



# Keel-Laying Makes History, Reveals Plans for New Subs

Mare Island Navy Yard laid the keels of the S238 and S239 yesterday—the submarines Wahoo and Whale—and made history.

And at the same time, Rear Admiral Wilhelm Lee Friedell, commandant of the yard, officially confirmed in his address news to match the history being made.

The availability of the new No. 3 ways, the commandant declared, "led directly to the assignment of two additional submarines to this Yard for construction, Nos. 283 and 284—and will undoubtedly result in the future assignment of a greater number of vessels to this yard for construction."

The announcement, casually

## SUBS NAMED

Secretary of Navy Frank Knox last night announced that he had named two submarines under construction at Mare Island Navy Yard as the Tinosa and the Tullibee, according to United Press dispatches from Washington, D. C.

The submarines named last night have thus far been designated as the S283 and S284.

The Tinosa is a tropical fish and the Tullibee a Great Lakes fish. Knox revealed in announcing the names.

made in the lines of the Admiral's address, marked the first time a high-ranking Mare Island official had commented on the newly-assigned craft.

## OTHERS UNDERWAY

Already building are the Silversides and Trigger, keel-laid are the Wahoo and Whale, to-be-laid are the keels of the submarines Sunfish and Stinger—along with those of submarines 283 and 284.

Despite the history-making occasion, Uncle Sam's gigantic defense effort continued on an all-out scale during the brief but colorful ceremonies, themselves staged on the site of what seventy-four short days ago was the storied "Snake Ranch" area.

When the calm voice of Chaplain Charles V. Ellis began to rise over the hushed crowd with heads bowed as the invocation began, the clanging, battering sounds of men and machines at work drifted across from the site of the new "wet-basin"—a basin that will handle eight cruisers or sixteen destroyers at one time. Elsewhere was the

sound of staccato air-hammers, the deep and noisy undertone of men at work . . . a great navy yard working "all-out" . . .

But the crowd around the scaffolding platform that separated the ships' keel sections was silent as it listened to the voice of Chaplain Ellis:

"We pray . . . that these stout vessels will be used for the defense of truth and justice . . . that this Democracy . . . be given the courage to face the future . . ."

The crowd answered Chaplain Ellis' "amen!" and then Rear Admiral Friedell stepped to the microphones which had been installed.

## ADMIRAL SPEAKS

He had big news, but for the moment, the history-making laying of two keels was bigger:

"In view of the unusual circumstances leading to this double keel-laying at the Mare Island Navy Yard," he began, "it is thought proper to give a brief resume of these circumstances at this time . . ."

And then with obvious pride in his Mare Island, he went on:

"After strenuous efforts on the part of the Yard, and by continually calling attention of the Navy Department to the fact that this yard was completing all jobs ahead of time and was capable and ready to do more work, the Navy Department finally authorized this new ship-way on April 5, 1941. Work was started immediately . . ."

It was later that he came to the second big news of the day:

"The keels of the next two submarines, 281 and 282 will be laid about one year ahead of the previous schedule. Completion of these vessels will be ad-

vanced correspondingly. "The availability of these new ways led indirectly to the assignment of two additional submarines to this Yard for construction, Nos. 283, and 284, and will undoubtedly result in the future assignment of a greater number of vessels to this yard for construction."

## SOUNDS ATTENTION

The bugler had sounded "Attention!" at high noon.

Eight minutes later, on strict Navy schedule, on the order of Captain Frederick Crisp, Yard Manager, riggers placed a section of the Wahoo keel in its proper position on the keel blocks.

That required four minutes. At 12:12, with the keel properly located and the slings removed, the first weld was performed. Dressed in suits and head shields Mars-like in effect, honorary

welders Lieutenant W. M. Johnson CEC-V(S), USNR., and J. L. Blair, employe of the Kaiser Company, went to work.

Commander A. S. Pitre, U. S. N., Hull Superintendent, took a look at the welding, and then called to Captain Crisp:

"The keel is well and truly laid."

The Navy Yard band, which had opened the ceremonies with a concert, blared out again in a martial air.

Then the riggers went to work again, this time on the Whale, placing a section of the keel in its proper position on the keel blocks.

Once again slings were removed, and the first weld performed on the Whale, this time by S. W. Bussman, helper Woodworker and H. S. Ekstam, helper shipfitter, wearing the same-type Mars-like welding suits Lieutenant Johnson and Mr. Blair had worn.

This time Lieutenant-Commander W. W. Anderson, Jr., U. S. N., Shipbuilding Superintendent, inspect the welds, and then Captain Crisp heard again:

"The keel is well and truly laid."

Never before in the history of Mare Island, going back to the

days when Admiral David Farragut was a promising young captain and commandant of the yard, had a Yard Manager heard twice, in the brief period of a half hour, the message:

"The keel is well and truly laid."

But that happened yesterday—and made new history.

And to the watching crowd, the strains of the Star Spangled

Banner, played by the Navy Yard bands, were stirring strains.

Following is the complete text of Admiral Friedell's address:

Remarks by Rear Admiral W. L. Friedell, U. S. N., commandant of the Navy Yard Mare Island on the double keel-laying on June 18, 1941:

In view of the unusual circumstances leading to this double keel-laying at the Mare Island Navy Yard, it is thought proper to give a brief resume of these circumstances at this time.

After strenuous efforts on the part of the Yard, and by continually calling attention of the Navy Department to the fact that this Yard was completing all jobs ahead of time and was capable and ready to do more work, the

Navy Department finally authorized this new ship-way on April 5, 1941. Work was started immediately by the Kaiser Company, and with such expedition on the part of the company that the portion of the ways essential for the building of vessels is today

(only 47 days after authorization) ready to receive these two keels. This is considered somewhat of a record time of construction for a fully piled ship-way, and involved in its construction the driving of about 5000 piles. The ways are designed to permit the simultaneous construction of two of several types of small Naval or merchant vessels, that is, submarines, destroyers, escort vessels, etc., or one vessel of a larger type—in general, a ship about 500 feet long and 60 feet beam.

The addition of these ways permits the keellaying of these two vessels approximately four months ahead of the date which would have been practicable with only the one submarine ways which we now have. Also, the keels of the next two submarines, 281 and 282, will be laid about one year ahead of the previous schedule. Completion of these vessels will be advanced correspondingly.

The availability of these new ways led indirectly to the assignment of two additional submarines to this Yard for construction, Nos. 283 and 284, and will undoubtedly result in the future assignment of a greater number of vessels to this Navy Yard for construction.

## UNUSUAL CEREMONY

A double keel-laying for submarines is an unusual occurrence. It is the first in the history of this Yard, and in order to show our appreciation of the excellent and expeditious work done by the Kaiser Company, we have invited Mr. J. L. Blair of that company, assisted by Lieutenant W. M. Johnson, CEC-V(S), U. S. N. R. of the Public Works Division, to lay the keel of the first vessel, the U. S. S. Wahoo, and immediately following the laying of the keel of the Wahoo, the keel of the U. S. S. Whale will be laid by Mr. S. W. Bussman, Helper Woodworker, Shop 61, and Mr. H. S. Ekstam, Helper Shipfitter, Shop 11.

On account of the auspicious start of these two vessels, I predict a long and honorable career for them.