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TO BE
TAKEN
HOME

THE NAVY YARD

Shipworker

"THE MAN BEHIND THE MAN BEHIND THE GUN"

'IOWA'
LAUNCHING
ISSUE

Vol. 1, No. 16

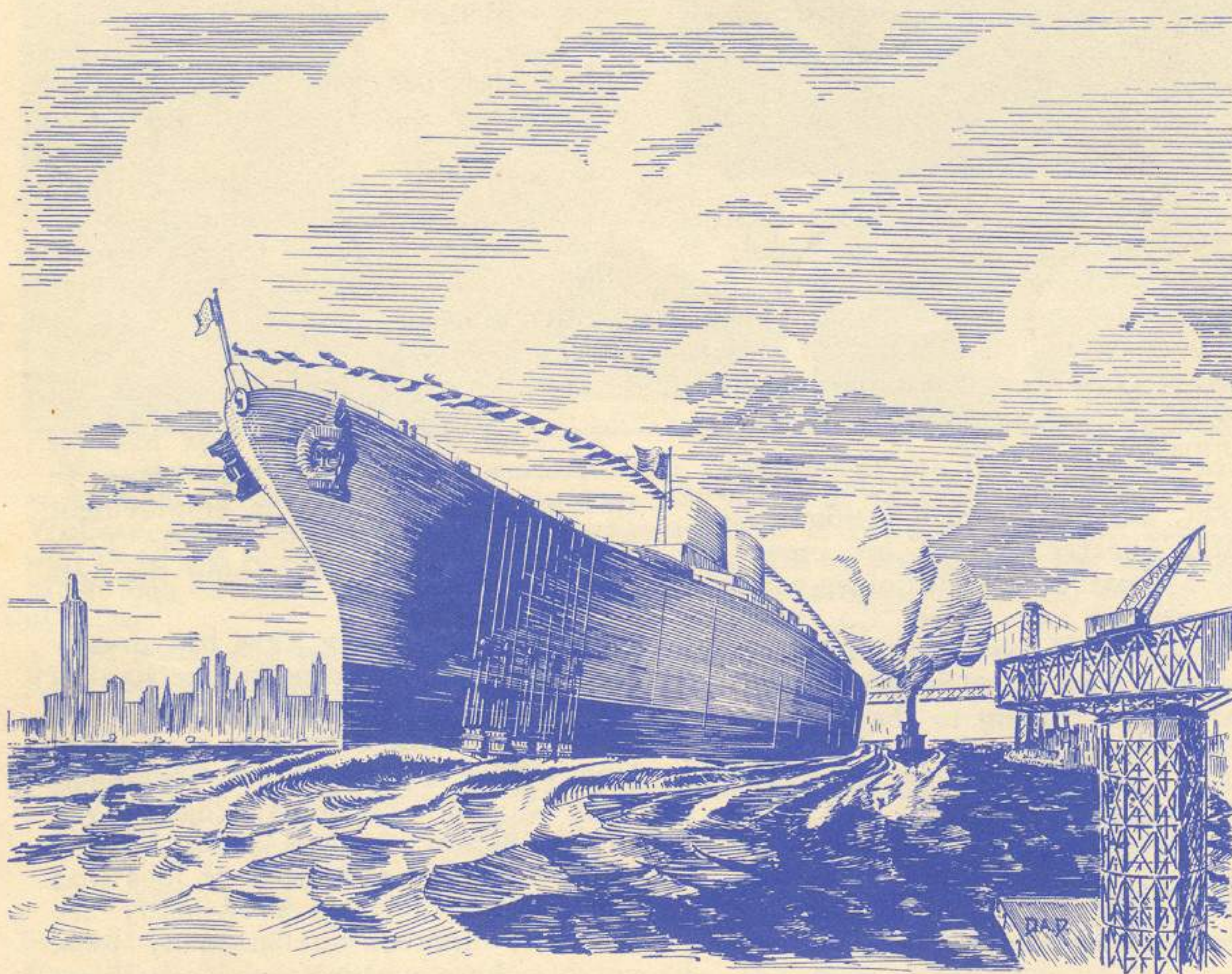
THE NAVY YARD SHIPWORKER

August 27, 1942

World's Greatest Ship Ready to Launch

AS SHE'LL LOOK
TODAY

Mrs. H. A. Wallace to Christen U.S.S. 'Iowa'
Today, Seven Months Ahead of Schedule



Assistant Secretary of Navy Bard,
Mrs. Roosevelt Among Noted
Guests Expected Here

Today is the greatest in the history of the New York Navy Yard.

With the launching of the U.S.S. **Iowa**, the largest, most powerful warship ever built will cleave the waters of the East River.

On shore, tens of thousands of Navy Yard employees will cheer the fulfillment of 25 months of toil on one of the most complex tasks yet undertaken by man. Joining the ovation will be many employees of contractors in the Yard.

Not the launching alone will be cause for their celebration, but also the fact that the **Iowa's** construction is seven months ahead of contract schedule.

Before the metal-encased champagne bottle thuds against the great vessel's bulbous bow, brief ceremonies will be held.

Guests to Speak

The thousands of workers, naval officers and guests present will hear short talks by the Assistant Secretary of the Navy, Ralph A. Bard, and other distinguished guests to be introduced by Rear Admiral E. J. Marquart, Commandant of the Navy Yard.

Although the President of the United States will be unable to attend, because of the pressure of official affairs, Mrs. Eleanor Roosevelt will be present. Like the President, the Vice President, Henry A. Wallace, and the Secretary of the Navy, Frank Knox, were unable to accept invitations.

Launching at 10:36 a. m.

At 10:36 a. m., Mrs. Wallace, wife of the Vice President and sponsor of the ship, will say, "I christen thee **Iowa**, may God guard the **Iowa** and all who sail in her." Amid flying champagne the giant battlewagon will move down the ways.

Although it will be a simple wartime launching ceremony, the American people will be told of this great stride in the strengthening of their offensive strength. Three national radio networks will describe the proceedings, as well as a number of local stations. Press and newsreel cameramen will be present.

(Continued on Page 7)

The Program

Music by the U. S. Navy Yard Band and the Shipfitters' Shop Band

Rendition of honors to distinguished guests

Playing of National Anthem

Invocation by Chaplain of Navy Yard

Introduction of distinguished guests by Commandant

Introduction of sponsor by Commandant

Christening of vessel by sponsor

Launching

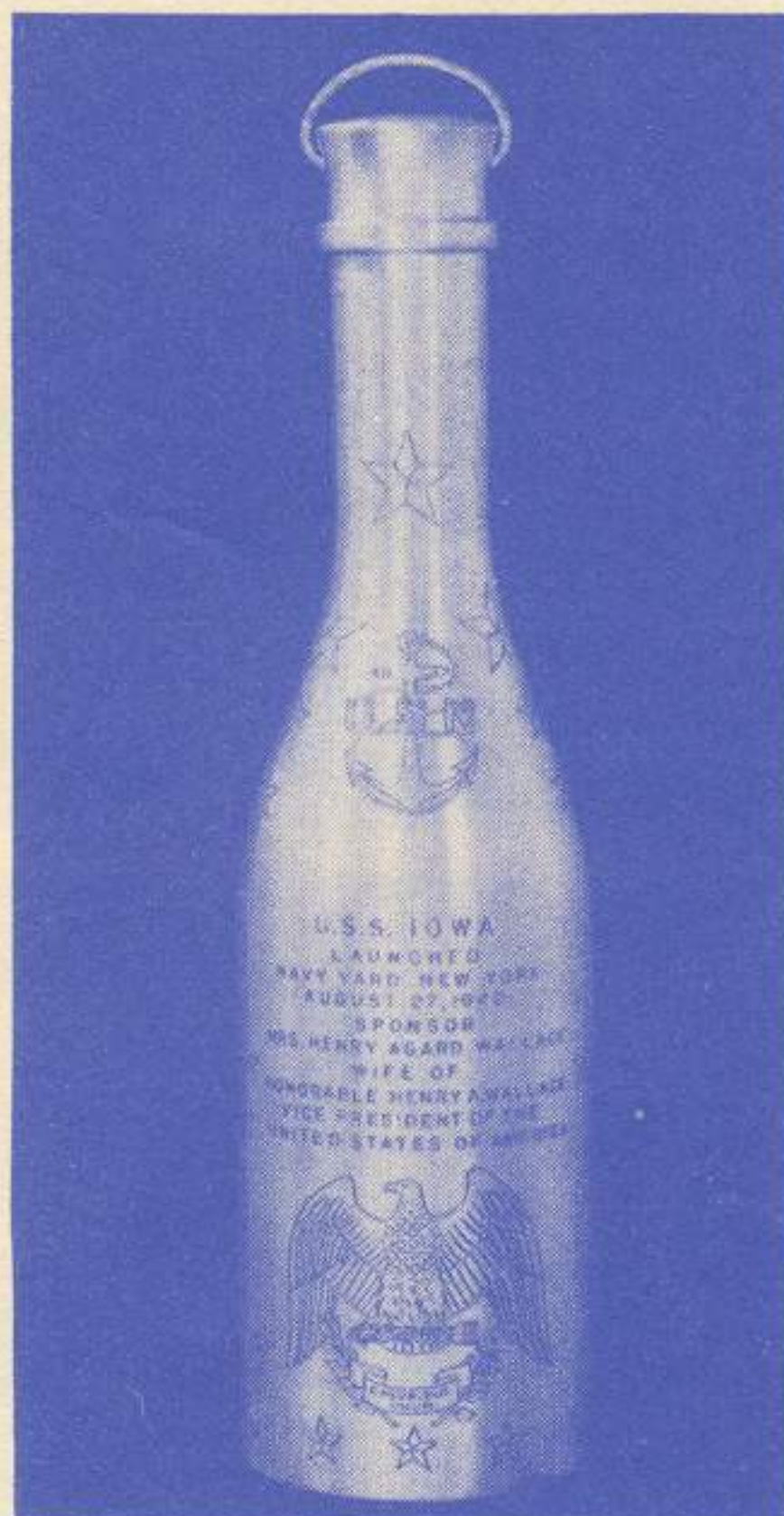
The stop-work whistle will blow at 10:06 a. m. when all employees will take their designated vantage points from which to see the launching ceremonies starting at 10:15 a. m. One half hour from the actual launching, employees will return to work on the sounding of a second whistle. Washington, Clermont and Clymer St. Gates only are to be used by employees. This arrangement, as well as the fact that all employees will have a brief, common, lunch hour makes it advisable for everyone to bring an already prepared lunch to prevent congestion.

"Iowa's" Launching Weight a New U. S. Record

THE SPONSOR—THE BOTTLE



Harris & Ewing Photo



Mrs. Henry A. Wallace, wife of the Vice President of the United States, who as sponsor of the IOWA, will christen the vessel at to-day's launching. Mrs. Wallace, as well as the Vice President is a native of Iowa, having been born in that state and received her schooling there. She will be attended by her daughter, Miss Jean Wallace, as maid of honor, and Mrs. James D. LeCron, as matron of honor.

The bottle she will wield weighs five and one-half pounds, with its container. The back of the holder is perforated with star-shaped holes to insure breakage.

"IOWA", 59TH VESSEL LAUNCHED BY YARD, FOLLOWS FLEET OF FAMOUS PREDECESSORS

The USS Iowa is the 59th ship to be built during the 141-year history of New York Navy Yard.

When she steams from Wallabout Bay to join the battle line, the Iowa will follow the wake of a host of illustrious vessels constructed on these shores.

Brooklyn-built ships first went under fire during the Civil War and participated in its two major naval engagements, the battle of New Orleans, and the Battle of Mobile Bay. They were the **Oneida**, the **Octorus**, and the **Lackawanna**.

Maine Built Here

But the most famous name of all was one marked for tragedy—the USS **Maine**. Her destruction in the harbor of Havana, Cuba, in 1898 was one of the immediate causes of the war with Spain. "Remember the **Maine**" became America's battle cry.

In the first World War, a battleship built here led all United States Naval forces in European waters. This

vessel was the USS **New York**, flagship of Admiral Rodman. Again today, the **New York**, remodelled and more heavily armed, is in the thick of the fighting.

Every inch a queen was the 31,400-ton **Arizona** launched in 1915, and commissioned before the entrance of America into World War No. 1. On December 7, 1941, she was bombed by the Japanese and settled to the bottom of Pearl Harbor, Hawaii.

Cutter Enemy Victim

One other vessel built here, the Coast Guard cutter, **Alexander Hamilton**, has been destroyed by the enemy during this war, but others are on the high seas, seeking out the enemy and coming to grips with him wherever possible.

The most imposing of these is the USS **North Carolina**, the first battleship built in America in 17 years. Weighing 35,000 tons, she is one of the most formidable vessels afloat.

Its Tonnage on Ways Biggest Ever Known

Although most specifications of the USS **Iowa** are military secrets, some facts about the great vessel can be told.

Weighing, when completed, 45,000 tons, the **Iowa**, judging from available statistics, will be the heaviest warship ever built. She will be 880 feet long, only 200 feet shorter than the largest of ocean liners. Her launching weight will be the greatest in U. S. history, and, according to available official figures, the greatest in the world.

The **Iowa's** main battery will consist of 16-inch guns.

And here are some facts that vividly bring home the size and power of the vessel:

The plan design work on the **Iowa** requires 429,000 man days and the construction work 4,100,000 man days, both equivalent to one draftsman and ten mechanics working 6 days a week for 1,374 years.

* * *

The amount of blueprint paper used for the issuing of plans is 175 tons, equal to a strip 30" wide and 1,100 miles long.

* * *

The area of all decks and platforms is 418,000 square feet, or about 9½ acres.

* * *

The total length of shafting used to drive the vessel is 1,074 feet or ⅓ of a mile.

* * *

In its construction there are 4,209,000 feet or 800 miles of welding and 1,135,000 driven rivets.

* * *

The ventilation systems include 16 miles of ducts.

* * *

Fifteen miles of manila and wire rope are required for the vessel and its operation.

* * *

The total length of electric cable used is 250 miles, and the numerous conductors in some of these cables if placed end to end would reach 1,700 miles.

* * *

The capacity of the electric generator sets is 10,500 K.W's. or the equivalent to handle the industrial and domestic load of a city of about 20,000 population.

* * *

The operation of the ship involves 900 motors, 5,300 lighting fixtures, 1,091 telephones.

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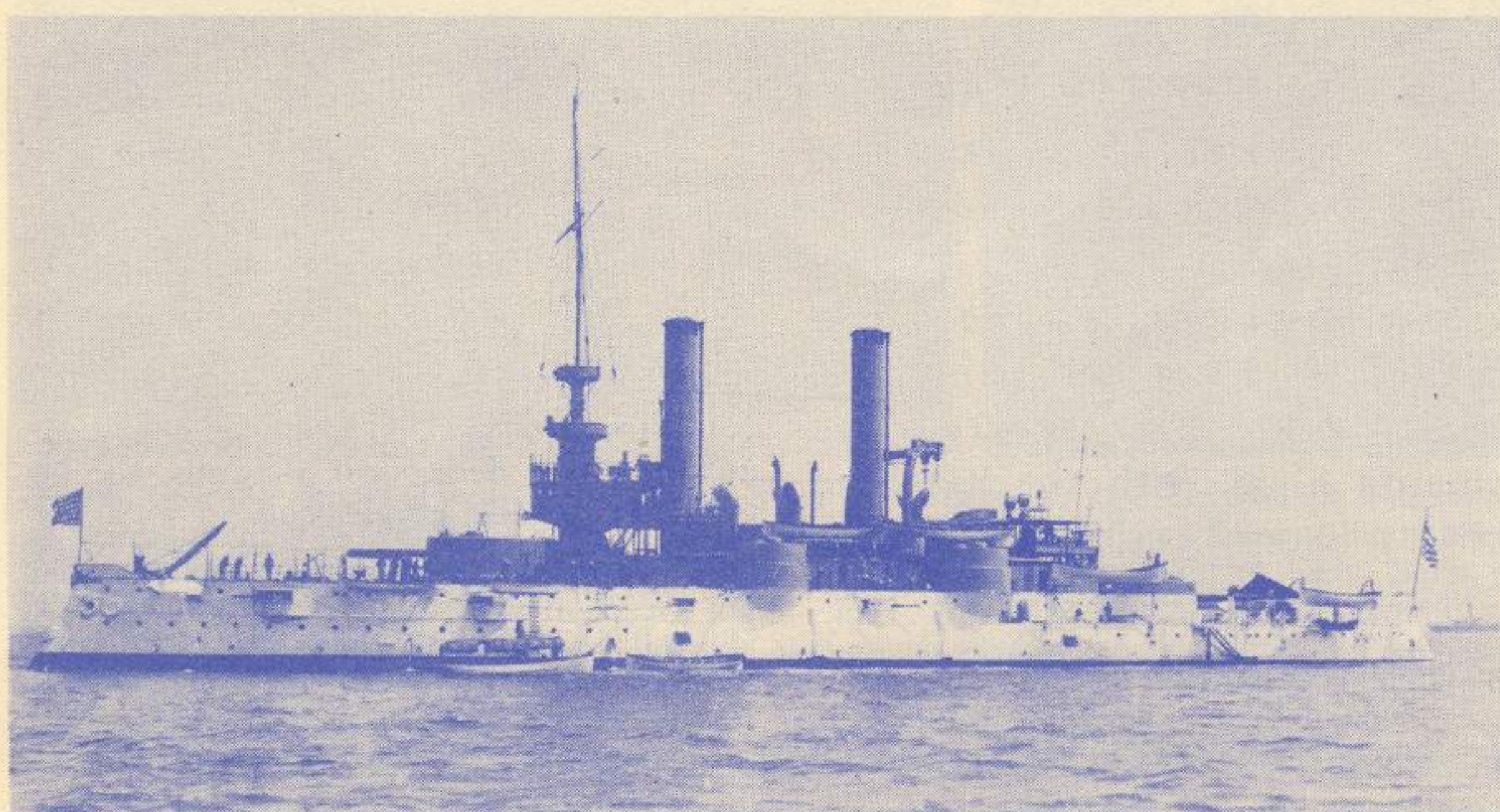
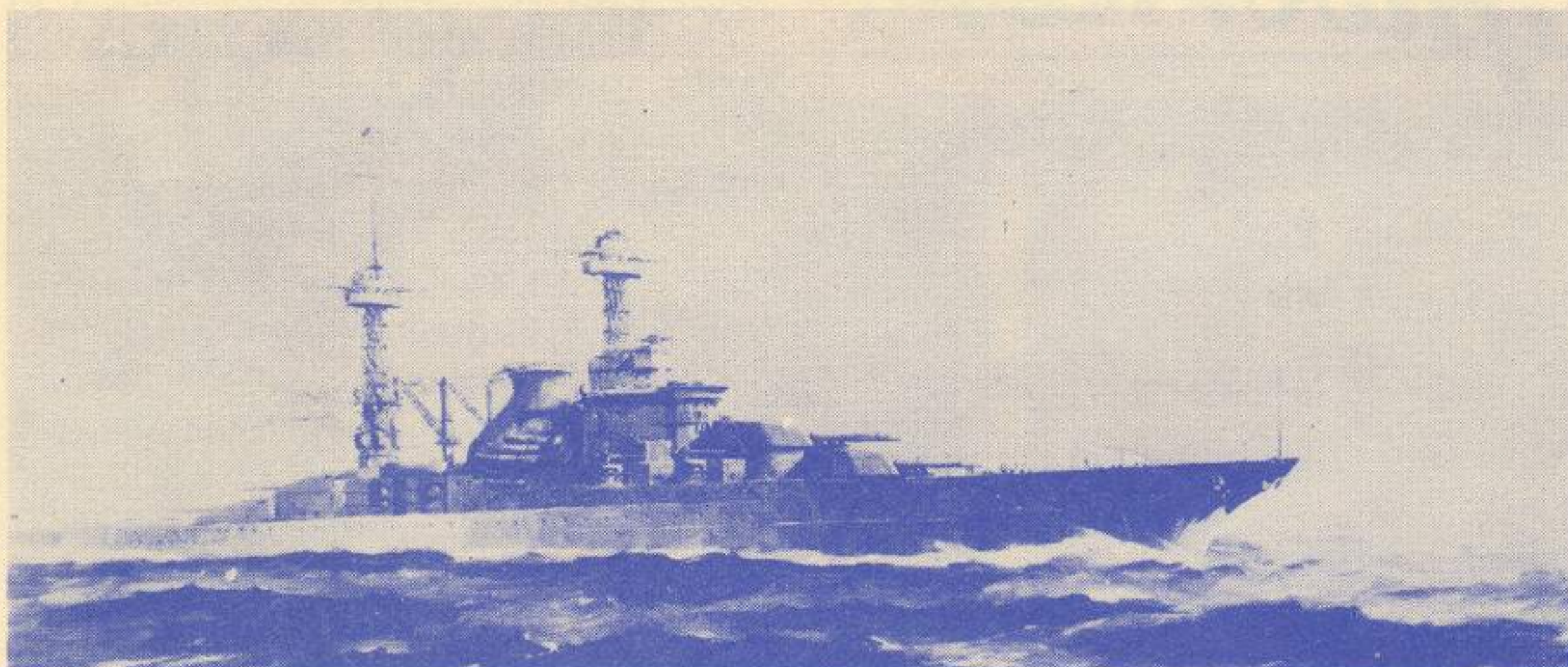
The amount of paint required is 400,000 pounds all told, enough to cover 7,200,000 square feet of surface one coat, sufficient to paint a fence 5 feet high and 273 miles long.

* * *

On her trial trip the **Iowa** will displace enough water to flood 46 acres of land or 993 city lots one foot deep.

TWO OF EARLIER "IOWAS"

Three Earlier Vessels Bore Name "Iowa" But Only One Met Enemy on Battle Line



Top—The third vessel to bear the name "Iowa" was a victim of post-war disarmament, and was never completed.

Bottom—The second "Iowa" which was the first vessel to sight the enemy at the opening of the Battle of Santiago.

GETTING SHIP FROM STILTS TO SKIDS IS JOB FOR EXPERTS; HERE'S HOW IT'S DONE

In order to dispell any illusions that launching a battleship merely involves giving a signal and letting 'er go, here is a brief description of how it is done.

Before installation of the ways upon which the ship slides into the water, she is perched in the air, resting upon blocks and cribs and shoring poles.

Beneath this maze of timber, the ways are constructed. One set of four ways is fixed, while the second set is designed to carry the ship into the water by sliding on the fixed ways.

This much achieved, the most critical problem is at hand; namely, to transfer thousands of tons of ship to the movable, or sliding, ways. To do so, a sort of packing, consisting of softer materials, is slipped between the sliding ways and the ship. Then, hundreds of long wedges are driven between the packing and the sliding ways, forcing the sliding ways hard

upon the greased fixed ways, and the packing hard against the vessel.

Once the wedges are driven, all other supports—cribbing, keel blocks and shores—are dismantled and removed. All that restrains the ship from an unscheduled plunge into the river is a set of hydraulic triggers linking the fixed and sliding ways.

As the great hull settles upon the pliable packing, she builds up more and more pressure against the retaining triggers. A certain amount of force must be built up for the ship to start promptly down the ways when the time arrives for launching.

How the maximum pressure is scheduled to develop at the exact moment for launching is an explanation for engineers to give. To their glory, that's exactly what happens. The triggers are released, and the ship is on her way.

The USS Iowa is the fourth Navy ship to be so named, her predecessors having been a post Civil War wooden screw sloop; a battleship which saw service in the Spanish-American War, and was used as a training ship during the first World War, and another battleship which was scrapped before completion.

The first Iowa was originally the 3,200-ton USS *Ammonoosuc* which was started at the Boston Navy Yard in 1864 and finished at New York in 1867. The name was changed to Iowa on May 15, 1869, and a battery of 23 guns installed. Stricken from the Navy Register in 1882, the ship was sold on September 27, 1883 to Hubbel & Porter, Syracuse, N. Y., for \$44,605.

2nd "Iowa" Leads in Battle

Authorized in 1892, the second Iowa, 11,346 tons, was built by William Cramp & Sons, Philadelphia, Pa., and commissioned June 16, 1897. Within a year, she saw active service off San Juan, P. R., as flagship of Admiral Sampson's squadron.

Later joining Commodore Schley's flying squadron off Cienfuegos, Cuba, the second Iowa did blockade duty off Santiago de Cuba from May 28 to July 2, 1898, and on July 3, was the first to sight approaching Spanish ships. She fired the first shot in the battle of Santiago and though struck several times, suffered no casualties. As a result of the engagement, the Iowa took aboard as prisoners of war Admiral Pascual Cervera, his son and officers and men of the Spanish Gunboats *Furor* and *Pluton*; and Captain Eulate and officers and crew of the Spanish vessel *Vizcaya*. Captain Evans of the Iowa declined to accept the sword of Captain Eulate who was wounded.

Sunk and Stricken

Placed out of commission on March 31, 1919, her name was changed to Coast Guard Battleship No. 4. She was used as a target and sunk March 22, 1923 and was stricken from the Navy list five days later.

The third Iowa was authorized May 1, 1918 and the keel was laid at the Newport News Shipbuilding and Dry Dock Co., May 17, 1920. Construction was discontinued on this vessel, however, and she was scrapped in accordance with the terms of the Washington Treaty limiting Naval armament, effective August, 1923. The third Iowa was to have been 684 feet in length, 105 feet in breadth and of 43,200 tons displacement. She was to have carried a complement of 66 officers and 1,474 men and to have mounted twelve 16", 50-cal., sixteen 6", 53-cal., and four 3", 50-cal. (anti-aircraft) guns.



THE NAVY YARD *Shipworker*

THE MAN BEHIND THE MAN BEHIND THE GUN

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Editor: Lieut. (jg) Willet Weeks, Jr., USNR

All communications should be addressed to The Shipworker, Building No. 77.

ASK THE MAN WHO BUILT ONE

To visitors here today, the launching of the USS *Iowa* will offer inspiring reassurance that the genius of American technicians and the industry of American workmen are incomparable in war as in peace.

To the men who built her, the *Iowa* means something quite different. In searing sunlight they have shaped steel hot and painful to touch. They have worked in winter on decks that captured and sharpened the cold. In tiny compartments filled with the crash of riveting, in shops ever harried by the cry "speed, more speed," on scaffolding suspended at dizzy heights, the ship was built.

More Than Statistics

"Thirty million Navy Yard man hours went into the *Iowa*," some statistician may tell you. Ask him, then, how many gallons of sweat it took to build her. Let him compute the sleepless nights devoted to surmounting technical barriers, the aching muscles that accompany ten and twelve hour workdays. Yes, and the amount of blood shed, for men were injured and others died on the job.

Such are the ingredients that went into her construction. To the men who put them forth, the *Iowa* can never be a symbol of abstract quantities. In her great steel hull, they do not see a representation of ingenuity or of industry or of America's determination to win the war, although she is all of those things.

A Mighty Contribution

Rather, to them the *Iowa* is a concrete demonstration of New York Navy Yard's role in this war. As she slips into the East River, each man who worked on her can say:

"That is my contribution. I have built into her hull enough strength to bear the biggest of guns against our enemies. Into her engines, I have wrought enough speed for her to run down the foe and destroy him. Her equipment and armor will function with the same faithfulness I have put into their construction. All this, I have done with greater speed than asked of me by my country. I have helped win the war."

Soon the *Iowa* will be prepared to join the battle. With her will go the hopes and prayers of the thousands who brought her into being. For her successes will in a sense be theirs, and her battles shall have been fought by the workingman as well as the fighting man.

YARD WINS 2ND PLACE IN NATIONAL CONTEST FOR JULY BOND SALES

From fifth to fourth to second. . . .

That's the record of New York Navy Yard's standing in the national Inter-Navy Yard War Bond Sale Competition for the last three months.

Always among the leaders in total sales, New York was nevertheless pegged in fifth place when a new competitive system was instituted in figuring the totals for May. This system insured fairness for smaller yards who could not roll up impressive overall sales because of low payrolls, and it showed employees here that the record wasn't as good as it looked.

A Boost When Needed

In heartening fashion, they opened wallets, boosted payroll deductions, and put New York where it rightfully belonged, among the leaders.

Now, at last in sight is the possibility of becoming THE leader. No yard has yet won the Navy Department's pennant for monthly sales totalling ten per cent of the payroll and payroll deduction pledges by 90 per cent of the employees.

The number of pledges here last month were within a hair of 90 per cent. What keeps us from that pennant is the amount of those pledges. Employees affected by the recent pay increase have neglected to raise their deductions even in proportion to this raise. Notify the Bond Office today that you wish to raise your pledge. Follow up with cash purchases occasionally.

Do that, and your Navy Yard will soon be flying a flag which will mark it as the nation's bond sale leader.

187 More in Service

During July, 187 Navy Yard employees were furloughed to join the nation's armed forces, bringing to 1,380 the total so far inducted into the service. The July figure was only 14 less than that for June, which broke all previous records.

Song Honors "Iowa"

A song honoring the USS *Iowa*, written by Harry Franks, helper pipefitter, was premiered August 17 by the Navy Yard Band over the Yard Public Address System.

Mr. Franks wrote both the words and music of the piece and entitled it "Iowa". The song was orchestrated under Bandmaster Antonio DeLascia of the Navy Yard Band.

WORKING HOURS REVISED; 10 HOUR DAY IN EFFECT FOR OUTSIDE EMPLOYEES

Aimed at higher production, standardization of lunch hours, and staggering of the peak loads on transportation facilities, certain changes in shop working hours were inaugurated August 10.

The principal change was the establishment of a two shift, ten hour day applicable to all shop employees in outside shops and on ship repair work. Where machines are to be kept operating or services maintained 24 hours per day, the former eight hour day, three shift basis was continued except that 15 minute lunch periods are provided at 12 Noon, 8 p.m. and 4 a.m. and the shifts overlap 15 minutes to permit each shift to turn the work over to those on the next shift.

To Relieve Transit Peak

The first shift on the ten hour day schedule from 7 a.m. to 5:45 p.m. with the lunch period from 11:30 a.m. to 12:15 p.m., is expected to relieve the morning peak load on the overtaxed street car system. Starting at 7 a.m. the new shift will utilize one more hour of daylight for full scale production. The second ten hour shift which overlaps the first shift by 15 minutes is from 5:30 p.m. to 4 a.m. with a 30 minute lunch period from 10:30 p.m. to 11 p.m.

Under the new schedule of working hours for shop employees, the privilege of leaving the Yard for lunch is restricted to those eating on the 11:30 to 12:15 lunch hour. Those who wish to leave the Yard for this purpose must do so before 11:45 a.m. This restriction on leaving the Yard does not apply to group IVb employees.

Days-Off Provided

Employees working on the ten-hour shifts will have Saturday or Sunday off each week when practicable. Those required to work Sundays will be given Saturday off, if possible. Those coming in Sundays will work only eight hours.

Under the new schedule of hours the Yard whistle blows at the following times:

Week days	Sundays
7:00 a.m.	8:00 a.m.
11:30 a.m.	11:30 a.m.
12:15 p.m.	12:15 p.m.
5:45 p.m.	4:45 p.m.

The signals for changing shifts in the shops working on the three eight-hour shift basis will be sounded locally in the individual buildings concerned.

THE 'IOWA'—READY TO GO!



IRATE WIFE OF WORKER GETS LETTER FROM MANAGER ON WARTIME DUTIES

Declaring that his wife "continually complained" of missing parties and the movies because of his working on a night shift, a yard employee recently told the management that this was a typical situation.

As a result, Captain S. S. Kennedy, yard manager, addressed a letter to the man's wife that might well be read by every woman whose husband builds war weapons during the night hours.

The letter said, in part:

"The wives of Navy Yard workmen who are laboring long hours and on night shifts are doing their part in the war effort, and it is recognized that the sacrifices which must be made under the circumstances are considerable.

"It is every wife's duty as a loyal citizen to aid her husband in every way possible, so that he will be able to perform his work to the best of his ability and without mental distraction.

"The sacrifices that all wives are now called upon to make by disrupting their

routine and foregoing the usual recreation will play a large part in the achievement of our aims to return to a normal peacetime existence as rapidly as possible."

'Iowa' Launching

(Continued from Page 1)

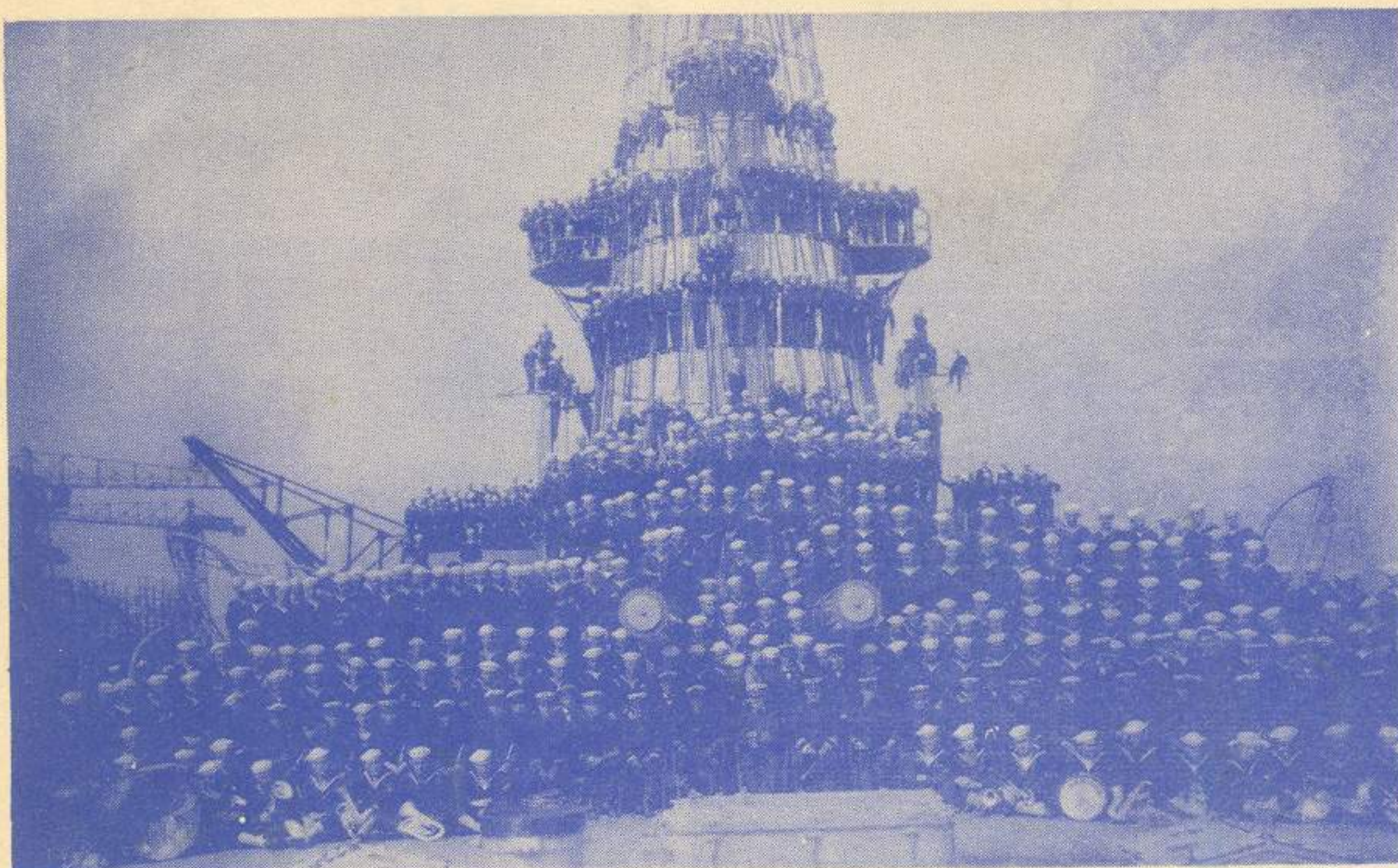
Two bands will supply music, the U. S. Navy Band of enlisted men, and the Shipfitters' Band, composed of employees of the Shipfitters' Shop. Honors for arriving dignitaries will be rendered by the military band.

Following the ceremony, the Shipfitters' Band will play, while the yard is cleared of visitors.

Work to Continue

Within a few minutes, the staccato of riveters and the clang of metal will again fill the air. New York Navy Yard will be back on the job, working for victory.

THEN A CREW—NOW A CLUB



The crew-mates of the new U.S.S. **Iowa** have a spirit to emulate in the men pictured above who served aboard the second ship to bear that name.

Long since their vessel was sunk in 1923 by friendly guns, the officers and men who manned her during World War I have kept alive their bonds of comradeship.

They have banded into a club and called themselves the "U.S.S. **Iowa** Club". For six years they have held annual reunions, the latest being July 26 of this year.

At their meetings, the former ship-mates swap yarns of their World War experiences, talk of the good old days, and meet the wives and families of other club members.

Today's launching is a big occasion for the club. With the third **Iowa** scrapped before completion by disarmament, this vessel will be the first to roam the seas as their ship's namesake. Many members are expected here today.

President of the club is Rear Admiral E. C. Kalbus, and the secretary, Wendell R. Lerch of Berea, Ohio.

NO MORE 'MAYBE'

Christening Made Easier for the Sponsor

In recent years the "maybe" has been taken out of ship christenings.

When Mrs. Henry A. Wallace today swings the champagne bottle against the bow of the **Iowa**, the odds are all in favor of a resounding smash and a fine spurt of wine.

Not so in other days. At one time, the location of sponsor's stands gave an excellent view of the vessel, but necessitated swinging the bottle by remote control.

This was accomplished by dangling the bottle on a long ribbon from the top of the ship's bow. By pulling the champagne bottle back and letting go, it theoretically would thud against the ship and break.

Often it did not, and nimble employees had to save the day by retrieving the bottle and christening the ship as she slid down the ways.

All that has now been changed. Today the sponsor's stand will be hugging the bow of the **Iowa**, along which has been welded a knife-edge of steel (to be seen in photo on Page 7 under rail of sponsor's stand). Grasping the bottle firmly, Mrs. Wallace will strike it against that knife-edge, and the result will be little in doubt.

NAVY YARD FERRY TO PLY BETWEEN HERE, BAYONNE

Among the sleek fighting vessels in Wallabout Bay what should plow her way August 11 but a stubby red ferry boat.

Her arrival was no mistake. She was the **Washington Square**, formerly owned by New York City, but now recruited into the United States Navy.

The **Washington Square** will carry yard workmen and materials to and from the Naval Supply Depot in Bayonne, N. J. Before going to work for the Navy, however, the 151-foot ferry will have to undergo alterations.

An opening in her side will be constructed in order to permit sidewise berthing.

Bootlegger Gets 2 Years

A seller of bootleg liquor within the Navy Yard has been arrested and sentenced to two years in jail and fined \$500. He was employed here as a laborer. The sentence he received was the highest ever imposed by a Federal court for the offense, because of the detrimental effect on the war effort.

UGLY BUT USEFUL

