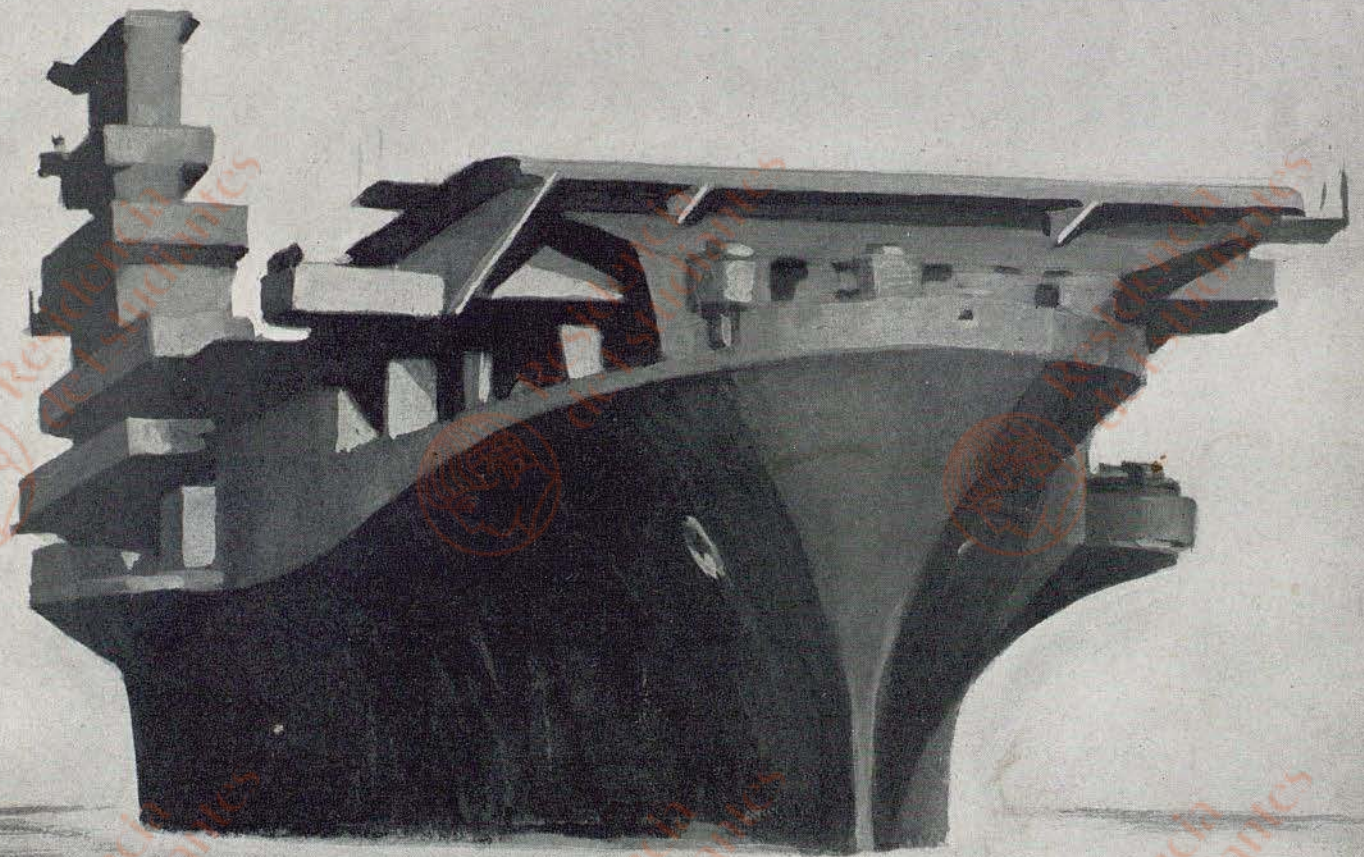


# AIRCRAFT CARRIER

# MIDWAY



## SHIPYARD BULLETIN

Published Monthly by  
NEWPORT NEWS SHIPBUILDING AND DRY DOCK CO.  
Newport News, Virginia

Vol. X

MARCH, 1945

No. 5



## LIST OF AIRCRAFT CARRIERS BUILT BY OUR COMPANY

RANGER . . . . .	HULL No. 353
*YORKTOWN . . . . .	HULL No. 359
ENTERPRISE . . . . .	HULL No. 360
*HORNET . . . . .	HULL No. 385
ESSEX . . . . .	HULL No. 392
YORKTOWN . . . . .	HULL No. 393
INTREPID . . . . .	HULL No. 394
HORNET . . . . .	HULL No. 395
FRANKLIN . . . . .	HULL No. 396
TICONDEROGA . . . . .	HULL No. 397
RANDOLPH . . . . .	HULL No. 398
BOXER . . . . .	HULL No. 410

*\*Yorktown sunk June 1942 in Battle of Midway, Hornet sunk October 1942 in Battle of Santa Cruz Islands.*



# AIRCRAFT CARRIER "MIDWAY"

(Our Hull No. 439)

TODAY, March 20, 1945, we are to witness the christening of the Aircraft Carrier *Midway* in submerged Shipway No. 11. This issue of the SHIPYARD BULLETIN commemorates this event, and it is being distributed prior to the flotation of this giant ship in order to acquaint our employees and visitors with pertinent facts.

The Sponsor will be Mrs. Ripley, the widow of Lieutenant Bradford Williams Ripley, II, USNR, who died April 12, 1943, as the result of an airplane crash in the Pacific area.

It is highly appropriate that we should build this mighty vessel named for the Battle of Midway, fought June 3-6, 1942, because the American airplane carriers engaged in that historic naval action were built by our Company. These carriers were the *Yorktown* and *Enterprise* (our Hulls 359 and 360) and their near-sistership, the *Hornet* (our Hull 385). All three ships distinguished themselves in this battle, officially described as a complex action involving several different engagements lasting over three days and nights, making it difficult to assess the enemy damage caused by any one group of our Army, Navy, and Marine Corps personnel in their many attacks.

The Battle of Midway was the first decisive defeat inflicted on the Japanese Navy in 350 years, since the Korean Admiral Yi-sun routed the fleet of the Japanese Admiral Hideyoshi (reputed father of the Japanese Navy) off the Korean coast in 1592. The importance of Midway, as a battle in this war, is that it put an end to the long period of Japanese offensive action and restored the balance of naval power in the Pacific. The threat to Hawaii and to our West Coast was removed and, except for Japan's temporary occupation of the Aleutians (now ended) the enemy's operations have since been confined to the South Pacific.

Likewise it might be said that the construction of the *Midway* marks a turning point. She is the first of a new class of battle aircraft carriers, larger and faster than any now in service.

## HULL CONSTRUCTION OF "MIDWAY"

The *Midway* is considerably larger than the Essex-class carriers. She is the largest ship ever

constructed in this country and is the largest warship ever built.

She has more than 1,750 compartment spaces and rooms varying in size from tiny ones, hardly large enough for one person, to the huge unobstructed hangar spaces.

The construction of the hull involved the lay-off, fabrication, and assembly of 196,680 individual pieces of steel. These varied in size from small chocks weighing less than a pound to huge plates weighing many thousands of pounds. Without machinery or outfitting materials the hull weighs approximately 29,000 tons.

A great part of the ship was constructed on platens and in the shops by assembly into huge sections which were erected on the ship in one piece. For example, weldments weighed as much as 204,000 pounds. One of the bow sections weighed 180,000 pounds, and almost daily occurrences were the erection of assemblies weighing from 80,000 to 120,000 pounds.

The *Midway* is the most completely welded ship of its size ever constructed. Even with the present popularity of welding, it has been the practice to use rivets in certain sections to avoid the possibility of damage due to welding stresses. The *Queen Mary*, for example, has over 10,000,000 rivets in her hull as compared with 175,000 in the *Midway*.

This extensive use of welding necessitated certain unusual precautions. A definite plan for the sequence in which various sections of the ship were to be welded was carefully followed. During the period of early construction, steam heat was maintained under the bottom of the ship to keep the steel plates at a constant temperature suitable for heavy welding. This same procedure of heating was also followed beneath the flight deck. Supplementing this, electric strip heaters were also placed along the butts of the shell, the flight deck plating, and along all other heavy welding where there was a possibility of stresses.

Atop the flight deck was the village of Midway, eight wooden houses 18 feet by 36 feet, erected to house the welders and protect them from the elements so that welding could be continued twenty-four hours a day. The welding of the flight deck was unusual in that it involved over 7,000 feet of welding. It was



possible for a top man to weld only a few feet of this heavy deck in one working day.

In all a total of approximately 1,200,000 pounds of welding metal was deposited on the *Midway*. Steel plates welded together varied in thickness from  $\frac{1}{8}$  inch to  $3\frac{1}{2}$  inches. Assuming that the uniform thickness of all welding was  $\frac{1}{4}$  inch wide, it would reach from New York City to beyond Salt Lake City, a distance of approximately 2,000 miles.

The piping used would extend for 150 miles, while the tubing used for heat-exchange apparatus such as boilers, heaters, coolers, and condensers would extend a distance of 230 miles.

#### ELECTRICAL PLANT

The power supplied by the generating plant is distributed through 242 miles of electric cable containing some 2,500 miles of insulated copper conductors.

There are over 2,000 electric motors varying from  $1/50$  to 300 horse power. These serve many purposes too numerous to mention. For the lighting system there are installed a total of 11,500 electric lamps varying in size and rating from a 2-candle-power bulb for an indicator of signal light to 500-watt lamps for floodlights.

The telephone systems on the vessel use a total of approximately 2,000 ship's service and sound-powered telephones. The former are for routine communication and are similar to the dial telephones of a city system. The sound-powered instruments are independent of any external source of power and serve for battle and navigational communication. Two sound-powered telephones and the tiny conductors connecting them will replace a voice tube of from  $1\frac{1}{2}$  to 4 inches diameter and up to 400 feet long as installed on older type ships.

A communication system of peculiar interest is the Battle and Flight Deck Announcing System. It consists of about 600 small loud speakers installed in all living and working spaces and of eight large speakers used for giving instructions to members of the flight-deck crew and to pilots in planes spotted for take-off. Another interesting use made of this system is the broadcasting, from an open-deck station, of a blow-by-blow description of a battle engagement so that those members of the crew whose duties keep them below may know what is going on.

#### MAIN POWER PLANT

In order to appreciate more fully the size of

the *Midway* let us examine her main power-plant equipment.

Her main engines turn a quarter of a mile of shafting and in power are equivalent to about 140 average-size locomotives. The total horse power installed aboard the vessel would be sufficient to generate electricity to supply a city of 1,000,000 population. To generate steam for these engines, her boilers require huge stores of fuel oil, and to keep this ship at sea over long periods her fuel-oil storage capacity would be ample for heating 3,000 homes for one year. During these long periods at sea the problem of supplying fresh water for all the ship's personnel and distilled water for her boilers requires evaporators of such capacity that they could easily make, from sea water, enough fresh water to satisfy the needs of over 1,400 average homes continuously.

The *Midway* has refrigerating plants which keep the large stores of perishable foods needed by the ship's personnel in good condition. The capacity of this equipment would approximate the cold-storage needs of a small city.

In order to maintain all this equipment aboard ship, complete workshops are installed which include a sheet-metal shop, copper shop, blacksmith shop, electric shop, and general machine shop.

#### SERVICES OF ALL KINDS

Besides all the fighting needs there are the living needs of the personnel. These include equipment for a daily newspaper, dental offices, operating rooms, photographing laboratory, laundry, shoe repair, post office, moving pictures, bake shops, library, soda fountain, ice cream manufacturing plant, athletic gear storerooms, barber shops, and all the little things that make the ship home.

#### LAUNCHING COMMENTS

The estimated weight of the *Midway* as she rests in Shipway No. 11 is 38,000 tons. While the launching does not involve the complicated arrangements necessary in a sliding launching, there is still a great amount of work and planning necessary for the floating and removal of the ship from the building dock.

March 20th was selected for the launching day only after careful study of the current and tide tables and the general yard requirements. The ship will be hauled from the dock at approximately low-water slack. The current at that time will be down river and will aid the seven tugs in moving the ship to her outfitting



berth. It is estimated that at the time the ship nears her berth the current will have changed to up-stream and will assist the tugs in turning the ship into her berth.

Soundings taken outboard of the shipway indicated that some dredging would have to be done to move the enormous ship safely out to the channel where there is an adequate depth of water to move down-stream.

While it has been our practice in a sliding launching to remove only that portion of the staging surrounding the ship which would interfere with launching operations, it is necessary in a floating operation to remove all the staging. In addition other equipment and facilities in the dock used during the construction of the ship had to be removed. To facilitate the erection of the island structure the *Midway* was located six feet off the centerline of the dock. This resulted in a clearance of less than one foot between the port sponsons of the ship and the legs of the largest crane. As a result staging removal on the port side of the ship was extremely difficult.

A survey of the 1,250 shores supporting the ship was made to determine which of these would strike the bottom of the ship upon her removal. It was necessary to remove these shores before flooding started. The remaining shores were secured to the floor of the dock so that they would not float to the surface and damage the ship during her removal.

The ship was further supported by 90 oak cribbings; 66 of them were 14 feet long by 4 feet wide with blocks set on frames; 24 were 14 feet by 5 feet with blocks set on frames and half-frames. All of them were secured to the floor of the dock. The 35 "A" frames at the after portion of the ship were all removed prior to flooding.

For use during the christening ceremony a steel barge 20 feet by 40 feet was fitted with railings and lowered into the dock before flooding. After the shipway was entirely

filled, the barge was moved into position and a connecting ramp attached to the walkway at the head of the dock.

The following is a brief outline of the flooding and removal operations:

1. Remove all remaining stage poles with access stairs.
2. Necessary shores removed.
3. "A" frames removed.
4. Flood shipway.
5. Locate fenders on starboard side of ship.
6. Move ship forward and to centerline of dock.
7. Locate fenders on port side of ship.
8. Pump down shipway gate for removal.
9. Remove shipway gates.
10. Trial period for operation of dollies.
11. Adjust dollies as necessary.
12. Secure dollies to ship.
13. Christening ceremony.
14. Remove sponsor's barge clear of ship.
15. Start hauling ship out of shipway.
16. Stop ship at gate and take captain aboard.
17. Complete hauling of ship out of shipway.
18. Move ship down-stream.
19. Ship berthed at outfitting pier.

The first American naval vessel to be built from the keel up as an aircraft carrier was the *Ranger* which we designed and constructed. Since then we have been looked upon as the leading design yard for aircraft carriers. In fact, Newport News has designed every new full-fledged aircraft carrier ever built for our Navy with the exception of the *Wasp*. We also converted the first American merchant vessel into an escort carrier. Our plans have been used extensively by both Navy Yards and private yards for the construction of sister ships to our carriers.

### RECORDED COST OF WORK

THE FOLLOWING STATEMENT OF RECORDED COST OF WORK PERFORMED DURING THE THIRTEEN WEEKS AND THE YEARS ENDED DECEMBER 31, 1944, AND DECEMBER 31, 1943, WAS ISSUED FEBRUARY 28, 1945,

BY R. I. FLETCHER, COMPTROLLER

(The 1944 costs are preliminary and subject to final audit and adjustment)

	THIRTEEN WEEKS ENDED		YEAR ENDED	
	DEC. 31, 1944	DEC. 31, 1943	DEC. 31, 1944	DEC. 31, 1943
New ship construction.....	\$36,275,000	\$43,207,000	\$126,123,000	\$144,847,000
Ship repairs and conversions....	1,716,000	1,731,000	6,827,000	3,991,000
Hydraulic turbines and accessories and other work.....	1,473,000	2,285,000	3,650,000	6,194,000
TOTALS.....	<u>\$39,464,000</u>	<u>\$47,223,000</u>	<u>\$136,600,000</u>	<u>\$155,032,000</u>





U. S. S. ENTERPRISE

Official Navy Photograph

The above photograph shows the *USS Enterprise*, veteran workhorse of the Pacific war and first and only big aircraft carrier to win the Presidential Unit Citation. Battle-scarred and war-worn, she is assuming the status of a monument in the fleet, a searmark that new arrivals look on with awe and admiration. At the Battle of Midway she teamed up with her sistership, *Yorktown*, and her near-sistership, *Hornet*, to set the Japanese back on their heels and start them down that long road to defeat.



Few people know the *Hornet* except for the fact that it was from her decks that the planes took flight in that first historic bombing mission over Tokyo in 1942. This feat alone assured the placing of her name among that list of immortal fighting ships to be found in every history book. It is true that her fighting life was less than a year, but in that time she was active throughout the Pacific. The *Hornet* was commissioned in 1941 and was sunk in the Battle of Santa Cruz Islands late in October, 1942. In this battle the enemy ships casualties were two destroyers sunk and two carriers, two battleships, four cruisers, and one destroyer damaged. She was replaced by our Hull No. 395.







U. S. S. YORKTOWN

Official Navy Photograph

★ During the Battle of Midway, on June 4, 1942, the *Yorktown* was heavily damaged by Japanese aircraft. On June 6 she suffered her death blow from the torpedo of an enemy submarine and went to the bottom on June 7, but before being knocked out, her planes helped to destroy three large Japanese carriers and helped to damage battleships, cruisers, destroyers, and transports of the attacking force. She was launched April 4, 1936, and was christened by Mrs. Franklin D. Roosevelt. The new *Yorktown* (our Hull No. 393) joined the fleet in 1943 and has established an enviable record as a "fighting lady." ★



U. S. S. HORNET

Official Navy Photograph



# LSD 17 Catamount Launched

## (Our Hull No. 449)

WE LAUNCHED the *LSD Catamount* from our Shipway No. 5 on Saturday, January 27, 1945, at 10:00 a.m. Mrs. Dave E. Satterfield, Jr., of Richmond, Virginia, was the Sponsor. She is the wife of the former Representative of the Third District of Virginia from 1937 until his resignation during the latter part of 1944.

Mrs. Dave E. Satterfield, III, of Virginia

Beach, Virginia, was the Matron of Honor. She is the wife of Lieutenant Satterfield, one of the two Satterfield sons serving as officers in the United States Navy; Richard B. is an Ensign.

The day was clear and cold, as our weather goes, and just brisk enough to make the few assembled guests and officials want to join the gangs beneath the ship who were knocking out the shores.

As the last shores were falling, Lieutenant Commander Joseph T. Parker (ChC), USNR, who served with our Marines in the Pacific, offered the launching prayer. Soon afterward the ship began to move and the Sponsor expertly crashed the champagne bottle against the starboard bow plates to climax the christening ceremonies.

When the ship had become fully water borne and the tugs had taken her over, the official party and their guests left the Yard and visited the Mariners' Museum. From there they went to the James River Country Club where a luncheon was given in their honor and during which a wrist watch was presented the sponsor by J. B. Woodward, Jr., Vice-President and General Manager of our Company.

The *LSD Catamount* is the ninth ship of its kind to be launched at our Yard. The others were the *Eastway*, *Highway*, *Northway*, *Oceanway*, *Casa Grande*, *Rushmore*, *Shadwell*, and *Cabildo*. The February issue of the SHIPYARD BULLETIN carried a description of this type of ship, which we repeat here-with in part.

The *LSD Catamount* is the first ship to bear that name in our Navy. It is named for the Catamount Tavern in Vermont which was the scene of a convention held in 1765 to discuss the claims of the States of New York and New Hampshire for the State of Vermont.

The top picture shows Mrs. Satterfield poised for the crash of the bottle; below the crash has been completed, and the ship is moving down the shipway





Born of the necessity of carrying non-oceangoing landing craft, the Landing Ship, Dock—mammoth vessel of the amphibious fleet—is in reality an invasion cradle, transporting within its folds the deadly little vessels that storm many a hostile shore. It is also a repair craft for these effective vessels; possesses speed and is deemed most desirable for the Pacific warfare, particularly.

Its operational use is to transport loaded landing craft to the landing area, where they leave the ship already water-borne.

Although classed as a landing craft, the Landing Ship, Dock, is not really of this type, inasmuch as it is not designed to be beached. It possesses ship's lines; is not flat-bottomed so as to slide on to sandy beaches, and rides much more smoothly than do the traditional landing craft. It is 457 feet, 9 inches long; has a beam of 72 feet and a light service displacement of about 5,000 tons. It is armed with 40 mm. and 20 mm. anti-aircraft guns.

The genesis of the Landing Ship, Dock, was in the British. They had planned on using the old whaling vessels to carry smaller craft aboard, but when German forces overran Norway, the old whaling vessels—a picturesque fleet in themselves—were captured by the Germans. This gave rise to an entirely new and unforeseen type of ocean-going craft—a marked contrast to the whalers—the ultra-modern, Twentieth Century Landing Ship, Dock. The British made preliminary plans for these ships.

The Landing Ship, Dock, is equipped with cranes, so that the smaller landing craft, carried aboard, can be more readily repaired. But to get these "visiting firemen" on and off the larger vessel, it is not necessary to use the cranes. For these smaller vessels can operate on and off under their own power.

Equipped to change screws, shafts and other parts of the smaller craft, the Landing Ship, Dock, has an up-to-date machine shop, as well as wood working shop facilities. The wood-working is for the repair of PT boat hulls, as well as for other duties.

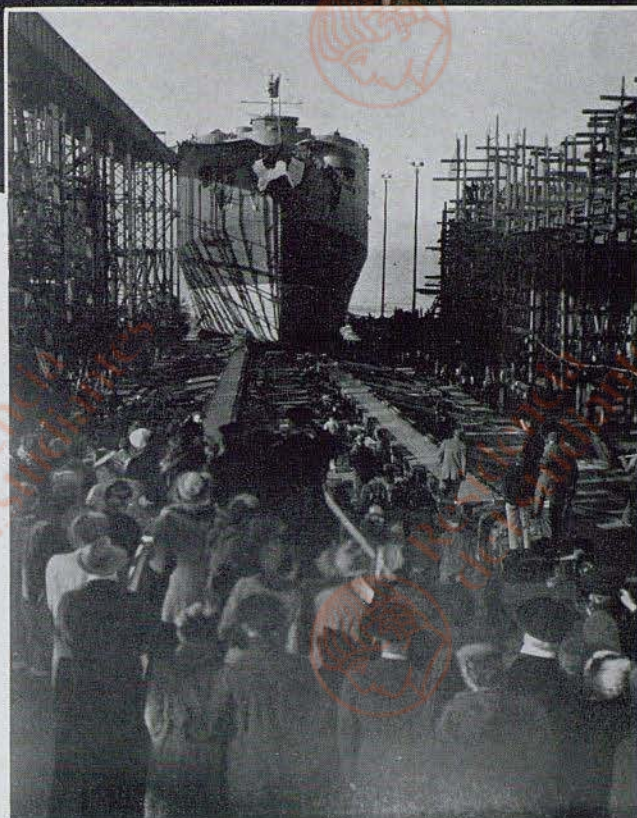
The first Landing Ship, Dock, was placed in service in June, 1943, and was assigned to special operations. This type has already proven its worth on the invasion line. Capable of going across the oceans on its own power, the Landing Ship, Dock, is looming in increasing importance in amphibious operations.

The Landing Ship, Dock, has twin screws. It can carry much oil and gasoline, not only for its own needs, but for the craft it supports as well.

In addition to having accommodations for its own officers and crew, the Landing Ship, Dock, possesses facilities to take care of the "cargo personnel"—as the officers and crew of the landing craft taken bodily aboard are known in the parlance of this newest of naval activities. Bunking and messing accommodations for these "cargo personnel" are part of the vessel's equipment.

It is considered an excellent mother ship for landing craft flotillas.

Unlike the bulk of the landing craft family each Landing Ship, Dock, has a name of its own and is not merely confined to a numerical designation. Names of this type are reminiscent of historical places in Old Virginia—and elsewhere—*Ashland*, *Carter Hall*, *Epping Forest*, *Gunston Hall*—to name but a few.



The top photograph, reading from left to right: Rear Admiral O. L. Cox, the Matron of Honor, the Sponsor, and Dave E. Satterfield, Jr.

The bottom picture shows the ship moving down the shipway



# SHIPYARD BULLETIN

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Newport News, Virginia

FAIRMOUNT R. WHITE, Editor

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No. 5

## FAMILIES OF EMPLOYEES MAY VISIT "BOXER"

ON FEBRUARY 22 the Management requested permission from the Navy Department to allow our employees to bring their families aboard the aircraft carrier *Boxer* on Sunday, April 8, 1945. At the time of printing the SHIPYARD BULLETIN there was no official confirmation allowing this request, but it was believed that such confirmation would be received within a few days.

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## VICTORIES OF PACIFIC FLEET DEPEND UPON SUSTAINED PRODUCTION, SAYS NIMITZ

TERMINING 1945 a critical year in our war against Japan, Admiral Chester W. Nimitz declared in a broadcast from Pacific Fleet Headquarters: "The first and most urgent necessity is for every working man and woman to stick to the job of producing for victory." He added that final victory can be speeded only "if the shipyards and factories which produce the myriad items demanded by modern Naval warfare continue to produce at top speed."

"The Allied Nations are closing in on the enemy from all sides. His cities are being blasted from the air. His sea traffic is being throttled by air, surface, and submarine blockade. What remains of his stolen empire is in peril. Now we may expect our desperate enemy to fight back bitterly, in order to stave off final defeat." Admiral Nimitz said.

"As the Pacific Fleet and the fighting forces of all services in the Pacific Ocean areas prepare to meet the severe tests immediately ahead I have been asked to indicate what the American people can do to help sustain our offensive.

"The first and most urgent necessity is for every working man and woman to stick to the job of producing for victory. In shipyards and Navy Yards along the West Coast and elsewhere serious manpower shortages exist. We depend upon these yards for quick and efficient ship repair. Your Navy now has more than 1,000 combatant ships. Maintenance and repair demands, however, limit the number that can be in action against the enemy at any one time. A ship that is undergoing repairs at a Navy Yard, or waiting to get into a yard, is temporarily of no more use than if she were at the bottom of the sea. We must be certain that repair and maintenance facilities be continually kept at full strength for our fighting ships. All the shipyards and factories, wherever located, which produce the myriad items demanded by modern Naval warfare must produce at top speed until final victory. We can be confident of achieving that victory, but it will not come soon. It is certain that it will come more quickly if the war effort at home continues undiminished.

"Second, I urge that you sustain the high morale and fighting spirit of our personnel on the lonely islands and atolls of the Pacific, and aboard ships at sea. If you could observe how eagerly all hands look forward to letters from home, or the cruel disappointment of those

left out when mail is distributed, you would realize what a lift to the human spirit may be contained in a half-ounce envelope. Out here we regard mail as being of such help to morale that we establish post offices in LST's near the scene of amphibious operations, and try to get mail ashore even while beachhead fighting is still going on.

"Finally, you can help your fighting Fleet and all forces in the Pacific by realizing the scope and complexity of the job we are doing and by remembering what we as a nation have learned about our ambitious and treacherous enemy. If you will not forget what happened on the morning of December 7, 1941; if you will not forget the Japanese threat to dictate the peace in Washington; if you will not forget the grim battles and the men who gave their lives at Wake Island, at Bataan and Corregidor, in the Solomons, at Tarawa, Saipan, Guam and the rest; if you remember these things, your deeds from day to day will certainly be of a kind which will help win complete victory in good time."

— ★ —

## OVERCONFIDENCE CAUSES ACCIDENTS

OFTEN the best swimmer is drowned because he has formed the habit of not taking the proper precautions, if something should happen to him. The same is true of some efficient and experienced shipbuilders; they sometimes have the most serious accidents for the same psychological reasons. They have done the same kind of job so often that they fail to take the necessary precautions, if something should go wrong.

The largest group of our accidents are caused by employees who fail to observe common-sense rules of safety while in zones of danger. One man lost a finger when he put his between a jig and an unsecured sub-assembly which settled and crushed his finger. Another had two vertebrae fractured when struck by a swinging chain sling as he carelessly walked under a stationary crane. A rib was broken when a third employee stepped backward and fell into a pile of T-bars.

These accidents indicate the serious penalty for not inspecting job conditions fraught with danger. Unnecessarily exposing oneself under suspended loads, standing too close to openings, taking hazardous short cuts, and placing any part of the body between unsecured objects is simply putting one's life on the spot.

It is true that compensation will be paid according to the loss suffered, but such benefits cannot compare with a man's regular income. The money difference could be used much better for paying taxes, insurance, or for buying bonds, spring clothes, or perhaps a vacation.

There are no accidents awaiting anybody in our Yard who follows simple safety instructions and keeps mentally alert. Accidents are like germs: They are about us all the time, but as long as we observe common-sense rules for living and working, we need not be afraid.

— ★ —

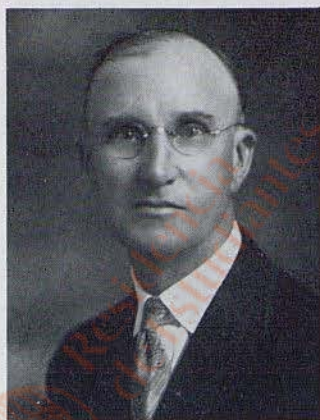
The Police and Fire Department have on hand a great number of keys and other lost articles belonging to employees of the Yard. They are anxious to return these to their owners. They can be obtained by applying at the main gate located at 37th Street.

— ★ —

*Every Workman an Inspector*



## BENJAMIN FRANKLIN KNOWLES



THE BULLETIN regrets to record the death of Benjamin Franklin Knowles, Chief of the Police and Fire Department, who died February 15, 1945.

Mr. Knowles was born at Batesville, Arkansas, April 5, 1873. He was employed by us April 26, 1919, as a Watchman in the Police and Fire Department; he was made Chief Watchman October 15, 1929, succeeding John

W. Reynolds; he retired from that position on February 1, 1945.

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## OUR SHIPBUILDERS BY STATES

Periodically the SHIPYARD BULLETIN checks the personnel of our Company in order to find the trend relating to the places of birth of our employees. A check made on February 1, 1945, shows that 49.6 per cent were born in Virginia; North Carolina was second with a percentage of 32.69 per cent; South Carolina was third with 3.92 per cent; Georgia was fourth with 1.95 per cent; West Virginia was fifth with 1.6 per cent, and Pennsylvania was sixth with 1.58 per cent. An alphabetical list follows:

Place of Birth	Per Cent	Place of Birth	Per Cent
Alabama.....	0.413	Nevada.....	0.000
Arizona.....	0.061	New Hampshire.....	0.0055
Arkansas.....	0.043	New Jersey.....	0.329
California.....	0.055	New Mexico.....	0.0055
Colorado.....	0.050	New York.....	0.620
Connecticut.....	0.073	North Carolina.....	32.691
Delaware.....	0.134	North Dakota.....	0.033
Florida.....	0.329	Ohio.....	0.413
Georgia.....	1.955	Oklahoma.....	0.089
Illinois.....	0.184	Oregon.....	0.011
Idaho.....	0.0055	Pennsylvania.....	1.580
Indiana.....	0.168	Rhode Island.....	0.0055
Iowa.....	0.134	South Carolina.....	3.925
Kansas.....	0.045	South Dakota.....	0.011
Kentucky.....	1.067	Tennessee.....	0.978
Louisiana.....	0.078	Texas.....	0.168
Maine.....	0.061	Utah.....	0.017
Maryland.....	0.732	Vermont.....	0.028
Massachusetts.....	0.268	Virginia.....	49.603
Michigan.....	0.145	Washington.....	0.043
Minnesota.....	0.067	West Virginia.....	1.602
Mississippi.....	0.073	Wisconsin.....	0.050
Missouri.....	0.173	Wyoming.....	0.000
Montana.....	0.028	District of Columbia..	0.128
Nebraska.....	0.045	Outside U. S.....	1.223

— ★ —

ANDERSON, JOHN Y., Pvt.  
CANTON, N. C.—Electrician

Took part in the Guadalcanal, Bougainville, and Tarawa invasions; spent thirty days behind Japanese lines; was killed while taking part in the invasion of Saipan on July 9, 1944.

BROOKS, RUSSEL B., Cpl.  
NEWPORT NEWS, VA.—Electrician

Killed in action in Belgium on January 10, 1945.

COPELAND, HOWARD C., Lt.

HILTON VILLAGE, VIRGINIA—H. F. & P. Shop

Reported killed in a plane crash in the American area on February 6, 1945.

## Our Roll of Honor

(FORMER EMPLOYEES WHO HAVE  
LOST THEIR LIVES IN SERVICE)

Previously Reported

ANDERSON, VAN B., Captain	MARSHALL, WALTER J., Private
BALES, WARREN, Lieutenant	MASON, JOHN WILLIAM, Electrician's Mate 2/C
BALL, RALPH E., Fireman 1/C	McPHAIL, WILLIAM W., Staff Sergeant
BILLUPS, CHARLES O., Ensign	MITCHELL, LESTER BAUMAN, Quartermaster 3/C
CAMPBELL, LAWRENCE M., Private First Class	MURRAY, JAMES FRANCIS Private First Class
COLLINS, WILBUR A., Private	NELMS, THOMAS EDWARD, Private
DANCY, ARTHUR W., Technician 5 gr.	OUTTEN, ALVIN GREENLEAF
DAVIS, FRANCIS G., Deck Engineer	PATTERSON, LAMES L., JR.
DAVIS, WILLIAM F., Private	READ, CECIL EDWARD, JR., Private
DICKINSON, CARL D., Private	SHERRILL, JAMES EDWARD, Staff Sergeant
DOBSON, AMOS R., JR., Sergeant	SMITH, CHARLES NORMAN, Chief Machinist's Mate
DUDLEY, ROBERT POWELL, Lieutenant	SMITH, WILLIAM DONALDSON
FALLEN, ROBERT E., Seaman 2/C	STOKES, FRANK L., Private
FORBES, JACK L., Private	TWILLEY, JAMES C., JR., Private
FULCHER, JOHN E.	VAUGHAN, LOCKIE LEE, Private
GOLDBERDING, DANIEL A., Lieutenant	VINCENT, SYDNEY A., JR., Captain
HALL, CECIL R., Private	WAGSTAFF, HENRY MCG., Lieutenant (jg)
HARRIS, CARSON MOSS	WARD, KARL H., Private
HENDRICK, CARL ERNEST, Seaman 2/C	WATKINS, AUSTIN F., JR., Lieutenant
HEYWOOD, WILLIAM J., Private	WATKINS, EUGENE KEITH, First Lieutenant
HOLLAND, GORDON LEE, Lieutenant	WEAVER, JOHN BROWN, First Sergeant
HOLLOWAY, EARNEST T.	WINDER, ALONZA LEE, Lieutenant
JENKINS, ARTHUR, JR., Lieutenant	WOOD, NEIL S., Captain
MACHADO, TARCISIO B., Technical Sergeant	WOODWARD, WOODSON Lieutenant
MARSHALL, JOHN L., Private First Class	

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LASSITER, RANDOLPH MASON, Pfc.  
BUCKROE BEACH, VA.—Weight Office

Killed in action in Germany on December 12, 1944; was awarded the Purple Heart for wounds received in battle.

LAWRENCE, LUTHER McBEE, T/Sgt.  
COLERAIN, N. C.—Shipfitter

Killed in action on Christmas Day, 1944, in the European theater of operations.

ROBINS, JAMES EDWIN, Pfc.  
GLOUCESTER, VA.—Steel Storage

Killed in action in Italy on May 28, 1944; was awarded the Silver Star posthumously for gallantry in action on the Fifth Army front in Italy.

THOMPSON, HARRY P.

NEWPORT NEWS, VA.—Sheet Metal Department

Killed in Luxembourg, February 8, 1945.





From left to right, first row: Gentry, Parker, Chalmers, Childers, Wheeley, MacCammon, Smith, Justice, Smith and MacLaughlin. Second row: Rayfield (Coach), Riggins, Hart, Gibbs, Fathbruckner, Stephens, Spence, Spital, and Mathews (Manager)

The above picture shows the Apprenticeship team which participated in the local touch-football league during the past season. They won twelve games and lost four under the coaching of John Rayfield, former star center on the Apprenticeship football team. Each member was awarded the minor block "A." Below is shown the Apprenticeship varsity basketball team which is leading the City League. The team is being ably coached by William Warren, former star player and assistant to Coach Allmond for several years.



From left to right, front row: McLaughlin, Stephens, Hall, Childers, Smith, Spital and Warren (Coach). Back row: Mathews (Manager), Eubank, Justice, Hancock, Stainback and Chalmers





Mascot: Trippie Moffitt. Front row, left to right: Catherine Manspile, Mirian Manspile, Ruby Manspile, Betty Arnold, Pauline English. Second row, left to right: Ann Lynn, Opal Gibson, Catherine Moffitt, Tina Jarrett, Grace Czernega, Nettie Nicosia, Tessie Hill, Ellen Manspile. Last row: Dale Jarrett (Coach)

### SOUTHSIDE BASKETBALL TEAM

**L**ITTLE has been heard about it, but we have a basketball team composed of young women from our southside shops. They have won every game played, defeating Camp Patrick Henry WAC's 31 to 21; Army Post Civilians, Norfolk, 36 to 2; N. A. C. A., Langley Field, 43 to 21; H. R. P. E. Civilians, 38 to 10; H. R. P. E. WAC's 48 to 11; U. S. O., 31 to 16.

The first team is composed of Mirion L. Manspile, captain and center forward; Catherine ("Whitey") Manspile, co-captain and left forward; Margaret L. Greene, right forward; Ruby Z. Manspile, center guard; Betty L. Arnold, left guard; and Pauline English, right guard.

The second team consists of Tina Jarrett, center forward; Catherine Moffitt, left forward; Grace Czernega, right forward; Tessie Hill, center guard; Opal Gibson, left guard; Lois Hayes, right guard; and Nettie Nicosia, substitute.

Dale Jarrett of the Auxiliary Machine Shop is coach; Anna M. Lynn is manager, and Ellen V. Manspile is scorer and timekeeper.

The majority of the members of the squad have been employed with us from eighteen months to over two years and represent the Auxiliary Machine Shop, Sheet Metal Shop, Brass Gallery, and the Electricians.

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*Buy War Bonds—Hold on to Them*





## EMPLOYEE AUTHORS OF OUTSTANDING BOOKS

WE TAKE pride in the fact that four of our employees have each won public recognition as authors of successful books. Three of their published works are instructive and valuable manuals, or textbooks, on shipbuilding theory and practice; the fourth, although written along cultural lines far remote from shipbuilding, also seems likely to become a standard reference volume.

In the order of the appearance of their books the authors are John P. Comstock, Assistant Naval Architect, in charge of Hull Drawing Room; Elijah Baker, III, Ship Repair and Estimating Division; Hugo F. Garyantes, Foreman Shipwright; and George C. Mason, Apprentice Instructor in Shipbuilding.



John P. Comstock

with the fundamentals of theoretical naval architecture, and to explain how they are interrelated and how they are progressively applied in the design of a ship." The book is substantially the course in theoretical naval architecture developed by Mr. Comstock to be given to hull-drawing apprentices at our Yard, and it is used as a text in our Apprentice School. At its publication the

book was most favorably received by reviewers in the technical press and by educators along engineering lines. A second printing has been made.



Elijah Baker, III

Mr. Baker's book, *Introduction to Steel Shipbuilding*, was published in 1943 by McGraw-Hill Book Company. As a text, it complements Mr. Comstock's work, being written along practical rather than theoretical lines. It is not intended for any particular shipyard trade, but was developed to give apprentices

of all trades a basic understanding of the product they are helping to create, and was designed to serve as a test in our Apprentice School. Its suitability for the purpose is so marked that it has been adopted as a standard text by many educational institutions, including the University of Michigan, Webb Institute of Naval Architecture, and the U. S. Merchant Marine Training Corps.

Mr. Garyantes' book, *Handbook for Shipwrights*, is also a McGraw-Hill production and appeared in 1944. This book is filled with the most detailed and practical information for established shipwrights and apprentice trainees, forming a clear and compact handbook of the shipwright's work, from laying the keel to launching the ship. Of particular interest is the author's discussion of the precision launching operations for which our Yard is noted. The book's 600 pages contain almost an equal number of illustrations, most of which were especially prepared for this work. It is not intended as a classroom text.



Hugo F. Garyantes

Mr. Mason's book, *Colonial Churches of Tidewater Virginia*, is expected to appear shortly from the press of Whittet and Shepperson, Richmond, Virginia. It embodies, in revised and extended form, a series of fifteen articles on this subject, illustrated with maps, drawings, and photographs, written by the author as Historiographer of the Episcopal Diocese of Southern Virginia and published in the William and Mary College *Quarterly Historical Magazine* during the past six years. It has been cordially received by the public during its pre-publication sale and has been endorsed by leading historians of the State.

It is believed other books are in preparation by Yard employees; these are awaited with interest.



George C. Mason

### Two Men

Two men at the shipyard, side by side,  
Where the cruisers lie in the slip;  
One of them hunts an easy job,  
The other is building a ship.

One of them never gives his blood,  
To cheat a jungle grave;  
The blood bank knows the other one well,  
For he has lives to save.

One of them has plenty of gas,  
No matter who else has none;  
The other one sticks to his ration card,  
Till our bombers' work is done.

One of them spends his pay each week,  
And gripes that it isn't more;  
The other one salts his down in bonds,  
For he is fighting a war.

—G. C. MASON.



## GEORGE HENRY MASTERS -- PATTERNMAKER

GEORGE HENRY MASTERS is our oldest employee in point of years of service. He was born in New Kent County, Virginia, May 19, 1873, but he says that he feels as young today as he did over fifty-four years ago when he entered his apprenticeship as a patternmaker. He proves it, too, for he rides his bicycle to and from work every day, and for good measure he goes home each noon for a hot lunch in his home at 817 27th Street.

George came to Newport News in 1886 along with his parents and three sisters. The children attended public school when it was located on the north side of 28th Street between Washington and Huntington Avenues. Mrs. W. W. Harwood was principal.

Big things were beginning to shape up in Newport News in 1886. Collis P. Huntington had obtained a charter for the Chesapeake Dry Dock and Construction Company, and the Simpkins Dry Dock Company was building our Dry Dock No. 1. George got a job as water boy during the months when school was out; so one

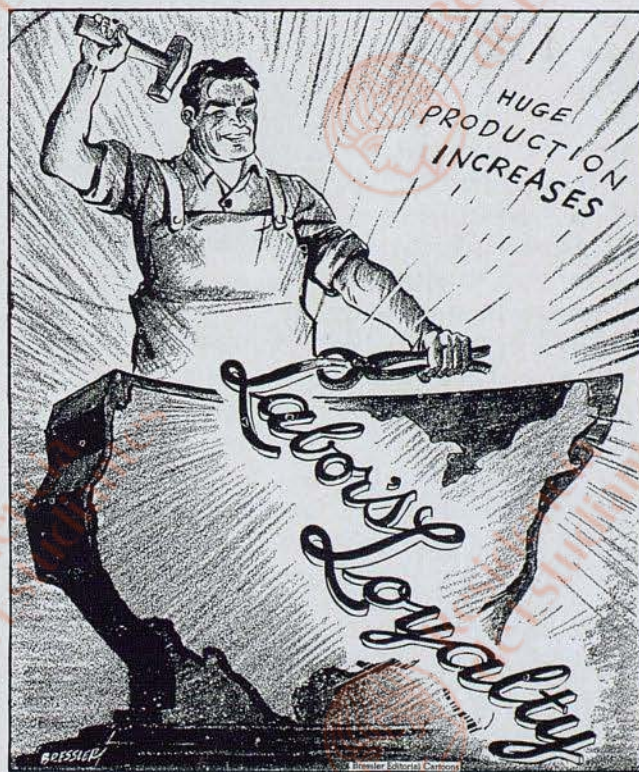
might say of our Company that in the beginning there was George Masters.



On February 17, 1891, this young man entered his apprenticeship; he completed his course of training February 16, 1895, and has the distinction of being the first patternmaker to do so in our Yard. Since then he has worked continuously in our Pattern Shop, developing a skill for making ship propellers that makes him second to none. He has worked on every ship built by us for which we made patterns and has over 150 propeller patterns to his credit.

This brief account of Mr. Masters is really a success story. From early boyhood he always wanted to make things out of wood. He knew what he wanted to do, and he did it; and he is still doing it with the same energy and the same love he had for it over half a century ago. Yes, one might say that in the beginning there was George Masters, and

George says that he and our Company are just beginning. Carry on!





## EMPLOYEES WITH LONG RECORDS

**CHARLES HORSEMAN FRALEY** was born December 16, 1881, in Chester, Pennsylvania. He first entered our employ on January 23, 1899, as an Apprentice in our Coppersmiths Department, graduating January 24, 1903.



**Charles Horseman Fraley**

He was made foreman of the Coppersmiths Department on May 29, 1928; his father had been foreman before him. Mr. Fraley has been President of the May Club since 1930.

**GEORGE MASON HUDGINS** was born in Mathews County, Virginia, on January 30, 1882. He was first employed in the Yard on September 4, 1889, in the Ship Carpenters Department under instruction as a

Ship Carpenter; he was transferred to the Shipfitters Department on October 3, 1922; on October 23, 1922, he transferred back to the Ship Carpenters; on July 28, 1925, he transferred to the Yard Riggers Department; on June 13, 1927, he transferred to the Dry Docks Department, where he is now Assistant Dock Master.

**HOUSTON BOYD HUGHES** was born September 30, 1886, at Topeka, Kansas. He was first employed here June 14, 1900, in the Shipfitters Department, where he worked until September, 1900, when he transferred to the Main Office where he worked as an office boy under Mr. A. L. Hopkins, who was then assistant to the Company President; in 1903 he transferred to the Patternshop as an Apprentice and graduated September 30, 1907. In his summers away from William and Mary and Virginia Polytechnic Institute he worked in the Patternshop, Ship Carpenters Department, the Mold Loft and the Superintendents Office, graduat-



**Houston Boyd Hughes**



**George Mason Hudgins**

ing from Virginia Polytechnic Institute with an M. E. degree. He is now an estimator in the Ship Repair Section, having begun his service as an employee in that department in 1913.

**WILLIAM CREED LA-NEAVE** was born in Nottoway County, Virginia, October 20, 1879. He was first employed December 31, 1900, in the Riveters Department; he was released October 11, 1921, and re-employed February 15, 1922, in the Yard Riggers Department; terminated March 4, 1922; re-employed April 5, 1922, in the Riveters Department; transferred July 10, 1923,



**William Creed LaNeave**

to the Car Department; transferred November 13, 1923, to the Riveters Department; transferred January 15, 1924, to the Car Department; released April 30, 1925; re-employed May 18, 1925, in the Erectors Department; released July 21, 1925; re-employed August 3, 1925, in the Erectors Department; transferred October 2, 1925, to the Riveters Department; released August 25, 1927; re-employed June 12, 1928, in the Erectors Department; transferred January 19, 1929, to the Riveters Department; transferred



**Allan Phillips**

February 27, 1935, to the Boilermakers Department; transferred June 16, 1936, to the Riveters Department where he is now working.

**ALLAN PHILLIPS** was born March 2, 1878, in Elizabeth City County, Virginia. He was first employed November 1, 1894, as an Apprentice in the Joiners Department, graduating November 1, 1898; he terminated his employment in June, 1901; re-employed January 14, 1903, in the Joiners Department; transferred October 6,



**William Thomas Peck**





George Fredrick Strietmatter



John Wiley



E. B. McMullen



Claude Victor Maupin

1925, to the Superintendents Office; transferred April 1, 1928, to the Apprentice School as an Instructor; transferred October 9, 1933, to Hull Drafting Department where he is now.

WILLIAM THOMAS PECK was born in Nansemond County, Virginia, September 27, 1877. He was first employed on January 17, 1900, in the Yard Riggers Department; on March 25, 1924, he transferred to the Car Department; on November 18, 1924, he transferred to the Riveters Department; transferred October 28, 1927, to the Hull Engineers Department, and on February 6, 1928, he transferred to the Riveters Department where he is still working.

GEORGE FREDRICK STRIETMATTER was born March 25, 1883, in Philadelphia, Pennsylvania. He left there to move to Virginia when he was sixteen months old. He was first employed here in September of 1900 as a helper under Mr. Robins in the Shipfitters Department, starting to work on the *Illinois* (Hull No. 21). In 1933 he was made Assistant Foreman of the Shipfitters Department.

JOHN WILEY was born at Charlotte Hall, Maryland, on October 1, 1875. He graduated from Baltimore Polytechnic Institute in 1897. He enlisted in the Fifth Maryland U. S. Vol. Infantry, for the duration of the Spanish-American War. In November of 1899, he came to Newport News and was employed here May 1, 1900, in the Steel Department, now the Steel Storage Department, where he is still working.

E. B. McMULLEN was born April 1, 1885, at Fairfax, Virginia. He was first employed here April 1, 1900, in the Anglesmiths Department; April 28, 1900, he went to the Toolmakers Department; transferred December 11, 1923, to the Machinists Iron Department; July 29, 1924, transferred to the Toolmakers Department; April 4, 1925, he went to the Welders Department; March 26, 1926, to the Toolmakers Department; October 28, 1930, transferred to the Tool Treating Department; December 29, 1931, he transferred to the Blacksmiths Department and is still working there in the Heat Treating Plant.

CLAUDE VICTOR MAUPIN, 10175 Main Machine Shop, was first employed in the Main Machine Shop on May 1, 1899, and has worked there continuously. He was born October 29, 1877, at Breckenridge, Missouri; his family moved to Virginia when he was two years old. He now lives at 4806 Virginia Avenue, Newport News, Virginia.

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#### MEMORANDUM

J. B. Woodward, Jr., Vice-President and General Manager of the Newport News Shipbuilding and Dry Dock Company, is today (February 22, 1945) in receipt of the telegram quoted below:

*"To the Men and Women of the Newport News Shipbuilding and Dry Dock Co., Newport News, Va.:*

*"An operational report received from the Pacific theater cites the excellent performance of a Navy attack transport converted from a Newport News-built merchant vessel which has seen nearly three years of constant and rigorous war service. This ship has participated in many of our amphibious operations from Guadalcanal to Leyte, being frequently exposed to enemy fire. She has successfully completed all her missions and during the entire period has never required a major repair job. The splendid service rendered by this ship is a tribute to traditionally sound workmanship that goes into vessels of your construction.*

*"E. L. COCHRANE, Rear Admiral USN, Chief of the Bureau of Ships."*

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#### BOND PURCHASES NOW OVER 27 MILLION

RALTER E. HORTON, Check No. 4278 Fitters Department, received bond notice No. 835,169 which called for the purchase of a \$100 bond. This was the bond that put the total maturity value of employees' purchases over the twenty-seven-million-dollar mark. The purchaser was employed by us in August, 1940. Look in the next issue for the picture of the employee who hits twenty-eight million.





# EMPLOYEES RETIRED

MARCH 1, 1945

**OLIVER BELMONT BEASLEY**, 2 Outfitting Tool Room, was first employed in the Joiners Department in October of 1898; in May, 1899, he went to work in the Plumbers Department; on June 26, 1928, he transferred to the Outfitting Tool Room where he worked until the time of his retirement. He was born in Caroline County, Virginia, on February 9, 1877. He now lives at 1249 16th Street, Newport News, Virginia.



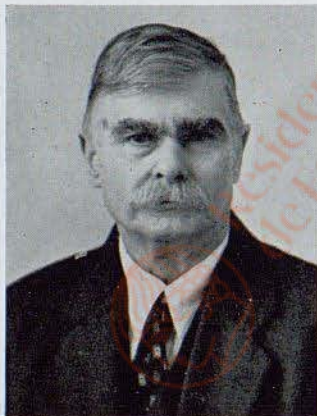
Oliver Belmont Beasley

**BENJAMIN FLOYD DANIELS**, 18560 Ship Carpenters Department, was first employed in May, 1918, in the Ship Carpenters Department; he terminated his employment on July 23, 1921; re-employed April 12, 1922, in Ship Carpenters Department; terminated April 27, 1923; re-employed July 2, 1923, in the Ship Carpenters Department; terminated September 8, 1925; re-employed February 3, 1926, in the Ship Carpenters Department; terminated May 27, 1926; re-employed September 14, 1933, in the Ship Carpenters Department where he worked until the time of his retirement. He was born February 19, 1878, in Isle of Wight County, Virginia. He now lives at Jeffs, Virginia.



Benjamin Floyd Daniels

**WILLIAM SIDNEY HARPER**, 26113 Boilermakers Department, was first employed in March, 1899, in the Shipfitters Department; on December 15, 1914, he went to work in the Boilermakers Department where he worked until the time of his retirement. He was born February 12, 1878, in Halifax County, North Carolina. He is now living at



William Sidney Harper

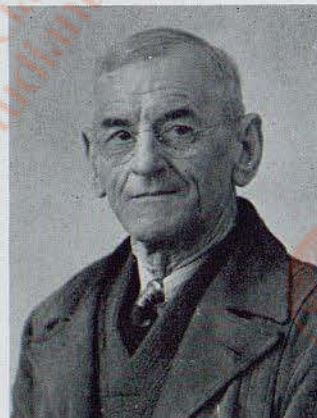
101 Claremont Avenue, Newport News, Virginia.

**JAMES HARVEY HARVELL**, 1347 Sheet Metal Department, was first employed March 23, 1918, in the Sheet Metal Department and worked there continuously until the time of his retirement. He was born in Mooresville, North Carolina, on September 26, 1876. He now lives at 2129 Chestnut Avenue, Newport News, Virginia.



James Harvey Harvell

**WALTER L. LEIGH**, 1380 Sheet Metal Department, was first employed in June, 1909, in the Shipfitters Department; September 18, 1922, he transferred to the Sheet Metal Department; on May 2, 1924, he terminated his employment here; he was re-employed April 28, 1924, in the Car Department; transferred April 24, 1925, to the Sheet Metal Department, where he worked until the time of his retirement. He was born in Gloucester County, Virginia, on August 24, 1875. He now lives at 711 28th Street, Newport News, Virginia.



Walter L. Leigh

**JOHN MILLIKEN**, 37 Joiners Department, was first employed in the Joiners Department February 28, 1918; he terminated September 20, 1919; re-employed December 1, 1926, in the Joiners Department and worked there until the time of his retirement. He was born February 28, 1918, at Glasgow, Scotland. He now lives at R. F. D. No. 3, Hampton Virginia.



John Milliken

**IRVIN SMITH**, 27009 Main Machine Shop, was first employed in the Main Machine Shop August 21, 1901; he was released





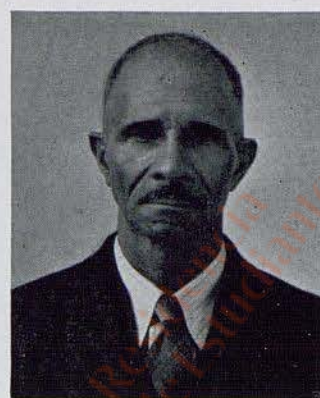
Irvin Smith



Jethro F. White



Oscar H. Windsor



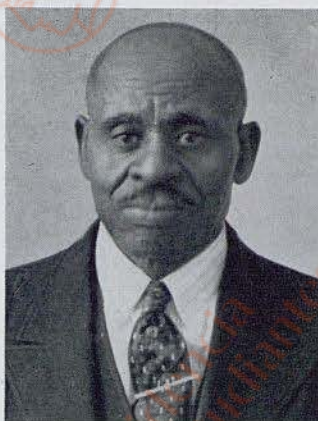
Waverly Steward

February 7, 1922, and re-employed March 1, 1922, in the Main Machine Shop where he worked until he retired. He was born in 1880 in Gloucester County, Virginia. He now lives at 1235 29th Street, Newport News, Virginia.

JETHRO F. WHITE, 1588 Sheet Metal Department, was first employed October 13, 1919, in the Yard Riggers Department; he terminated March 9, 1920, and was re-employed in the Ship Carpenters Department on November 9, 1925; he transferred to the Shipwrights Department May 31, 1927; December 28, 1936, he transferred to the Sheet Metal Department where he worked until the time of his retirement. He was born February 1, 1877, in York County, Virginia. He now lives at Dare, Virginia.

OSCAR H. WINDSOR, 1363 Sheet Metal Department, was first employed in the Sheet Metal Department August 11, 1917, where he worked continuously until his retirement. He was born May 26, 1867, in Gwinnett County, Georgia. He now lives at 300 Piez Avenue, Hilton Village, Virginia.

WAVERLY STEWARD, 35322 Hull Fittings and Plant Shop, was first employed here in the Cleanup Department in 1905; after working there for a week, he transferred to the Ship Carpenters Department and worked there until March 10, 1925, when he went to the Ship-



John Dennis

fitters Department; he terminated on May 15, 1925, and was re-employed July 31, 1925, in the Transportation Department; terminated February 3, 1926, and was re-employed February 26, 1926, in the Transportation Department; terminated March 15, 1926; re-employed June 11, 1926, in the Yard Riggers Department; terminated October 22, 1926; re-employed February 21, 1927; terminated March 3, 1927, and re-employed July 30, 1928, in the Hull Fittings and Plant Shop, where he worked until the time of his retirement. He was born February 11, 1877, in Dinwiddie County, Virginia.

JOHN TURNER DILLON, 11464 Main Machine Shop, was first employed here January 6, 1925, in the Erectors Department; he terminated February 3, 1925, and was re-employed April 14, 1925, in the Erectors Department; on December 29, 1931, to the Main Machine Shop where he worked until the time of his retirement.

[Ed.: No picture of J. T. Dillon could be obtained.]

JOHN DENNIS, 19804 Dry Docks Department, was first employed in the Yard in 1896, and has worked continuously except for a short period of time during which he was employed with the C. & O. Railway Company. He was born October 15, 1874, in Brunswick County, Virginia. He now lives at 1024 32nd Street, Newport News, Virginia. He was retired on February 1, 1945.

## OUR RECORD SINCE PEARL HARBOR

If all the Navy ships built by us since Pearl Harbor were placed bow to stern, they would reach a distance of 4.8 miles, far enough to span with ships our own James River.



## ENSIGN ROBERT HENRY LEAR CITED

ENSIGN R. H. LEAR, stationed aboard the *USS Lea* (DD-118), has been commended at quarters by his Commanding Officer for "outstanding performance and devotion to duty as a member of the damage control party of the *USS Lea* when that vessel was seriously damaged in collision with a merchant vessel." The citation further reads: "Lear displayed exceptional skill and devotion to duty both during and after the emergency. He was of great assistance . . . worked almost without interruption for a period of forty-eight hours in repairing the damage to a watertight

hatch and finally shoring it down so that this compartment could finally be pumped dry. The professional skill and ingenuity displayed by this man, together with his untiring efforts and devotion to duty, greatly contributed to the safe return of the vessel to port."

Our former employees in the Navy helped build the ships and, when inducted, fight them and keep them afloat.

Lear enlisted in the U. S. Naval Reserve September 17, 1942, as a Shipfitter Third Class. He was advanced to Shipfitter Second Class, May 1, 1943, and to Shipfitter First Class December 1, 1943. From that point on he skipped over several grades to become an Ensign January 15, 1945.

He is the son of Mr. and Mrs. Louis S. Lear, 147 Briarfield Road, R. F. D. 1, Hampton, Virginia. Mr. Lear works in our South Side Weight Office.

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"If our people on the home front could see the havoc wrought in France and Belgium, I am sure they would make an even greater production effort to bring this war to a speedy end," writes MAJOR JAMES C. SHERMAN, former Staff Supervisor in the Machine Shop Superintendent's Office, from "somewhere in Belgium."



Major Sherman entered the armed forces in July, 1942, as a First Lieutenant in Field Artillery. At that time the Army was experiencing a critical shortage of men with shipbuilding and ship repair experience, who could be of assistance in the fast-

growing Army Transport Service. Because of his shipbuilding training, "Jimmy" was transferred to the Marine Transportation Department and sent to Boston, where he remained until September 5, 1942, when he was sent to Europe on foreign duty. He is now located "somewhere in Belgium" with the hard-driving Transportation Corps.

Since D-Day, he has traveled over some of France and Belgium in the course of his duties, and has been an eyewitness to some of the horrible devastation visited upon those countries in the wake of war. After observing our soldiers during two engagements at the front, he wrote, "There never have been braver or better soldiers in uniform at any time."

A product of the Newport News public schools, Major Sherman was graduated from Virginia Military Institute in 1934 with a B. S. degree in civil engineering. That same year he began work in the Shipyard, starting as a

helper in the Machine Shop of the Hull Fitting and Plant Repair Department. Later he was transferred to the office of the Machine Shop Superintendent, where he worked for J. C. Sterling as a Staff Supervisor. Several years later he went to Washington, D. C., to work for the U. S. Coast Guard in its Improvement and Repair Department, and while there took a special course in Naval Architecture, Marine Engineering and Practical Shipbuilding at George Washington University.

He returned to Newport News during the latter part of 1937, and was again employed in the Yard in his former capacity, in which he served until joining the armed forces.

He is the son of Mr. and Mrs. R. M. Sherman, 325 57th Street, Newport News, Virginia. His present address is: Major James C. Sherman, 0325497, 5th Port Detachment—B, APO 228, U. S. Army, c/o Postmaster, New York, New York.

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Here is a story of two brothers, local boys, both of whom formerly worked in the Main Machine Shop.



1st Lieutenant Brooks Hollomon

First Lieutenant I. Brooks Hollomon is a Mustang pilot who was reported missing over Europe when he was half way through the required number of missions before being allowed to come home. He was forced to bail out over Holland, but the underground took care of him and finally got him back to England safe and sound. He said that their hospitality did not include luxuries such as baths, razors, toothbrushes, exercise, or even much food, but they had the spirit. When he

arrived in England, they gave him the choice of staying on the job or coming home. He stuck; said he had some scores he wanted to even up. He has the Air Medal with one Oak Leaf Cluster.

Brother L. E. (Pat) Hollomon, Jr., is a Technical Sergeant who has returned to the United States from England after completing the maximum number of required missions as radio operator in a flying fortress. He was shot down over German-held Belgium, and he too managed to get back. He has the Air Medal, Distinguished Flying Cross, three Clusters, and Presidential Citation.

These brothers were based about twenty miles apart, and several times Brooks flew fighter escort for Pat. They are the sons of Mr. and Mrs. L. E. Hollomon, 1713 Chestnut Avenue, Newport News, Virginia. Mr. Hollomon is an employee in our Brass Machine Shop.



T/Sgt. L. E. (Pat) Hollomon



## FORMER EMPLOYEES DECORATED

Lieutenant John R. Read, a P-47 Thunderbolt fighter-bomber pilot, has been promoted to first lieutenant, according to an announcement from headquarters of the Ninth Air Force. He has been awarded the air medal and eight Bronze Oak Leaf Clusters; he is a member of the "Hell Hawk" group which destroyed or damaged 337 German vehicles on the first two days of the Nazi December offensive and forced the enemy armored spearhead to turn south instead of continuing westward toward the important supply and communications center of Leige in Belgium. Lt. Read was formerly employed in our Hull Engineers Department. He is the son of Mr. and Mrs. Robert W. Read, 721 Blair Avenue, Newport News, Virginia.

Pfc. Joe A. Cooper has recently arrived at Welch Convalescent Hospital, the Army's new reconditioning center in Daytona Beach, Florida. The carefully planned reconditioning program here will speed his convalescence and assist his return to the best of health. He entered the Army in November, 1942, and has since served one year in the European theater of operations, where he was awarded the Bronze Star and three Battle Stars for wounds received in action, along with other various ribbons. He is the son of Mr. and Mrs. H. M. Cooper and was formerly employed in our Steam Engineers Department.

Private Jack Berrier, automatic rifleman, has been awarded the Purple Heart. He is recovering at the 93rd General Hospital, England, from wounds received near Metz, France. He was previously employed in our Sheet Metal Department. His wife lives at 416 Pennsylvania Avenue, Hampton, Virginia.

Stanford Gatling has been awarded the Purple Heart Medal for wounds received in France on November 18, 1944, and is now being hospitalized in England. He was inducted in March, 1944. He was formerly employed in our Sheet Metal Department. He is the son of Mr. and Mrs. J. P. Gatling, 3605 Virginia Avenue, Newport News.

## LETTER FROM CHARLIE VERELL

We quote in part a letter from Charlie Verell under date of February 6, 1945:

"This is Corporal Charlie Verell, formerly 075-166, writing from New Guinea. I left the Yard in March, 1944, and since have had very little contact with the employees. . . . Received a copy of the December SHIPYARD BULLETIN . . . enjoyed account of the 392 and also news of citations our men have earned. Most of all I welcomed the list of addresses; it enabled me to write to a number of boys I went to high school with and worked with. . . . There are eight local boys in this outfit, all of whom worked in the Yard. We should like the BULLETIN sent to each of us."

This is a sample of the letters we get from our boys far from home. We want them to hear from us and get the SHIPYARD BULLETIN. If you know of any former employee whose address we have not printed, or if you know of a change of address, please send it to the SHIPYARD BULLETIN. Strange to relate, even Charlie Verell failed to give us the names of the other soldiers in his outfit.

A/C RUSSELL O. HALL, a member of the 21st class of Aviation Cadets and Student Officers of the Blackland Army Air Field, Waco, Texas, received his silver wings and graduated as a military pilot from the Army Air Forces Training Command installation on February 2, 1945. He was formerly employed as an Apprentice Steam Engineer.

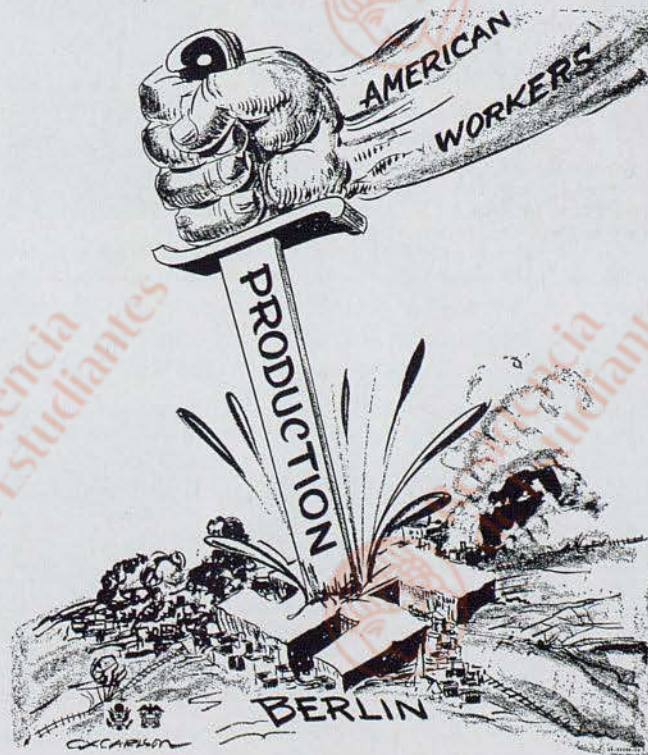


The following letter from First Lieutenant Barton M. Johnson is typical of many received by the SHIPYARD BULLETIN office:

"Last night I received my first copy of SHIPYARD BULLETIN, which was very much appreciated. I don't know who is responsible for my receiving it, but thanks, and I hope it continues to come."

[Editor's Note: Scan the list of printed addresses in each issue; send in the name of any former employee who is now in the armed forces. Somebody sent in Lt. Johnson's name. Let him know that you did it.]

LIEUTENANT BERNIE W. WHITE, JR., volunteered in the Army Air Corps in October, 1942, and was called to active duty February 1, 1945. He received his basic training at Miami Beach, Florida, and at Gainesville, Florida; pre-flight at San Antonio, Texas; primary at Pine Bluff, Arkansas; basic flying at Independence, Kansas; gunnery at Harlingen, Texas; and bombing school at Big Spring, Texas, where he received his wings and commission of Second Lieutenant. He was then sent to Westover Field at Springfield, Massachusetts, and from there to Chatham Field, Georgia, where he is now stationed. He is the son of Mr. and Mrs. B. W. White, Tabbs, Virginia. He was formerly employed in the Employment Office. His present address is Section "E," Chatham Field, Georgia.





PFC. MINETREE SHELTON was slightly injured in action in Belgium on January 11, 1945. He was inducted into the Army on April 8, 1944, and received his basic training at Fort McClellan, Alabama. He was then transferred to Fort George G. Meade, Maryland, and after two weeks there, he was sent overseas where he has been stationed in England, France, Belgium, Holland, and Germany. He is the son of Mr. and Mrs. W. T. Shelton. He worked in the Sheet Metal Department prior to his induction.



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PRIVATE LUTHER EDWARDS, JR., visited the Yard February 7th, while home on furlough. He was inducted September 13, 1944, and assigned to the Cavalry. He received his basic training at Fort Riley, Kansas, and has been sent to Fort Ord, California, for reassignment. He is the son of Mr. and Mrs. Luther Edwards of 427 Lee Street, Hampton, and was formerly employed as an Apprentice in the Mold Loft. His present address is ASN 33859821, AGF Replacement Depot No. 2, Fort Ord, California.



PFC. ERNEST R. BURT, 33628746, 509th Engr. Co. (I Pon), APO 403, c/o Postmaster, New York City, left the Sheet Metal Shop to enlist. He landed in France with General Patton's Third Army. He is the son of Mr. and Mrs. J. W. Burt, Sycamore Avenue, Newport News, Virginia.

BOBBY BURKE, A/S, volunteered in the Navy and has passed an aptitude test that allows him to take a special radar course. He was formerly employed as an Apprentice in the Sheet Metal Shop; he is the son of Mrs. R. L. Burke.

PRIVATE GARLAND F. ROBESON, JR., has entered the Field Artillery Officer Candidate School at Fort Sill, Oklahoma. Upon completion of the seventeen-week course he will be commissioned as a Second Lieutenant of Field Artillery in the United States Army. The Field Artillery Officer Candidate course is part of the Field Artillery School where thousands of officers and enlisted men have received training in artillery techniques. More than 25,000 have been commissioned as officers following graduation and are now fighting the enemy in all theaters of operation. Private Robeson is the son of Mr. and Mrs. G. F. Robeson, 717 Church Street, Greensboro, North Carolina. He was employed in our Mold Loft.

PRIVATE KENNETH G. NELSON is now stationed in Italy; he had his basic training in heavy weapons at Camp Croft, South Carolina. He was employed in our Hull Engineers Department. He is the son of Mr. and Mrs. J. W. Nelson, 1134 Ferguson Avenue, Stuart Gardens. His present address is ASN 33856342, 20th Repl. Btn., 288th Co., APO 781-R, c/o Postmaster, New York, N. Y.



LIEUTENANT WILLIAM M. SHURLING, JR., USNR, visited the Yard February 6, 1945, while in Newport News on business. He entered the Navy as an Ensign in August, 1942, and after three months' indoctrination at Dartmouth College, Hanover, New Hampshire, he was sent to Miami, Florida, for six months in the Industrial Manager's Office as degaussing officer and then to the Tampa area for six months. He was then transferred to the Supervisor of Shipbuilding, USN, at the Tampa Shipbuilding Company as officer in charge of degaussing and electrolysis, where he is still stationed. Lt. Shurling was formerly employed in our Sheet Metal Department.



PRIVATE PHILLIP L. LANGSLOW visited here February 6th en route to Fort George G. Meade, Maryland. He has completed six weeks' basic training, and eleven weeks of stevedore training in the Transportation Corps at Camp Plauche, Louisiana; also six weeks' Infantry training at Camp Howze, Texas. He was formerly employed in the Shipfitters Department as an Apprentice. He is the son of Mr. and Mrs. Horace B. Langslow, 94 Post Street, Hilton Village, Virginia.



Mrs. Horace B. Langslow, 94 Post Street, Hilton Village, Virginia.

PRIVATE JAMES WELDON JONES, of the Infantry, U. S. Army, has been reported missing in action, December 16, 1944, in Luxembourg. He entered the Army March 4, 1944, and received his training at Camp Wolters, Texas; he went overseas August, 1944. Private Jones was employed in the Welders Department as a Supervisor prior to entering the armed forces. His wife and son live at 2409 Bay Avenue, Wythe District.



Avenue, Wythe District.

ENSIGN N. B. ALLEN visited the Yard Monday, January 29th. He had returned from six months at sea. He volunteered in April, 1944, and received his indoctrination course at Hoffman Island, New York. He is the son of Mr. and Mrs. J. A. Allen of Ford, Virginia, and was formerly employed as an Apprentice in our Main Machine Shop. His address is USMS SS Richmond P. Hobson, c/o Fleet Post Office, New York, New York.



CECIL ALBERT ALLEN, Chief Boiler Maker, USNR, has just returned from thirty-two months of sea duty in the European theater of operations. He visited the Yard February 6th while awaiting reassignment. He entered the Navy in September, 1941. He is the son of Mr. and Mrs. H. M. Allen, Route 2, Hampton, Virginia. He was previously employed in the Sheet Metal Department. His present address is SRU, Building 662, Philadelphia Navy Yard, Philadelphia, Pennsylvania.



PFC. LOUIS L. TRAYLOR visited the Yard January 1, 1945. When entering service, he was assigned to the Tank Destroyers and received his basic training at Camp Hood, Texas; he was then transferred to the Chemical Warfare Division and received his training at Fort Leonard Wood, Missouri, and Camp Gruber, Oklahoma. He was formerly employed in the H. F. & P. Shop. He is the son of Mrs. W. E. Traylor. His present address is ASN 33845777, Hq. Det., 97th Cml. Btn. (MTZ) APO 18020, c/o Postmaster, New York, New York.

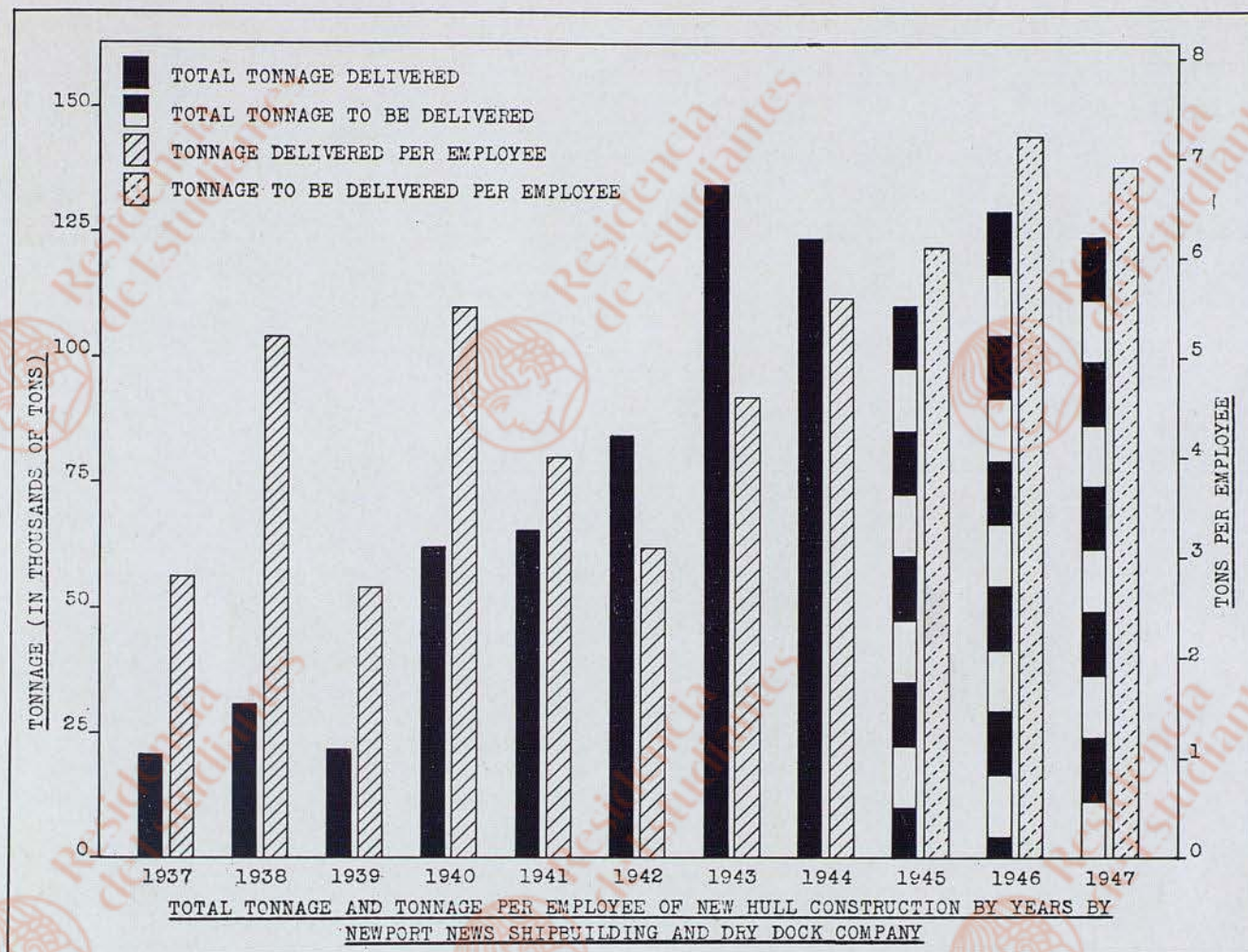


CAPTAIN ASHBY S. WILSON, son of Mr. and Mrs. Herbert S. Wilson of Exmore, Virginia, has been promoted to Major, according to an announcement from headquarters of the Field Artillery Replacement Training Center at Fort Bragg, North Carolina.

Wilson graduated from Hampton High School and Virginia Military Institute and worked as a draftsman in the Piping Drafting Room.

It was announced by the War Department on February 12, 1945, that CAPTAIN WILLIAM CLAUDE MEANLEY, JR., has been promoted to Major. He is the son of Mr. and Mrs. W. C. Meanley, of Newport News and was formerly employed as an Apprentice in the Machinery Drawing Room.





## WHAT HAS BEEN DONE AND WHAT REMAINS TO BE DONE

THE chart above is a very good picture of our Yard's production over the last eight years and the scheduled production for the next three years. This chart deals with new construction only and does not reflect the employees' work on repairing and converting vessels. It shows the great increase in "total tonnage delivered" from the prewar years to the present. Also note how it shows the increase in efficiency or "tonnage per employee" from 1942 to date.

The jump to accelerated wartime production naturally necessitated a sizeable increase in our employment with the attendant problems of job training. During the year of 1942, when we were hard at building up our employment, it will be noted that our efficiency was only about three tons per employee. The following year, 1943, when we were at our peak in employment and

were in the midst of our training program, we delivered our peak tonnage of over 125,000 tons. Note, however, that our "tonnage per employee" increased to about 4.5 tons and in 1944 even though our roll dropped by several thousand, our deliveries amounted to almost 125,000 tons, and the "tonnage per employee" was over 5.5 tons. This was possible because our once green shipbuilders were then becoming seasoned hands and were really beginning to turn out the work.

As the chart shows, we have more work for the next three years than we have delivered in any past three years. In considering the work which remains to be done, it should be realized that the combat vessels being built by this Yard are of the type necessary for the war being waged in the Pacific, and the probabilities are that the tonnage as shown on the chart will be completed.



