



**Grover B. H. Hall, Rear Admiral, USN**

Grover Budd Hartley Hall was born on January 28, 1900, at Franklinville, New York, son of G. B. H. Hall and Mrs. Martha Jane (Hartley) Hall. He attended Kalamazo (Michigan) High School before his appointment to the U. S. Naval Academy, Annapolis, Maryland, from Michigan in 1917. While a Midshipman he had World War I service with the Atlantic Fleet for three months in the summer of 1918. Graduated and commissioned Ensign on June 3, 1920, he advanced progressively to the rank of Captain to date from June 20, 1942. His selection to the rank of Rear Admiral, approved by the President, on December 1, 1948, was confirmed by the Senate to date from June 18, 1948.

Following graduation in 1920, he had duty in the battleship *Arkansas*, and the destroyers *MacKenzie*, *Zeilin* and *Robert Smith*, until August 1924. At that time he was ordered to the Naval Air Station, Pensacola, Florida, for flight training, and in March 1925 was designated Naval Aviator. He completed flight training in June 1925, and for three years thereafter had duty with Aircraft Squadrons of the Battle Fleet attached to the USS *Maryland* and USS *Arizona*. From July 1928 until June 1930 he served at the Naval Air Station, Coco Solo, Canal Zone, after which he joined the USS *Nevada*, for duty with Observation Squadron 3-B.

In June 1931 he was detached from the Nevada's aviation unit for instruction at the Postgraduate School, Annapolis, Maryland. He continued the course in Electrical Engineering at the University of California, Berkeley, California, and received the degree of Master of Science in June 1933. Ordered to sea duty, he served on the staff of Commander Aircraft, Base Force, attached to the USS *Wright*, flagship, from June 1933 until June 1935, and the following month

reported to the Naval Air Station, Anacostia, D. C., as Radio Test Officer.

In June 1938 he assumed command of Scouting Squadron FORTY-TWO, based on the USS *Ranger*. A year later he was transferred to Patrol Wing FIVE, and served with that Wing, based at Norfolk, Virginia, and as Air Group Commander of the USS *Wasp*, until April 1940. Continuing duty as Air Group Commander of the *Wasp* until April 1941, he was relieved with orders to the Bureau of Aeronautics, Navy Department, Washington, D. C., where he remained until-December 1942. For meritorious service in the Radio and Electrical Section, Bureau of Aeronautics, during the twenty months of service there he received a Letter of Commendation, with authorization to wear the Commendation Ribbon, from the Secretary of the Navy.

In December 1942 he assumed command of the USS *Charger*, one of the first small carriers of the U. S. Navy, assigned to Commander Air Forces Atlantic Fleet, early in World War II for training purposes. In November 1943 he was relieved with orders to Washington, D. C., for duty at the Naval Research Laboratory at Anacostia Station. He was assigned first as Officer in Charge of the Identification, Friend or Foe Mark V and United Nations Beaconry Projects, and later assumed command of the Combined Research Group. For outstanding service as the first Commanding Officer of the Combined Research Group, a subordinate command of the Naval Research Laboratory, he received a Letter of Commendation from the Secretary of the Navy.

In December 1944 he returned to sea in command of the USS *Enterprise*. During this period of command until September 1945, that carrier participated in the attacks on Formosa, Luzon, the China Coast; the landings at Lingayen Gulf; the Fifth Fleet raids against Honshu and Nansei Shoto; the assault and occupation of Iwo Jima; and the Fifth and Third Fleet raids in support of Okinawa Gunto. For "extraordinary heroism as Commanding Officer of the USS *Enterprise* in action against enemy Japanese forces in the Pacific War Areas on March 20, 1945," he was awarded the Navy Cross. The citation continues in part:

"...When his ship was struck and set on fire during a sustained attack by enemy dive bombers, Captain Hall skillfully directed his repair crews in carrying out prompt and effective damage control and despite raging fires, exploding ammunition and dense smoke which surrounded the bridge structure, continued to deliver maximum effective fire power against the hostile planes..."

He is also entitled to the Ribbon for, and a facsimile of the Navy Unit Commendation to the USS *Enterprise* "For outstanding heroism in action against enemy Japanese forces in the air, ashore and afloat in the Pacific War Area from November 19, 1943, to May 14, 1945...Daring and dependable in combat, the *Enterprise* with her gallant officers and men rendered loyal service in achieving the ultimate defeat in the Japanese Empire."

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Following a second tour of duty in the Bureau of Aeronautics, from September 1945 until January 1948, he assumed command on February 15, 1948, of Carrier Division FOURTEEN. Relieved of that command, he reported in September 1949 as Director of the Guided Missiles Division, Office of the Chief of Naval Operations, Navy Department. In March 1952 he became Commander Fleet Air Wings, U. S. Atlantic Fleet, with headquarters at the Naval Air Station, Norfolk, Virginia, and in July 1953, was assigned Commander of Carrier Division SIX, his flag in the heavy carrier, *Coral Sea*. That division, under his command, operated with the SIXTH Fleet in Mediterranean waters,

On April 20, 1954, he reported as Commander of the Caribbean Sea Frontier and Commandant, Tenth Naval District, with Headquarters in San Juan, Puerto Rico. On January 18, 1957, he was detached for duty as Commander Naval Air Bases, Eleventh and Twelfth Naval Districts. On August 14, 1959, he assumed the triad command of Commander Barrier, Pacific; Commander Fleet Air, Hawaii, and Commander Airborne Early Warning Wing, Pacific, with headquarters at the Naval Air Station, Barber's Point, Oahu, Hawaii. On February 1, 1960, upon reorganization of the Pacific Barrier, his title was changed to Commander Barrier Force, Pacific and Commander Airborne Early Warning Wing, Pacific was disestablished. On July 1, 1960, he was assigned additional duty as Commander Naval Air Bases, Fourteenth Naval District. He continued to serve as such until relieved of all active duty pending his retirement, effective, October 1, 1961,

"For meritorious service as Commander Barrier Force, Pacific, and Commander Fleet Air, Hawaii, from August 1959 to September 1961; as Commander Airborne Early Warning Wing, Pacific, from August 1959 to February 1960; and as Commander Naval Air Bases, Fourteenth Naval District, from July 1960 to September 1961..." he was awarded a Gold Star in lieu of a Third Navy Commendation Medal. The citation further states in part: "...Rear Admiral Hall has succeeded in welding a heterogeneous, complex pyramid of commands into a strong, efficient, battle-ready organization of high morale and devotion to duty. Possessing a detailed knowledge of air operations and marked organizational ability, he effectively reorganized and streamlined the Barrier Force, Pacific, into a proficient, competent force that was at maximum strength and readiness at all times. Through his insistence upon maximum operational effectiveness of aircraft and carriers, passing through his jurisdiction en route SEVENTH Fleet, he ensured the availability of full aircraft support strength of the SEVENTH Fleet..."

In addition to the Navy Cross, Commendation Medal with two Stars, and the Navy Unit Commendation Ribbon, Rear Admiral Hall has the Victory Medal, Atlantic Fleet Clasp; American Defense Service Medal, Fleet Clasp; American Campaign Medal; Asiatic-Pacific Campaign Medal with three engagement stars; World War II Victory Medal; Navy Occupation Service Medal, Europe Clasp; National Defense Service Medal; and the Philippine Liberation Ribbon.

Rear Admiral Hall was married to the former Mary Farmer of Boise, Idaho. They had two sons, Grover B. H. Hall, III, and Lieutenant Commander James F. Hall, USN.