

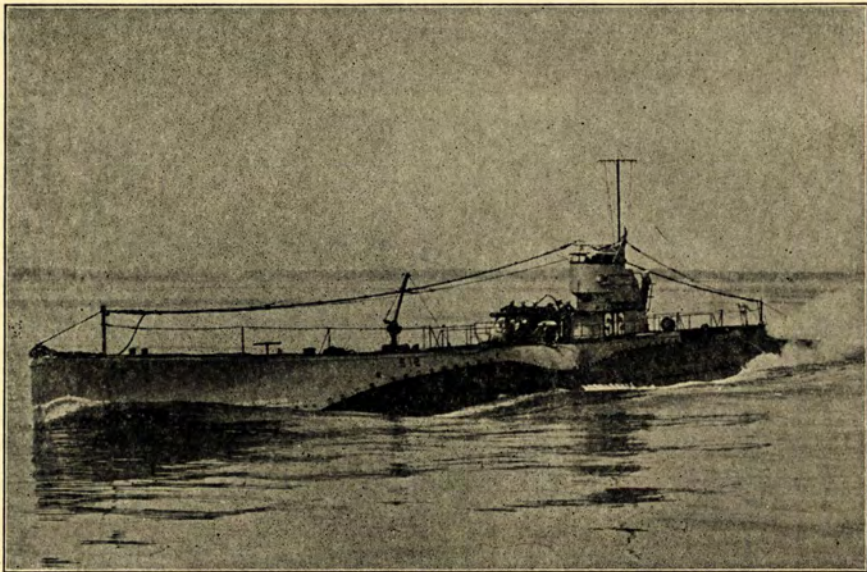
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FILE

NAVY DAY

OCTOBER 27, 1923

NAVY YARD, PORTSMOUTH, NEW HAMPSHIRE



"Submarine S-12

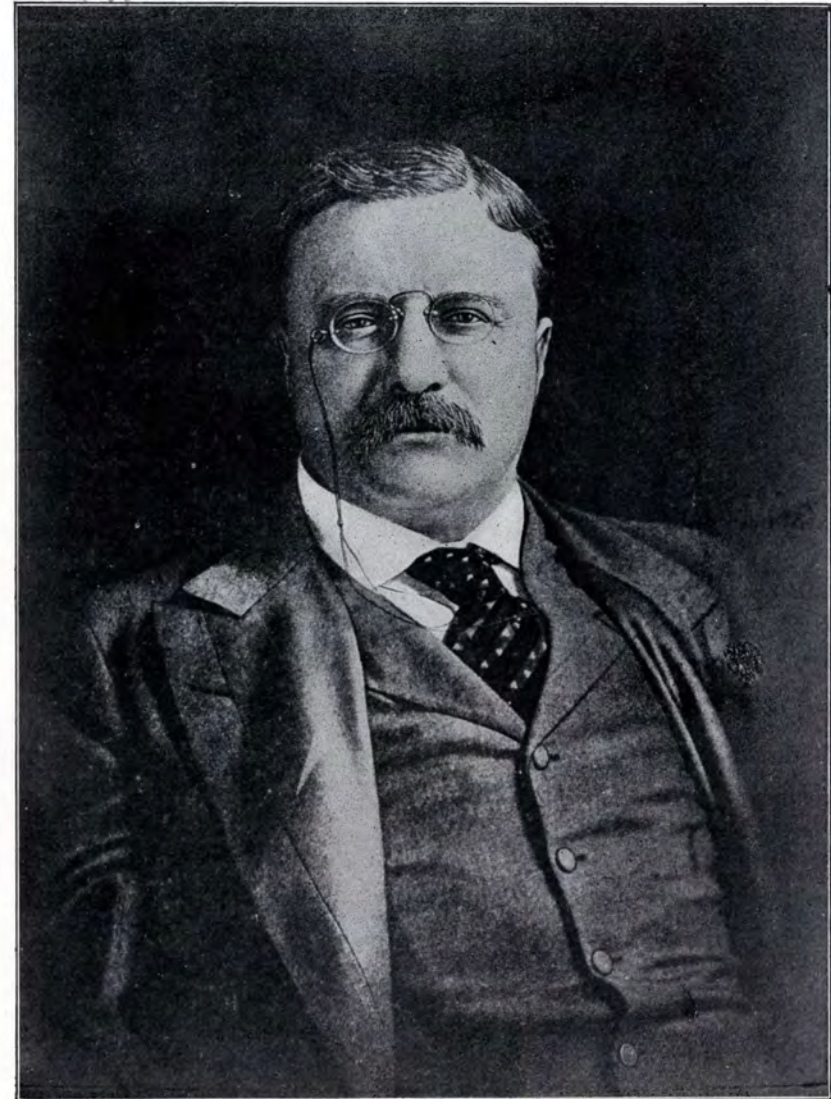
Built at Navy Yard, Portsmouth, N. H."

FOREWORD

Navy Day.

The movement for setting aside a specific day throughout the country for special consideration of the Navy was instituted by the Navy League and approved by the Secretary of the Navy and the President. October the 27th, the birthday of Theodore Roosevelt, was appropriately selected **INCEPTION** on account of his great friendship for the Navy and his belief in preparedness as a prevention of aggressiveness and war. On October the 27th, 1922 was held the first Navy Day, a custom which it is hoped will be continued throughout the years to come.

The mission of Navy Day should be the education of the people of this country in the value of the Navy. Our people know much of the victorious Navy of War times, but little of its share in the victories of peace; of the prestige that its armed strength gives to our statesmen in their conduct of diplomacy; of the protection it gives to the billions of **PURPOSE** dollars in exports which we cannot consume and must market in every quarter of the globe; of the assurance that it gives the entire people that this vast business by which we live shall not collapse in time of war; of its aid in the maintenance and security of our foreign policies and the rights of our citizens in any country where they may be jeopardized.



THEODORE ROOSEVELT.

The natal day of Theodore Roosevelt was appropriately selected for the celebration of Navy Day on account of his friendship for the Navy and believe in preparedness as a prevention of war.



"View of Supply Department Building where treaty of Peace between Japan and Russia was signed 5 September 1905."

PORTSMOUTH NAVY YARD

The United States Navy.

(Excerpts from article written by Assistant Secretary Theodore Roosevelt in May issue of United States Naval Institute.)

In the past, the two great mediums of communication by which our civilization was built were the land and the sea. Our Navy, indeed all navies, are indissolubly linked with the latter, because for communication by water, protection is necessary. Rights on the sea are as important as the right to travel unmolested on the railroad or down the turnpike. No great country can afford to have them jeopardized, for every great country depends on them not only for advancement, but even for her ability to retain her present level. It is the navies of the big civilized powers that have kept open the lanes of traffic in the world. They have been kept open as against pirates. They have been kept open as against other overbearing nations.

The merchant marine needs the protection of the Navy; the Navy in time of war needs the supplementary aid of the merchant marine, and the country in peace or war needs both. The Navy is a necessary protector of that all-important adjunct of our great civilization—our communication with the other countries of the world.

In addition, our Navy is our first line of defense. It is the shield which prevents the enemy from striking at our vitals. We are not a militaristic nation. We do not maintain a large army. We depend upon our civilians for our military forces. Our ideal is to "show how civilians can smite with the sword." When war breaks, as it has in the past and as it will again in the future despite all we can do, we have much real work to do before our military organization is in proper shape. It is the Navy that holds the enemy at bay while this preparation is being made. Furthermore when victory is attained, it must be through attack and to attack it is necessary for us to hold the sea lanes. It is the Navy, therefore, that makes attack possible.

PORTSMOUTH NAVY YARD

The Navy also is the right arm of the State Department. It is through the Navy, in large measure, that the State Department visualizes and translates into action its policies. At this time our naval vessels are stationed from the Mediterranean to Asiatic waters. At this time we have ships cruising near Central and South America. Our vessels are spread over the seven seas. They are the tangible evidences of the power of the United States. Behind all the pronouncements of our State Department rests the power of our Navy. It is the Navy that turns these pronouncements from simply unsupported statements into matters that must be given the gravest consideration by all nations. Our policies, in truth, are based on the Navy. Indeed, the Navy is the cornerstone on which rests the Monroe Doctrine and the policy of the "open door."



EDWIN DENBY
Secretary of the Navy

PORTSMOUTH NAVY YARD

Naval Policy.

The following has been adopted as the fundamental naval policy of the United States.

The Navy of the United States should be maintained in sufficient strength to support its policies and its commerce and to guard its continental and overseas possessions.

It is believed that this policy is sound and not subject to question. It should be true for all times and under all conditions.

Having in view the terms of the treaty for the limitation of naval armament, it became necessary to adopt a general policy as to strength which would conform to the terms of that agreement. While it is true that the ratios adopted by the conference were made to apply to capital ships and plane carriers only, the department considered that it was the intention of our conferees that the ratio of 5-5-3 should apply to the relative total strengths of the navies concerned. It therefore adopted the following general naval policy:

"To create, maintain and operate a navy second to none and in conformity with the ratios for capital ships established by the treaty for limitation of naval armaments."

This policy should hold until such times as other powers, by their departure from the idea of suspended competition in naval armament, indicate other procedure. Until such time the Navy of the United States may be governed in naval strength by the spirit of the capital ships ratios. Otherwise it will be necessary, appropriately, to readjust our naval policy.

In elaboration of the general policy laid down above, a number of detailed policies were prepared. A few of the most important follows:

To make the capital-ship ratios the basis of building effort in all classes of fighting ships.

To direct the principal air effort on that part of the air service that is to operate from ships of the fleet.

To assemble the active fleet at least once a year for a period of not less than three months.

PORTSMOUTH NAVY YARD

To maintain an active personnel afloat in conformity with the ratios for capital ships established by the treaty for the limitation of naval armament.

To maintain the Marine Corps personnel at a strength sufficient for current requirements.

To make every effort, both ashore and afloat, at home and abroad, to assist the development of American interests, and especially the American merchant marine.

To create, organize, and train a naval reserve force sufficient to provide the supplementary personnel necessary to mobilize the fleet and all its auxiliaries.

To make the naval reserve secure in its status and organization as a part of the Navy and to guard its interests.

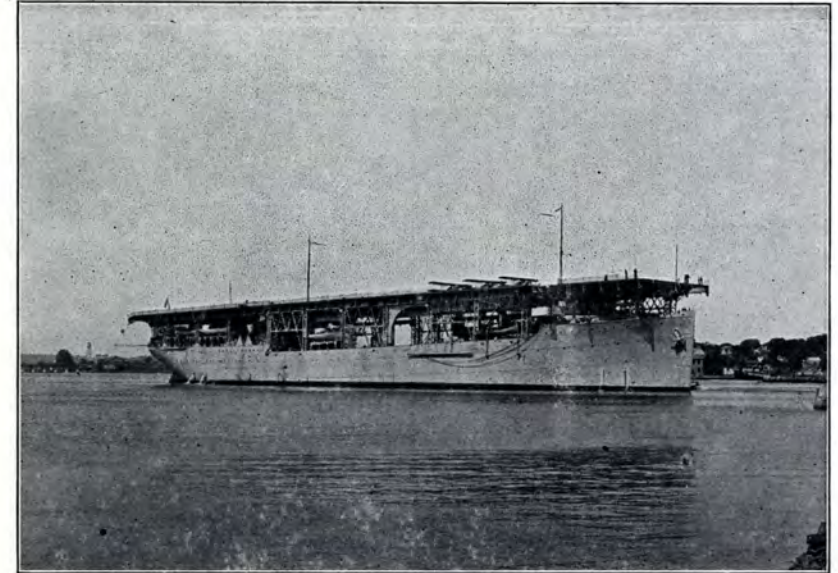
To cultivate a close association of officers of the active Navy and of the naval reserve.

To give to the public all information not incompatible with military secrecy.

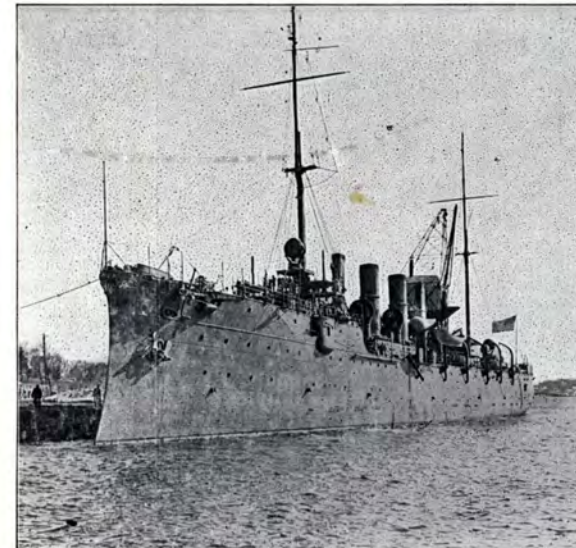
To have always in mind that a system of outlying naval and commercial bases suitably distributed, developed, and defended is one of the most important elements of national strength.

The above policies indicate, in the opinion of the present secretary, the lines along which the Navy should be administered and developed. He believes that a consistent adherence to them on the part of the personnel of the naval service, the Government, and the people of the United States will be of great and permanent benefit to the country.

This policy should be accomplished as soon as consistent with our economic situation.



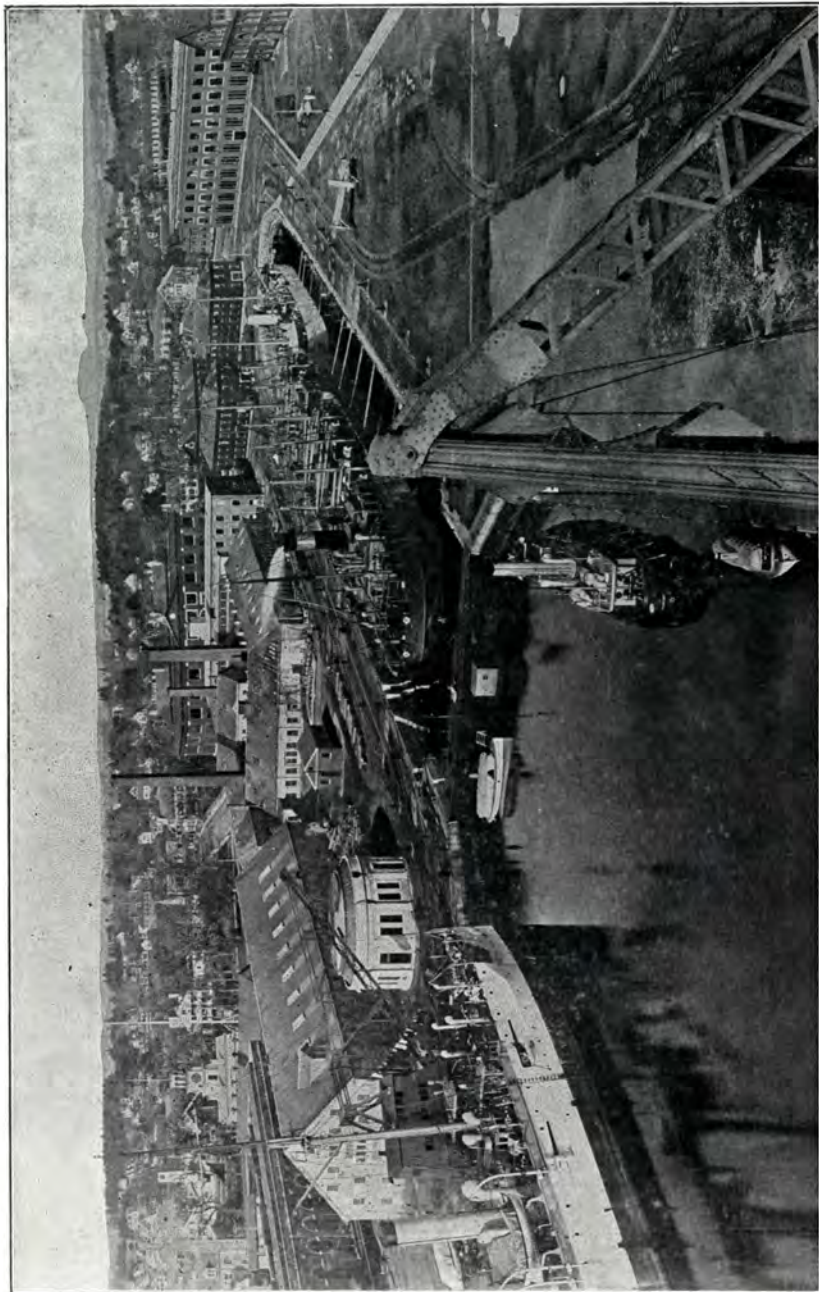
THE LANGLEY



SCOUT CRUISER CHESTER



KEARSARGE



VIEW OF NAVY YARD

PORTSMOUTH NAVY YARD

Early History of Navy Yard.

Portsmouth from early Colonial times has always been an important shipbuilding station. The early records show that ship building timber was gathered here marked with the King's "Broad Arrow" as the property of the Crown. Later on an important shipbuilding industry was developed, located on what is now known as Badger's Island.

The following vessels were built for the Royal Navy: Frigate, Falkland, 54 guns, year 1690; Frigate, Bedford, 32 guns, year 1696; Frigate, America, 60 guns, year 1749.

During the Revolutionary War, Badger's Island was the property of the Honorable John Langdon, and with that spirit of patriotism so conspicuous in him, he tendered the use of the Island and the Ship Building Plant to the Continental Congress. The Congress accepted the use of the plant and immediately authorized the building of the Frigate Raleigh, 32 guns. Her construction was begun on March 21, 1775, and the ship launched and completed within 60 days from laying of the keel.

The Sloop of War Ranger, 18 guns, was built in 1777 and sailed for France on December 2nd of that year under command of John Paul Jones, flying the first Stars and Stripes to be saluted by a foreign power.

The Line of Battle Ship America, 74 guns, was authorized in 1776. She was launched in 1782 under the supervision of John Paul Jones, and by direction of the Congress was immediately turned over to the Chevalier de Martique as a present to the King of France. The America was the largest ship built in America up to that date. She entered the French service and was captured by the British at Toulon in 1794, and her name changed to *Impetueux*, as there was in the Royal Navy at the time the sixty-four gun ship named America, built here in 1749.

The Frigate Crescent, 32 guns, built here in 1797, was presented to the Dey of Algiers by our government as compensation for delay in fulfilling our treaty stipulations.

The Government continued to use Badger's Island ship building plant until 1800 when it was decided to establish here a

PORTSMOUTH NAVY YARD

permanent Government Navy Yard. In accordance with this policy the Navy Department purchased Fernald Island, 45 acres, from William and Sarah Dennett on June 12, 1800, for the sum of \$5500.

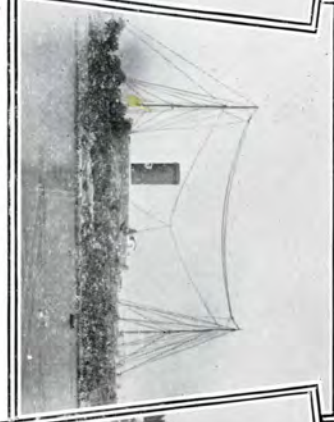
In 1866 the purchase of the neighboring Seavey's Island for \$105,000 added 105 acres to the Navy Yard. These two islands have since been joined into one and the acreage of the Navy Yard increased by accretion and filling to its present size of 208 acres.



BASEBALL FIELD



RADIO TOWER



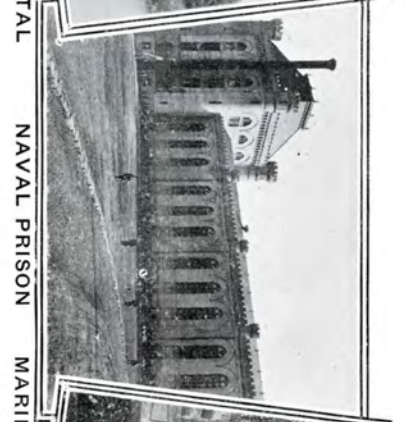
TRAINING CAMP



NAVAL HOSPITAL



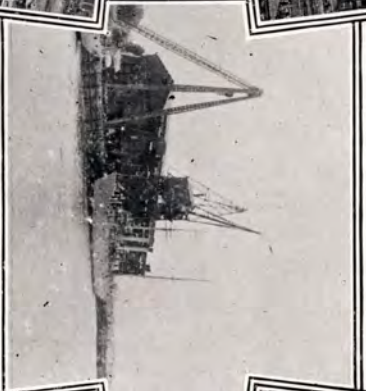
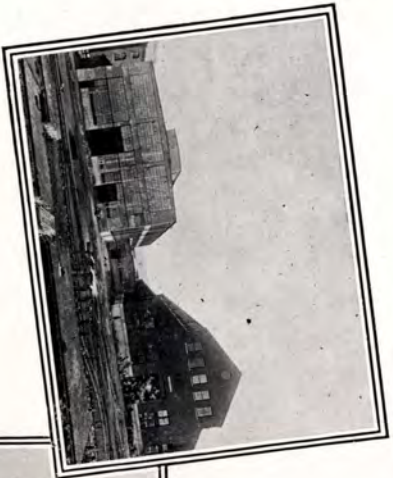
NAVAL PRISON



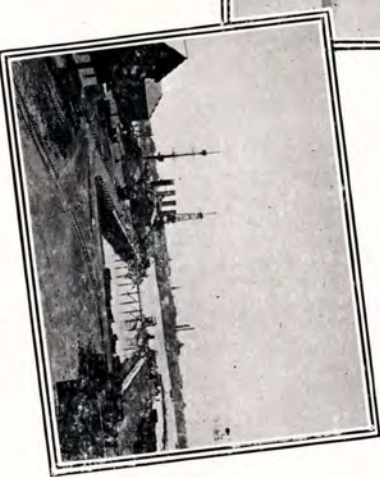
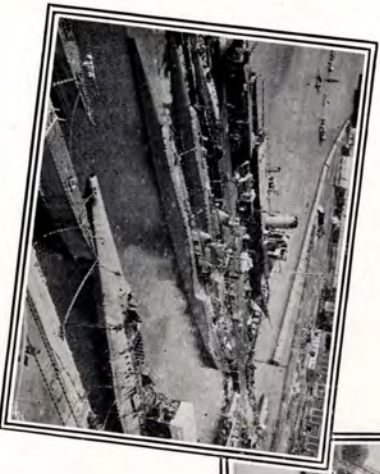
MARINE BARRACKS



MACHINE SHOP WITH ADDITION TONS CRANE



COALING PLANT



SUBMARINE BASIN, VIEWS 1 AND 2

GROUP OF YARD WORKMEN



PORTSMOUTH NAVY YARD

Industrial Department.

Under the present system of organization of Navy Yards, all activities are divided between two divisions, the Military and the Industrial, the Industrial division being responsible for the work of building and repairing of ships, manufacture of equipage and fittings, upkeep of shops, tools and appurtenances that they may be in instant readiness for the general purpose for which the Navy Yard exists, the preparation of ships and material, for the upkeep and maintenance of the naval forces afloat.

The organization of the Industrial Department at this Navy Yard is along the lines of private manufacturing and shipbuilding plants. Under the Commandant, its chief executive, is a Manager, who is charged with the upkeep of the plant and with the securing of the best results obtainable from the public funds allotted to the Yard for industrial purposes.

As the majority of the civilian employees are employed in industrial activities, the Manager is responsible to the Commandant for the morale and efficiency of most of the labor forces, and under the Commandant supervises the employment, rating of, and discharge of these forces as the work of the Department warrants.

The principal industrial activities at the Navy Yard for some years have been along the line of submarine construction including the development and perfection of underwater craft. Through the knowledge gained by experience along these lines, the personnel of the Department, from officers down to the apprentice mechanics, has become specialized in both the construction and repairing of submarines.

The character of the local labor supply in the vicinity of this Navy Yard is one of its strongest points of advantage. Of the residents of the city and towns nearest the yard, 57 per cent of those from Portsmouth, New Hampshire, who are employed at the yard own an equity in their homes; 72 per cent of the residents of Kittery, Maine, and 85 per cent of those of New Castle, New Hampshire, also own such equities. From these percentages it is evident that it is the intent of the mechanics employed at this yard to locate permanently in the community, and this tends to a stability

PORTSMOUTH NAVY YARD

which means freedom from labor troubles and a personal interest in their work. The civic and economic benefit of this permanent establishment to the surrounding community is inestimable.

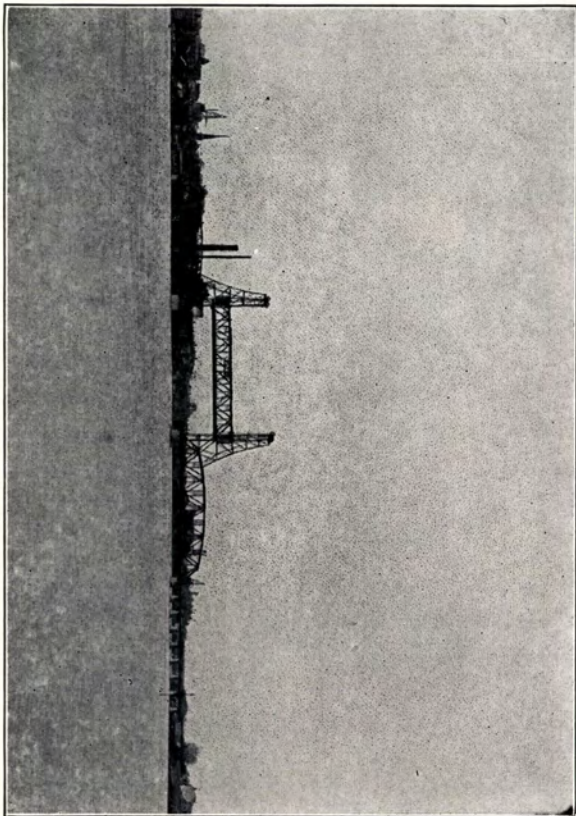
From the earliest days of the American Navy, the Portsmouth Yard has been noted for its excellent mechanics. The high grade workmanship has continued through the transition from wooden to steel ships and to show that there has been no deterioration in later years it is pointed out that the enviable record which has been made in building and repairing the latest type of submarines is due to the intelligence and skill of the mechanics of this section. In addition to this local supply of labor the Yard is within three hours railroad journey of such important maritime ports as Portland, Providence and Boston, as well as commercial and manufacturing cities of the character of Manchester, Nashua and Worcester. It is also within two hours distance of the great belt of manufacturing cities and towns on both the Eastern and Western divisions of the Boston & Maine Railroad, this belt including such manufacturing cities as Lowell, Lawrence, Lynn and Salem. The skilled labor available is of an exceptionally intelligent, resourceful and steady character. It has been demonstrated that there can be procured at short notice all the labor required for any possible military exigency that might arise at the Yard.

The submarine represents probably the most highly specialized type of naval architecture. The amount and diversity of kind of machinery contained in a restricted space render its construction more complex and more difficult than that of any other type of vessel. This complexity and the difficulties to be overcome make it essential that the workmanship be of the best and most thorough. No amount of inspection, however careful, can compensate for lack of skill and care in even the smallest details. It is for these reasons that it is recognized that the high class of labor, mostly native born and possessing educational and training advantages obtainable in the vicinity of Portsmouth has an especial bearing on the question of producing from a given design, the most satisfactory and efficient boat at the minimum of cost.

The civilian employees of the Yard at the present time total

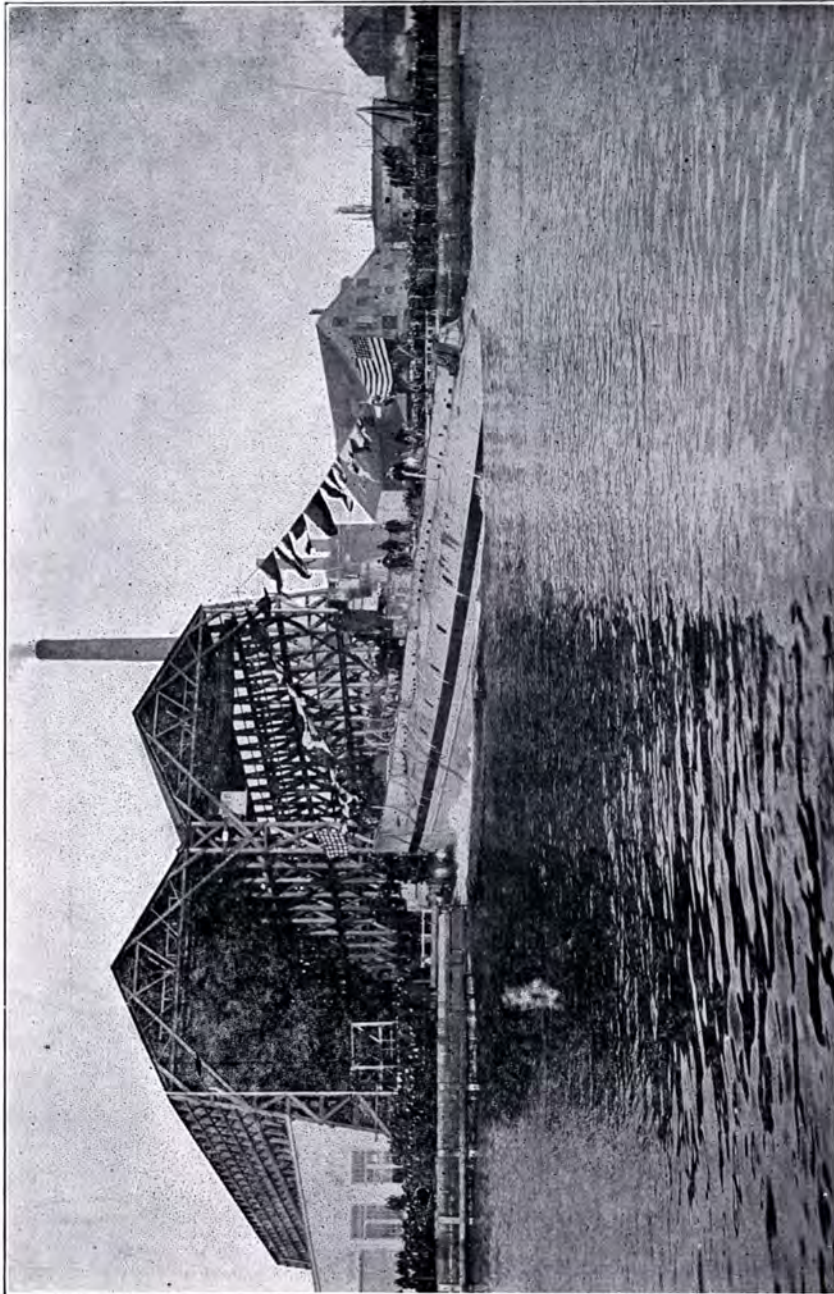
PORTSMOUTH NAVY YARD

about 1800. Included in this force are men skilled in many trade lines, ranging from heavy forgers to instrument repairers. In fact, there are few classes of work ordinarily undertaken by manufacturing establishments that cannot be successfully accomplished in this department. The relations between the civilian employees and the administration officials have been uniformly cordial and these relations have in a considerable degree accounted for the promptness with which work assigned to this Yard has been completed and to the moderate cost of such work.



MEMORIAL BRIDGE

This Bridge connects Portsmouth, N. H. and Kittery, Maine. It was built under equal appropriations of \$500,000 by the U. S. Government and each of the two states of Maine and New Hampshire—a total of \$1,500,000. The Bridge was constructed as a memorial to those serving in the World War.



LAUNCHING OF SUBMARINE AT PORTSMOUTH

PORTSMOUTH NAVY YARD

The Portsmouth Navy Yard.

Importance as a Submarine Base.

The paramount advantage of the Portsmouth Navy Yard is its experience in building submarines. The construction of sixteen of these vessels, including four different types, has been undertaken at this yard. Thirteen have been commissioned and placed in active service; and three more of the latest design—2000 ton fleet submarines—are now under construction. On the latest classes of under-sea vessels, all the design work has been accomplished at Portsmouth, so that this may be considered the leading submarine-building yard in the country—either Government-owned or private.

ACCOMPLISHMENTS

All of this work has resulted in a fund of experience that is equalled at no other navy yard in the United States. This experience has special value because the vessels have been built and repaired under the immediate supervision of officers having experience in operating submarines, and of the leading submarine experts of the navy. Navy Yard construction affords greater opportunity for departures from original design where such changes are found to be advantageous. In a private ship yard such changes are expensive and cause much delay. As a result, a far broader policy has been pursued and the product of the yard contains the latest technical and practical ideas of all the best minds in the service. In other words, an organization has been perfected which contains the best designers, builders and operating personnel who actually handle the vessels at sea. Furthermore, the experience of the designing experts at Portsmouth has been used in connection with the construction of submarines at private building yards. The yard organization in addition has had exceptional advantages for the study of ex-German submarines which have been dismantled here. The knowledge gained by tearing down the engines, motors and other machinery of these ships has been invaluable to the designers. It has revealed the more desirable features as well as the mistakes made by the Ger-

ADVANTAGES OF CONSTRUCTION AT PORTSMOUTH

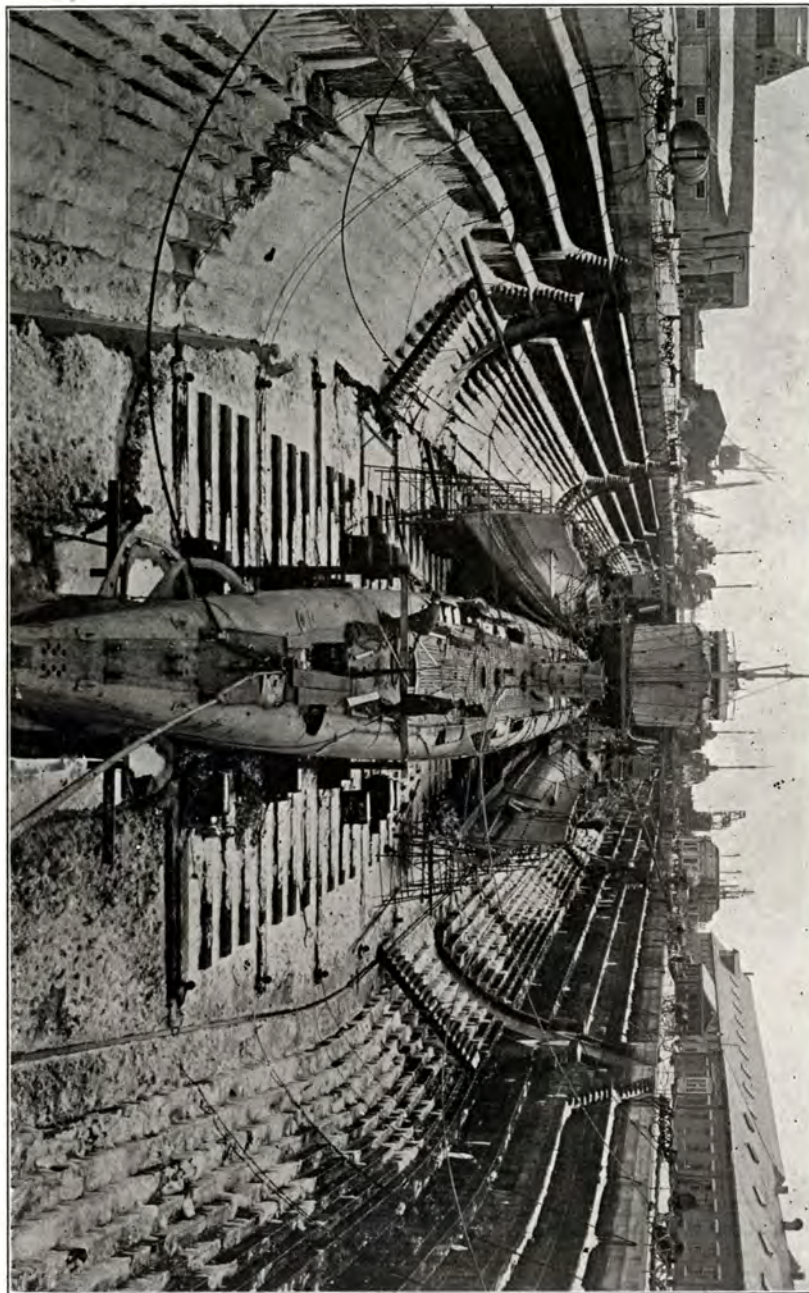
PORTSMOUTH NAVY YARD

mans, with the result that the United States submarines as developed and perfected under these ideal conditions are superior to those of any other nation.

But it is not only in design that the Portsmouth-built boats excel.

SUPERIOR WORKMANSHIP

In the report of the Trial Board of the "S-9" is found the following: "The Board has been very favorably impressed by the appearance of the vessel, both internally and externally, as presented for trial. The general condition of the vessel is creditable to the Portsmouth Navy Yard and to the Commanding officer, and officers and crew of the 'S-9.'" The Commander of the 3d Submarine Flotilla, which contained S-type boats built at Portsmouth, at Quincy and at Bridgeport, made the following comments in an official communication: "Aside from all general features of design, a casual inspection shows a great difference in the care and thoroughness with which the three plants, (Portsmouth, Quincy, Bridgeport) design and work out the details of all interior and exterior arrangements and fittings. In this respect there is no great difference in the product of the two private plants (Quincy and Bridgeport) that of the Lake Torpedo Boat Company being perhaps somewhat better. But the Navy Yard (Portsmouth), built boats are far superior to the others,, particularly in the interiors. In the S-3 to S-9 (Portsmouth built boats) there is full evidence of careful design by personnel that knew what is best, followed by good workmanship, everything being done in a painstaking manner."



SUBMARINES IN DRY DOCK



THE COMMANDANT'S HOUSE

The only building standing on the Island when the Navy Yard was purchased. In this building Admiral D. G. Farragut died on 14 August, 1870.

PORTSMOUTH NAVY YARD

Complete List of Commandants, Navy Yard, Portsmouth, N. H.

Captain Isaac Hull	1812-1815
Captain Thomas MacDonough	1815-1818
Captain Charles Morris	1818-1823
Captain William M. Crane	1823-1825
Captain Charles G. Ridgely	1825-1826
Captain John O. Creighton	1826-1828
Captain John D. Henley	1828-1832
Captain William M. Crane	1832-1840
Captain John D. Sloat	1840-1843
Captain George W. Storer	1843-1846
Captain Daniel Turner	1846-1849
Captain Thomas W. Wyman	1849-1852
Captain Joseph Smoot	1852-1855
Captain John C. Newton	1855-1857
Captain John Pope	1857-1860
Commodore George F. Pearson	1860-1864
Captain Theodorus Bailey	1864-1867
Commodore Joseph Lanman	1867-1869
Commodore John A. Winslow	1869-1870
Commodore Alexander M. Pennock	1870-1872
Commodore John C. Howell	1872-1874
Commodore Andrew Bryson	1874-1876
Captain Earl English	1876-1877
Commodore John Guest	1877-1879
Rear Admiral John C. Beaumont	1879-1881
Commodore Clark H. Wells	1881-1884
Commodore Philip C. Johnson	1884-1887
Captain Robert F. Bradford	1887-1889
Commodore Joseph D. Skerrett	1889-1890
Captain Charles C. Carpenter	1890-1894
Captain Montgomery Sicard	1894
Captain Allen V. Reed	1894-1896
Captain George C. Remey	1896-1898
Rear Admiral Charles C. Carpenter	1898

PORTSMOUTH NAVY YARD

Rear Admiral George C. Remy	1898-1900
Rear Admiral Bartlett J. Cromwell	1900
Rear Admiral John J. Read	1900-1903
Rear Admiral Caspar F. Goodrich	1903-1904
Rear Admiral William W. Mead	1904-1907
Rear Admiral George A. Bicknell	1907-1908
Rear Admiral Edwin K. Moore	1908-1909
Captain Frank A. Wilner	1909-1911
Captain Charles C. Rogers	1911-1914
Captain Thomas Snowden	1915
Captain William L. Howard	1916-1917
Rear Admiral Clifford J. Boush, Retired	1917-1919
Rear Admiral Alexander S. Halstead	1919-1920
Captain Louis R. de Steiguer	1920-1921
Captain Noble E. Irwin	1921-1922
Captain Douglas E. Dismukes	1923



ADMINISTRATION BUILDING

Interesting Facts About the Navy Yard.

1777, June 18—Captain John Paul Jones commanded the "Ranger" (built at Badger's Island), bearing the first American flag to be saluted by a foreign power.

Navy Yard located on two islands in the Piscataqua River.

1800, June 12—Dennett's Island purchased.

1866—Seavey's Island conveyed by its owners to the United States.

Islands later joined by filling and granite dry dock.

1812, Oct. 4—Captain Isaac Hull, who was in command of the U. S. S. Constitution, first Commandant of the Navy Yard.

1862—The "Kearsarge" sailed from Portsmouth.

1864, Sept. 17—The "Franklin," Admiral Farragut's flagship in 1866, launched at Franklin Shiphouse.

1884, Aug. 1—Lieutenant Augustus Greely, U. S. Army, and five fellow survivors of the Arctic Expedition landed at Seavey's Island.

1897, Sept. 20—The frigate "Constitution" was sent to Boston, after fifteen years at this station.

1898, July 9—702 Spanish prisoners, including Admiral Cervera, landed at Seavey's Island.

1898, July 15—965 Spanish prisoners landed at Seavey's Island.

The remains of 31 Spanish sailors, who died while prisoners of war, were transferred to a representative of the Spanish Embassy, April 12, 1916, with appropriate ceremonies.

1905, July 22—Henderson's Point explosion of 35 tons of dynamite. Water thrown 75 feet, and debris 170 feet high.

1905, Sept. 5—The Portsmouth Treaty signed, ending the Russo-Japanese War.