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Benjamin O. Davis Jr. Collection - Miscellaneous (Military Career)

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he reported in August 1950 as District Dental Officer, Ninth Naval District, Great Lakes, Illinois. On February 1, 1952, he reported as Assistant Chief of the Bureau of Medicine and Surgery for Dentistry and Chief of the Dental Division, Bureau of Medicine and Surgery, Navy Department. In February 1955 Admiral Ryan became Navy Dental Inspector of the West Coast and District Dental Officer of the Twelfth Naval District in San Francisco, California.

In addition to the Commendation Ribbon, Rear Admiral Ryan has the World War I Victory Medal (Army Service); the American Defense Service Medal, Fleet Clasp; the American Campaign Medal; and the World War II Victory Medal.

He and his wife, the former Marjorie Holbert of Manchester, Iowa, have one daughter, Mrs. Glenn Even, whose husband, Lieutenant Glenn Even, a Naval aviator, is on duty aboard the USS PRINCETON. Their son, Dan Ryan, Sergeant, U.S. Marine Corps, was lost at Okinawa, while on duty with the 1st Marine Division, during World War II.

Rear Admiral Ryan is a member of Kappa Sigma, Delta Sigma Delta (Dental Professional Fraternity), Omicron Kappa Upsilon (honorary National Dental Scholastic Fraternity), and the American Dental Association. He is a Fellow in the American College of Dentists and the International College of Dentists.

Address: Twelfth Naval District, U.S. Navy, San Francisco, California.

RYAN, PATRICK JAMES, CHAPLAIN
(MAJ. GEN.), USA (O17363)

Born in Litchfield, Minnesota, December 3, 1902. He was graduated from high school at St. Paul Minnesota, in 1919 and received his Bachelor of Arts degree from St. Thomas College in 1923. In 1927 he was graduated from St. Paul Seminary with a Bachelor of Sacred Theology degree and ordained a priest.

Chaplain Ryan served in the Archdiocese of St. Paul until November 1928 when he was commissioned chaplain (first lieutenant) in the Regular Army and assigned at Fort Leavenworth, Kansas. In February 1929, he became assistant chaplain at the Cavalry School, Fort Riley, Kansas, and graduated from the equitation course there in 1930. He was named chaplain of the 64th Coast Artillery Regiment at Fort Shafter, Hawaii, in January 1932, and in August 1935 was appointed chaplain at the Army Medical Center, Washington. He was reassigned to the 64th Coast Artillery Regiment at Fort Shafter in October 1939, as post and regimental chaplain.

In November 1941, Chaplain Ryan became chaplain of the 3d Infantry Division, with which he went to North Africa in October 1942, and served in combat. In February 1943, he was appointed chief chaplain of the Fifth Army, with which he served in combat in Sicily and Italy.

Chaplain Ryan was assigned to Army headquarters in July 1945, as



director of plans and training in the Office of the Chief of Chaplains, and a year later was named Deputy Chief of Chaplains. He became chaplain of the Sixth Army at the Presidio of San Francisco, in September 1948, and in July 1952 was reassigned as Deputy Chief of Chaplains at Army headquarters.

[[image: head & shoulders photo of Army officer]]
[[caption]] U.S. Army Photograph
CHAPLAIN (MAJ. GEN.) PATRICK JAMES RYAN [[/caption]]

Chaplain Ryan was named Chief of chaplains, United States Army on May 1, 1954.

Chaplain Ryan has been awarded the Legion of Merit, the Bronze Star Medal, and the Army Commendation Ribbon. His decorations also include the Brazilian Medalha de Guerre and the Order of the British Empire.

He was promoted to captain October 5, 1933; to major June 27, 1938; to lieutenant colonel February 1, 1942; to colonel December 25, 1943; to brigadier general March 16, 1953; to major general May 1, 1945.

Address: Office of the Chief of Chaplains, Department of the Army, Washington 25, D.C.

STUMP, FELIX BUDWELL, ADMIRAL
U.S. NAVY (10930)

Born in Parkersburg, West Virginia, on December 1, 1894, son of John Sutton and Lily Ragland (Budwell) Stump. He attended public school in Parkersburg and the Werntz Preparatory School, Annapolis, Maryland, before his appointment to the U.S. Naval Academy, Annapolis, from his native state in 1913. Graduated and commissioned ensign in March 1917, he advanced progressively in rank until his promotion to admiral to date from June 27, 1953.

After graduation from the Naval Academy in 1917, he was assigned to the gunboat YORKTOWN and in December of that year transferred to the USS CINCINNATI, operating on escort duty. He became

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[[image: photo of Naval officer]]
[[caption]] U.S. Navy Photograph
ADMIRAL FELIX BUDWELL STUMP [[/caption]]

Navigator of that cruiser in May 1918, continuing to serve in that capacity during the remaining part of World War I, and until she was placed out of commission in the spring of 1919. Following an assignment in the USS ALABAMA, he reported in September 1919 for flight training at the Naval Air Station, Pensacola, Florida, and was designated Naval Aviator, May 22, 1920.

He remained at the Pensacola Air Station until July 1920, for instruction

in the NC Seaplanes, the large flying boats of that period, after which he joined the USS HARDING for duty in connection with the Atlantic NC Plane Division. In December 1920 he was assigned to the Naval Air Station, Hampton Roads, Virginia, in command of an experimental test squadron, and in June 1922 reported for instruction in aeronautical engineering at the Post-graduate School, Annapolis, Maryland. He continued the course for a year at the Massachusetts Institute of Technology at Cambridge, where he received the degree of Master of Science in June 1924. Following further instruction in that field, at the Naval Aircraft Factory, Philadelphia, Pennsylvania, and the Bureau of Aeronautics, Navy Department, Washington, D.C., he was assigned in December 1924 to Torpedo Squadron TWO, based on the experimental carrier LANGLEY, operating with Aircraft Squadrons, Battle Fleet.

Returning to the Naval Air Station, Hampton Roads, Virginia, in June 1927, he served until September 1930 as Assembly and Repair Officer thereafter which he assumed command of the cruiser scouting wing, with additional duty on the staff of Commander Cruisers Scouting Fleet. He served in those duties until April 1932.

He then served for two years in the Maintenance Division, Bureau of Aeronautics, Navy Department, reporting in June 1934 as Commanding Officer of Scout Bombing Squadron TWO, based on the USS SARATOGA. Relieved of that command in June 1936, he joined the USS LEXINGTON as Navigator, and in August 1937 returned to the Bureau of Aeronautics for duty as Head of the Maintenance Division.

Again ordered to sea in May 1940, he served as Executive Officer of the USS ENTERPRISE until June 1941. He assumed command in September 1941 of the USS LANGLEY. He was in command of the USS LANGLEY in Manila Bay when the United States entered World War II, December 8, 1941, and continued to command that seaplane tender until January 13, 1942, when he joined the staff of Commander in Chief, Asiatic Fleet. In this latter position he was awarded the U.S. Army's Distinguished Service Medal with the citation:

"For exceptionally meritorious and distinguished service in a position of great responsibility as Commander of the combined operation center of the Allied-American, British, Dutch and Australian air command and of the Joint-American, British, Dutch, and Australian high command. At a critical time in the defense of allied territory in the Southwest Pacific against the invading enemy, and against overwhelming odds, Captain Stump made a direct contribution to the success of operations by the combined allied air and ground forces, through high keen foresight, courage, leadership, devotion to duty and wide experience, with naval and military. His tactful liaison contributed greatly to the maintenance of the closest cooperation in and the maximum operation efficiency of combined allied forces. Under his direct supervision the combined operation center of the allied command was rapidly organized in Java and efficiently operated despite the eminent danger and difficulties resulting from the ruthless and devastating attacks of the numerically superior enemy forces in their impending invasion. Captain Stump's outstanding ability, judgment, aggressiveness and devotion to duty exemplify the highest qualities of an officer and the finest tradition upon which our services have been founded."

He had a month's duty in March 1942 at Headquarters Commander in Chief, U.S. Fleet, Navy Department, Washington, D.C., before he joined the Staff of Commander Western Sea Frontier, as Air Officer. He

remained in the assignment until November 1942 when he reported to the Bethlehem Steel Company plant, Quincy, Massachusetts, where the USS LEXINGTON was fitting out. He assumed command of that carrier upon commissioning, February 17, 1943, and under his command she had an illustrious war record.

The LEXINGTON struck her first blows against the Japanese held Gilbert Islands in September 1943 and following that action, participated in the strike against Wake Island early in October of the same year. In November she formed part of a Task Group operating off the Gilberts with the double objective

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