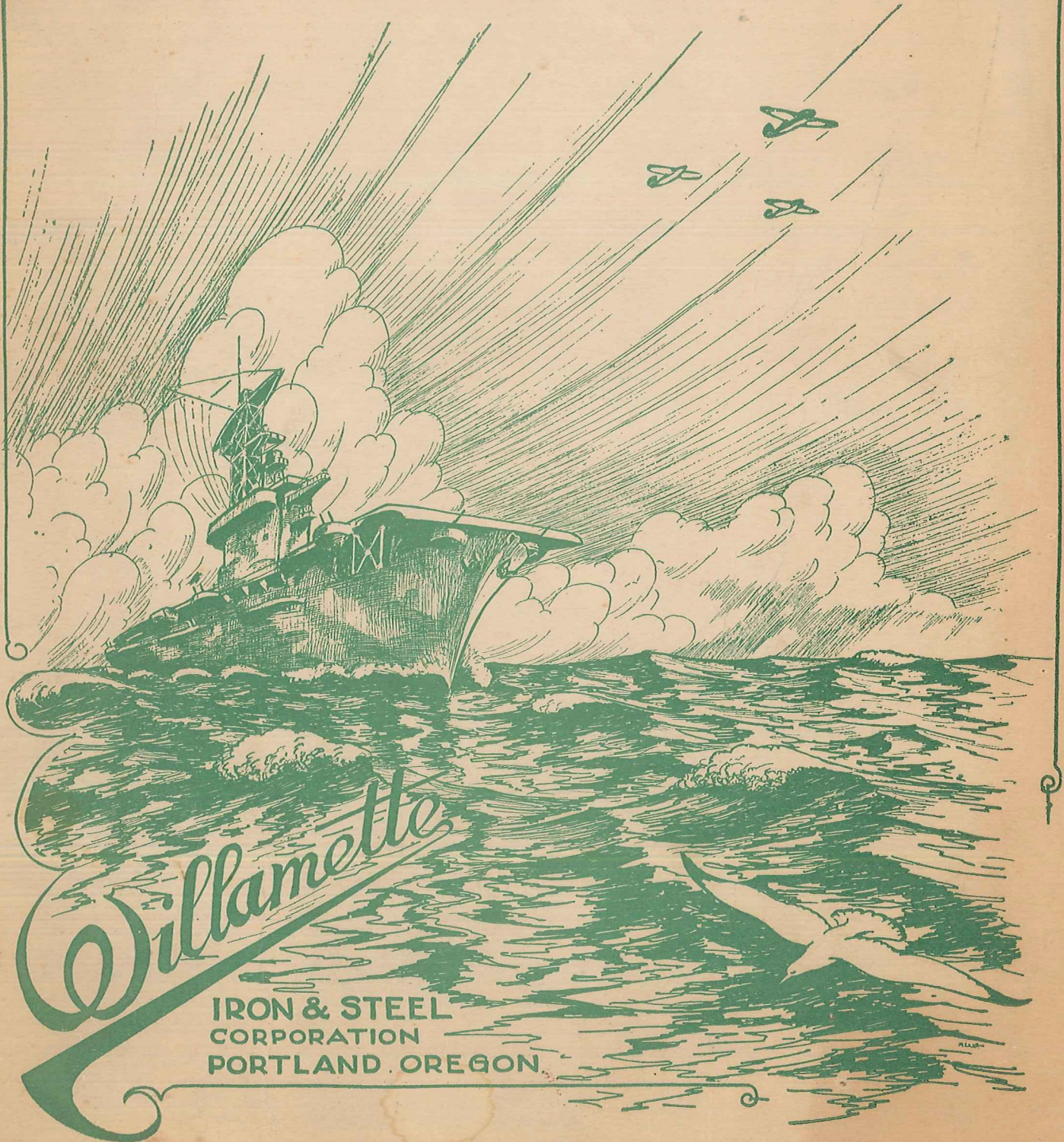


Fred De Vore

BUILDERS' TRIAL

CVE-114

U. S. S. RENDOVA



Dillamette

IRON & STEEL
CORPORATION
PORTLAND, OREGON.

WILLAMETTE IRON AND STEEL CORPORATION

Contractors to the U. S. Navy for Ship Construction and Repair

3050 N. W. FRONT AVENUE
PORTLAND 8, OREGON, U. S. A.



PLEASE REFER TO:

F O R E W O R D

The successful conclusion of World War II, established by the unconditional surrender of our enemies, ends the most costly and destructive of all wars. Probably the most decisive factor in our victory was the astounding record of American industrial power which created, almost overnight, the greatest fighting machine in the world's history.

The United States Navy, emerging from the shock of Pearl Harbor, is now the most powerful fighting fleet ever assembled and has played a vital role in bringing the war to a speedy end.

We of the Willamette Iron and Steel Corporation are extremely proud of our share in this great Naval program, and of the ships we have built.

The U.S.S. RENDOVA now is ready to become a part of this great fleet, not as an instrument of destruction, but as a unit for enforcing and maintaining the peace for which we have sacrificed so much.

A handwritten signature in dark ink, appearing to read "Austin F. Flegel, Jr." with a stylized flourish at the end.

Austin F. Flegel, Jr.
President

WILLAMETTE IRON AND STEEL CORPORATION

PORTLAND, OREGON

BUILDER'S TRIAL

U.S.S. "RENDOVA", CVE-114

CHRONOLOGICAL HISTORY

Arrived at Willamette Iron and Steel Corp.	6 January 1945
Start of Completion Period	8 January 1945
Dock Trial, After Engine and Fireroom	20 August 1945
Dock Trial, Forward Engine and Fireroom	7 September 1945
Builder's Trial	4 October 1945
Preliminary Acceptance Trial, Scheduled	18 October 1945
Delivery and Commissioning, Scheduled	20 October 1945

HISTORICAL NOTES

The U.S.S. RENDOVA is of the new CVE-105 Class of Naval Escort Carriers, and is the second of it's type to be completed and delivered by the Willamette Iron and Steel Corporation.

The vessel's hull was built at the Tacoma plant of the Todd-Pacific Shipyards, Inc., and was launched on 28 December 1944. The sponsor was Mrs. Harry J. Kurtz of Milwaukie, Oregon. The bare hull, with no structure above the main deck, and with no machinery, equipment, or outfit, was towed to this yard.

As completed, the U.S.S. RENDOVA incorporates the latest and finest developments in outfit and equipment that have been developed for this highly specialized type of vessel. In addition to it's built-in battle efficiency, every possible effort has been made to insure the safety and comfort of the eleven hundred persons in it's crew.

The vessels of this class have all been named after battles or campaigns of World War II. We are indebted to the Bureau of Naval Personnel for the following data pertaining to the capture of Rendova Island, the engagement for which this vessel is named:

The capture of Rendova Island in July of 1943 was an important step in the American conquest of the New Georgia Group in the Solomon Islands campaign. It was part of the encircling movement aimed at the Japanese stronghold at Munda.

Army forces were brought into the area in an amphibious operation and landed at Rendova Harbor on 30 June 1943, at the same time Marines were landing at various points on nearby New Georgia Island. Also, on the same day, virtually unopposed surprise landings were made by U. S. forces on the Woodlark and Trobriand Islands off New Guinea and at Nassau Bay on New Guinea.

Two groups of destroyers covered the landing at Rendova and successfully silenced enemy land batteries on Munda Point.

Enemy aircraft attacking our transports and destroyers were beaten off by American fighter planes or shot down by anti-aircraft guns on our ships.

During the attack, however, the U.S.S. McCawley, a Navy transport, was disabled and later sunk. All troops were landed from the McCawley and there was small loss of life. At the time of the attack it was announced that 110 enemy planes had participated in the raid, and that 101 Jap planes were shot down against a loss of 17 U. S. planes.

There was little opposition to the occupation of the island and within a few hours U. S. shore batteries opened fire on the Jap airfield at Munda, only five miles distant. On 3 July a Japanese task force of three light cruisers and four destroyers attempted to shell American positions on Rendova. U. S. warships replied and the Navy reported that the enemy retired - "in short order".

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The U.S.S. RENDOVA was completed and will be commissioned under the direction of the Supervisor of Shipbuilding, Bureau of Ships, Navy Department, Portland District:

Supervisor of Shipbuilding - - - Capt. Leland D. Whitgrove, USN
Senior Asst. & Head of Insp. - - Capt. W. E. Meagher, USNR
Asst. Supervisor, in Charge - - - Lt. Comdr. S. B. Shephard, USNR
Inspection Officers - - - - - Lt. C. F. Ruppert, USNR
Lt. J. N. Anderson, USNR
Lt. A. E. Anderson, USNR

The Prospective Commanding Officer of the U.S.S. RENDOVA and his principal department heads are:

Captain - - - - - Capt. Richard W. Ruble, USN
Executive Officer - - - - - Comdr. Waldo C. Grover, USNR
Air Officer - - - - - Lt. Comdr. J. Davis, USNR
Navigator - - - - - Lt. Homer G. Overall, USNR
First Lieutenant - - - - - Lt. Gilbert F. Goodgion, USNR
Supply Officer - - - - - Lt. Comdr. Edwin R. Rodgers, USNR
Engineer Officer - - - - - Lt. John J. Vail, USNR
Gunnery Officer - - - - - Lt. Richard Greist, USNR
Communication Officer - - - - - Lt. Virgil T. Walthers, USNR
Medical Officer - - - - - Comdr. Herschel E. Richardson, USNR

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GENERAL INSTRUCTIONS FOR STANDARD TRIAL

1. The Willamette Iron and Steel Corporation, as the builder, is fully responsible for the operation of the vessel during trials, and is represented by the senior company executive present during trials.
2. The navigation of the vessel shall be under the direction of the Pilot, U.S.C.G. and his Co-pilots. The safety of the vessel and the accomplishment of those trial tests under his cognizance shall be directed by the builder's Port Captain, who shall also furnish all necessary licensed Deck Officers, Quartermasters, etc. and required deck personnel.
3. The engine and fire-rooms are under the supervision and direction of the builder's Chief Operating Engineer, who shall furnish all necessary licensed engine and fire-room personnel.
4. All inter-communication systems shall be operating and manned by personnel provided by the Electrical Department.
5. Policing and fire protection shall be under the general direction of the Captain of Guards and the Fire Chief or their accredited representatives. Their particular duties shall consist of regular patrols of the vessel; maintenance of "RESTRICTED" regulations; be on the alert for suspicious or subversive activities and fire hazards. IN CASE OF EMERGENCY, they are to follow the directions of the Port Captain.
6. The Supervisor of Shipbuilding will be represented by an Officer-in-Charge, also officer and civilian personnel, who will conduct tests and generally observe operations during trials. The Prospective Commanding Officer and his staff will also be represented.
7. The Timekeeper-in-charge shall check all boarding personnel at the gangplank and shall work with the Steward's Department during mess periods.
8. The Safety Department shall provide gas-masks, stretchers, and similar special equipment. The Dispensary staff shall have necessary equipment to handle emergency first-aid installed in the Ship's Dispensary, located aft on the Hanger Deck, Starboard side, frs. 117-127 $\frac{1}{2}$. A ship's doctor shall be aboard.

9. All persons, including representatives of the Supervisor and P.C.O. must have a trial trip pass, showing mess station, mess time, and emergency boat station. Color of pass determines mess location: white for General, red for Wardroom, and blue for Chief Petty Officers (C.P.O.). Please present your pass when reporting for meals.
10. Messing: General arrangements. Meals will be served in three locations:
- (a) General Mess (White Pass) located on Main Deck, 'midships, frs. 49-54.
 - (b) Wardroom Mess (Red Pass) located on Hangar Deck, port, frs. 105-137.
 - (c) C.P.O. Mess (Blue Pass) located on Main Deck, 'midships, frs. 73-81.
11. General Mess (White Pass):
- Breakfast will be served from 0630 to 0830. Watch crews holding special breakfast passes will be served from 0500 to 0600. Coffee service will be provided between 0830 and 1030.
- Luncheon will be served at 1100 and again at 1145. Consult your white pass for time.
- Mess will again be opened for coffee service at 1300 and will remain open until 1530.
- Mess will serve a buffet dinner from 1630 until 1800.
12. Wardroom Mess (Red Pass):
- Breakfast will be served from 0630 to 0830.
- Mess will be open from 0900 until 1030 for coffee.
- Luncheon will be served at 1145 and again at 1230. Consult your red pass for time.
- Mess will be opened at 1330 and coffee will be served until 1500.
- Buffet dinner will be served from 1630 to 1800.

13. C.P.O. Mess (Blue Pass):

Breakfast will be served from 0630 until 0830.

Luncheon will be served at 1230 only.

Buffet dinner will be served from 1630 until 1800.

Those desiring coffee are requested to report to the Wardroom or General Mess.

14. Announcements of Mess time will be made over the ship's speaker system at five minutes before the time, i.e., at 1055, 1140, and 1225. Please report promptly so you may finish before the following call.

15. At alarm signal for fire or emergency, or fire drill, all persons except watch crews on deck and in engine and fire rooms are to report to their boat station. Consult your pass for location.

16. All boat stations are to be clearly marked, also wash-rooms, dispensary, mess-rooms, and "RESTRICTED" areas. Radio, Radar, and other spaces containing confidential gear are to be kept locked.

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PREPARATORY REQUIREMENTS - DECK DEPARTMENT

1. Check and test all Navigation equipment. Do not test steering gear until engine room reports gear under bridge control.
2. Check and test I. C. system, engine room telegraphs, etc.
3. Check and set all clocks to Pacific Standard Time.
4. Check draft. Trial draft to be 18 ft. forward, 22 ft. aft.
5. Check all fire hose, life floats, rafts and jackets, also all other safety appliances.
6. 0530: Three blasts of ship's whistle will be given as a signal for "All hands aboard". Start Deck Log.
7. 0545: One blast from ship's whistle will be given as a signal for all persons other than trial personnel to go ashore. Single up mooring lines. Tugs to be secured if required.
8. 0600: Unship gangway. Cast off lines. Leave dock. Start Fathometer.

PREPARATORY REQUIREMENTS - ENGINE DEPARTMENT

1. 0300: Start warming up turbines, turning over slow ahead. Start engine room log.
2. 0330: Clean all lub-oil suction and discharge strainers.
3. 0400: Blow tubes in all boilers.
4. 0500: Test steering gear. If operation satisfactory, report steering engine under bridge control.
5. 0555: Stop engines and report engine rooms ready to get under way.
6. 0600: Vessel under trials.

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SCHEDULE FOR STANDARD TRIAL

<u>P.S.T.</u>	<u>ITINERARY</u>
0530	All hands to be aboard and at proper stations.
0545	Warning whistle.
0600	Leave dock.
0630	Pass under Railroad Bridge, downstream.
0640	Off Oregon Shipbuilding Company. Stop all engines. Let go both anchors to check windlass operation. Heave in both anchors leaving them free of hawse pipes and secured ready for immediate release if necessary.
0700	Enter Columbia River. Start normal power run. Power shall be gradually increased to normal turbine operation of 8000 H.P. each turbine at 106 R.P.M.
0815	Off Columbia City. Conduct steering gear test ahead by moving rudder hard over to hard over.
0840	Off Ahles Point. Discontinue normal power run.
0915	Off Rainier. Dead slow. Clear flight deck and sponsons. Watch for picket-boat carrying official photographers. Picket boat will signal when photographs are taken. Proceed slow.
0925	Pass under Longview Bridge, downstream.
0930	Resume normal power run.
1055	Off Beaver. Reduce speed to dead slow when passing Ammunition Loading Depot.
1150	Off Tongue Point. Emergency Astern Test: with ship proceeding at normal power, 106 R.P.M., call for full astern power, determine time for shaft to stop, time to reach standard revolutions (77 R.P.M.) astern, and time until ship is dead in water. Measure head reach. Astern steering test to follow immediately: with vessel proceeding astern move rudder hard over to hard over and record data.

- 1200 Stop all engines. Anchor test: let go one anchor under control of brake, stopping as required down to 60 fathoms. Heave in to 30 fathoms. Let go other anchor under control of brake, stopping as required down to 30 fathoms. Heave in both anchors simultaneously and record data. Leave both anchors free of hawse pipes and secure as before.
- 1230 Turn vessel around, heading upstream. Start maximum power run by gradually increasing to maximum turbine power of 8800 H.P. each at 110 R.P.M. of shafts. Operate at this power for one hour, continuously if possible. Slow down approaching Beaver.
- 1350 Off Beaver. Reduce speed to dead slow when passing Ammunition Loading Depot. Resume normal power after passing Depot.
- 1510 Slow for Longview Bridge.
- 1515 Pass under Longview Bridge, upstream.
- 1600 Off Ahles Point. Resume normal power.
- 1730 Enter Willamette River.
- 1800 Pass through Railroad Bridge. Flight deck to be cleared.
- 1830 Off WISCO Dock. Tugs alongside.
- 1900 Vessel alongside dock. Finished with engines. Trials completed.

Times given above are approximate only. Accurate logs to be kept on bridge and in engine rooms.

Because of adverse weather conditions, slow downs for docks, dredges, rafts, etc., the full power runs probably cannot be continuous. All events scheduled are to be made entirely at Pilot's discretion, with full regard to safety of vessel and personnel and with consideration of possible damage to installations on shore.

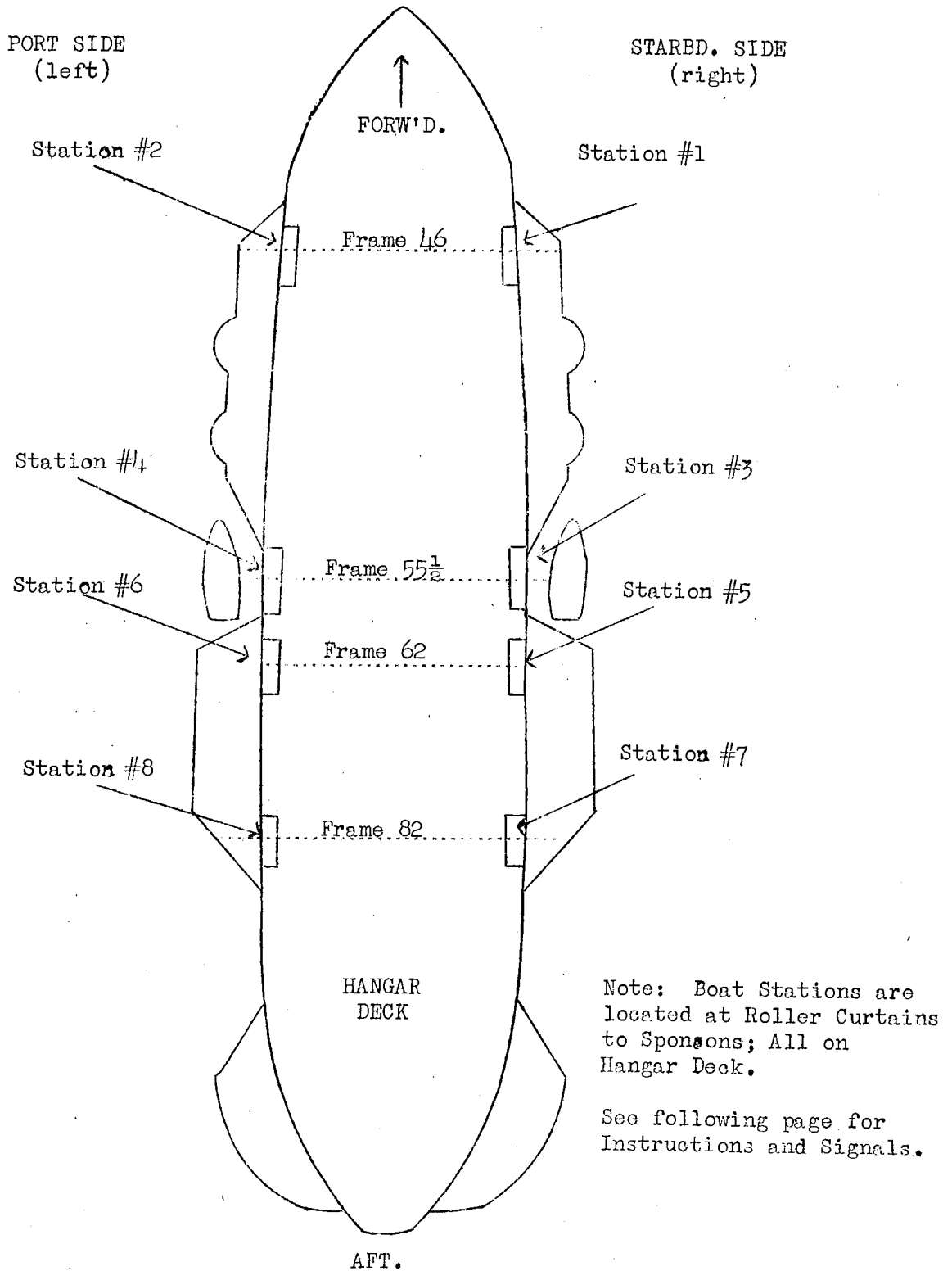
Shaft revolutions corresponding to equivalent operating speeds have been determined as follows:

	<u>Ahead</u>	<u>Astern</u>
Flank (Maximum Power)	110 R. P. M.	
Full (Normal Power)	106 R. P. M.	
Standard	85 R. P. M.	77 R. P. M.
Two-Thirds	60 R. P. M.	50 R. P. M.
One-Third	30 R. P. M.	30 R. P. M.

WILLAMETTE IRON AND STEEL CORPORATION

Portland, Oregon

Location of Emergency Boat Stations



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EMERGENCY SIGNALS

SIGNALS:

- A. 5 Short Blasts and 1 Long Blast indicates Fire Alarm. At sound of signal all persons except those on bridge or engine room watches are to proceed immediately to the boat station shown on pass. WALK, DON'T RUN!
- B. 1 Short Blast, water wanted.
- C. 2 Short Blasts, shut off water.
- D. 3 Short Blasts, fire drill over.

DUTIES:

- A. Deck Officers will be responsible for operation at hose and portable fire extinguishers and will direct general activities on deck. Engine room watch will stand by Engine Room fire equipment.
- B. Other crew members and trial personnel will assist as requested or ordered by Deck Officer in charge.