

Welcome  
Aboard!





Dear Guest:

It is indeed a pleasure to welcome you aboard the USS FRANKLIN D. ROOSEVELT as a guest of the Secretary of the Navy. We sincerely hope that you will enjoy your brief stay with us.



J. T. HAYWARD  
CAPTAIN, USN

You may find many facets of shipboard life that still seem strange and new to you. My officers, crewmen and myself stand ready at all times to answer your questions and to explain any point particular to shipboard routine.

The Navy is eager to keep its stockholders—the American public—abreast not only of new technological advances in its growth, but also informed of the program for correct and physical and mental attitudes of her men—all necessary requirements for a truly efficient military defense team.

Your comments and suggestions will be welcomed so that we may help to make your cruise an informative and pleasant one.



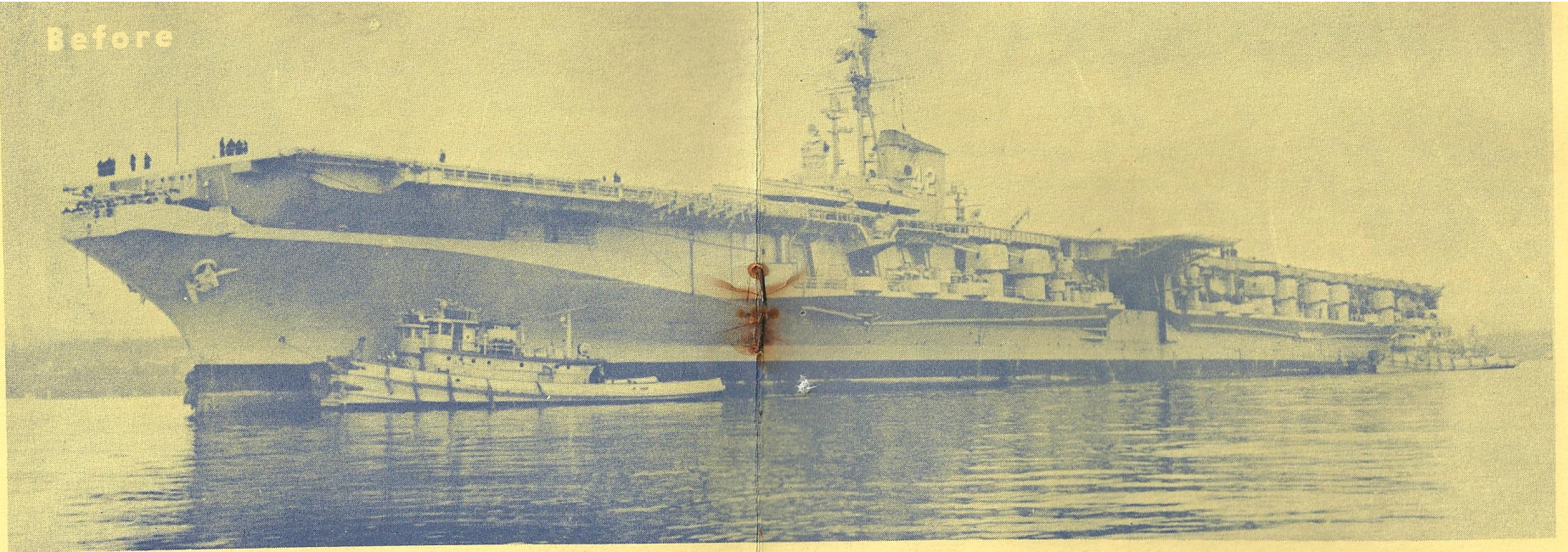
J. B. HOWLAND  
COMMANDER, USN

*John T. Hayward*

Captain U. S. Navy  
Commanding Officer

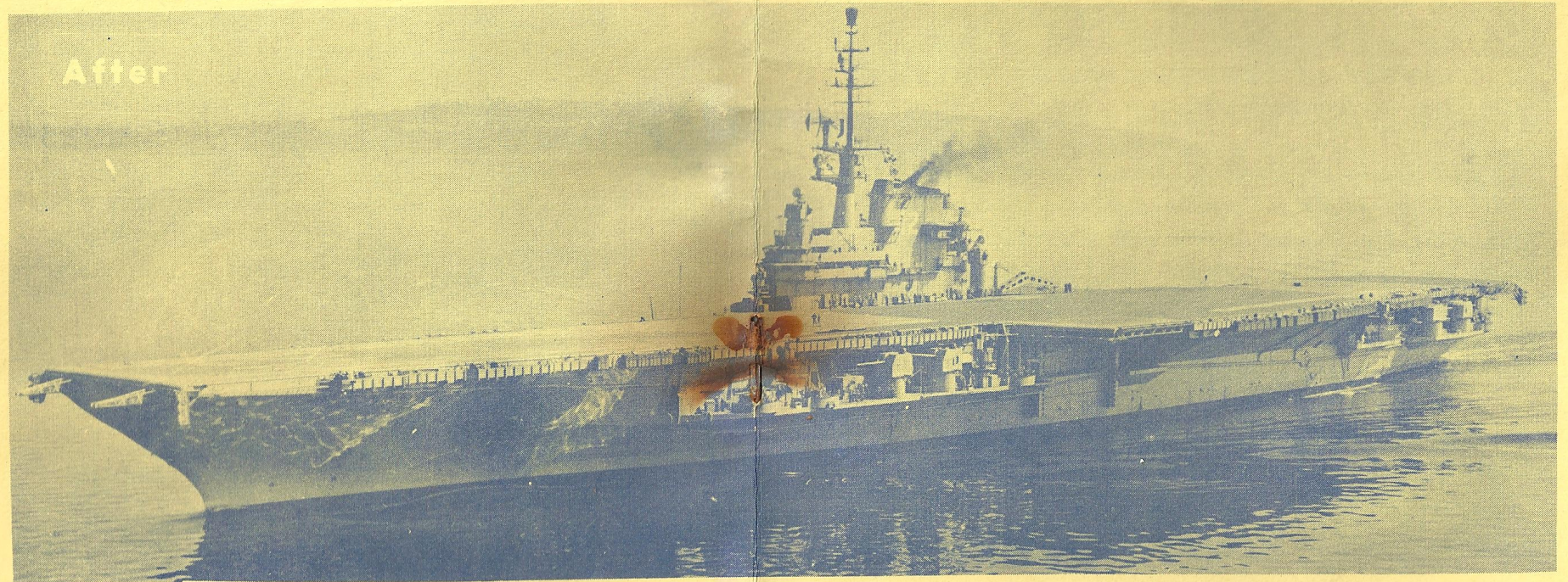


Before



**USS FRANKLIN D. ROOSEVELT (CVA-42)**

After





## SHIP'S HISTORY

The USS FRANKLIN D. ROOSEVELT, third largest vessel in the world, proudly rejoins the fleet as an integral part of the United State's first line of defense. Originally launched at the New York Naval Shipyard on April 29, 1945, she was commissioned on Navy Day, October 27, 1945, bearing the name of the late President.

Her record as a mercy and good-will vessel is without parallel. At the conclusion of World War II she performed a valuable mission by delivering 170 tons of foodstuffs, clothing, and medical supplies to earthquake-ridden peoples of Greece.

In 1954 the ROOSEVELT rounded Cape Horn enroute to the Puget Sound Naval Shipyard where she was decommissioned on April 23, 1954. She was immediately placed in drydock and a scheduled two-year conversion job was begun consistent with the Navy's program of increased capabilities for modern warfare.

Second only to Forrestal Class carriers, the ROOSEVELT is completely equipped to handle large numbers of high speed jet aircraft rapidly and efficiently. Improvements include an angled flight deck, hurricane bow, and streamlined island structure. Living and working spaces are well-lighted, more comfortable and include the latest in air conditioning, where practicable.

After sea trials and appropriate fitting out, the ROOSEVELT will rejoin the Atlantic Fleet to conduct training exercises and shakedown prior to assuming her role as a bulwark of strength to our nation's defense.



## ROOSEVELT REGISTER

Length—974 feet . . . Extreme Beam—210 feet

When turned on end, ship's bow would reach 78th floor of Empire State Building.

Three football games could be played simultaneously on flight deck.

Six thousand items carried in ship's stores in addition to thousands of items carried as spare parts.

Upwards of 270 tons of refrigerated meats, fresh vegetables, fruits and butter carried as normal supplies. Four hundred eighty tons of dry provisions can be stored aboard.

Crew will consume approximately 15 tons of food per day.

Conversion work took nearly two years, at a cost of more than \$48,000,000. First of the Midway Class carriers to be converted, it is the seventh major conversion completed by the Puget Sound Naval Shipyard.

Major overhaul plans for new look were sent out by Bureau of Ships, with details left to yard. Four thousand one hundred ninety-five master drawings with five alternates to each, were used; a total of 524,375 blueprints.

One million man hours of labor were involved, employing a normal daily working force of 2,000 men, with a peak of 3,600 men involved. One hundred planners and estimators were employed, along with 700 personnel of shipyard's design in providing all working plans.

Virtually a floating city, the ROOSEVELT contains complete hospital facilities, including a 49-bed ward; laundry; dry cleaning plant; two barber shops (10 chairs); cobbler shop; two soda fountains; three ship's stores and a library.

Four generating turbines produce enough electricity for 4,000,000 homes (213,000 horsepower). Evaporators produce sufficient fresh water for 1,400 average families daily. Nearly 15,000 electric light bulbs and 2,000 electric motors are installed aboard.



## Successive List of Commanding Officers

CAPTAIN A. SOUCEK, USN

CAPTAIN H. E. REGAN, USN

CAPTAIN J. P. W. VEST, USN

CAPTAIN T. B. WILLIAMSON, USN

CAPTAIN HARRY D. FELT, USN

CAPTAIN CLARENCE E. EKSTROM, USN

CAPTAIN WILLIAM V. DAVIS, JR., USN

CAPTAIN FITZHUGH LEE, USN

CAPTAIN GEORGE W. ANDERSON, USN

CAPTAIN JOHN S. THACH, USN

CAPTAIN JOHN T. HAYWARD, USN

