

SHIPYARD BULLETIN

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• THE CRUISER "NEWPORT NEWS" •

Ride On! O strong and mighty ship
Whose mission now is peace.
Into the waters of the James
Where tides and winds ne'er cease.

Ride On! majestic, true and proud,
Thou guardian of the free.
May "good will" be your helmsman's course,
As you put out to sea.

Ride On! O sturdy hull of steel,
God speed thy maiden cruise.
I'm proud to christen thee, O! ship,
The cruiser "Newport News!"

This poem I respectfully dedicate to
our dear friend and gracious sponsor.

• Mrs. Homer L. Ferguson •

• Apprentice School •
Class '1927

• Walter Alfred Leyland •
1947

Heavy Cruiser "Newport News" Launched

Our Hull No. 456

The heavy cruiser *Newport News* was christened March 6, 1947, in Building Dock Eleven, at 10:45 A.M., before an enthusiastic crowd of visitors, townspeople, and employees of the Company, numbering around twenty thousand.

Chilly weather and a threat of snow went unnoticed during the impressive ceremonies which included as participants the Honorable William M. Tuck, Governor of Virginia; Honorable John L. Sullivan, Under-Secretary of the Navy; Honorable R. Cowles Taylor, Mayor of the City of Newport News; Rear Admiral W. L. Ainsworth, U.S.N., Commandant Fifth Naval District; Captain A. O. Gieselmann, U.S.N., Supervisor of Shipbuilding, U. S. Navy, at our Yard; Captain H. Dumstrey, (CHC) U.S.N.; Homer L. Ferguson, Chairman of the Board of Directors for our Company; and J. B. Woodward, Jr., President and General Manager of our Company. Music was furnished by the bands of the Newport News High School and the Shipyard Community Center.

The climax of the occasion was the well directed christening smash of the Sponsor, Mrs. Homer L. Ferguson, that sent the champagne flying through the air and trickling down the hull into the water which floated the vessel. She was attended by Mrs. R. Cowles Taylor, Matron of Honor.

This was the day that the folks on the Peninsula of Virginia had long waited—the day, when after sixty-one years as shipbuilders and fifty years of Navy shipbuilding, they could see a first-class fighting ship named after their leading city. The Mayor of Newport News had proclaimed the day as "Newport News Cruiser Day" and had asked for a display of

flags. County executives and the city officials of Hampton cooperated to make it a gala occasion, while planes from Langley Field staged a thirty-minute aerial exhibition. Shipyard employees were given an hour off to see their handiwork the center of interest. To top it all off it was Homer L. Ferguson's birthday.

Throughout the carefully executed program which began at 10:15 A.M., great tribute was paid to the Yard's efforts. Mr. Ferguson paid particular tribute to the employees for their

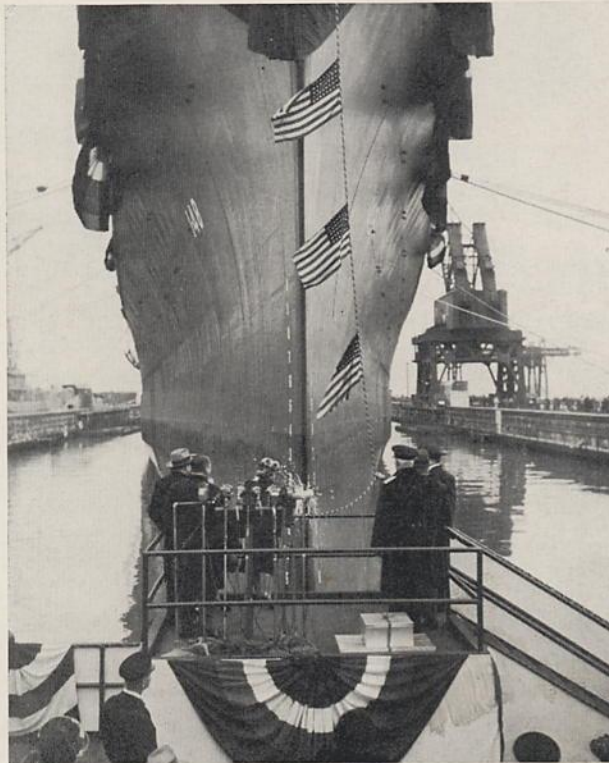
good citizenship in operating the Yard for more than sixty years without having the gates closed, through dissension, for a single day. "After forty-two years of service with you and your predecessors, I testify to your industry, to your skill, to your unexcelled steadiness, and to your courtesy," he said in part.

Following the christening, J. B. Woodward, Jr., extended greetings to the assembled throng on behalf of the Yard and then presented a silver punch bowl and tray to Mrs. Ferguson, stating, "This gift carries with it the love and esteem of the community." She re-

plied, "I am most proud to have been chosen sponsor for the *Newport News*, and I want to thank you for this fine gift."

At the completion of the activities in the Yard members of the launching party and guests attended a luncheon at the James River Country Club.

The launching of the heavy cruiser *Newport News* marked more than fifty years of Naval shipbuilding by the Company. Though not exclusively engaged in the building of Naval vessels, the Company has delivered to the



Mrs. H. L. Ferguson Christens Vessel.



Two views of crowd at the christening of the Heavy Cruiser *NEWPORT NEWS*.



Mrs. Homer L. Ferguson receives Sponsor's gift from J. B. Woodward, Jr., President and General Manager of our Company. Others in picture; left to right, are Honorable William M. Tuck, Governor of Virginia; Honorable John L. Sullivan, Under Secretary of the Navy; Mrs. R. Cowles Taylor, Matron of Honor; and Rear Admiral W. L. Ainsworth, U. S. N., Commandant Fifth Naval District. Partially hidden from view are Captain A. O. Gieselmann, Supervisor of Shipbuilding, U. S. Navy, and Homer L. Ferguson, Chairman of our Board of Directors. Honorable R. Cowles Taylor, Mayor of Newport News is entirely out of view except for his extended hand as he greets the Governor.

United States Navy 115 such vessels of every major type, beginning with the Gunboats *Nashville* and *Wilmington* completed here in 1897.

This latest addition to the country's sea arm is of the *Des Moines* Class, with a full load displacement of 21,000 tons. The vessel is 716 feet in length, armed with 9 eight-inch guns, 12 five-inch double purpose weapons, plus other anti-aircraft armament. The speed of the *Newport News* is rated at better than 30 knots. Her complement includes 110 officers and 1,750 enlisted personnel.

Complete air-conditioning equipment built into the *Newport News* is of the latest in naval design. Embodied in the *Newport News* are other construction changes and improvements prompted by Naval battle experiences of the recent war.

The First NEWPORT NEWS

The cruiser *Newport News* is the first ship to be named for the City after its incorporation June 16, 1896, but a little more than a year previously, April 9, 1895, our Yard launched Hull No. 14 which was christened the *Newport News*.

This passenger steamer, built for The Norfolk and Washington Steamboat Company, was launched in the presence of several thousand people in holiday attire anxious to witness

the bestowing of the name upon the city's namesake. A party of officials and invited guests of the owning company came from Washington on the steamer *Norfolk* and was escorted to the shipyard by local bands and militia. For this occasion, school children enjoyed a respite from classroom duties.

Miss Gertrude Woodbury niece of Levi Woodbury, Vice President of the owning company, becomingly christened the steamer at a few minutes before ten o'clock.

After the launching ceremonies a banquet was served on board the steamer *Norfolk* on the way to Norfolk. At this banquet Captain John Callahan, general manager of the owning company, and under whose supervision the steamer was being built, paid high tribute to the shipbuilding company saying that the new steamer *Newport News* had no superior anywhere and expressing the hope that the company would meet with that success in the future to which their energy and skill entitled them.

In the light of later events it is not without interest to note that, after completion, this steamer made many return visits to the builder's yard under the pleasurable circumstances of taking part in events of subsequent launchings. It was frequently chartered for the accommodation of launching guests from Washington.

Delivery of United Fruit Company's *HEREDIA*

Our Hull No. 459

Another of the world's fastest and most modern refrigerated cargo ships became a part of the Great White Fleet as our Hull 459, *Heredia*, was delivered on March 20, 1947.

Launched on September 12, 1946, the "Heredia" is the second of three vessels of the *FRA Berlanga* class which we are building for the United Fruit Company. It is expected that the *Metapan*, Hull 460, will be delivered in the early part of May.

The *Heredia* was put through her rugged, one-day trial trip on March 18, 1947. The veteran Captain, F. S. Siwik, representative of the Grace Lines in our Yard, was master of the *Heredia* during the trip. Roger Williams, Chairman of the Executive Committee, was in charge of the vessel for our Yard. H. Harris Robson, Vice President of the United Fruit Company, headed the group of representatives from that Company which observed the satisfactory performance of the vessel and all of its equipment.

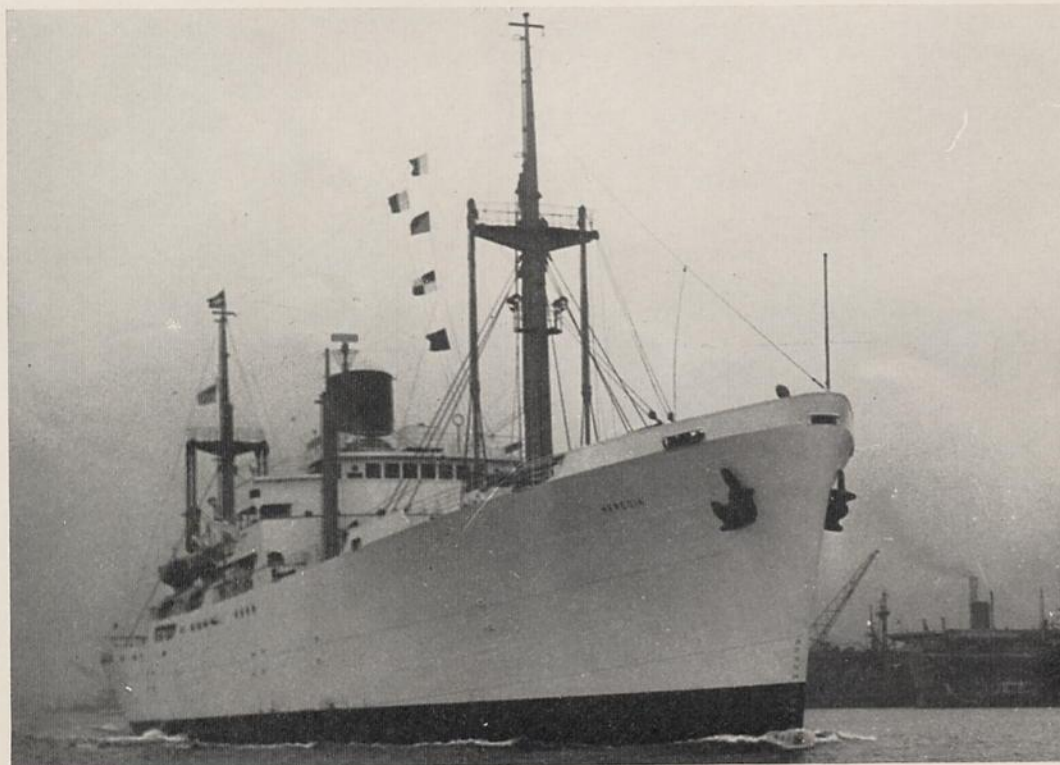
On March 21 the *Heredia* left our plant under the command of Captain Karsten N. Bavel for her maiden voyage to Puerto Cortes, Honduras. Our representative on board was S. A. Foster, Staff Supervisor of the Machinery Installation Division. Well ahead of schedule the *Heredia* arrived in Puerto Cortes on Tuesday, March 25. During this trip on her full power run of almost twenty hours the *Heredia's* engines propelled her through the water at an average speed of better than twenty knots.

All of the operations of the banana plantations are synchronized with the arrival of ships at the loading

ports. Well ahead of the *Heredia's* arrival definite loading orders had been transmitted by radio from the head office of the United Fruit Company in the United States to the central office of the tropical division. Each district headquarters had then received cutting orders based on the *Heredia's* carrying capacity of approximately 84,000 stems of bananas and the estimated quantity of available fruit of the required grade. The district headquarters in turn gave the necessary instructions to the farms. Each farm overseer made his allotment to the individual sections and to the cutters.

Because of their perishable nature bananas once cut must be moved quickly to market. Cutting of the *Heredia's* cargo probably did not start more than twenty-four hours before her scheduled arrival. Each cutting gang consisted of a "cutter," a "backer," and a "muleman." The cutter using a knife on the end of a long pole cuts the plant a few feet below the bunch. As the plant bends he steadies it with his pole so that the bunch may swing down easily and come to rest on the shoulder of the backer. Then the cutter with his "machete" chops the bunch from the stalk. The backer carried it to the nearest road or tramway where it was loaded either on a pack mule or on one of the tram cars that run to almost every part of the plantation. In one of these ways the fruit was carried to the main railroad and thus to Puerto Cortes for loading aboard the *Heredia*.

Upon reaching the wharf the banana trains of from 20 to 40 cars were moved alongside of the *Heredia*. At 6 p.m. on March 26 laborers started to transfer the fruit to the vertical conveyors in all four holds and to one



The *HEREDIA* leaving our Yard on March 20, 1947.



A view of the Lounge aboard the *HEREDIA*.

horizontal conveyor in No. 2 side port. All bananas were closely inspected before loading into the ship. Imperfect or damaged ones were not shipped. At 12:30 p.m. on March 27 in only 18½ hours 75,424 stems of bananas and 6,724 stems of plantains had been loaded aboard the *Heredia* and fifteen minutes later she departed for Mobile, Alabama.

She arrived at the United Fruit Company's pier at Mobile 4:36 p.m. on March 29. Notified well in advance of the *Heredia's* arrival time, everything was in readiness both on board ship and on shore to start unloading operations in less than two hours after her docking. Here again conveyor type unloading machines were used. Automatic tally machines counted each bunch and all were weighed and inspected. Any fruit showing evidence of damage or a degree of maturity which forecasted too early ripening was not shipped to the interior but sold locally. At 4:30 a.m. less than twenty-four (24) hours after docking unloading operations had been completed and the fruit started on its destination either in refrigerated railway cars, motor trucks, or wagons.

During the winter months the fruit is usually warmed up several degrees just prior to being discharged from the ship as a protection against cold temperatures during the transfer to cars. The unloading machines are sheltered with canvas canopies and also electric heaters in order to protect the fruit from the cold. The railroad cars must also be heated before loading and in transit to prevent freezing in cold weather.

Banana Ripening

Even when eaten in the tropics the banana is not allowed to ripen on the plant. If it does, it is likely to burst open, attract insects, and have rather an unpleasant taste. The finest flavor is developed only when the fruit is cut green and ripened afterwards.

The fruit is usually ripened by the wholesaler in specially constructed rooms where temperature, humidity, and ventilation are controlled. A temperature of 64°F is regarded as standard. The time required for commercial ripening varies from three to ten days, depending upon the characteristics of the particular lot of fruit and the treatment given it.

History of Bananas

Had Friar Tomas de Berlanga not brought a few banana roots to the new world in 1516, we may not have received our several contracts for construction of ships for the United Fruit Company. Few of the millions who today enjoy this remarkable food-fruit know of its colorful and varied history or realize the wide range of human endeavor involved in its cultivation.

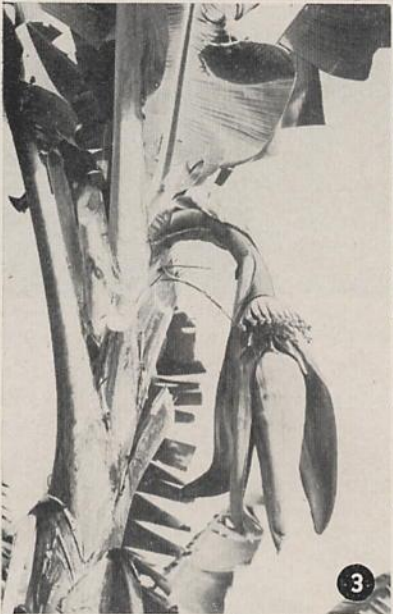
Far older than history is the use of the banana as a food for man. As early as 327 B C the armies of Alexander the Great found the fruit abundant in the valley of the Indus. Man early discovered that the roots, even though dried and carried long distances, would flourish in suitable soil and climate. In the great mi-



1



2



3



4



5



6

1. Rhizome or Rootstock, commonly called a "Head" or "Bulkhead". This is cut up into Sections or "Bits" for planting.
2. Harvesting the bananas.
3. Flower-bud of banana after emerging at top of trunk.
4. Young bunch of bananas, showing fingers starting to turn upward.
5. Flower-bud showing partially exposed fingers.
6. Fully developed bunch of bananas.



Group showing bananas 4, 10, 30, and 90 days after shooting.



Packed bananas arriving at Railway.

grations from southern Asia the banana was carried eastward to the islands of the Pacific.

Progressively through the centuries the roots were transported to various tropical countries throughout the world. Credit for bringing bananas to the new world belongs to Friar Berlanga, one of the sturdy Spanish priests who followed the conquering forces of their king. The first ship of the class which we are building was named in his honor. Only a few years after the discovery of America he came to the island of Santo Domingo, bringing with him a few banana roots from the Canaries. Later he was made Bishop of what is now Panama where he also introduced the fruit. Other missionaries in the new world followed his example, for records show that when the location of a mission had been chosen, one of the first works was to see to the planting of bananas and plantains in order that there should be no lack of food.

It is supposed that the first bananas brought to the United States came from Cuba to New York early in the nineteenth century. By 1850 clipper ships were bringing occasional small cargoes and soon after the

Civil War Carla Franc who had been a ship's steward started the first regular importations.

The two real founders of the banana industry—Captain Lorenzo D. Baker and Minor C. Keith—made their first banana ventures within two years of each other, Baker in 1870 and Keith in 1872.

Keith in 1871 at the age of twenty-three went to Costa Rica to aid his three brothers in an attempt to build a railroad in that country. The first twenty-five miles cost 4,000 lives, including those of his three brothers. Keith, however, surmounted the most heart-breaking disasters and carried on the construction. That he might assure freight for the railroad, he brought banana roots from Colon and started plantations in Costa Rica and later in other Central American countries. His crops flourished and in due course of time he began regular steamer shipments to New Orleans and later to New York.

In 1870 Captain Baker of Cape Cod took a party of gold seekers to Venezuela in his schooner. Returning



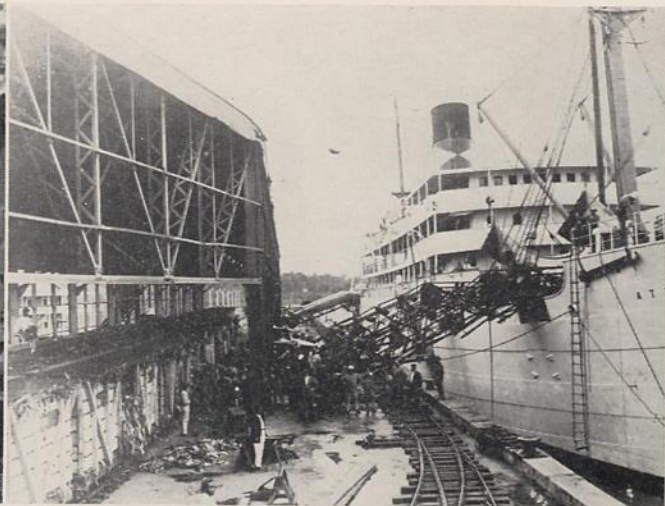
Hauling bananas by mule-train to Railway.



Aerial Train for bringing our bananas from farm to Railway.



Transferring bananas from train-cart to main line Railway.



Loading the banana steamship.

north he stopped at Jamaica and brought a cargo of bamboo and a few bananas to New York. The following spring he returned to Jamaica and loaded a full cargo of bananas and coconuts which he delivered at Boston. With fair winds he made port in seventeen days and landed his fruit in good condition. The success of his voyage attracted the attention of some Boston merchants who joined Captain Baker in making further banana importations. In spite of many discouragements they gradually built up a business and in 1890

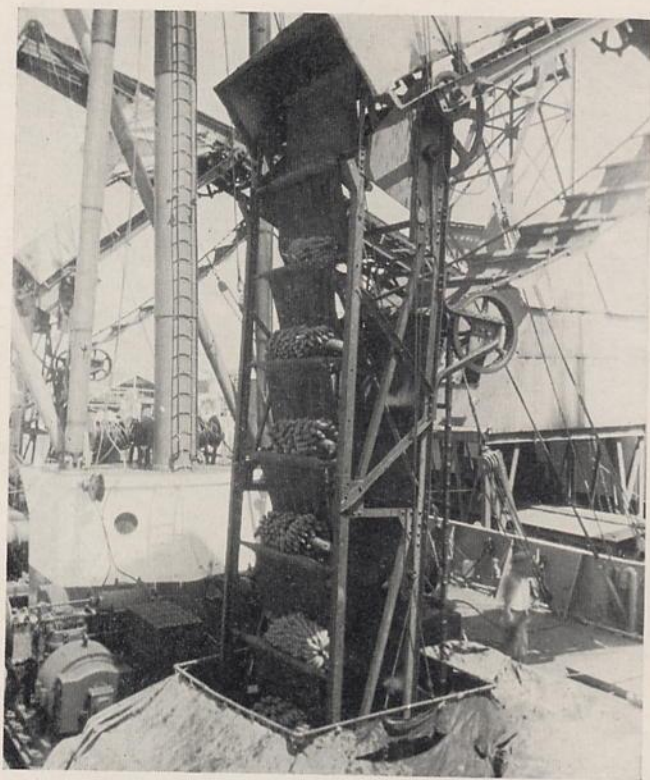
formed the Boston Fruit Company. Nine years later this Company, getting its bananas from the West Indies, and the interests of Minor C. Keith, securing their fruit from Central America, were merged to form the United Fruit Company. For the first time ample capital and resources were available for extensive banana planting and development of the markets of North America and Europe was begun.

Growing of Bananas

There are many species of the banana. One, known as the plantain, includes several varieties and is used as a staple food in tropical regions. Plantains are always cooked and eaten as a vegetable but never as fruit.

One of the most important commercial species of the banana is *Musa Sapientum* (fruit of the wisemen) so named because of an ancient legend that the sages of India reposed in the shade of the banana tree and refreshed themselves with its fruit. The Gros Michel of this specie is the principal one grown in the American tropics and the variety dealt with in this story.

The banana plant grows in an unusual way. When fully grown and ready to bear fruit, it reaches from fifteen to thirty feet high and measures from nine to sixteen inches in diameter at its base. It is, therefore, often called a tree. It is not a tree, however, because there is no wood in it. The trunk or main stem is composed of thick leaves wrapped tightly together in overlapping layers. The plant develops rapidly and the new leaf sheaths, growing at the center of the stalk, push the older ones outward and so enlarge the trunk. In our North American gardens the plant that most resembles the banana in its manner of growth is the canna. If you carefully break open the stalk of a canna and separate its overlapping layers, you will get a good idea of how a banana plant grows.



Cavas Pocket Elevator Conveyor loading bananas into ship.

Each plant bears only a single bunch of bananas. After the fruit is harvested, the plant is cut down, quickly decays, and enriches the soil. Several plants grow from the same mother root or "mat" so that a bunch of bananas is ready for harvesting every few months. This process continues for a period of about ten years. The average annual banana production per acre is from 125 to 250 bunches. The figures vary according to soil, climate, and the cultivation methods used.

Creating a Plantation

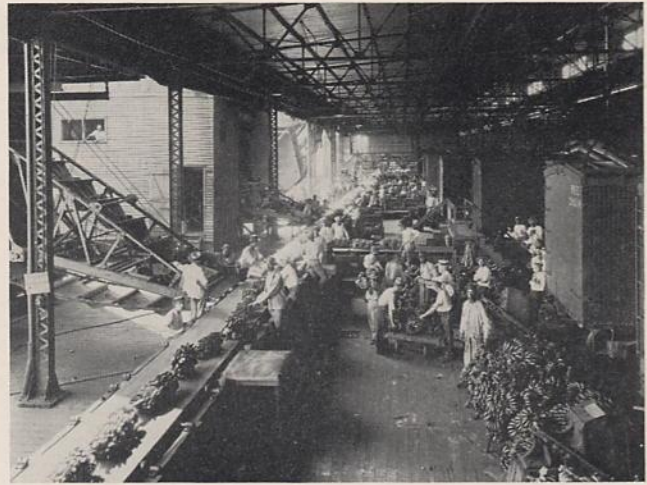
A variety of activities are necessary to establish banana production on a large scale. The land selected is surveyed and cleared of underbrush (heavy timber is usually left standing until after planting). Drainage ditches are dug and buildings erected for the workers and their supplies. A hospital is constructed; railways and tramways are laid. Telephone lines are strung. All of this work must be done or definitely planned before planting is started.

Planting

When everything is ready, the cleared land is marked so that plants may be arranged in rows. Holes are dug about a foot deep and twenty feet apart, and in each of them is put a piece of banana root weighing three or four pounds. These are obtained by digging up roots of fully grown plants on other farms. Each bit that is planted must have one or more sprouts of "eyes" like the eye of a potato.

Three or four weeks after planting the first leaf appears above the ground. In the months that follow numerous shoots spring up from each of the bits. Only the stronger of these are allowed to grow. Some bits fail to grow at all and are replaced by young plants from other farms.

Before the young plants appear above the ground, the



Unloading bananas at New Orleans.

large trees are felled. At this stage the plantation resembles a heavy forest devastated and laid flat in a confused mass, rather than a banana farm in the making. The young plants grow up around the fallen logs which rot away in a few years. As the logs decay, the enormous quantity of felled forest growth covers the ground like a mulch, and, instead of being destructive actually creates the most favorable conditions for the growth of the banana plants.

Nine or ten months after planting the banana plant blossoms. The stem that is to bear the bunch grows up through the center of the stalk and comes out at its top. Then it bends over and down, the flower bud at its end looking like a big ear of corn in its husk.

It is not long until these husks drop off. Then the young bunch can be seen with its tiny bananas pointing downward. As they grow they gradually point outward and then upward. The first bunch is ready for cutting from thirteen to fifteen months after planting. Each bunch will weigh approximately sixty-five lbs.



Stowing bananas in hold of ship.



Banana Ripening Room.

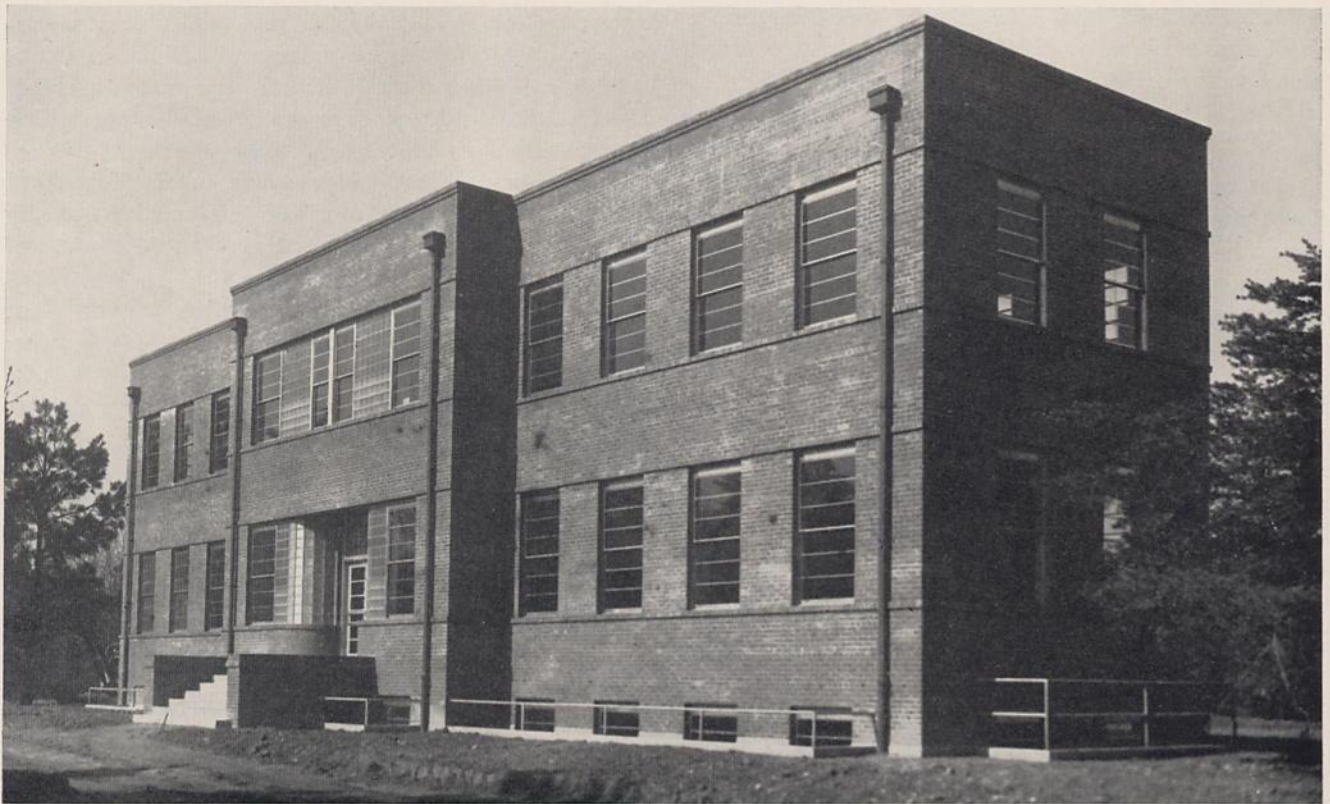
OUR HYDRAULIC LABORATORY

The development of the Hydraulic Laboratory and Ship Model Towing Tank in recent years has made it necessary to double the size of this research department. New problems and a broader attack on old ones has resulted in more equipment and personnel being concentrated on the problem of product betterment. In addition to tests of ship models, pumps and water turbines the department investigates newly developed fields of scientific knowledge which show promise of valuable industrial applications for the shipyard.

Since 1933, when the laboratory was moved to its present site opposite the Mariners' Museum, the development of the departmental activities has been a gradual one resulting in the organization of the following sections:

Coulee Dam in the state of Washington and the Dnieprostoi Dam in Russia utilize water-power turbines which were first tested in model size at the Hydraulic Laboratory. Recently a large centrifugal pump installation was made of a Newport News pump which was the subject of efficiency tests in this department.

In the Cavitation Laboratory tests are made on model water turbines to determine their susceptibility to the effects of cavitation. This phenomenon of cavitation in turbines is similar to the effect which most people have noticed in a kettle of water when it starts singing. In the turbine and in the kettle of water, cavities or bubbles are formed. In the process of moving to a region of higher pressure the cavities collapse and thus give rise



Addition Recently Completed on Hydraulic Laboratory.

Hydraulic Laboratory
Ship Model Towing Tank
Electrical Measurements Laboratory
Stress Analysis Laboratory
Chemical Laboratory
Photographic Laboratory
Cavitation Laboratory
Service Shop
Fluid Flow Laboratory

In the Hydraulic Laboratory tests of centrifugal pumps and water turbines are made on models. Grand

to the familiar "singing" or vibration. The collapse of these cavities in a water turbine is quite violent and powerful enough in some cases to pit the turbine runner by knocking off a small flake of metal. When this action is allowed to continue, it can honeycomb large enough areas on the runner to affect the efficiency of the turbine. In this regime of flow the output of the turbine is also adversely affected.

The Ship Model Towing Tank continues with its tests on ship hulls. In this tank the lines for the *America* were developed as a result of nearly sixty model tests. Tests of a systematic series of ship forms, on which work

has been progressing for several years, is being continued and will result in a valuable store of design data for Hull Technical Department. Launching tests are performed in the Model Tank as the need occurs. Tests of this nature were made to determine the actions in the first launching at the Wilmington yard where the hull was forced upstream by a stern drag. This test was made by photographing from overhead, the path of light traces which were made by blinking lights on the model. Results obtained from launching tests of the *Indiana* were in good agreement with measurements taken at the actual launching. During the war, rough water tests were made on a model of the large carrier *Midway* to investigate the action of water forces on the flight deck structure. The wave-making apparatus with which the tank is equipped generated model waves which simulated ocean waves 200 feet to 1500 feet in length. Slow-motion pictures were taken of the action of the carrier and used in the analysis.

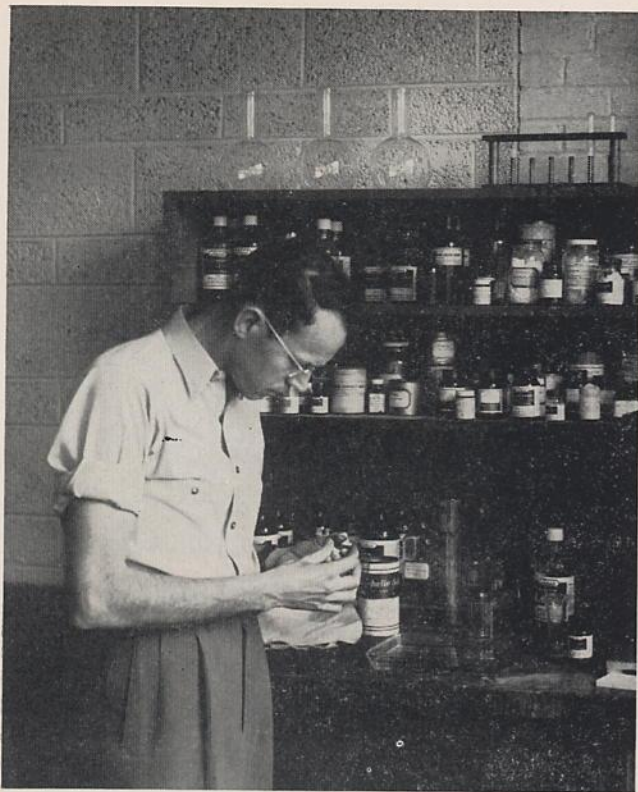
In the Electrical Measurements Laboratory various types of electronic measuring instruments are designed



Design of a Laboratory-built Amplifier being discussed by C. H. Hancock, laboratory head, and R. G. Stiles in the Electrical Measurements Laboratory. Amplifier will be used with Linear Differential Transformer which indicates load on Photoelastic Models in Stress Analysis Laboratory.



Scene in Conference Room taken during Recent Discussion of Servo Mechanisms for use on Turbine Tests.



Corner of Chemical Laboratory showing J. F. Snyder finishing operation of silvering Instrument Mirror.



E. G. Latham, K. S. Black, W. C. Madison and C. T. Eagle making final adjustment on Alignment of Turbine Model.

and built for use in test work of the other sections. A photoelectric type of lateral strain gage was developed which is capable of measuring changes of thickness as minute as one millionth of an inch. Another piece of apparatus which is now in the process of being assembled will allow ship model speeds to be determined to the accuracy of two ten-thousandths of a second. For calibrating chart drives, chronograph drums and other time devices a short wave radio receiving set has been installed for receiving time signals from station WWV. Standard frequencies which are broadcast from this station will be accurate to one part in ten million.

In addition to work for other sections of the Laboratory, the Electrical Measurements section also performs test work of its own. A program of wire strain gage tests to determine stresses in pump flanges has been mapped out. Electronic measuring methods are soon to be applied to the problem of shaft deflections in centrifugal pumps. A design has been started for an ultrasonic vibrator of the magneto-strictive type for use in determining the best alloy to use for resisting the effects of cavitation in turbine runners. At the present time this section is engaged on the problem of devising electrical accelerometers for use on ship models. The accelerations of ship motions as a result of wave tests will be part of a program of research now being undertaken by our model basin for the Bureau of Ships.

The Stress Analysis Laboratory at the present time is

engaged in the photoelastic and wire strain gage types of testing. The emphasis so far has been on the former type. In this type of stress analysis a special plastic is cut to the desired outlines and, while exposed to circularly polarised light, is subjected to tension, compression or bending to obtain a fringe pattern and from auxiliary measurements a good idea can be obtained of the manner in which the forces act on various specimens. The present work of the Stress Analysis Laboratory is concerned with stress concentrations in the blade roots of steam turbines. This work is being done for Engine Technical Department and will be used for comparison with their fatigue tests on steel specimens as described in the SHIPYARD BULLETIN for August 1946. Other problems which are contemplated for this section are stress analysis of flanges of hydraulic turbines and centrifugal pumps, flywheels, deck structures, shackles, gear teeth and miscellaneous assemblies. The wire strain gage work is suitable for static and dynamic tests. Both types of procedure are now being readied for investigations of strength of turbine and pump parts.

Over a period of years there has been a gradual accumulation of chemicals and chemical apparatus at the Laboratory. For reasons of safety and convenience this equipment is now assembled in a small Chemical Laboratory on the second floor. In this room various chemical mixtures are prepared for obtaining flow lines or stream lines on ship model hulls, condenser scoops

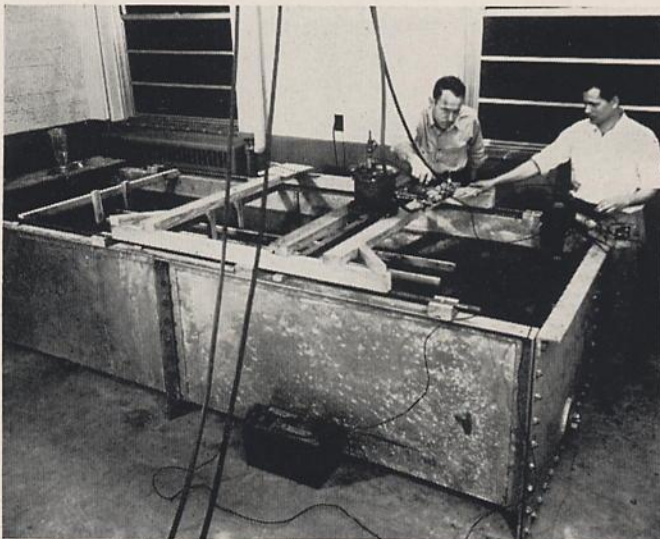
and other submerged objects. An extensive series of chemical operations are required to prepare the bentonite suspension which is used to visualize fluid flow. Other uses for the Chemical Laboratory are preparation of reflecting and semi-reflecting surfaces for the optical instruments in use in the department, proportioning of explosive gases in combustion experiments, determination of specific gravities of manometer fluids, density and viscosity determinations of water for model basin and Hydraulic Laboratory, calibration of barometric instruments for cavitation section, preparation of wax mixtures and alloy samples for "lost wax" method of casting and many other physical and chemical techniques.

Due to the experimental nature of the department's work and its remote location from the shipyard, a photographic laboratory has been gradually organized to furnish assistance to the other sections. In this section, which consists of a dark room and a print room, black line prints are made of graphs, data sheets, etc. for inclusion in reports which are distributed in the shipyard. Still photography and motion pictures are made for analyzing test results on ship models in waves, vortex formations in turbines, launching tests and many others. The nature of some tests is such that the photographic light trace method is the only possible measuring technique within our means. In addition to the above photographic processes facilities are available for photostating, microfilming, slide making and enlarging.

In the Service Shop light machinery for wood working and metal working has been assembled for maintenance and repair of the department's equipment. This shop also constructs new instruments and testing equipment from plans prepared by the departmental staff.

Experience has shown that a large variety of fluid flow problems arise which are not directly in line with the purposes of the above section and which would interfere with an orderly testing schedule in these sections. Accordingly a large room in the basement of the new building has been set aside as a Fluid Flow Laboratory and it is here that the miscellaneous tests are performed.

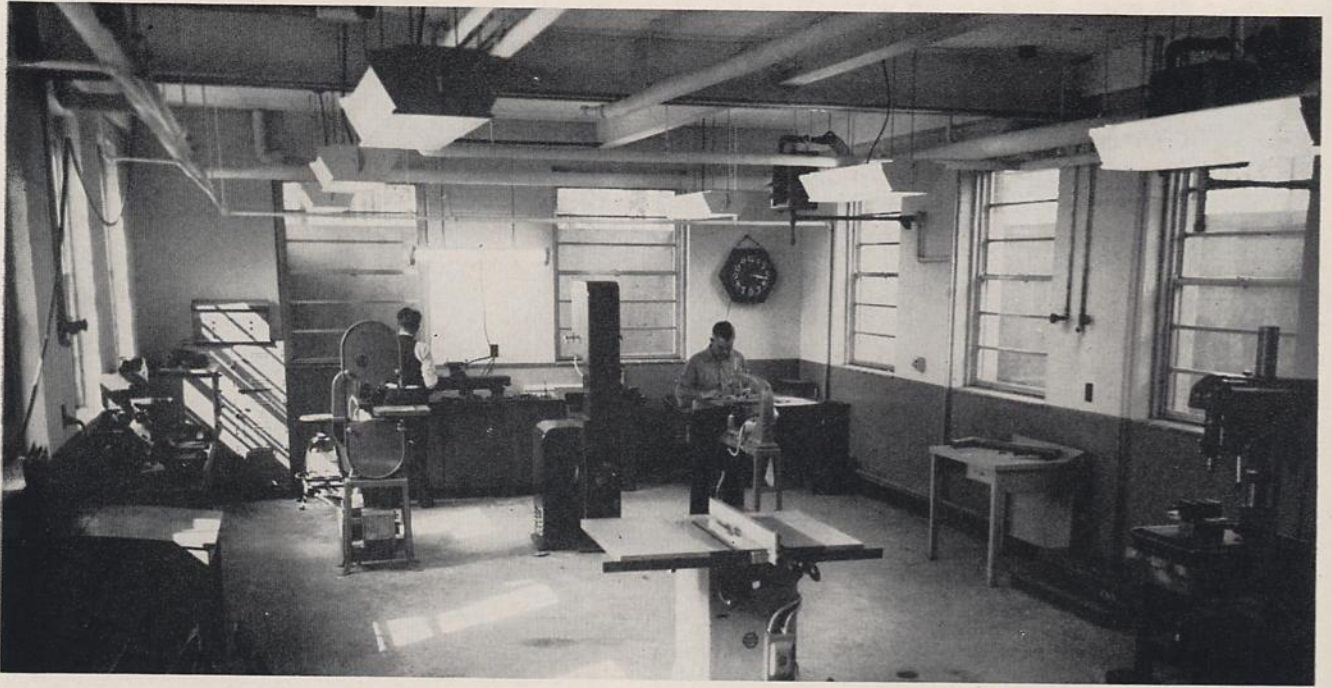
A large polarised light outfit is located in this section and is used with a bentonite flow cell to visualize flow around objects. The action of polarised light on a bentonite suspension results in a pattern of various colors around the object under test. The fluid can be calibrated to allow velocity gradients in the fluid to be determined by reference to the colors which occur. The super centrifuge, constant head tanks and storage carboys for use with the bentonite apparatus is also located in the Fluid Flow room. A large, three-section open tank is used for miscellaneous tests on nozzles, pipe flow and thrust experiments. An additional piece of equipment which will be housed in this section is the nearly completed circulating water channel model. This device is a continuous circuit of water which is pumped around the closed path at various speeds. In the top leg of piping is an open test section 10 inches deep, 24 inches wide and 6 feet long. Objects to be tested will be held stationary in the test section while the water flows past. A dynamometer arrangement attached to the test object will make it possible to measure the various forces and moments which are acting upon it. On the first floor of the new building are located several offices, a conference room and a drafting room. At the present time, with the new quarters about completed, the staff of the department, (which now numbers thir-



A Corner of the Fluid Flow Laboratory showing Combustion Experiment in Progress in the Still Water Tank.



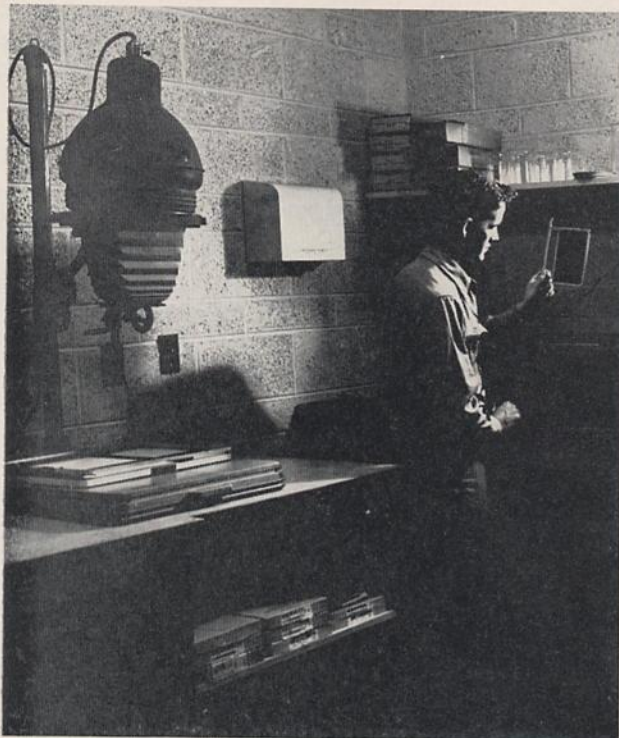
Roscoe Meadows, Jr., operating an Optical Interferometer Type of Lateral Strain Gage.



View of the Service Shop where repair and maintenance of Test Equipment is made.

teen), is undergoing a "settling in" process in which the equipment is being placed to the best advantage and additional equipment being received. The Model Basin, the Hydraulic Laboratory and the Stress Analysis Laboratory are in full time production on problems requested by the Assistant Chief Engineer, the Hydraulic

Engineer and Chief of Hull Technical Department. It is expected that the research activities of the remaining sections will increase as organization proceeds.



J. L. Hunter, Jr., the Laboratory's Photographer, at work in the Darkroom.

New Clinic Damaged



Picture shows taxicab lying between new Medical Building and what was a steel picket fence on Washington after leaping the intervening distance from street to building with such force that parts of the welded fence penetrated glass brick in upper right of photograph. Two occupants lived. Accident occurred at 12:10 A. M., March 19, 1947.

TRAGIC VOYAGE OF THE "ROBERT E LEE"

For many years residents of the Tidewater area, when planning their honeymoon trip to New York City or the North, would include a leisurely overnight trip on the comfortable old Dominion Line steamers, *Robert E Lee* (our Hull 277) or *George Washington* (our Hull 276). A feeling of nostalgia will come over many of these travelers with the knowledge that the *Robert E Lee* has been sunk.

Both of these vessels, built by us in 1924, were taken over by the War Shipping Administration in the early part of the war and were operated during that time by the Alcoa Steamship Company. The *George Washington* has only recently been withdrawn from passenger service between New York and Bermuda.

When the *Robert E Lee* was torpedoed and sunk on July 30, 1942, off South Pass, Mississippi River, with the loss of 106 lives, thirteen of the persons on board

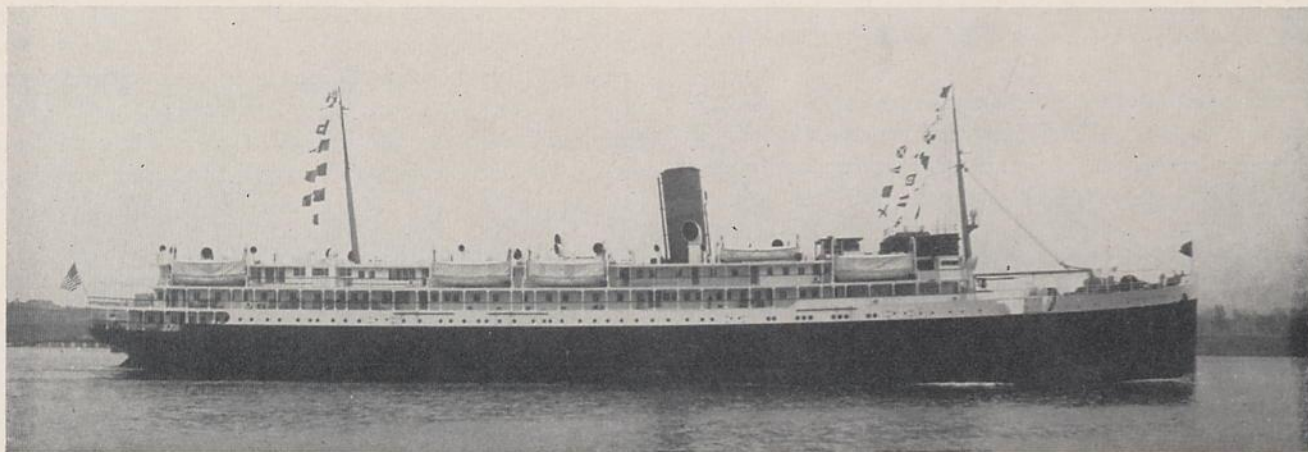
pedo struck on the starboard side, about 75 feet from the stern.

Death and Destruction

"Perhaps 200 of the passengers were on "A" deck, playing cards in the smoking room or sitting on the open deck. When the torpedo exploded, the whole after structure of the vessel, where these people were, seemed to fall apart. A great many persons were killed and injured by the explosion. Many others were struck by flying glass.

"The engineer on watch in the engine room ordered everyone else out, saying he would look after things below. He went down with the ship.

"Three of the ten life boats were wrecked by the torpedo. The other seven were safely launched and pulled clear of the ship.



Picture of ROBERT E LEE leaving Yard for first trip.

were Standard Oil Company of New Jersey employees who were being repatriated from Trinidad. Twelve of these, in charge of Captain Gustave A. Eklund, were members of a special crew which had taken the tug *Mustang* from Baytown, Texas, to Caripito, Venezuela.

The story of the return voyage of these twelve members of the *Mustang's* crew on the *Robert E Lee* and its tragic end was told by Captain Eklund as follows:-

"The *Robert E Lee* sailed from Trinidad on July 17, 1942, with 425 persons on board. She was commanded by Captain William C. Heath and her engine room was in charge of Chief Engineer Charles Westlin. Among the passengers were nearly 200 survivors of torpedoed ships.

"On the afternoon of July 30, 1942, we were approaching South Pass, Mississippi River, led by an escorting patrol boat. We were hit at about 5:30 P. M., when we were 50 miles southeast of South Pass. The tor-

Narrow Escapes

"I had just finished taking a sponge bath in my cabin when the deck blew up and the bulkheads seemed to fall in from all sides. I was knocked under the bunk and a big steel beam pinned me down, but I was able to wriggle out and found my trousers and life preserver. (That so many of us from the *Mustang* survived was largely due to the fact that we always wore out life preservers or kept them nearby.)

"My life preserver was stuck under debris and I could pull out only two sections of it. I managed to crawl out through a porthole, leaving behind a large area of skin.

"Many dead and injured lay about the decks. I shouted to some men who were running by and they came and picked up two of the injured and hurried with them to the last lifeboat launched.

"I heard someone calling, 'Captain, please save me!'

It was Steward Manuel A. Rose, of the *Mustang*. Both of his legs were broken.

"The water was then up to my ankles. I tied Rose's life belt around him, dragged him to the rail, and threw him overboard. The last I saw of him he was floating free and smiling."

Steward's Story

As Steward Rose told the story, in January, 1947:—

"For some time previous to the torpedoing of the *Robert E Lee*, Chief Mate Moore and I were among the large number of passengers lounging on "A" deck. Shortly before we were hit, I went to my room and started to shave. I had hardly begun when there was a tremendous crash and my room was practically destroyed, except for the outboard bulkhead and window frame.

"I found myself on the floor, almost helpless, with both legs broken. Using my arms and dragging myself along, I reached the window, got my head and chest out, and fell on deck. I was lying there, unable to move further, when I saw Captain Eklund and called for help.

"He saved my life. After putting on my life belt, he took me to the rail and dropped me overboard. By that time the *Robert E Lee* was listing so far to starboard that the rail of "A" deck was only four feet from the water.

"I grabbed two pieces of wood that were drifting near me and floated for half an hour or more when two Norwegian sailors pulled me aboard their raft and made me as comfortable as they could.

Picked up by Destroyer

"I had been on the raft about an hour and a half when a destroyer came along and sighted us. She hove to and lowered a boat. Six bluejackets put me on a blanket and held it by the sides when they eased me into the boat. A stretcher was lowered from the destroyer and I was hauled on board.

To continue Captain Eklund's story:

"When the water was up to my hips, I ran back amidships and over to the port side. The ship was now heeling over to starboard and I climbed over the rail and down the side to the stabilizing keel. Going down ahead of me was the master of the *Robert E Lee*. He jumped and I followed.

Sinking of the "LEE"

"We managed to get clear, but the ship upended and I thought she would swing over me. I swam away frantically. When I looked again, the *Robert E Lee* was starting to go down. She threw up a 20 foot wave which nearly drowned me. I reached a piece of float-

ing wreckage and clung to it. Several other survivors were floating nearby.

"The patrol boat started dropping depth charges. It was about 250 feet away, but we felt no concussion. The lifeboats came near us, picking up survivors, but they first rescued those who had no wreckage to cling to.

"The patrol boat chased the submarine and was unable to help with the rescue work for over an hour. However, a message was sent requesting help, and soon a seaplane landed and took some survivors aboard. Then more planes arrived and the patrol boat took aboard all the wounded. I was also told to come aboard, as I was bleeding from skinning myself getting through the porthole. Other rescue ships picked up the survivors who were in the *Robert E Lee's* lifeboats.

"When we landed at 3:30 a.m. on July 31, the New Orleans District Emergency Unit had everything organized for our arrival. It was the best job of planning I have ever seen. Doctors, nurses, orderlies and ambulances were waiting, and buses had been rounded up from all over an area of 150 miles around the city.

"After examination by the doctors we were driven carefully to the Naval Base at Algiers, across the Mississippi River from New Orleans, and all injured were placed in the hospital. The Company's New Orleans agent arranged for the release of the uninjured Esso men. We were taken to a hotel and given outfits of clothing.

One of "MUSTANG" Crew Lost

"Chief Mate Moore was the only *Mustang* crew member lost. He was seen running along the deck of the *Robert E Lee* just before she went down. Although a thorough search was made in the vicinity of the sinking, he was not picked up; he must have gone down with the ship. Two of our men suffered serious injuries—Steward Rose and Able Seaman John T. Hanson.

"Seven of the men assigned to our dining table on the ship—workers from Trinidad—were lost. One group of Norwegians on the *Robert E Lee* were torpedoed for the fourth time since leaving home."



SHIPS OF THE YARD FLEET

With the launching of the Cruiser *Newport News*, our Yard does not have a vessel building on our shipways. Neither do we have contracts for any new construction. It has been 14 years since a similar condition existed, this being for a short period after the Aircraft Carrier *Ranger* was launched on February 25, 1933. Our ship-building facilities and personnel who, only a few years ago were so essential to our countries defense and war effort, now are apparently the concern of only our employees and management.

The purchase of the *Wm. G. Warden* for scrapping was one step of our Management in an effort to keep our workmen employed until new construction can be secured. The purchase of other vessels has followed until our shipyard owned fleet is now a formidable one.

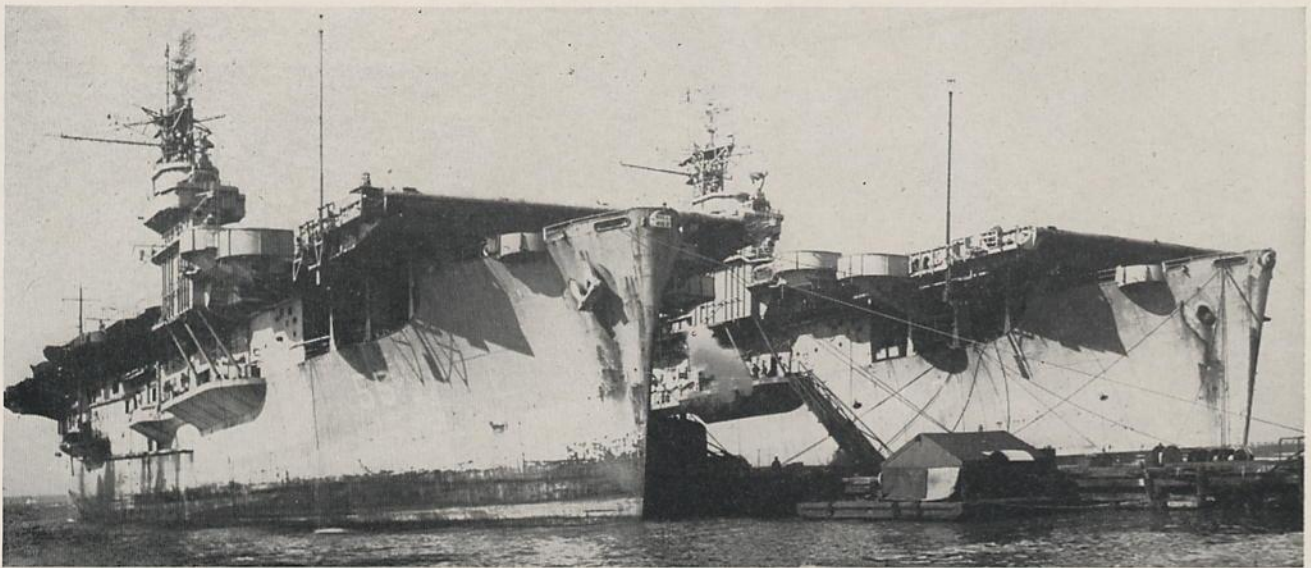
Aircraft Carriers Escort (CVE'S)

In all, four Escort Carriers have been purchased by the Company for possible conversion into cargo ships in accordance with requirements of our purchasers. Two of these vessels, *Smiter* and *Arbiter*, were purchased

Deck and Island Structure, numerous sponsons attached to the hull must be removed. The spaces designed for cargo holds are now divided by many bulkheads to form crews quarters and other handling and storage facilities necessary on a war ship. These will all be torn out or moved to other positions on the ship.

One of the tasks being performed in an unusual manner is the removal of the ballast from the ships. In order to obtain the necessary stability, 1,600 tons of concrete was poured into Nos. 1, 3 and 4 holds of the vessels during their conversion into aircraft carriers. Varying in thickness from 3 to 7 feet, the removal of this mass of concrete was expected to be a difficult operation. However, it was discovered that it would be possible to blast the concrete by use of dynamite, without danger of damage to the hull. Accordingly, The McCallum Inspection Service of Norfolk, Va., was given the job. In 9 working days of blasting, by the use of 447 sticks of dynamite, the 1,600 tons of concrete were loosened for removal.

Hull 462, *Smiter*, was placed in No. 10 Shipways on March 19. Nine working days later all of the structur-



SMITER (Hull 462) and ARBITER (Hull 463) of the Shipyard Fleet berthed at our Pier 7 on February 21, 1947.

on December 9, 1946, and were delivered to our plant from the James River idle fleet on January 28 and 31 respectively. The other two, the *Speaker* and *Tracker*, were delivered on April 22 and May 9. All were converted from C-3 type hulls and were part of a fleet of 38 of this type vessel transferred to the British Navy during the war under the lend lease agreement with that country. Three of the vessels launched in 1943 were known as Escort Carriers of the *Prince William* Class, while the fourth, the *Tracker*, launched in 1942, is of the modified *Long Island* Class.

The four vessels have been assigned hull numbers from 462 to 465, inclusive, and the work of stripping them of their wartime equipment and installation are well underway. In addition to the removal of the Flight

above the Shelter Deck had been removed and the *Smiter* was no longer an aircraft carrier. All of the stripping operations were completed and the vessel was removed from the dock on April 24. Similar work will be performed on the other three ships as docking facilities become available.

Oil Tankers

On March 13, it was announced that our Yard was the high bidder on two war damaged T-2 Tankers, the *Diamond Island* and *Briar Creek*.

If our bid is accepted and the tankers awarded, it is expected that they will be converted, in accordance with the requirements of our purchaser.

Destroyer Escort

On March 24, our bid was accepted and we were awarded the former *HMS Stockham, DE-7*, which had been lend-leased to Great Britain.

This vessel was located at the U. S. Naval Shipyard in Philadelphia. On April 7, six members of the Yard Riggers Department, in charge of Supervisor N. L. White, traveled to Philadelphia and accompanied the ship back to our plant. She arrived in tow of a tug of the Curtis Bay Towing Company, on April 10.

Much of the equipment of this vessel has been sold and the hull will be scrapped. She was placed in the outboard end of No. 8 Shipways on April 23.

Ocean Going Tug

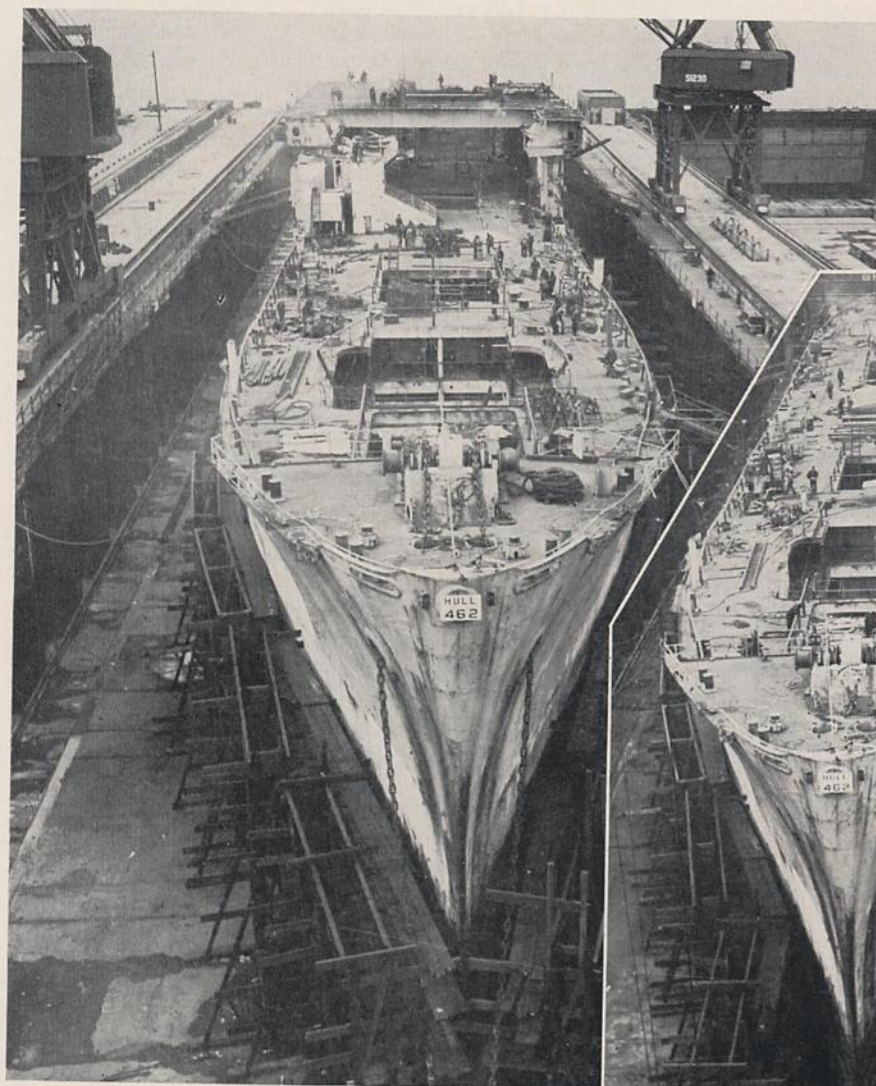
The former *USS Undaunted, ATO-58*, was purchased

for purpose of scrapping. An old veteran sea going tug, she was built by the Union Iron Works in San Francisco in 1918. The *Undaunted* is a single screw vessel with an overall length of 143 feet. She was placed in Shipways No. 8 with the *Stockham* on April 23.

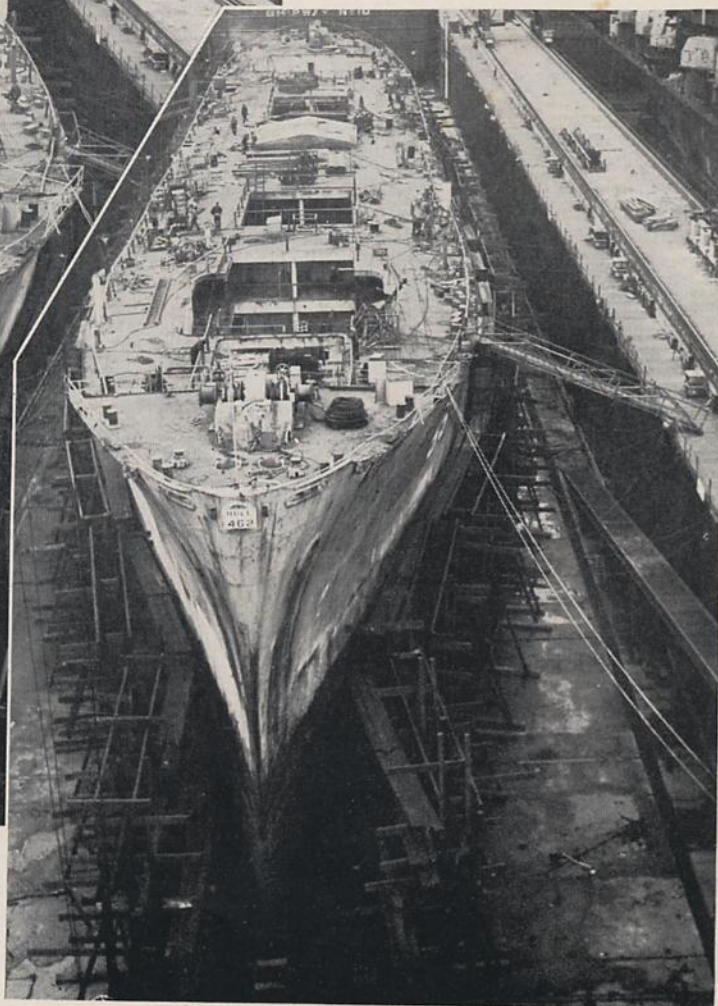
WM. G. WARDEN

Scrapping operations were completed on the *Wm. G. Warden* on March 21, 1947. In all, 209 freight carloads of scrap steel and other metals have been shipped and, by this time, probably is on its way to becoming parts of new automobiles or refrigerators.

The *Warden* will not be entirely forgotten however, because her two name plates have been sent to The Mariners' Museum to become a part of their display.



Photograph below:—The *SMITER* after complete removal of all structure above the Shelter Deck.



Above photograph:—Scene in No. 10 Building Dock on March 28, during removal of Flight Deck and other structure from the *SMITER*.



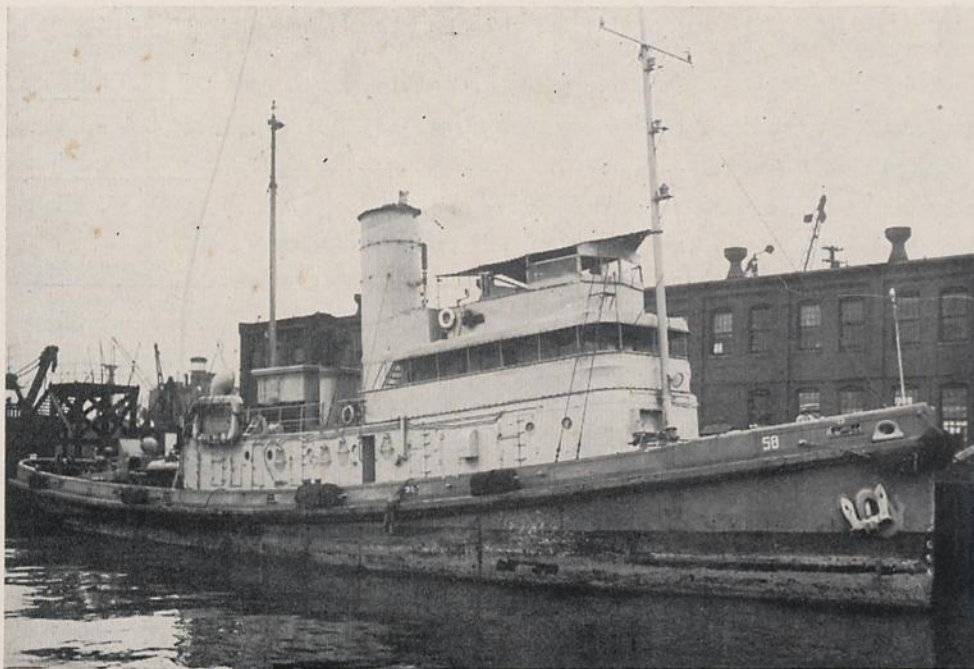
Destroyer Escort **STOCKHAM**, purchased by us, shown berthed at one of our South Side Piers on April 18, 1947.



Center, left:—Charge of dynamite about to be lowered into hole in concrete ballast for blasting in hold of **CVE SMITER**. Electric cap is attached to wires in one end of dynamite. Hose is used for injection of water into hole and causes force of explosion to extend outward rather than upward.

Center, right:— Scene after operator had moved to a safe position and set the charge off electrically. Approximately 2 tons of concrete was loosened by blast. A stick of dynamite was used in each of six holes for this result. Plugs are placed in other holes to prevent their being filled by debris from blast before use.

Bottom, left:— Ocean Going Tug **UNDAUNTED** purchased by our Yard for scrapping.



SHIPYARD BULLETIN

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Associate Editor

ROBERT B. HOPKINS
Features Editor

Vol. XII MARCH-APRIL, 1947 No. 3

Annual Meeting of Stockholders

The Annual Meeting of Stockholders of the Company was held April 10, 1947, in the Apprentice Educational Building. The following were reelected to the Board of Directors: Homer L. Ferguson, Roger Williams, J. B. Woodward, Jr., Samuel L. Slover, H. Donald Campbell, John M. Miller, Jr., Charles Francis Adams, and Francis F. Randolph.

Organization Meeting of Directors

The Board of Directors of the Company held their organization meeting for 1947 on April 23 in New York City. Homer L. Ferguson was renamed Chairman of the Board of Directors; Roger Williams continued as Chairman of the Executive Committee, and J. B. Woodward, Jr., was reelected President and General Manager of the Company. Other officials continued in office are W. E. Blewett, Jr., Executive Vice President; E. J. Robeson, Jr., Vice President and Personnel Manager; Robert I. Fletcher, Vice President and Comptroller; Kemper L. Kellogg, Secretary; W. Graham Scott, Treasurer; Edward C. McClaud, Assistant Comptroller; James N. Robinson, Assistant Comptroller; T. L. Lanier, Assistant Comptroller; Paul A. Wilson, Assistant Treasurer; Wythe W. Holt, Assistant Secretary; and Ludwig K. Moorehead, Assistant Secretary and Assistant Treasurer.

At this meeting the Company announced that a dividend of fifty cents would be paid to stockholders of record as of May 15, 1947. This dividend is payable on June 2, 1947.

UNPUBLISHED MEMORANDA

The following appointments became effective in the Personnel Division March 1, 1947:

Homer I. Adams appointed Employment Manager.

G. Guy Via appointed Director of Training and Education.

Fairmount R. White appointed Assistant Director of Education.

Samuel A. Hickey appointed Assistant Director of Training.

General Order No. 974

L. B. Peterson is appointed Office Service Manager, effective March 27, 1947.

General Order No. 975

Andrew W. Hull is appointed Assistant Office Service Manager, effective March 27, 1947.

W. M. Files appointed Internal Auditor and head of the Internal Auditing Department, effective July 29, 1946.

Review of Annual Report "Profit and Loss" Statement 1946

The Annual Report for the year 1946 of the Board of Directors of our Company was mailed to stockholders on March 13, 1947. The report was issued over the signature of Homer L. Ferguson, Chairman of the Board. A brief summary of the Company's operating figures for the year is presented below:

The Company's total income from work performed in 1946 was.....	\$ 59.6 millions
The cost of the work performed in 1946, including wages, materials, and overhead expenses, was. . .	\$ 52.5 millions
The profit which the Company made on the work done in 1946 was the balance of.	\$ 7.1 millions
The Company had other income for 1946, amounting to.	\$ 0.4 million
Making a total of profits on the work performed in 1946 and other income of.	\$ 7.5 millions
On these profits and other income, the Company will have to pay income taxes to the State and Federal governments of.	\$ 2.9 millions
After providing for the taxes on the year's profits, the Company had left.	\$ 4.6 millions
The Company realized a loss of about \$1,200,000 on the three United Fruit Company ships in 1946, but this loss reduced its income taxes by \$500,000, so that the net loss was about \$700,000. This net loss is included in the figures above. The total net loss (after tax savings) on these ships was estimated in 1945 at \$1,000,000, and a reserve for the loss was set up in that year. The net loss realized on these ships in 1946 was offset by transferring from the reserve provided in 1945 an amount of.	\$ 0.7 million
The net profit for the year 1946 was thus.	\$ 5.3 millions
Dividends for the Company's stockholders during 1946 amounted to.	\$ 3.2 millions
So that the remainder of the net profit for the year 1946, which was "left in the business" and thus added to the Company's capital, was.	\$ 2.1 millions

18th Annual Shipyard Golf Tournament



R. F. WALKER

The Eighteenth Annual Shipyard Golf Tournament, one of the Company's most ancient and honorable fixtures, will be staged again this year at the James River Country Club. The Tournament Committee has announced May 23, 24, 25, and May 30, 31, and June 1 as the qualifying dates.

As always, the tournament will be played under the United States Golf Association's rules, 18 holes to qualify, with all entries to turn in their names to any member of the newly elected Tournament Committee.

Entry fee will be the customary \$2.00 to be posted at the pro shop at the James River course.

The tournament this year will be headed by R. F. Walker, of the Sheet Metal Shop, who replaces A. W. Hull, retired, who for many years was chairman of the Tourney Committee.

Prizes for the event will be awarded to the medalist, winners, and runners-up of each flight. The handsome Tournament Cup will go to the winner of the handicap playoff among flight winners. The cup will be held by the winner for one year.

Listed on the new committee are L. B. Peterson, J. C. Sterling, Fred C. Davis, Fairmount R. White, Robert C. Cutler, and Chairman Walker. Committeemen are expecting the biggest field in the history of the event. W. P. Stahle of the Machine Shop Superintendent's Office is the defending champion.

Other flight champions last year who will be in the swing again are Jim Smith of the Joiners, J. W. Lanham, Jr. of the Order Department, Fred Davis of the Ship Shed Department, Claude Barfield of the Time Study Department, runner-up McCleary of the Shipwrights Department, P. A. Rodriguez of the Hull Drawing Room, and W. P. Stahle of the Machine Shop Superintendent's Office. To enter tournament, call SHIPYARD BULLETIN Office—740.



George S. Buchanan Honored

Sixty-five Apprentice Instructors and their wives attended a dinner given March 19, 1947, at the Apprentice Dormitory in honor of George S. Buchanan, retired instructor of the Mold Loft. Elsewhere in this issue his formal retirement is announced.

Master of ceremonies was J. W. Murden, President of the Instructors' Club; Lee Poindexter gave the invocation; E. J. Robeson, Jr., Vice President and Personnel Manager, made a short talk; and the principal address was given by R. O. Nelson, Superintendent of Public Schools for Newport News.

S. A. Hickey, Assistant Director of Training, presented Mr. Buchanan with a miniature model of a lounge chair which he had previously received as a gift from his fellow instructors.

Control of A. C. Welding Hazards

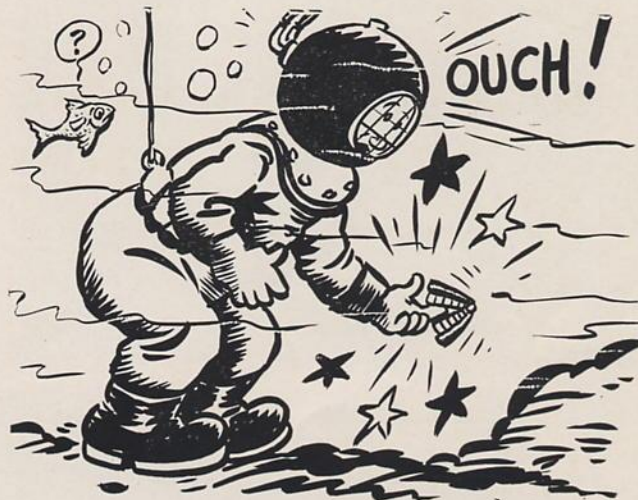


On March 25 L. F. Bledsoe of the Welding Engineer's Staff delivered a paper before a meeting of the National Safety Council in New York City on the "Control of A.C. Welding Hazards."

In his paper he outlined existing working conditions of welders, the personnel involved in welding and the equipment used. The final analysis of the paper was that a great share of the

burden for effective control of A.C. welding hazards rests with the welding operator. He stated "The following are a few of the many rules of good practice that should regulate the activities of operators using A.C. welding transformers:

1. Learn everything possible about the equipment in use, particularly from the standpoint of hazards that it may present.
2. Use a fully insulated electrode holder and see that it is maintained in a state of good repair.
3. Take particular care against contact with electrically live parts of his equipment in hot, humid weather and in close, damp places.
4. Always carry the electrode holder in his hand instead of slung over his shoulders or under his arm.
5. Never work alone in confined or concealed spaces. If possible, work in pairs.



Splash! T. S. Bryan was working on H-460's port side ladder platform on Friday, March 21 when he suddenly sneezed and few seconds later "bit" the muddy bottom of the James River. Fortunately Bryan had bitten the mud only with his upper plate. The loss was reported to the Safety Department which requested the Yard Rigger's Department to have a diver recover the teeth. Salvage problems now developed. Because the diver had been misdirected, no teeth were found on Friday. After a week-end of subsistence on a variety of soups and much misunderstanding of Mr. Bryan's conversation due to this suddenly developed lisp, the missing molars were finally returned on Monday. The moral of the story? "Well, if you have to sneeze," says Mr. Bryan, who should know, "hold on to your molars—not your nose."

Practical Application of Our Apprentice Training

By George C. Mason

When Apprentice Draftsman Charles A. Newell returns to our Hull Drawing Room to resume the training interrupted by his induction into the United States Army in June, 1944, he will have completed an overseas assignment of exceptional interest to a shipbuilder, for it involved the development and operation of a small shipyard and of a fleet of more than a hundred fishing vessels, in connection with our army's occupation of Japan.

In his letters reporting this unique experience to his former instructors at the Shipyard, Apprentice Newell insists that all credit for what he has accomplished in

Japan is due to the education he received in this company's Apprentice School, without which he would never have been given the job in the first place, much less have been able to hold it down.

Newell started his apprentice training as a shipfitter in May, 1940, and after four years of varied experience here and at our Wilmington shipyard, he was drafted into the United States Army. He was trained in Combat Intelligence and Officer Candidate Schools and commissioned a second lieutenant. In October, 1945, he was ordered overseas and served with the occupation army in Japan, being with the 98th Infantry Division at Osaka and the 25th Division elsewhere.

Apprentice Newell's later experience as a shipbuilder and ship-operator in Japan can best be told in his own words, taken from a letter written two months ago, describing his service with the Army Military Government as a first lieutenant:

"On April 28, 1946, I was transferred from the 25th Division back to Osaka, Japan, for Military Government Training. After training with M. G. in Osaka as an Industry Officer, I was flown to Okinawa to relieve the Navy M. G. unit of the Ryukyus Islands, with a group of sixty officers, only a dozen of whom had Military Government training.

"I understudied the Navy until July 1, when the Army took over the Ryukyus Military Government. I was assigned as Fisheries Officer in the Economics Department about June 8, which job I still hold. I was given this assignment entirely because of my experience in the Apprentice School.

"When I first took up the job, I had four Japanese-



Taken in front of the office of the Yard. The Okinawan on my right is Mr. Tamaki, Director of the Okinawan Department of Fisheries. The man on my left is Mr. Kobira, President of "Toguchi Boat-building and Repair Yard". The Sgt. is T/4 Roger Nakochi from Honolulu, Hawaii. He is liaison for me at the Yard and has proved very valuable, as my duties require me at M. G. hdq. the majority of the time.

The "staff"—reading from left to right:—Second from left is Mr. Kobira, President of the Yard; Mr. Tamaki, Director of the Okinawan Department of Fisheries; Mr. Uehora, Ass't. Director of the Department of Fisheries; Mr. Ozoto, Vice-President of the Yard. The remaining three men occupy minor jobs.

American non-coms to help me. Since then, three of them have returned home (to Hawaii) and I have the remaining one and a Filipino as my assistants.

"As Fisheries Officer, I am charged with the rehabilitation of the Okinawa fishing industry. I act as Military Government adviser and supervisor to the Okinawan Government and procure fishing materials and equipment for them through U. S. military channels. I keep reports and records of the amount of fish caught throughout Okinawa Gunto (Okinawa and nearby islands) and try to assist in increasing production.

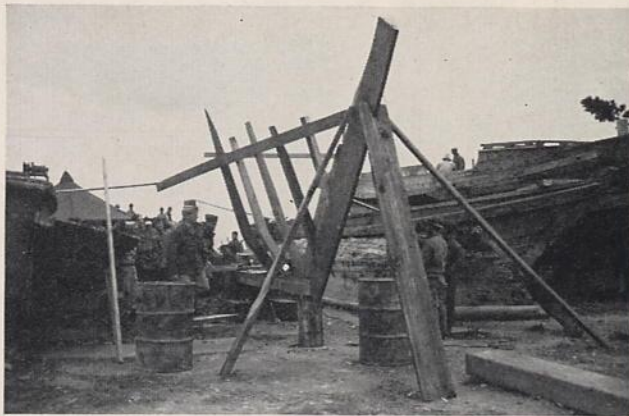
"The invasion destroyed every Okinawan fishing boat, and the Navy had already turned over a number of landing craft to the Okinawan Government for conversion to fishing boats. Since taking over, we have obtained many more landing craft and have also raised and reconditioned thirteen original fishing boats of the sampan class. We now have 60 LCVP, 10 LCM and 13 sampans (original fishing boats). We are now repairing and converting 50 more LCM (obtained from the Navy) and plan to retire some of the older LCVP.

"The principal kinds of fish caught here are bonita and tuna. The season is from March through October, Okinawa Gunto catching almost 4,000,000 pounds during the year 1946.

"My chief interest lies in the only boat yard in the Ryukyus. This was a Navy PT-boat base until the spring of 1945, when it was turned over to Military Government for a boat-building and repair yard. When I became Fisheries Officer, I took the Newport News shipyard's title as a model and named the yard "Toguchi Boat-building and Repair Yard," which is as near as I could come to it. Toguchi is the name of the village where it is located, and this is on the tip of the Motobu Peninsula just across from Ie Shima, where Ernie Pyle was killed.

"This yard is my pride and joy. We have an excellent machine shop and some of the best ship carpenters and diesel engine mechanics in the Ryukyus. All work is done by Okinawans. We rebuild old fishing boats that were partly destroyed, and convert military landing craft into fishing boats by building decks, bait boxes, sprinkling system, etc., on them, beside routine repair work on hull and engine.

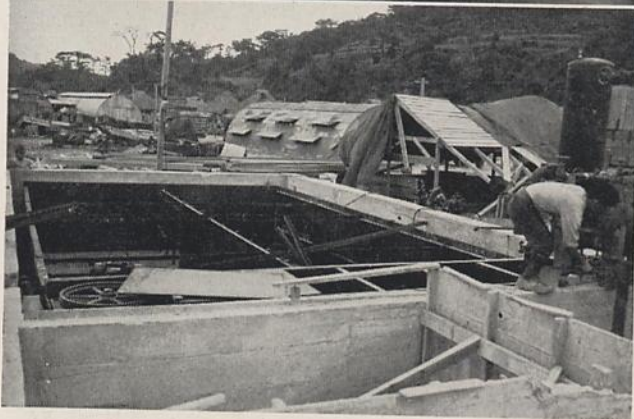
"Several months ago I ordered through Army channels enough materials, equipment, etc., to build 80 brand-new fishing boats of the Japanese sampan class. The lumber for our hulls is due to arrive next month, and our building schedule is drawn up and ready. Our Hull No. 1 is scheduled to have its keel laid soon and to be ready for delivery exactly three months later. We will build thirty-five 15-ton sampans, twenty-eight 30-ton sampans, twelve 60-ton sampans and five 120-ton sampans. These boats will all be powered with Japanese semi-diesel engines ordered from Japan's mainland. At present, we use Gray marine diesel engines.



TOP:—This is our Hull No. 1. It is the first fishing boat we have attempted to build from scratch. It is a 15 ton sampan and will be powered with a 30 HP Japanese semi-diesel engine. Our schedule calls for a 3 month construction period, but due to it being our first hull, it will probably be delivered late. The hulls in the background are conversion jobs. They are going to be sampans constructed from wooden Jap landing craft—for a stern view see bottom picture below on this page.

CENTER:—This is a scene taken from Toguchi Yard over-looking our harbor. The sailing vessel is a junk that happened to be anchored in the harbor at the time. The land pictured is the very top of Matobu Peninsula. The other boat is a converted LCVP used for bonita fishing. I have an enlargement of this that I intend to frame when I get home.

BOTTOM:—A stern view of the same two craft that appeared in top picture above. Note the stern extension on the one at the left. Both of these boats were the same as the one on the right before the conversion work began. Both will be bonita fishing boats. The crane in the rear is our 40 ton Northwest. It belonged to the Navy CB's at one time.



TOP:—Patching the hull of a 30-ton fishing boat. This boat was illegally brought from Japan, and since this picture was taken, has been returned to Japan for disposition by SCAP. We have some of the best ship carpenters in the Ryukyus and they do wonderful work.

CENTER:—This is an LCM in the process of being converted into a bonita fishing boat. The conversion consists mostly of decking over the well, cutting the bow ramp flush with the gunwales, building a live bait box, adding a platform at gunwale level, adding a sprinkler system, and routine engine and hull repair. From left to right:—Sgt. Nakochi, Lt. Col. Wilson, myself, and Maj. Schone. Note the opening in deck for live bait box up forward, just behind my Sgt.

BOTTOM:—This is our ice plant under construction. It is a Frick model, and will produce 15 tons of ice daily. That ice will be used to ice our seagoing fishing boats and also provide cold storage for surplus catches. We located it at Toguchi, because Motobu Fishing Association is the best producer, and it is close by; also, because our men at Toguchi are the only ones capable of such construction.

The whole program is due to be finished in October, 1949.

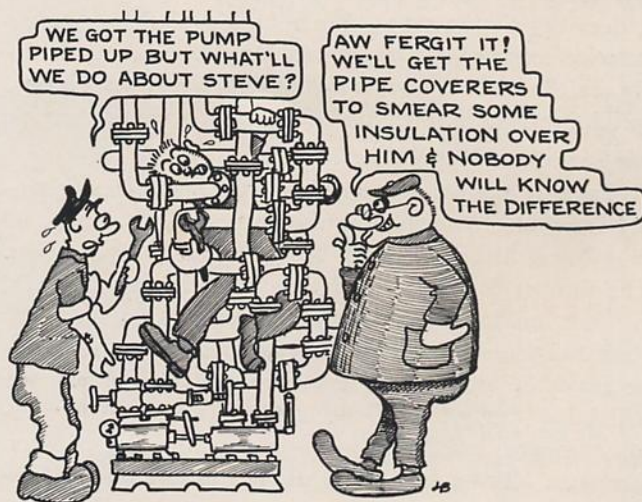
“The yard is operated entirely by Okinawans. I keep my remaining sergeant there as liaison between it and my office. I act as adviser and try to control their operations according to the standards I learned at Newport News.

“It is interesting work and I like it. It is not shipbuilding as I learned it, but it is boatbuilding, nevertheless. Incidentally, Toguchi Yard is part of the Okinawan Department of Fisheries and all salaries and wages are paid by the Okinawan Government. We have taken steps to convert the yard to private enterprise, effective May 1, 1947.”

The accompanying illustrations were supplied by the Army Public Relations Office. They show Lieut. Newell, with his Commanding Officer and his own native staff, as well as the laying of the keel of the Toguchi Shipyard’s “Hull No. 1.”

Lieutenant Newell’s “hitch” in the Army ended March 19, 1946, but his interest in this work induced him to sign up for an extra year’s service, during which he set up the construction program outlined above, and carried it to the point of laying his first keel. The hardship of an additional year’s exile from his native land has been greatly alleviated for Lieutenant Newell by the company of his wife, who joined him on Okinawa last August and set up their first home in a Quonset hut. She is also a former shipyard employee, having been Miss Jane Goodwin of our Hull Drawing Room force until her marriage. Lieutenant Newell and his wife left Okinawa on March 19, 1947, for Newport News, where he plans to complete the remaining year of his apprenticeship, after which he hopes to get his degree in naval architecture at Cornell University, under the G. I. Bill of Rights.

Lieut. Newell’s own account of his work was supplemented by a press release sent to the SHIPYARD BULLETIN by Capt. Richard E. Haughton of the U. S. Military Government Public Relations Office in the Ryukyus.



MAY CLUB - 49th ANNUAL DINNER

The May Club held its forty-ninth Annual Dinner at the James River Country Club on Friday, March 14, 1947, at 6:30 P.M. C. H. Fraley, Foreman of the Copper shop, presided as President and Toastmaster; J. B. Woodward, Jr., President and General Manager made the principal address.

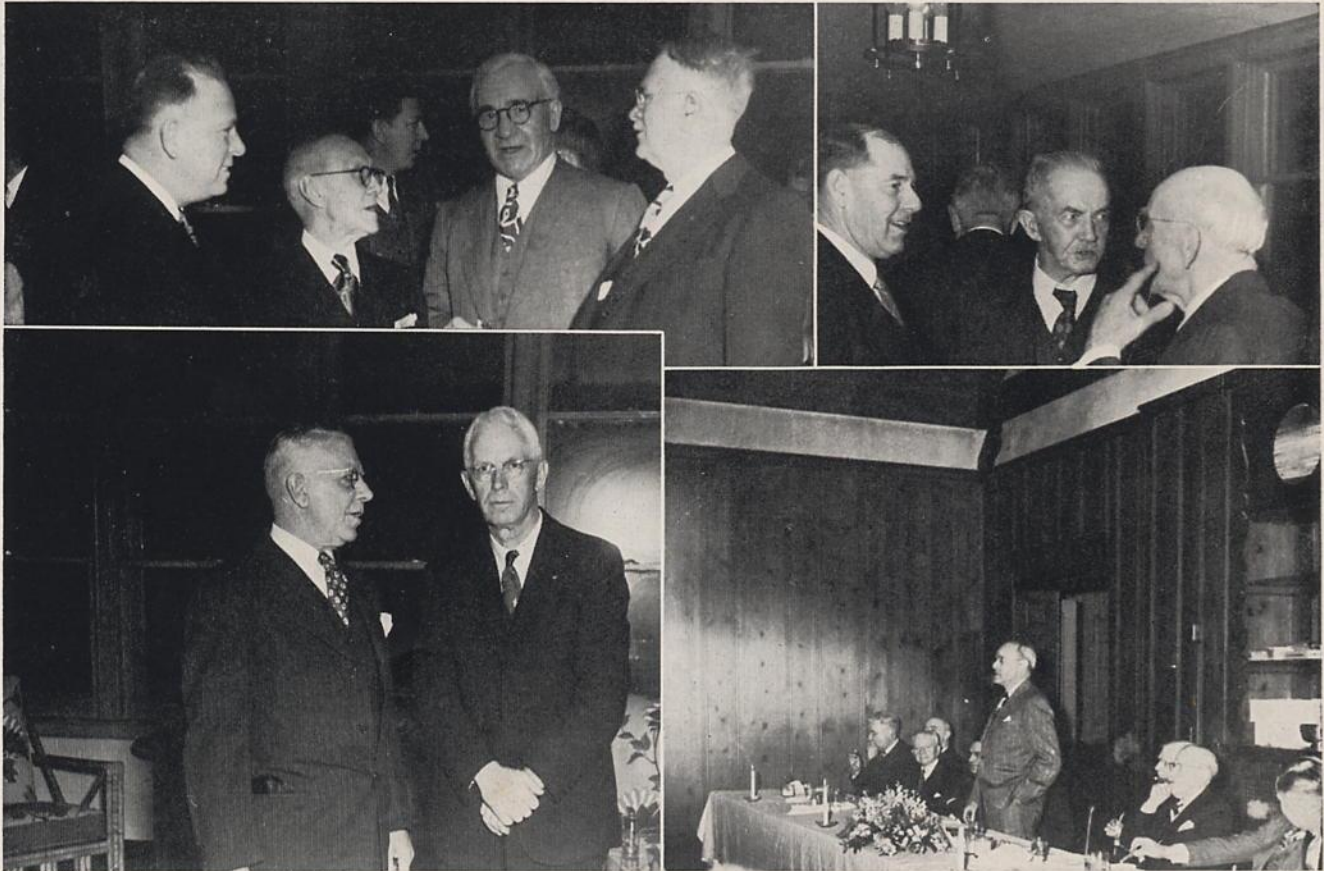
Gifts were presented to five members who have retired recently. E. F. Heard, former Vice President and Works Manager, received his gift from H. L. Ferguson, Chairman of the Board; J. J. Robinson, former Foreman of the Boiler Shop, received his gift from J. C. Sterling, Superintendent of the Machine Shop Division; W. B. Ashe, former Mold Loft Foreman, and W. W. MacNicholl, former Erectors Foreman, received their gifts from H. T. Bent, Production Manager; and Tom Addis, former Steel Foundry Foreman, received his gift from

J. C. Pendleton, Superintendent of the Foundry and Pattern Shop.

Among the other retired guests present were Harold F. Norton, former Naval Architect; Martin Handy, former Foreman of Shipwrights; V. L. Chapman, former Foreman of Transportation; and S. S. Archibald, former Auditor.

Three new members were introduced at the meeting. They were Jimmy Wynne, Foreman of the Mold Loft; L. E. Keith, Foreman of Erectors; and A. H. Wornom, Foreman of the Steel Foundry.

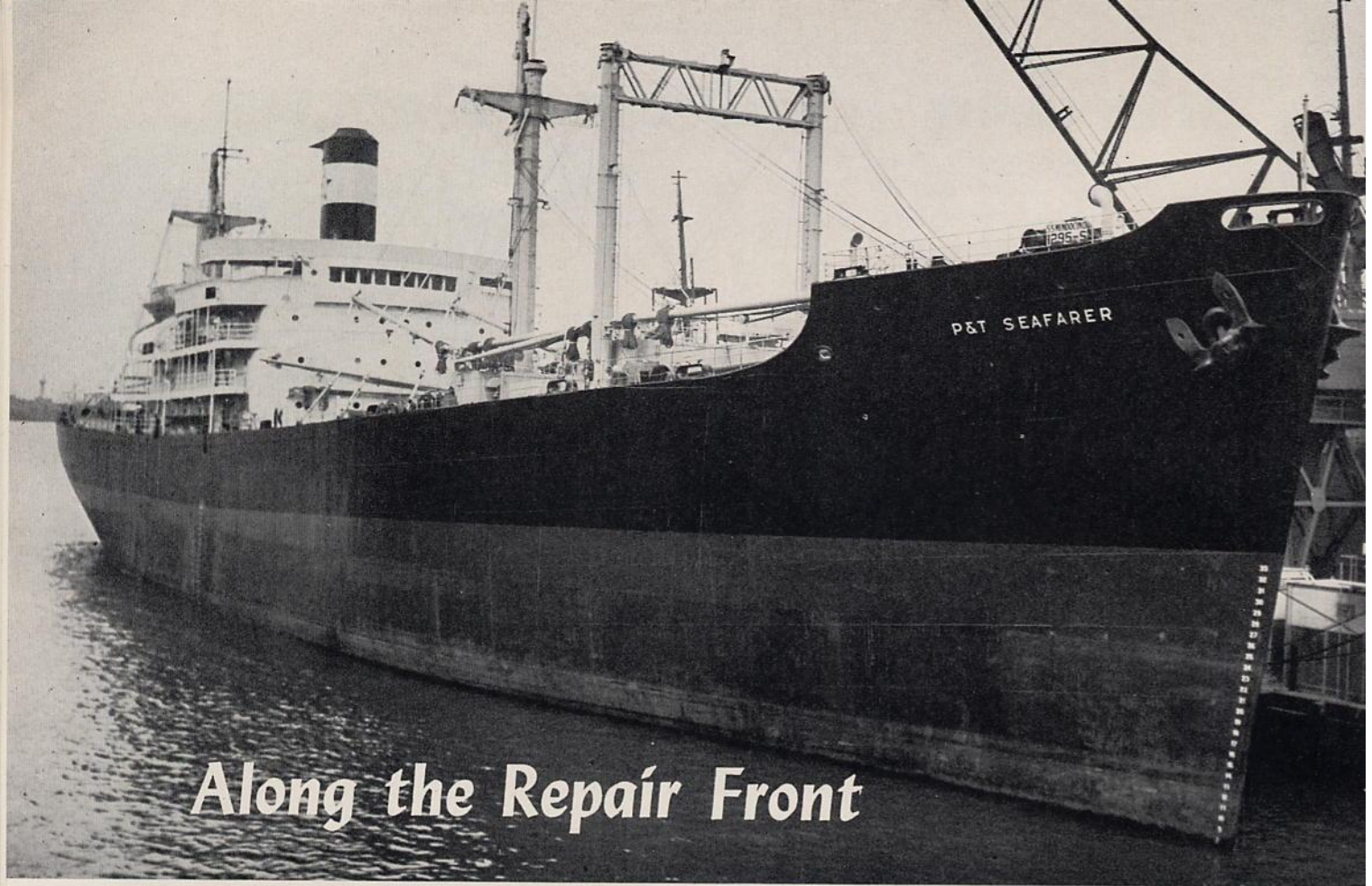
The Entertainment Committee was composed of G. A. Jernigan, D. Dick, W. Hayes, W. W. Pugh, C. M. Rutter, Jr., B. H. Wilson, M. L. Johnson, E. A. Neill, V. L. Chapman, C. H. Fraley, and W. J. Melvin, Secretary.



Top, Left to right:—W. C. Abbott, Foreman Yard Riggers; C. H. Tall, retired foreman of Ship Riggers; J. W. Irvine, Assistant Plant Engineer; H. L. Ferguson, Chairman of Board; R. L. Baker, Retired Power House Engineer; E. J. Robeson, Jr., Vice President and Personnel Manager; V. L. Chapman, retired foreman of Transportation Department; and S. S. Archibald, retired Auditor.

Bottom, Left:—C. H. Fraley, Foreman of Copper Shop and Toastmaster; J. J. Robinson, retired Foreman of Boiler Shop.

Bottom, right:—J. B. Woodward, Jr., President and General Manager, making principal address.



Along the Repair Front

P & T SEAFARER DELIVERED

Another war veteran was put into peacetime service as the *Seafarer*, formerly the *USS Mendocino*, sailed from our Yard on March 20, 1947.

The *Seafarer* is the first of five Naval auxiliaries, which we are converting back to their originally intended status of cargo liners. She arrived in our Yard on Nov. 5, 1946 and was scheduled for delivery 90 calendar days after that date. Due to difficulty in procurement of materials and certain changes desired by the new owners it was not possible to meet that delivery date.

Pope Talbot, Inc., owners of the *Seafarer*, have also been allocated the other three C-3 type vessels now being converted. The *California Bear*, formerly the *USS Tyrrell*, a C-2 type vessel built by the North Carolina Shipbuilding Co., has been allocated to the Pacific Far East Lines.

It is expected that Pope Talbot, Inc. will operate their 4 vessels from the west coast of this country to the east coast of South America and the Caribbean area.

The conversion work on all of these ships is extensive. In addition to the removal of all of the Naval installations, a great number of structural, ventilation and electrical changes are required. Two new King posts

were built and four oil light deep tank hatches constructed.

Another major task requiring thousands of man hours was the removal of 1,700 tons of ballast placed in the holds of the vessels during their wartime service to insure stability. Travellers along the North Side water front will notice this ballast in the form of thousands of cement blocks weighing about 50 lbs. each.

Built by the Ingalls Shipbuilding Corporation in 1944, the *Seafarer* was converted into an A.P.A. by the Bethlehem Steel Company Yard at Hoboken and commissioned on Oct. 28, 1944. Since she is primarily a cargo vessel, the *Seafarer* has accommodations for only twelve passengers. This is quite a contrast with her wartime capacity of approximately 2,000 troops.

It is expected that all of the other four conversions of this type will be delivered during May. Their old and new names are as follows:

USS DuPage now *PT Explorer*

USS Riverside now *PT Forester*

USS Sitka now *PT Trader*

USS Tyrrell now *California Bear*.

Apprentice Alumni Honor 50-Year Graduates

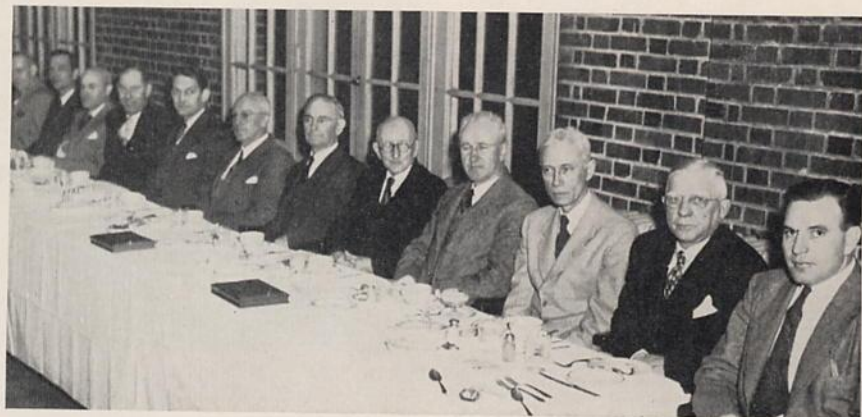
At the Annual Banquet of the Apprentice Alumni Association held at the Hotel Chamberlin on the night of February 27, 1947, eight fifty-year graduates of the School were honored with plaques. The graduates were James Robert Guy—1894; J. Warren Hoopes—1895; Robert Meredith Sherman—1896; George Decker—1895; Samuel Henry Adams—1896; Benjamin Austin Grady—1896; William C. Bartlett—1896; and Jacob Woodley Daughtrey—1896. Messrs. Sherman, Adams, Grady, and Daughtrey received their plaques in person; the others could not be present owing to distance.

Robert W. Vann, President of the Alumni Association, presided. R. O. Nelson, Superintendent of Public Schools for Newport News, made the principal address; he was introduced by G. Guy Via, Director of Education and Training. Other officials of the Company who spoke were J. B. Woodward, Jr., President and General Manager, and E. J. Robeson, Jr., Vice President and Personnel Manager. The invocation was given by F. B. Gall. Approximately two hundred fifty alumni attended.

Officers of the Alumni Association are R. W. Vann, President; T. J. Helmer, Vice President; E. E. Heath, Recording Secretary; A. J. Davis, Financial Secretary; and G. F. Helmer, Treasurer. The Board of Governors are D. J. McCann, G. D. Grimsley, G. W. Blanchard, R. A. Hotchkiss, G. B. Engleburt, and O. L. Keeter. Committee Chairmen are A. Soter, Membership; L. A. Flowers, Program; H. J. McCarthy, Ways and Means; F. B. Gall, Welfare; E. A. Canepa, Athletics; S. A. Mahler, Audit; E. V. Foretich, Publicity; and T. M. Dozier, Advisory.



Seated: S. H. Adams and B. A. Grady.
Standing: R. M. Sherman and J. W. Daughtrey.



Left to Right:—R. O. Nelson, R. W. Vann, J. B. Woodward, Jr., President and General Manager; E. J. Robeson, Jr., Vice President and Personnel Manager; Calvert DeColigny, representative from Virginia Manufacturers Association; J. C. Pendleton, Superintendent of Foundry and Pattern Shop; S. H. Adams, B. A. Grady, C. B. Palen, Superintendent of Machinery Installation Division; P. F. Halsey, Superintendent of Steel Hull Division; Charles H. Fraley, Foreman of Copper Shop; and Alfred Soter, Staff Supervisor.

APPRENTICE ATHLETICS

The first postwar indoor season closed March 1 with the varsity basketball and wrestling teams completing highly successful seasons and the house league finishing in a tie between the Electricians and Machine Shop, with the play-off going to the latter for the championship.

Coach Willard Warren assisted by Elmon Scott, guided the basketball team through a tough schedule with a record of ten games won and five lost. The material for this team was short on quantity but included four lettermen of pre-war teams. E. M. McDermon, Jr. and H. W. Sherman provided the best all-round guard play we have ever had, and H. H. Henderson's play at forward was of high order. T. N. Brooking, Jr., was outstanding in track and football, playing his first year of varsity basketball and R. E. Bryant did fine work at forward, while H. H. Scott and R. F. Beard, Jr. acquitted themselves well at center.

Coach B. G. Carmean, assisted by other former wrestling greats of yester-years, including F. B. Gall, Clويد Humphreys, and Percy Collins, did an outstanding job with only a handful of experienced boys which included the Ray brothers, Ted and Elmo, G. H. Morse, who was undefeated in his class, G. E. Heflin and W. A. Ayers. The development of T. M. Robinson, C. N. Robeson, Jr., and W. H. Starkey reflected great credit upon Coach Carmean and his capable staff.

In the house league more than sixty games were played with the number of participants from eight departments exceeding seventy. These games were handled most efficiently by Elmon Scott. Otis Allmond, and Jules Lambiotte. The members of the Championship Machine Shop Team were K. C. Wiley, T. M. Robinson, G. B. Penn, J. F. Reeves, J. H. Rappold, G. R. Oden, L. A. Carlisle, R. B. Hancock, Jr., W. B. Haney, Jr., O. C. Baldree, Jr.



Basketball Team

Back Row, left to right:—E. L. Scott, Jr., Asst. Coach; R. F. Beard, Jr., R. E. Bryant, H. W. Sherman, J. A. McErlain, Jr., Asst. Mgr.

Front Row, left to right:—H. H. Henderson, W. P. Rosseau, H. V. Austin, E. M. McDermon, Jr., H. H. Scott, P. E. Hutchens, Jr., T. N. Brooking, Jr., W. Warren, Head Coach.

W. O. Mitchie, Mgr.—not in picture.



Wrestling Team

Back Row, left to right:—Percy Collins, Asst. Coach; Clويد Humphreys, Asst. Coach; C. H. Howle, C. N. Robeson, Jr., T. B. Ray, W. H. Starkey, C. A. Russell, E. W. Lawson, F. B. Gall, Asst. Coach, W. P. Darnell, Mgr.

Front Row, left to right:—G. E. Heflin, T. M. Robinson, J. M. Hatcher, W. A. Ayers, Elmo Ray, P. R. Mayo, G. H. Morse, H. C. Tucker, J. B. Beeler, Jr., B. G. Carmean, Head Coach.

EMPLOYEES RECENTLY RETIRED



THOMAS ENGLISH ADDIS was born August 29, 1881, in Belfast, Ireland. At the age of fourteen he began serving a seven-year apprenticeship in Belfast, Ireland. In May, 1904, he came to the United States and was employed in our Foundry at the rate of 25 cents per hour. His entire service was with the Foundry and upon retirement, February 28, 1947, held the

position of Foreman. He lives at 2301 Chestnut Avenue, Newport News, Virginia.



DAVID F. BELL was born in Belfast, Ireland, on February 16, 1882. He came to the United States in 1903 and was employed in our Hull Engineers Department on March 20, 1905. From 1906 until 1933 he served in various sections of the Machine Shop. On September 12, 1933, he transferred to the Hull Engineers for a short while, then back to the Machine Shop. At

the time of his retirement, February 28, 1947, he was serving as a Machinist. His home is 323 67th Street, Newport News, Virginia.

J. DANIEL AMOS was born in Orange County, Virginia, March 5, 1881. He was first employed in our Riveters Department in March 1905. After a short time he was transferred to our Timekeepers Department where he served as a Piece-Work Counter until his retirement, April 1, 1947. His address is 546 30th Street, Newport News, Virginia.



JOHN HENRY BRYANT was born in 1877 in Prince George County, Virginia. He was first employed in our Timekeepers Department in 1913. Upon retirement, February 28, 1947, he was one of the Timekeepers for the Steam Engineers Department. His home is 365 Warwick Road, Hilton Village, Virginia.



SAMUEL FREEMAN BAKER was born in Lexington, Virginia, on May 2, 1885. He was first employed in the Hull Engineers Department in 1906. His entire service has been in this department except for one year (1935-36) spent in the Main Machine Shop. He retired February 28, 1947, and now lives at 8 Commodore Drive, Newport News, Virginia.



Dare, Virginia.

GEORGE S. BUCHANAN was born in York County, Virginia, on February 16, 1882. He was first employed by us in our Shipfitters Department on November 28, 1900. Since 1928 he has been an Instructor in the Apprentice School. Upon retirement, February 28, 1947, he was serving as an Apprentice Instructor in our Mold Loft Department. His home is in

JOSEPH CLEVELAND BASHAM was born in Franklin County, Virginia. On March 3, 1919, he was first employed in our Blacksmith Shop. At the time of his retirement, February 28, 1947, he was serving as a heavy forger in the Heavy Forge Shop. He resides at 7202 Park Drive, Newport News, Virginia.



GEORGE WILLIAM BURT was born in New Haven, Connecticut, December 29, 1885. He was first employed in our Painters Department, July 21, 1909. On May 26, 1926, he was appointed Quartermaster of the Painters Department. From August 29, 1929, until his retirement, February 28, 1947, he held the position of Assistant Foreman. His home is 210 Palen Avenue, Hilton Village, Virginia.





JEWEL HANSFORD CARTER was born in Nelson County, Virginia, on April 29, 1894. He was first employed in our Ship Shed Department as a material checker on July 28, 1919. From September, 1933, until his retirement, February 28, 1947, he held the position of Quartermaster in the Ship Shed Department. His home is 830 26th Street, Newport News, Virginia.



EDWIN P. DESHAZO was born in Patrick County, Virginia, on November 17, 1880. He was first employed in our Joiners Department on October 26, 1926. On March 1, 1927, he transferred to our Timekeepers Department, and continued to serve in this department until his retirement, February 28, 1947. He now resides at 134 Park Drive, Hampton, Virginia.

WILLIAM DARK was born in Goldston, North Carolina, February 27, 1882. He was first employed in our Transportation Department in December, 1918. At the time of his retirement, February 28, 1947, he was a truck driver in the Transportation Department. He lives at 714 26th Street, Newport News, Virginia.



CHARLES A. DUNBAR was born in Glasgow, Scotland on March 12, 1882. He arrived in the United States in 1923, and on November 23, 1925, he was first employed as a Draftsman in our Hull Drafting Office. In August 1927 our Yard transferred him to the Central Office in Philadelphia to work on the cruiser *Augusta*. He returned in 1928 to serve in our Superintendent's Office as a Staff Supervisor. On September 10, 1930, he transferred to our Hull Drafting Office. He was appointed Junior Chargeman in February 1942, and Senior Draftsman in August 1946, the position he held until his retirement, April 1, 1947. He resides at 219 Chesterfield Road, Hampton, Virginia.



HENRY DAVIS was born February 3, 1882, in Memphis, Tennessee. He was first employed in our Drillers Department on September 25, 1912. For a short period he served in our Boiler Shop and Car Department. From October 27, 1926, until his retirement, February 28, 1947, he was employed in our Drillers Department. He lives at 1136 32nd Street, Newport News, Virginia.



WILLIAM H. ELLIOTT was born in York County, Virginia, on June 6, 1897. He was first employed in the Foundry on November 3, 1917. For a short time he served in the Riveters Department and on February 15, 1922, transferred to our Yard Riggers Department. Upon retirement, February 28, 1947, he was serving as a chipper in our Foundry. He lives at

1243 30th Street, Newport News, Virginia.

(The *Shipyards Bulletin* regrets to record the death of this retired employee just twelve days after his retirement.)

WILLIAM HARRISON DAVIS was born in Charleston, South Carolina, on October 3, 1885. On July 20, 1904, he was first employed in our Shipfitters Department. His entire service was with our Shipfitters Department. He retired from our Yard on February 28, 1947, and now resides at 727 Chesapeake Avenue, Newport News, Virginia.



WILLIAM H. HARRIS was born in York County, Virginia, February 23, 1881. He was first employed in our Yard Riggers Department on June 16, 1914. He served in various departments; namely, Riveters, Hull Engineers, Shipfitters, and, since March 27, 1924, in our Erectors. He retired February 28, 1947, and now lives at 620 21st Street, Newport News, Virginia.





GORDON B. HUDSON was born in Stanley County, North Carolina, January 16, 1897. He was first employed in the Welders Department on May 27, 1918. On April 19, 1926, he transferred to our Transportation Department. Several months later he returned to the Welding Department and from August 24, 1926, until his retirement, April 1, 1947, he held the position of

Quarterman. His home is 206 Piez Avenue, Hilton Village, Virginia.

ANDREW W. HULL was born in Ulysses, Pennsylvania, May 11, 1884. He was first employed as a Draftsman in our Merchant Hull Drawing Room on September 18, 1907. On April 1, 1912, he transferred to our Order Department. On August 25, 1918, he was appointed Chief of our Order Department, the position he held for twenty-eight years. On January 27, 1947, he was appointed Assistant Service Manager in our newly organized Office Service Department and served in that capacity until his retirement, April 1, 1947. He resides at 5812 Huntington Avenue, Newport News, Virginia.



EDDIE HUNT was born in Prince George County, Virginia, March 7, 1882. He was first employed in our Riveters Department in 1901. In 1903 he served in our Ship Carpenters Department. From 1904 until his retirement, April 1, 1947, he was employed in our Ship Shed Department. He resides at 707 16th Street, Newport News, Virginia.

CLIFTON T. LAWSON was born in Gloucester County, Virginia, September 7, 1894. He was first employed in our Sheet Metal Department on March 5, 1913. On May 1, 1923 he was appointed Quarterman and from May 3, 1927, until his retirement, April 1, 1947, he served as Assistant Foreman of the Sheet Metal Department. He lives at 9901 River Road, Hilton Village, Virginia.



LELAND JEFFERSON MASSIE was born in Amherst County, Virginia, February 8, 1882. He was first employed by us in 1902 in our Yard Riggers Department. He served in our Shipfitters and Plant Engineers Departments and on May 15, 1912, transferred to our Civil Engineers Department and was made a Quarterman. From 1924 until 1932, he was employed

in our Joiners Department and H. F. & P. Shop. On January 2, 1934, he transferred to our Plant Engineers Department. At the time of his retirement, February 28, 1947, he was an Inspector of the buildings and grounds of the whole Yard. His home is in Moores, Virginia.

MELVIN MORRIS was born in Louisa County, Virginia, October 8, 1887. He was first employed in our Yard in 1902 in our Riveters Department. He served in this department until his retirement, February 28, 1947. He lives at 744 29th Street, Newport News, Virginia.



J. J. ROBINSON was born in Salisbury, North Carolina, February 1, 1881. He was first employed in our Yard January 15, 1925, as General Foreman of our Erecting Machine Shop. On January 1, 1937, he was appointed Foreman of our Boiler Shop and continued as Foreman of our Erecting Machine Shop until July 1, 1946, when the Erecting Machine Shop was consolidated with the Main Machine Shop. At the time of his retirement, February 28, 1947, he held the position of Foreman of our Boiler Shop. He resides at 7011-A Park Drive, Huntington Court, Newport News, Virginia.

JOSH E. ROBINSON was born February 2, 1882, in Franklin County, North Carolina. He was first employed by us in 1904 in the Ship Carpenters Department. Later he transferred to our Yard Riggers Department and then to our Painters Department. At the time of his retirement, February 28, 1947, he was serving in our Erectors Department. He resides at 2127 Marshall Avenue, Newport News, Virginia.





FELIX RODRIGUEZ was born in San Diego County, California, October 1, 1888. He was first employed in our Sheet Metal Department in 1909. He has served in various departments; namely, Boiler Shop, Hull Engineers, and Main Machine Shop. From 1929, until his retirement, February 28, 1947, he was employed in our Riveters Department. His address is 339 47th

Street, Newport News, Virginia.



THOMAS ANDREW WADE was born March 2, 1882, in Richmond, Virginia. On September 13, 1897, he was first employed in our Ship Carpenters Department as an Apprentice, the first that department ever had. For two years he served in our Hull Drawing Room. On December 9, 1930, he returned to our Ship Carpenters Department, and held the position of Quartermen from

July 21, 1936, until his retirement, April 1, 1947. He resides at 3000 Kecoughtan Road, Hampton, Virginia.

WILLIE RUSSELL was born in York County, Virginia, February 11, 1882. In 1904 he was first employed in our Yard Riggers Department. From August 24, 1938, until his retirement, February 28, 1947, he served in our Shipfitters Department. His home address is R. F. D. 2, Box 231, Hampton, Virginia.



WILLIAM H. WILKINS was born in Enfield, North Carolina, February 16, 1881. He was first employed by us in 1917 in our Ship Carpenters Department. On May 31, 1927, he transferred to our Shipwrights Department. He worked in this department continuously until his retirement, February 28, 1947, and now resides at 1259 Ivy Avenue, Newport News, Virginia.



EMPLOYEES WITH LONG SERVICE RECORDS

(This is the twenty-third Installment of Long-Service Records)



HAROLD T. BENT was born in Boston, Massachusetts, February 4, 1892. He was first employed in our Shipfitters Department during the summer months of 1913. After graduating from Massachusetts Institute of Technology in June, 1915, he was employed as an Inspector in our South Side Superintendent's Office and later transferred to our North Side Office. On Sep-

tember 1, 1923, he transferred to our General Managers Office and under the direction of W. B. Ferguson organized and set up the present material control system and Production Department. After organization he was transferred to the roll of the Production Department. In 1927 he was appointed Assistant Superintendent in charge of the Steel Hull Departments and on October 1, 1936, was assigned the title of Superintendent of the

Steel Hull Division. On January 1, 1947, he was appointed Production Manager, the position he now holds. His home is 314 67 Street, Newport News, Virginia.



JOHN BRADER, Model Making Shop, was born in Transylvania, May 3, 1882. He came to the United States in 1904 and was first employed in our Joiner Department in December, 1906. In 1932 he transferred to the Model Making Shop of the Mariners' Museum. He was re-employed in 1939 when our Model Making Department was established. He resides at 100 Holly-

wood Avenue, Hampton, Virginia.



WALTER CARR, Main Machine Shop, was born February 3, 1888, in Mebane, North Carolina. He was first employed in our Ship Shed on July 22, 1913. In 1916 he transferred to our Yard Riggers Department and later to our Transportation Department. Since February 16, 1926, he has been employed in our Main Machine Shop. His address is 723 17 Street, Newport News, Virginia.

port News, Virginia.

JOSEPH CLYDE COLLINS, Boiler Shop, was born in Bertie County, North Carolina, June 6, 1890. He was first employed in our Boiler Shop on August 10, 1913. His entire service has been with that department. He resides at 744 31st Street, Newport News, Virginia.



MAYO M. FITZHUGH, Plant Engineers Department, was born June 17, 1886, in Culpeper County, Virginia. He first reported for work in our Yard on May 5, 1915, on the staff of General Superintendent engaged in installing a cost system in our Foundry. In February, 1917, he transferred to our Plant Engineers Department as an Inspector, and on June 9, 1924, was appointed Plant Engineer of the department, the position he now holds. His home is 505 River Road, Hilton Village, Virginia.

pointed Plant Engineer of the department, the position he now holds. His home is 505 River Road, Hilton Village, Virginia.

WILLIE WINFRED GREEN, Riveters Department, was born April 13, 1898, in Warwick County, Virginia. He was first employed in our Riveters department in 1912. He served in our Blacksmith Shop, Drillers Department, Foundry, and, since October 28, 1940, in our Riveters Department. He lives at 1113 31st Street, Newport News, Virginia.



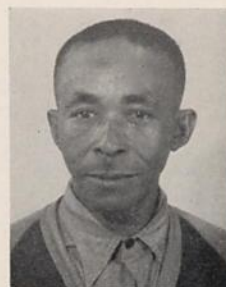
PERCY FOSTER HALSEY, Steel Hull Division, was born in Water Mill, Long Island, New York on October 23, 1892. Following graduation from Cornell University he was first employed in our Mold Loft Department June 6, 1915. On November 16, 1915, he transferred to the North Side Superintendent's Office as an Inspector; February 1, 1916, to our Shipfitters Department; and on March 28, 1916, he returned to our North Side Superintendent's Office. From October 28, 1918, until August 6, 1923, he held the position of Quarterman in our Shipfitters Department. The following fifteen years he served as Inspector in both our North and South Side Superintendent's Office. He was appointed Assistant Superintendent of our Steel Hull Division on March 1, 1939. In August 1941, he became Assistant General Manager of our North Carolina Yard, the position he held until January 1942, when he returned to our Yard as Assistant Superintendent of our Steel Hull Division. On May 1, 1942, he returned to the North Carolina Yard as Vice President and Works Manager and was appointed Vice President and General Manager in September 1942. Since January 1, 1947, he has served as Superintendent of our Steel Hull Division in the Newport News Yard. His home is 319 66th Street, Newport News, Virginia.



JAMES HARRELL, Steam Engineers Department, was born September 15, 1882, in Edenton, North Carolina. He was first employed in our Stage Builders or Riveters Department in 1906. On July 15, 1913, he transferred to our Tug Boat Crew and three years later to our Steam Engineers Department. Since then he has alternated from Yard Tugs to Steam Engineers, where he is at the present time. His address is 730 21st Street, Newport News, Virginia.

he is at the present time. His address is 730 21st Street, Newport News, Virginia.

DANIEL JENERSON, JR., Riveters Department, was born in Roanoke, Virginia, July 29, 1893. He was first employed in our Yard Riggers Department on August 4, 1911. In 1917 he transferred to our Riveters, and later to our Foundry. On December 9, 1930, he returned to our Riveters, where he remains. He lives at 1010 29th Street, Newport News, Virginia.





JOHN HENRY NISSLEY, Employment Office, was born in Harrisburg, Pennsylvania, June 21, 1886. He was first employed in our Yard in the Joiners Department on May 8, 1907, where he was under instructions for four years. On August 17, 1918, he was transferred to the Employment Office as an Interviewer. At present he is liaison man between the Office and Yard

Departments, coordinating the transfer of production personnel. For the past ten years he has been a member of the Credit Committee of the Employees' Credit Union and is now Chairman of that Committee. His home is 51 Main Street, Hilton Village, Virginia.

JONAH PRICE, Riveters Department, was born November 1, 1884, in Surry County, Virginia. He was first employed in our Riveters Department on September 11, 1898. In 1934 he transferred to our Ship Shed. From 1936 until 1939 he served in our Erectors Department, and since then in our Riveters Department. He lives at 1124 35th Street, Newport News, Virginia.



OLANDO RANDOLPH, Janitors Department, was born in March, 1888, in Charles City County, Virginia. He was first employed in our Ship Carpenters Department July 22, 1913. He served in that department for twenty years and then transferred to our Joiner Shop where he remained for four years. Since 1936 he has been employed in our Janitors Department. His

home is 248 Grant Street, Hampton, Virginia.

GEORGE LEWIS SMITH, Riveters Department, was born in Newport News, Virginia, November 4, 1897. He was first employed in our Yard in 1911. His entire employment to date has been with our Riveters Department. He lives at 3905 Chestnut Avenue, Newport News, Virginia.



ROBERT G. WHITE, Blacksmith Shop, was born February 19, 1886, in King and Queen County, Virginia. He was first employed in our Ship Carpenters Department on May 28, 1909. In 1911 he transferred to our Buildings and Grounds Department and later to our Civil Engineers Department. Since 1924 he has been employed in our Blacksmith Shop. His home is 643 Powhatan Street, Garden City, Hampton, Virginia.

TRIM VIRGIL WILLIAMS, Steam Engineers Department, was born June 22, 1888, in Warrenton, North Carolina. He was first employed in our Drillers Department, April 24, 1907. In 1924 he transferred to our Steam Engineers Department, where he has served ever since. His home is 1245 28th Street, Newport News, Virginia.



PAUL A. WILSON, Cashiers Department, was born in Newport News, Virginia, July 10, 1892. He was first employed as a Helper in our Shipfitters Department in June 1912. He transferred to our Material Department in June 1912; Timekeepers Department, November 1, 1912; and to our Cashiers Department, January 9, 1923. On May 1, 1941, he was transferred to our North Carolina Yard as Assistant Treasurer and on August 1, 1944 was appointed Secretary in addition to his duties as Assistant Treasurer. He returned to our Yard January 1, 1947, and now holds the position of Assistant Treasurer. He resides at 7002 River Drive, Newport News, Virginia.



AMERICAN CANCER SOCIETY

AWARDS FOR EMPLOYEES' SUGGESTIONS



No. 10750

Relative to an extension slide for overhead work with an electrical drilling machine.

G. W. ROBERTSON, Sheet Metal Department.

Awarded \$15.00



No. 10809

Relative to installation of a Plexi-glass shield on a punching machine.

ROBERT A. HALL, Ship Shed Department.

Awarded \$25.00

No. 10753

Relative to widening the sidewalk in front of the Shipyard.

ROBERT B. ORR, Machinery Drawing Room.

Awarded \$10.00



No. 10828

Relative to a tool for cutting notches in lead for bending and shaping hangers for mounting wave guides.

L. T. BATCHELOR, Electrical Department.

Awarded \$25.00



No. 10832

Relative to a jig for drilling and tapping holes in Pot Chamber Support Castings.

M. E. BRANTLEY, JR., Main Machine Shop.

Awarded \$25.00



No. 10765

Relative to stenciling information on hand and manhole covers.

E. R. CHEATHAM, Fitters Department. (Retired)

Awarded \$10.00



No. 10834

Relative to installing a telephone in the maintenance electricians and machinist shop in Foundry.

L. L. ACKISS, Foundry Department.

Awarded \$5.00



No. 10783

Relative to a method of cutting clearance for spot facing for shrink bolts in 63T Spiral Casings.

FRANK I. NEWBILL, Main Machine Shop.

Awarded \$125.00



No. 10808

Relative to a chisel for scalding buttonset rivet heads.

BRUCE McCLURE, Yard Riggers Department.

Awarded \$25.00



No. 10863

Relative to using a standardized letter envelope.

MRS. A. W. MACKEY, Purchasing Department.

Awarded \$10.00



No. 10835

Relative to an improvement in the bearings of Machine No. 1919 in the Sheet Metal Department.

G. L. DAVIS, H. F. & P. Shop.

Awarded \$30.00

*Love
Alice*

SAFETY JINGLE CONTEST



JINGLE NUMBER ELEVEN



The winner of the tenth jingle contest is Miss Edith M. Dudley, Secretary to the Production Manager.

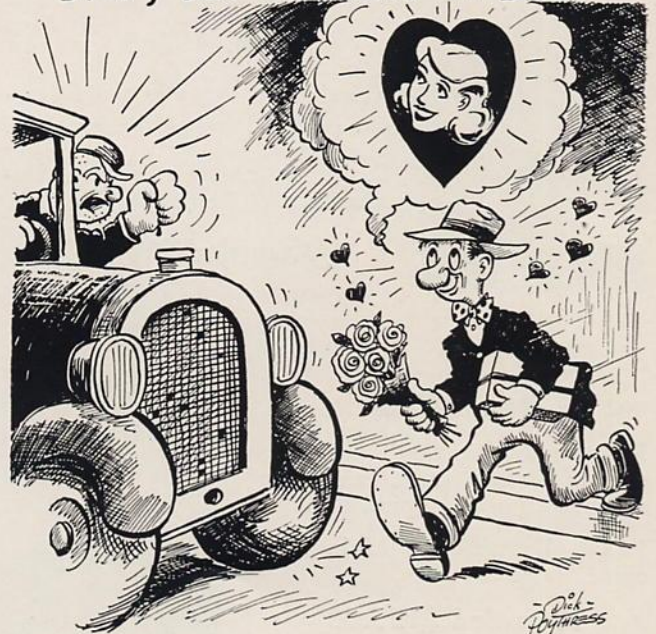
All employees and their families, except those connected with the BULLETIN and Safety Department, can enter the contest and win twenty-five dollars. Just supply the missing last line that rhymes with "Singer" and "finger" and deals with safety. Supply last line to jingle below:

"Singer" is one example of the many careless acts practiced by some employees who take dangerous short cuts or do not study their job thoroughly enough to skillfully do the work. The following hazard hints represent the most common causes of this type of injury: lining up bolt holes with fingers, feet or hands between chains and lifts, body exposed to sliding or falling

objects, and standing under or too near suspended loads. You may send in as many last lines as you wish. Address entries to Safety Jingle Contest Committee, Safety Department. All jingles must be received by the fourth working day following distribution of the BULLETIN in order to be eligible for the competition. Decision of the Safety Jingle Contest will be final.

LAST MONTH'S WINNING ENTRY

AMOROUS AL, A GOOD GUY AND PAL,
 STEPPED OFF A CURB, WITH HIS THOUGHTS ON HIS GAL
 ALONG SPED A CAR,
 POOR AL GOT A JAR,
 BECAUSE HE WAS NOT WATCHING HIS
 STEP, BUT THINKING OF SAL.



SUPPLY LAST LINE TO JINGLE BELOW

A HUSTLING YOUNG FELLOW NAMED SINGER
 LIKED TO SPEED UP HIS JOB WITH A FINGER;
 HE'D POKE BOTH HIS MITTENS
 IN ALL SORTS OF "FITTING'S,"



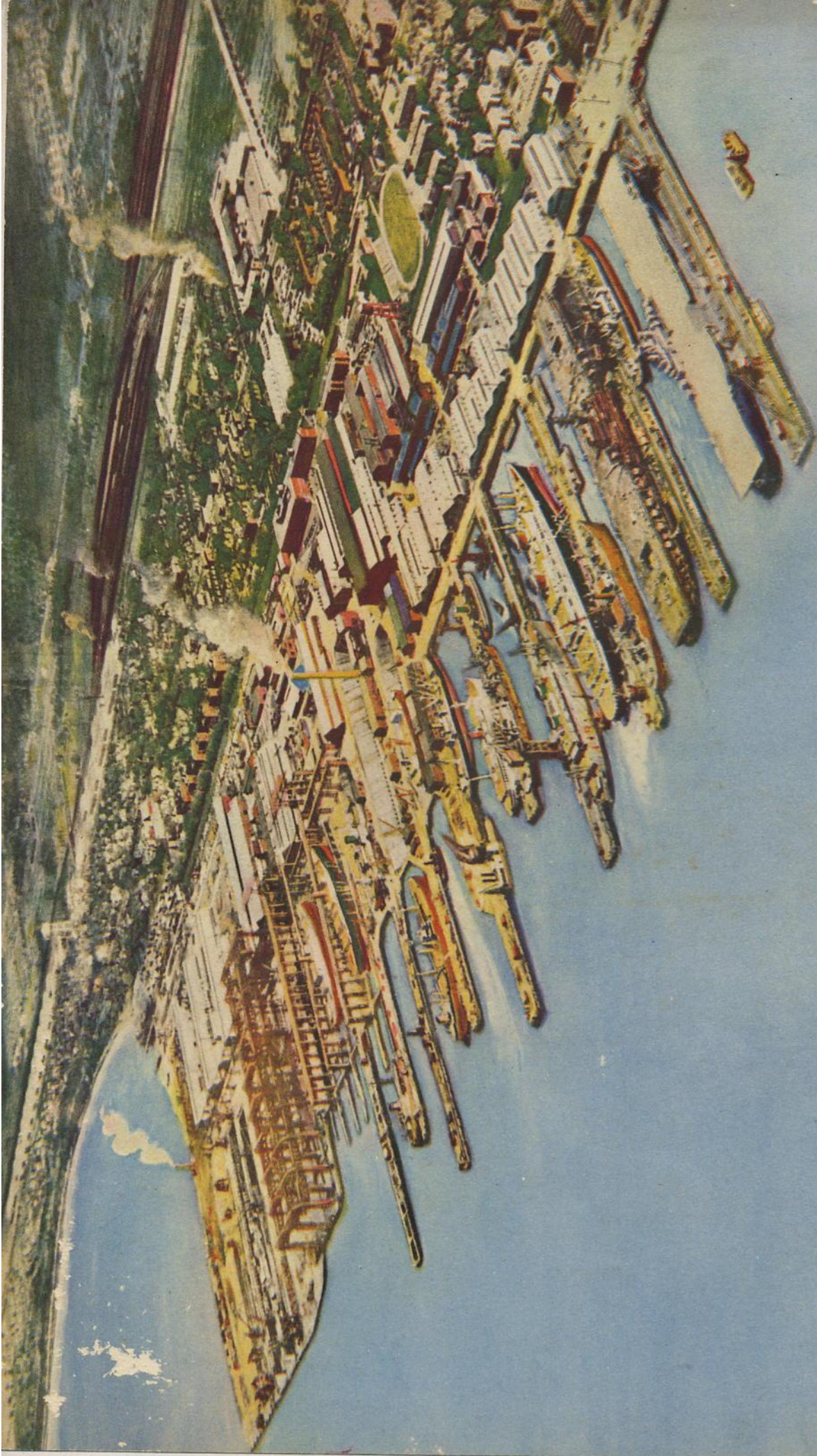
GIVE TO FIGHT



AMERICAN CANCER SOCIETY



How the Cruiser NEWPORT NEWS will appear at sea.



Aerial Photograph of our Yard taken in September, 1946.