial for sailors serving on board warships during World War II, as accurate navigation was essential for effective combat operations and avoiding hazards such as mines, seamounts and enemy submarines.

Gyroscopes were also used in the guidance systems of torpedoes. Similar to the function in the main compass, they were used to maintain the torpedo's course and trajectory, ensuring that it would stay on course even in the presence of external forces such as water currents.

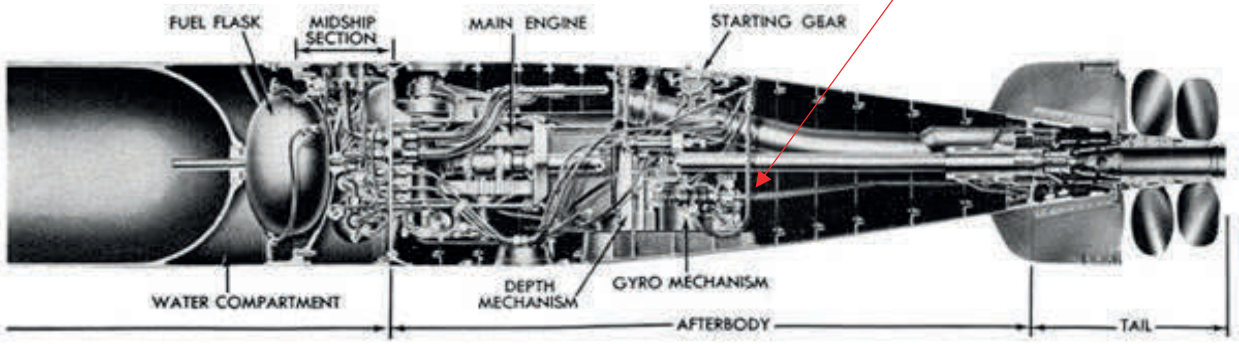
The training manual for the ARMA Mark7 Mod 4 gyro compass was over two-hundred pages of technical detail, diagrams and parts lists. Mastering its contents in four weeks was challenging.





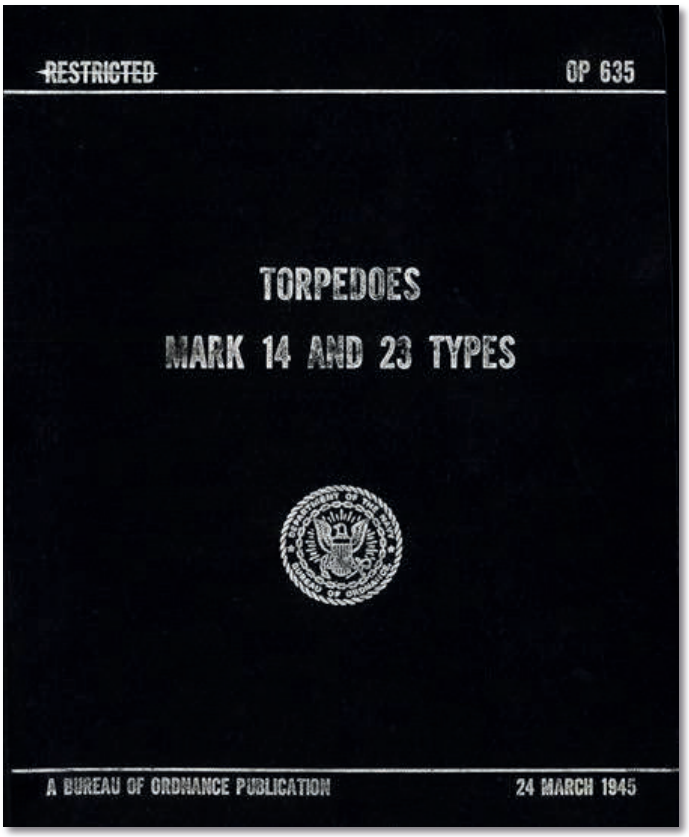
This is just one of sixty complex diagrams of the internal components of the Gyro Compass.

Gyroscopes were also used in the guidance systems of torpedoes. They were used to maintain the torpedo's course and trajectory, ensuring that it would stay on course even in the presence of external forces such as water currents.



The areas covered in these training manuals are summarized in the following Tables of Contents:

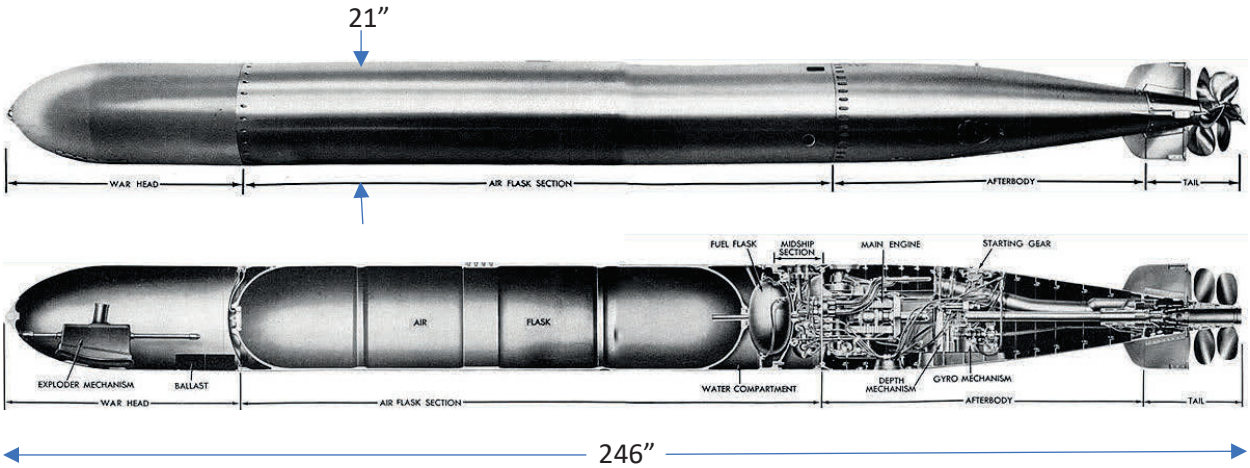
TABLE OF CONTENTS



Training for submarine crews would have included instruction on the operation and maintenance of torpedo guidance systems, which would have involved a combination of gyroscopic and other technologies. This training would have been critical for submarine crews to effectively employ their torpedo weapons systems in combat situations, such as against enemy shipping or naval vessels.

The Mark 14 and 23 torpedo manual had close to three-hundred pages including details of the gyro-based guidance system.

TABLE OF CONTENTS

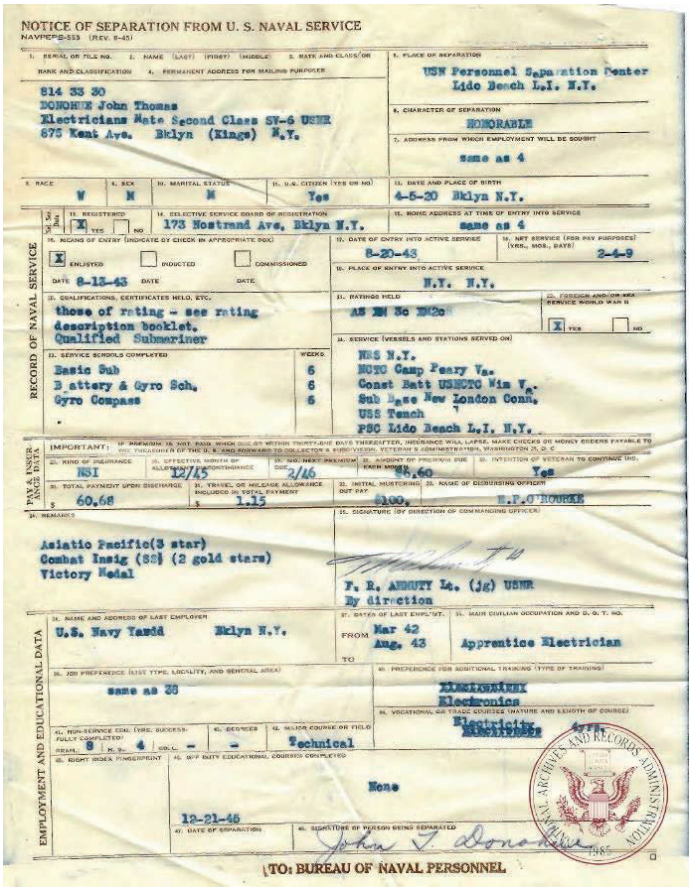


Mastering all of this in such short periods of time is a testament to John's capacity to learn and understanding of complex electromechanical systems. Clearly, the aptitude testing done at the Navy Induction Station at Whitehall and John's specific request for submarine service got the right man on the right job.

Submariners who complete training at New London may be given a temporary assignment to a duty unit or a shore command while they waited for a submarine assignment. This temporary assignment could involve a variety of duties, such as working in a naval shipyard, serving on a surface ship, or performing administrative tasks at a naval installation. The specific assignment would depend on the needs of the Navy and the skills and qualifications of the submariner. For John, on 1 August 1944 his assignment took him to the Navy Yard at Portsmouth, NH, to serve with the detail of men who would serve on a submarine whose keel was laid four months earlier

NEXT ASSIGNMENT

On 1 April 1944 at the Portsmouth Naval Yard in New Hampshire, the keel was being laid for the ship John would be mustered on in October. That ship, submarine USS Tench (SS 417), would be launched just a few months later and begin the complex 'fit-out' as is customary for any new ship (installation of all internal systems).



NOTICE OF SEPARATION FROM U. S. NAVAL SERVICE

NAVPERS-553 (REV. 9-45)

RECORD OF NAVAL SERVICE

814 33 30
DONOHUE John Thomas
Electricians Mate Second Class SV-6 USNR
675 Kent Ave. Bklyn (Kings) N.Y.

USN Personnel Separation Center
Lido Beach L.I. N.Y.

HONORABLE

same as 4

W | M | M | Yes

4-6-20 Bklyn N.Y.

X YES NO

173 Nostrand Ave, Bklyn N.Y.

same as 4

X ENLISTED

8-20-43

2-4-9

8-13-43

N.Y. N.Y.

those of rating - see rating description booklet.
Qualified Submariner

AS

X YES

SERVICE SCHOOLS COMPLETED	WEEKS
Basic Sub	6
Battery & Gyro Sch.	6
Gyro Compass	6

NRS N.Y.
NCTC Camp Peary Va.
Const Batt USNCTC Wm Va.
Sub Base New London Conn.
USS Tench
PSC Lido Beach L.I. N.Y.

PAY & USER ALLOTMENT DATA

IMPORTANT:

NSI | 12/45 | 2/46 | $8.60 | Yes

$ 60.68 | $ 1.15 | 100. | E.F.O'ROURKE

Asiatic Pacific(3 star)
Combat Insig (SS) (2 gold stars)
Victory Medal

F. R. ANDUTY Lt. (jg) USNR
By direction

EMPLOYMENT AND EDUCATIONAL DATA

U.S. Navy Yard Bklyn N.Y.

FROM Mar 42 TO Aug. 43

Apprentice Electrician

same as 38

Electronics

Technical

None

12-21-46

John J Donohue

TO: BUREAU OF NAVAL PERSONNEL

John's pathway to this point is clearly summarized in his Notice of Separation papers.

After his marriage in December, the spring and summer of 1944 would pass quickly, haunted by the specter of combat in a foreign land. Germany would capitulate in early summer, but the Imperial Nation of Japan, true to their culture, planned to fight until the death of the last man. It was hoped for the sake of the Japanese civilians, that the madness would end but there was little indication that would happen anytime soon.

The atomic bombs dropped on Hiroshima and Nagasaki would change that.

By mid-summer, 1944, the Allied Forces, focused everything on the Japanese homeland. John would be entering combat in a few months but there was time for one last visit home in early July when he was transferred from Sub Base New London for Gyro Compass training at the Brooklyn Navy Yard, right in his back yard. It was a good visit but no doubt the feeling of uncertainty about the future was palpable.

Nine months later, John Thomas Donohue would be in combat at sea off the coast of Nagasaki – and his first child would be born.