

Mare Island GRAPEVINE

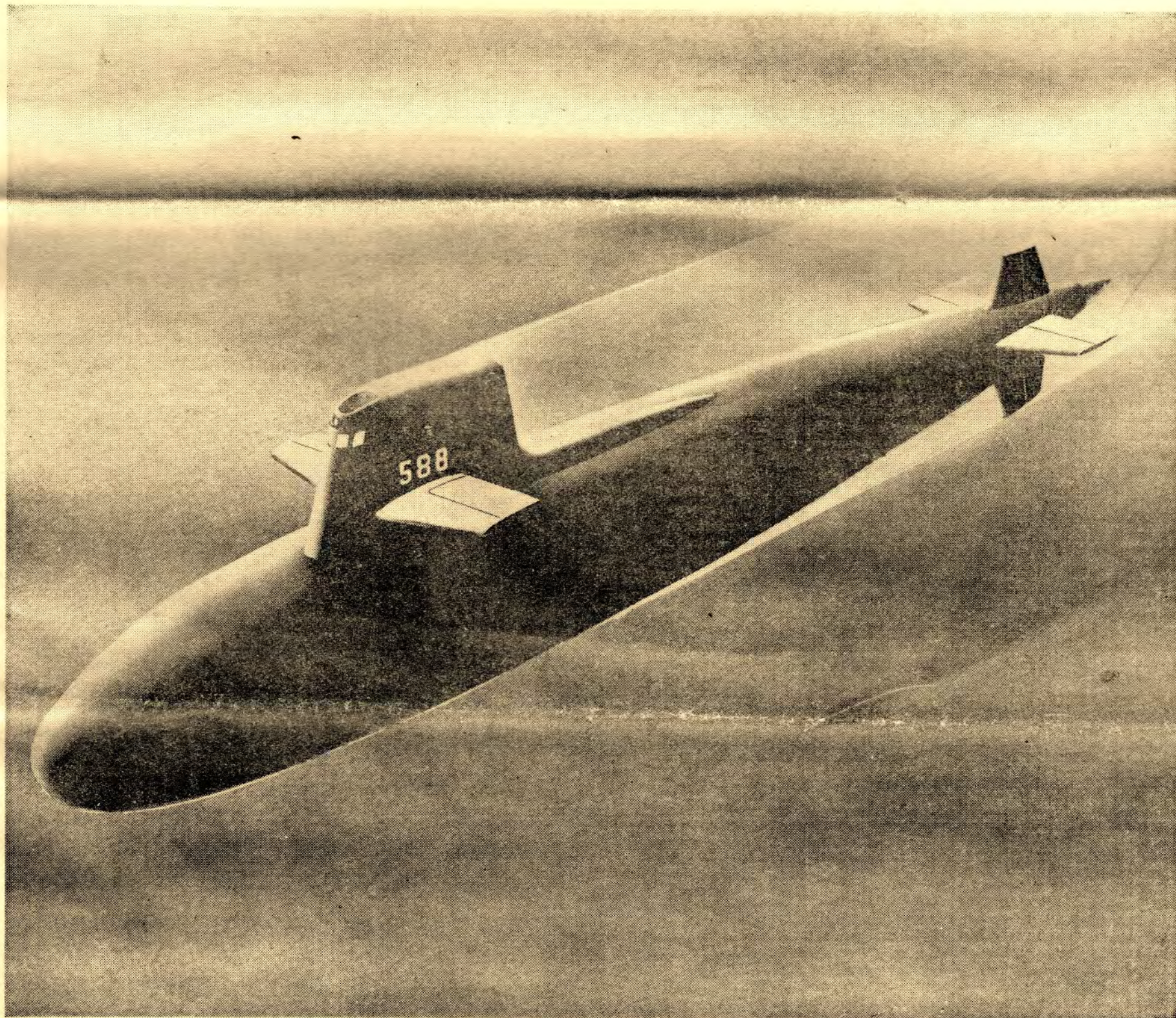
Vol. XX, No. 22

Mare Island Naval Shipyard, Vallejo, Calif.

October 7, 1960

THE SHIPYARD WITH THE HORSEPOWER FOR MORE SEAPOWER

Shipyard's First Fast Attack Nuclear-Powered Submarine SCAMP (SS(N) 588) Makes Debut Tomorrow



An Artist's Conception of What Swift SCAMP Will Look Like at Sea

Salute to Navy's Newest...

... Special Pictorial Issue

High Tide High Day Awaits SCAMP

---Famous SKIPJACK's Swift Sister

In the offing—another great day for this 106-year-old shipyard. Tomorrow at 3 p.m., as high tide surges up the Channel, Mare Island's first fast attack submarine with nuclear propulsion is due to slide smoothly into the waiting waters. Excitement was mounting at press time as preparations for SCAMP's gala debut were pushed.



VADM C. A. Lockwood (Ret.)



Mrs. J. C. Hollingsworth

Admiral Lockwood, 'Mr. Submarines', Salutes New Nuclear Craft Saturday

Mare Island will be honored to have "Mr. Submarines" aboard the Shipyard tomorrow. Speaker at SCAMP's first encounter with the element for which she was built will be VADM Charles A. Lockwood (Ret.) of Los Gatos, California. A native of Virginia, his sheepskin from Annapolis was presented in 1912.

HE ADVANCED through the ranks to rear admiral in May 1943 and was upped to vice admiral shortly afterward. In submarines for 14 years, Lockwood was named a member of the Naval Mission to Brazil and later commanded Sub-Div 13 for two years before serving as Chief of Staff for ComSub U. S. Fleet 1939-41.

London, England knew the officer as Naval Attache. Years 1942-

43 saw him ComSub, Southwest Pacific Force.

FROM FEBRUARY 1943 to December 1945 he was ComSubPac Flt—earning his nickname "Mr. Submarines."

Admiral Lockwood's decorations include the DSM with two stars, the Legion of Merit, Order of Orange Nassau (Netherlands) and Companion of the Bath (Great Britain).

Many Distinguished Guests To Have Seats On Launching Platform

Christening party is due to arrive at the ways at 2:20 p.m. tomorrow.

SEATED on the platform for the ceremonies will be: Mrs. John C. Hollingsworth sponsor, Mrs. Tom S. Sutherland, matron of honor, VADM and Mrs. C. A. Lockwood (Ret.), RADM and Mrs. L. V. Honsinger, RADM and Mrs. G. L. Russell. (He is 12th Naval District Commandant.)

Also, RADM R. S. Benson, Commander Submarines, Pacific Fleet, Congressman and Mrs. J. F. Baldwin, CDR J. C. Connolly, chaplain, Miss Phyllis Lockwood, Mrs. P. F. Straub, Jr., Mrs. A. W. Lundstedt, Mrs. W. N. Dietzen, Jr.

JUNIOR officer escorts will be on the platform, too: LT C. T. West, LT D. F. Hummel, LTJG D. L. Catrow, ENS J.A. Moeller.

Tip of week for Supes

Be friendly, patient, encouraging. Give compliments whenever

a great voyage to Australia and New Zealand; THEODORE ROOSEVELT, mighty Polaris-firer, also berthed here readying for sea trials—now in countdown stage.

Triggerman for SCAMP: Senior Master A. W. Lundstedt, Shop 02.

NAVY-WIDE, SCAMP's is the twenty-first N-sub launching. In its current program Mare Island has three more launchings on the agenda.

Speaker of the day will be VADM Charles A. Lockwood (Ret.) who earned the nickname "Mr. Submarines" as COMSUBPAC during World War II. (This is Admiral Lockwood's second stint here in recent years. He spoke at the launching of the Yard's first missile sub GRAYBACK.)

SPONSOR will be Mrs. J. C. Hollingsworth, widow of the gallant skipper of the lost World War II submarine of the same name. She is a resident of New London, Connecticut. Her Matron of Honor is Mrs. T. S. Sutherland of San Francisco, widow of the earlier ship's Executive Officer.

Program details below.



CDR W. N. Deitzen To Command Sub

LAUNCHING PROGRAM

9:00 a.m.—Muster launching crew on station.

12:00 noon—First rally.

12:15 p.m.—Second rally.

12:30 p.m.—Third rally

1:10 p.m.—Commence removal of keel blocks.

1:50 p.m.—CAPT P. F. Straub, Jr., Production Officers, introduces H. L. Graybeal, Chief Design Engineer, E. W. Martinez, Master Rigger and Laborer, and J. N. Honodel, Master Woodworker, who will speak informally to visitors on progress of launching operations.

2:20 p.m.—Sponsor's party arrives on building ways; Honors: Marines will present arms, Band will make flourishes, Band plays "Admirals' March."

2:25 p.m.—Remove forward dagger shores. Load trigger.

2:30 p.m.—Captain Straub presents RADM L. V. Honsinger, Commander, Mare Island Naval Shipyard. Admiral Honsinger introduces guests. Remarks. Admiral Honsinger introduces Speaker, VADM Charles A. Lockwood (Ret.) Launching prayer by CDR J. C. Connolly, CHC. Band plays National Anthem. Production Officer orders "Clear Building Ways." Three long blasts on siren.

FINAL PROCEDURES

3:00 p.m.—Production Officer reports, "Ready in all respects for launching," to the Shipyard Commander.

"Ready" buzzer signal from Launching Officer to Assistant Launching Officer. Start 40-second count-down. Sponsor and Shipyard Commander in position at bow.

A. W. Lundstedt, Master of the Transportation Shop, releases trigger and launches SCAMP.

Sponsor Mrs. J. C. Hollingsworth breaks bottle on bow, "In the name of the United States of America, I christen thee SCAMP."

To Eat Scamp, 'Fish'

Enough fresh-frozen scamp were airmailed from Florida Wednesday to give sample amounts to guests at the reception following SCAMP's launching. In addition to the seafood delicacy, a mounted scamp was sent. It will go in the wardroom of the submarine.

Idea of following up SCAMP launch with scamp tasting is credited to CAPT Richard K. Anderson, former Commanding Officer and Director of the Navy Mine Defense Laboratory in Florida, he was Mare Island Planning Officer from 1955 to 1958.

Chamber of Commerce in Panama City, Florida, eagerly fell in with the idea.

Skipper of SCAMP To Ride Her Down Ways

Launch of the SCAMP tomorrow will give her prospective commanding officer, CDR Walter N. Deitzen Jr., LCDR Robert W. Dickerson of Freeport, N. Y., executive officer, and those of the crew present their first feel of their new ship in the water. They will be aboard as "the 588" slides down the ways.

TENNESSEE—born and raised, Dietzen graduated from the Naval Academy in 1944 and has spent most of his Navy career as a submariner. Before the close of hostilities he had completed three World War II patrols on TIRANTE (SS 347).

While with RATON (SS 270) he

advanced to skipper and served as executive officer of BAYA (SS 318) and as the commanding officer of yet another submarine, CUBERA (SS 420).

AFTER graduation from the Naval War College in 1955 Commander Dietzen joined the Naval Reactors Branch, Bureau of Ships, headed by Admiral Rickover. It was from this assignment that he came to the Shipyard last April.

Sharing the thrill of the colorful launching-day events will be the PCO's wife Ann (nee Lauter) and their two children. Walter N., III, is 12 years old and Sharon, 15.

Teamwork Between Military, Civilian Personnel Gets Submarines Built



CAPT WARREN S. MACLEOD
Planning Officer



CAPT PAUL F. STRAUB, JR.
Production Officer



RADM L. V. HONSINGER
Shipyard Commander



CAPT A. C. LUNDGREN
Shipbuilding Supt.



LCDR F. C. KNOCK
Asst. Shpbdg. Supt.



LCDR D. T. LEIGHTON
Nuclear Power Supt.



LTJG O. H. PORTER
Ship Supt. for SCAMP



LCDR R. F. WILKINSON
Ship Supt. Nuclear

PRODUCTION PRODUCES

New Sub So Nearly Complete She May Bypass Drydocking

When SCAMP is launched tomorrow she will be the first nuclear submarine built here not scheduled to be drydocked for further work before sea trials. Setting a record of 80 per cent complete at christening, the fast attack descendant of the SKIPJACK is also 92 per cent of weight at work's end tonight.

IT HAS been a long haul for Production Department employees but now on the eve of launching they can take great pride in having "produced"—another fine submarine to add to Mare Island's "long line."

Submarine construction has always called for high quality in materials and in workmanship. However, in this day of nuclear submarines, an even greater degree of quality is demanded; because, by its very nature, the nuclear submarine is expected to perform in a manner thought impossible only a few years ago.

PRODUCTION Department has blended high quality material and workmanship successfully and has produced SCAMP, the fourth nuclear vessel to be built at Mare Island.

High quality workmanship, of course, means people—people with the know-how and sense of responsibility to produce a high quality ship within the scheduled time and allocated funds.

AWESOME task of bending, forming and cutting steel of the size and strength required for this future "demon of the deep" was started almost two years ago to the week.

Before any erection work could start on the building ways, many manhours were spent by structural tradesmen working in the Mold Loft, on inside slabs and at the prefabrication areas along the seawall.

ALMOST every man in Shop 11 and Shop 26, has, at some time during these two years, made a contribution to the building of SCAMP. Each can feel proud when the huge hull gracefully slides down the narrow building ways to her natural element.

Watching with special admiration and reverence will be Shop 11 Quartermen John Thomas and Shop 26 Quartermen "Swede" Faulk. Thomas was assigned to supervising the first stages of SCAMP's prefabrication work in the shop and was moved to the ways where he and his very capable leadingman, Mickey Simpson, have overseen the final assembly.

FAULK, too, was given SCAMP assignments at the berth area in early stages of construction. He later received the challenging job of supervising the way's welding along with his expert leadingmen Les Raser, Ken Remington, Harry Pannell, and Glen Zundell.

And indispensable requirement in building SCAMP's hull has been the strip heater crews. Leadingman John McDonald has been in charge of the ways men who have earned a reputation of providing rapid and cheerful service to each welding job.

CHIPPING and grinding has been continually in process from the start of fabrication. Quartermen Dudley Warner's leadingmen, Harvey Kerr and Floyd Cockerham, have shifted their gangs from job to job with efficiency. Especially important has been the attention given to preplanning the tank and compartment air tests by Warner and Cockerham.

Sound damping in the exterior tanks and general sheetmetal work inside the hull was within the province of Shop 17 Quartermen Harold Franks, assisted by Leadingmen Ernie Luxton, Carl Stark, Jack Coker, Andy Kozak and Art Becky.

SHOP 38 Outside Machinists have had many varied jobs—including sea valve installation and testing, machined hull penetrations, installation and testing of machinery and installation of torpedo tube operating mechanisms.

Supervising this work were Quartermen Bill Elsdon and Leadingmen Joe McHale, Elton Story, Don

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Nuclear Power Makes Great Contribution

The SCAMP is the first fast attack nuclear powered submarine to be constructed at Mare Island. It is one of five in the 588 class that the Navy is currently constructing and is the fourth in this class to be launched.

REACTOR plant in SCAMP is of the same type as installed in the ROOSEVELT, which is an improved type and larger than those installed in SARGO and HALIBUT (the first two nuclear powered submarines to be built at Mare Island).

Bettis Plant of the U. S. Atomic Energy Commission developed the reactor plant under direction of, and in technical cooperation with VADM H. G. Rickover's Naval Reactors Group in the U. S. Atomic Energy Commission. Bettis Plant is operated by Westinghouse under contract to the Atomic Energy Commission; Resident Bettis Engineer at Mare Island is Frank G. Wimberly; Ronald Coleman is the Bettis Test Engineer for SCAMP.

INSTALLATION of the reactor core is under the technical control of the Nuclear Power Division Reactor Engineering Branch, headed by Robert Hanley. All nuclear pipe welding, which includes stainless steel, monel, special seal welds, and lead for shielding, is under the technical supervision of Bob Alm, Nuclear Welding Engineer.

same pool to Code 380; Bill Ellis on loan from Shop 64 to Code 376; Ray Rogerson and Bill Doig from Shop 72 and James Hol-Code 378; Lonnie Brumfield loaned libaugh of Shop 64, all to Code 378; Lonnie Brumfield loaned to Code 381 from Shop 71; "Moose" Ribiero loaned from Shop 11 to Code 387.

Loraine Brown and "Kitty" Malone will be serving as hostesses at the SCAMP launching Saturday, Oct. 8.

Now that deer season is here, vacation time is really flourishing again. John Wallace, Code 313, reported bagging a beauty on his recent trip. "Ozzie" Osburn, Code 376, was packed and ready to go long before his Thursday morning departure time.

As for other hunting vacationers, Kar Marie Hoxsey (Code 376) jetted to St. Louis for two weeks of reunions and fun; Harold Sunderland, Code 387, flew back East for a very enjoyable time, he reports. I, of course, spent the better part of three weeks in

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Mare Island Personnelities

PRODUCTION OFFICES

(By Juanita Huber)—"Congrats, Ollie" was the theme of the day when the news came that LTJG O. H. Porter, Ship Supe for SCAMP, had welcomed a new baby boy to his household. He will be feeling like a father all over again when his Shipyard "baby" SCAMP makes her Channel debut tomorrow.

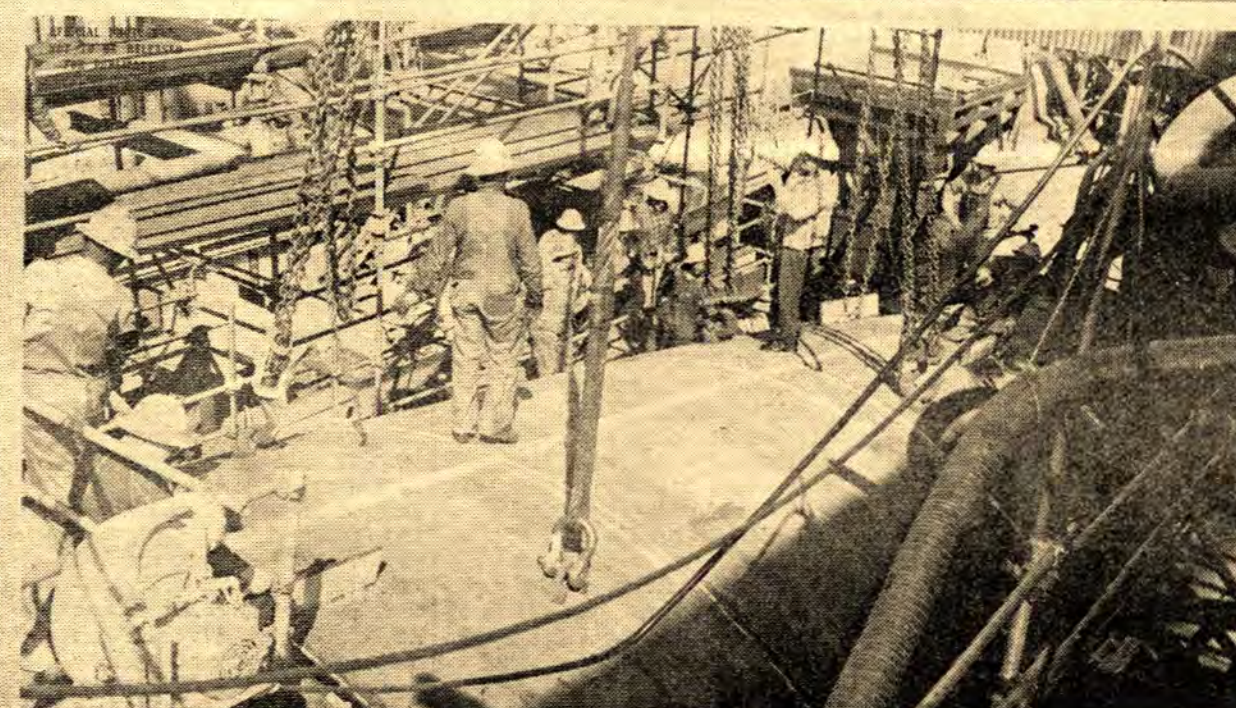
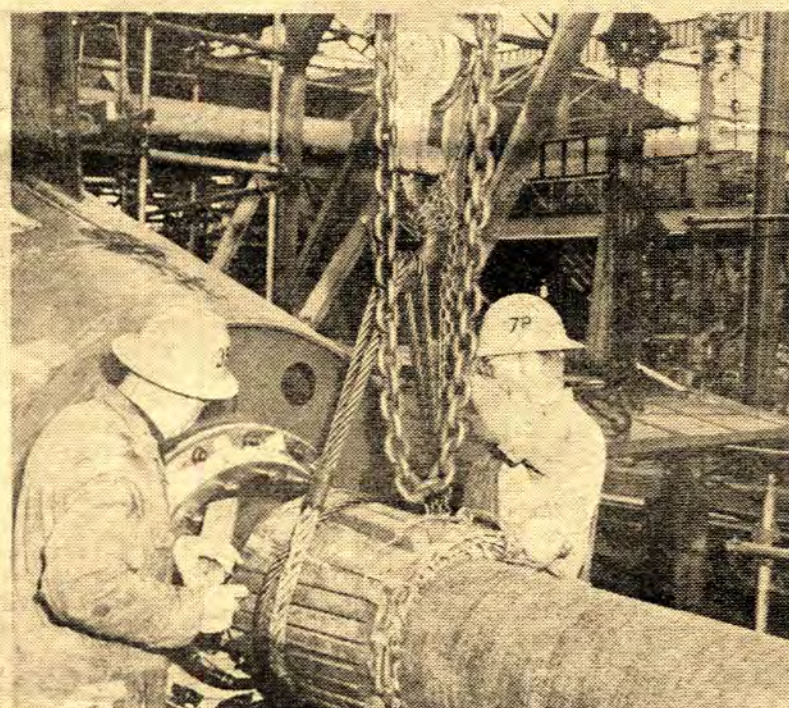
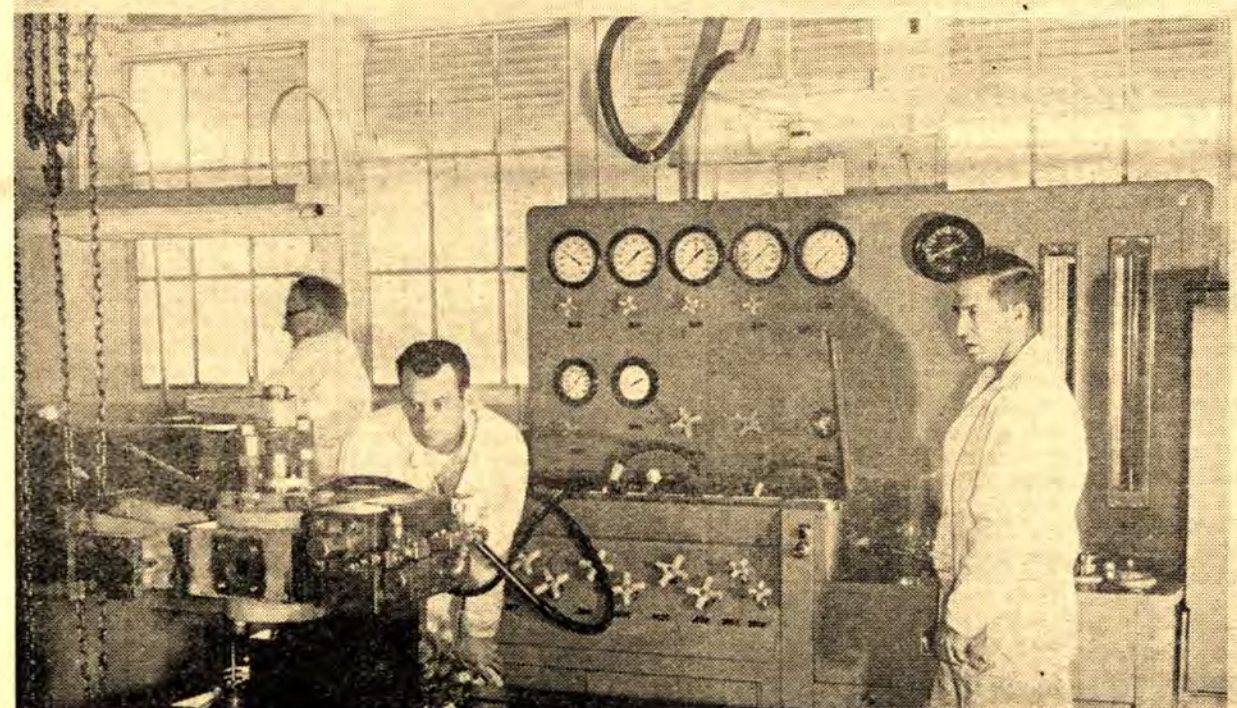
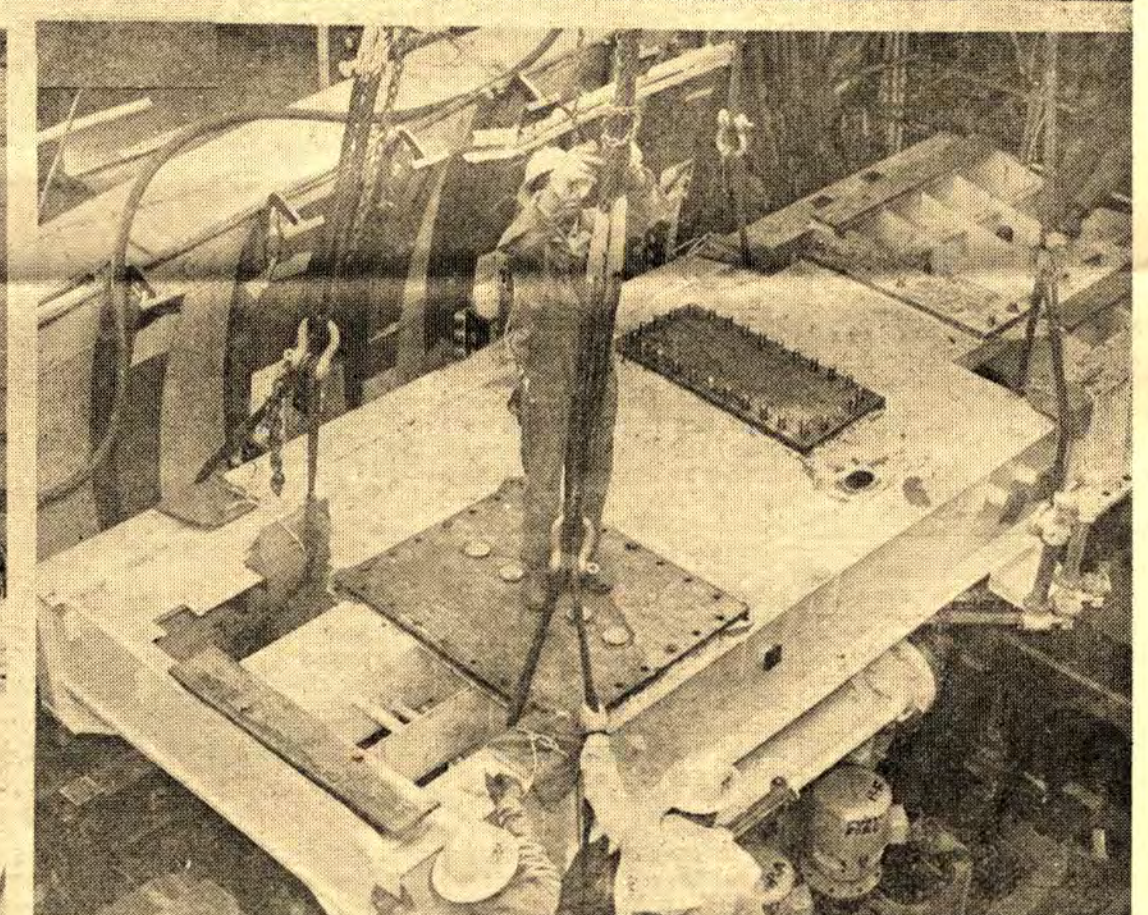
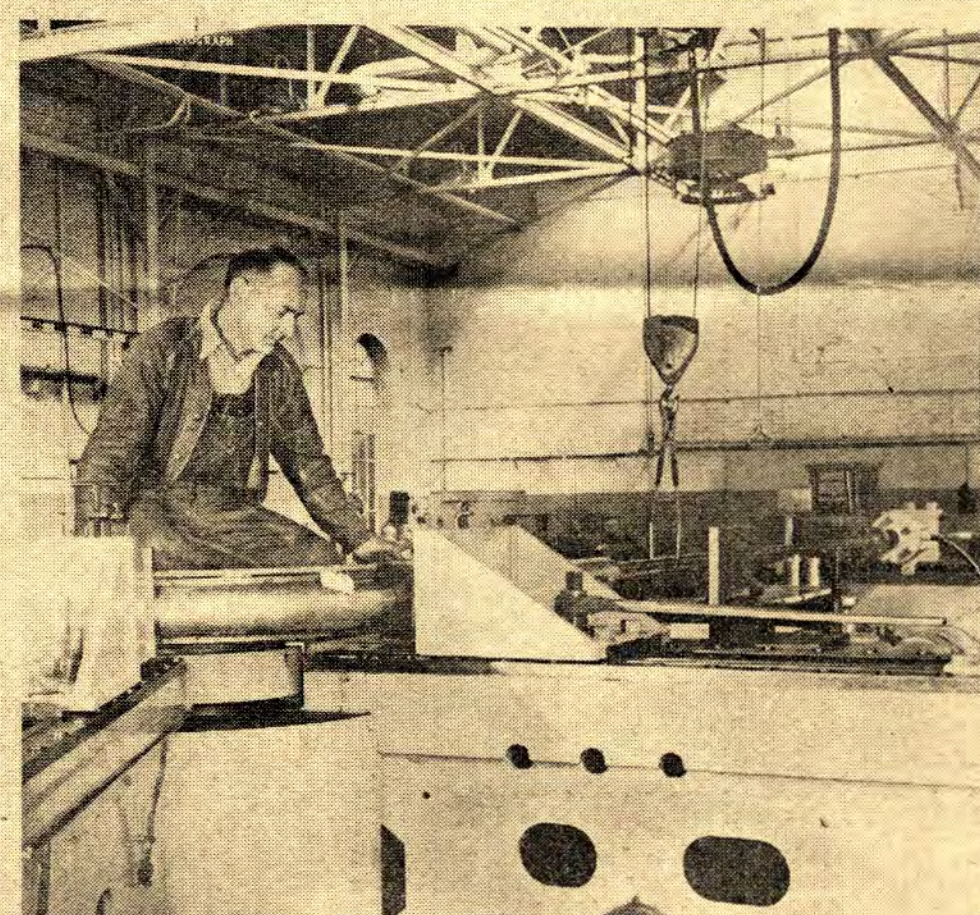
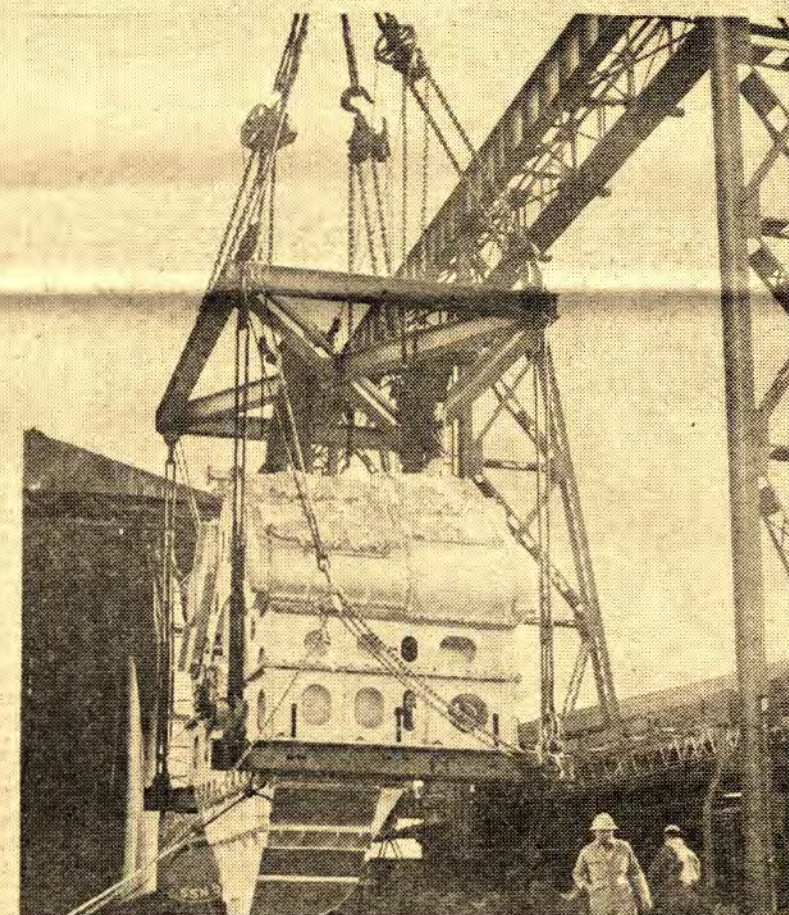
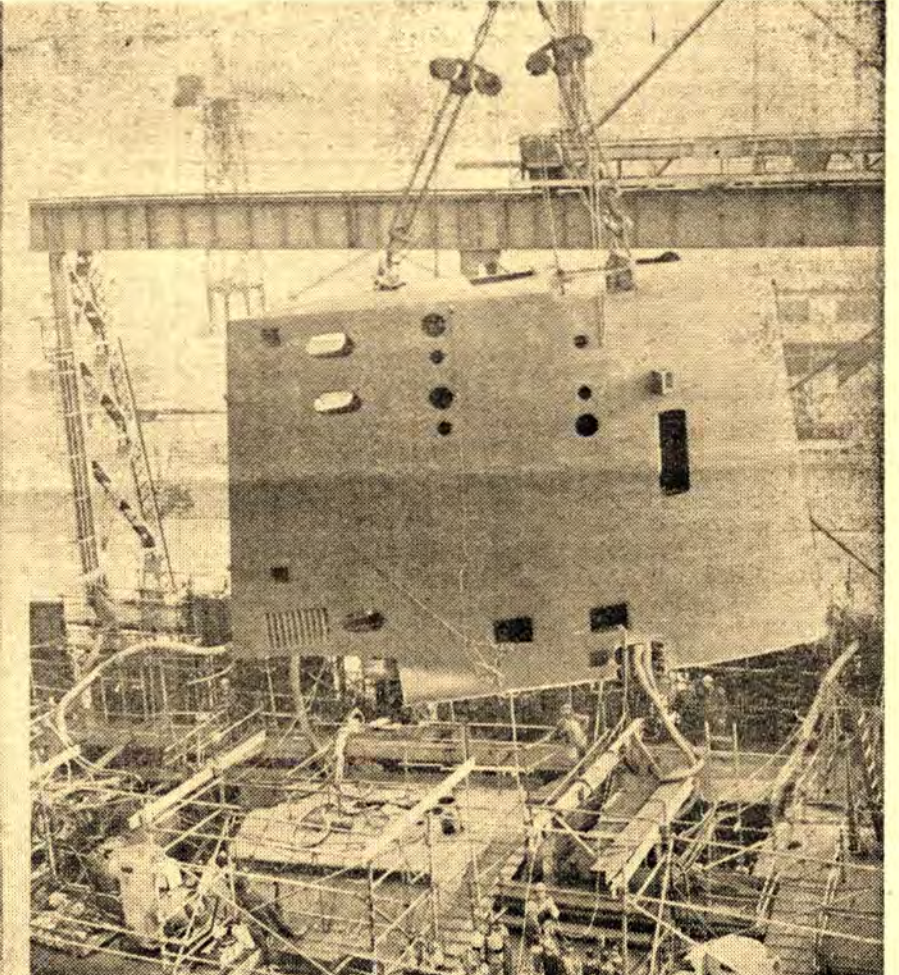
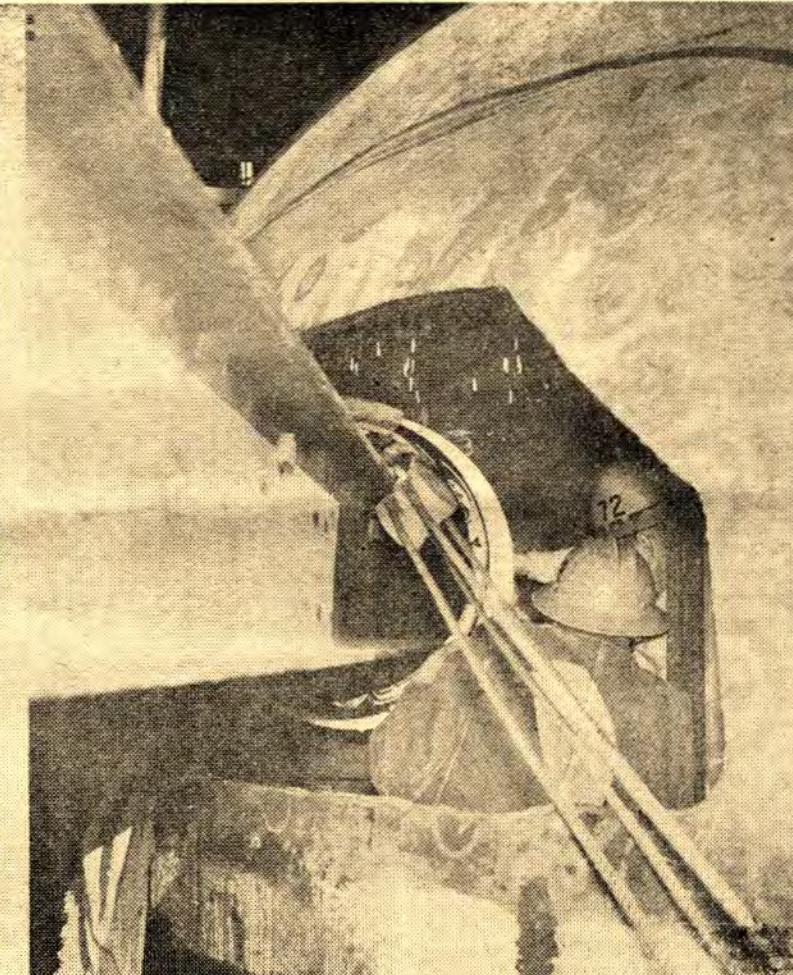
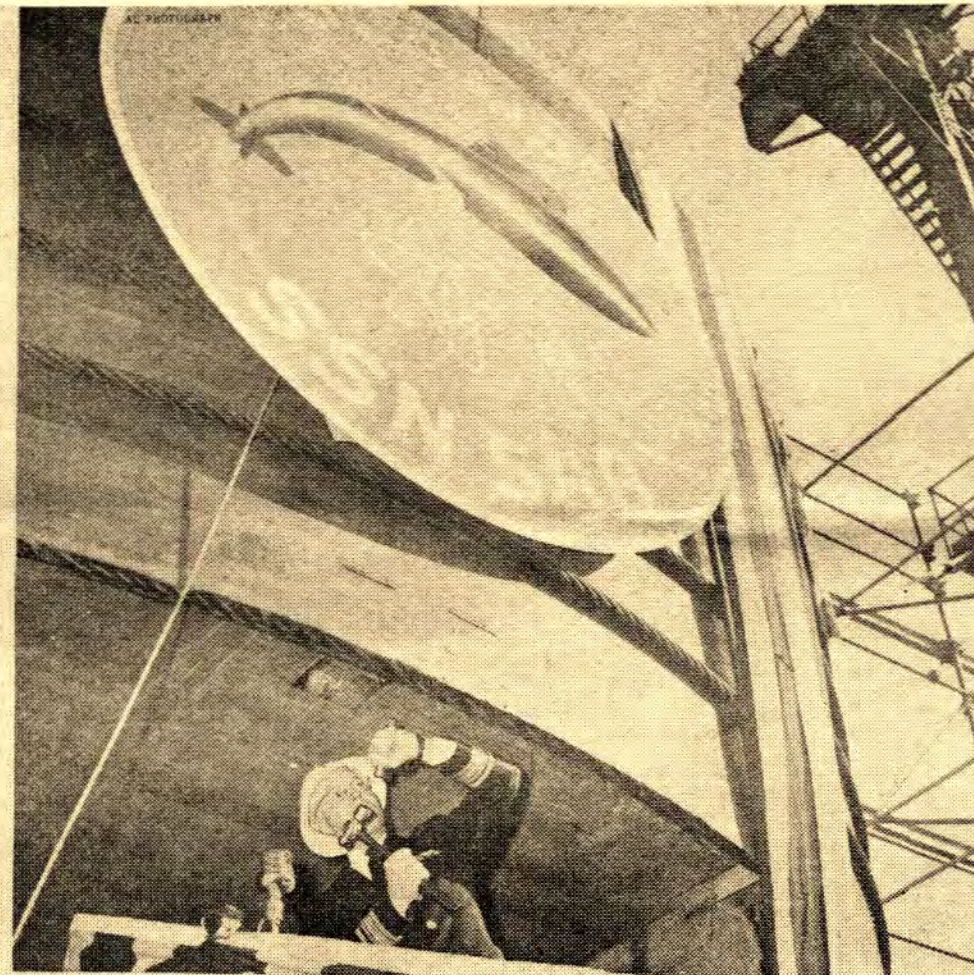
It's good to see Grace Nachbaur back on the job in Code 301A-2 after a long period of sick leave. . . Friends and coworkers wish to express their sincere sympathy to LaVon Carnett of Code 376 on the passing of her father in Napa last week.

"Welcome aboard" has been extended to several in the past few weeks: CAPT. H. O. Hilmar, new Quality Control Officer; LT C. T. West, Aide to the Shipyard Commander and as Ship Supe in Production Department; Charlene Goodenough in Code 310 from P&E; Mariel "Jan" Thomas came to Code 312 from Administrative Steno Pool.

Also "Pat" Brinker from the

Give once for many
THE UNITED WAY

Nuclear Submarine Grows in Pictures--From Keel Laying To Launch



Reactor Compartment Work Exacts Much From M.I.ers

Men of Nuclear Power Division working on SCAMP got a big assist from the THEODORE ROOSEVELT, now nearing completion here. Because the reactor plant of SCAMP is virtually identical to that of "the 600" all the know-how and experience gained on the earlier ship has been directly applicable to SCAMP. This helped greatly.

COUPLED with the careful attention and planning of all shipyard people engaged in building the reactor plant, this fact should contribute significantly to reducing our new construction costs. In addition, building of the SCAMP reactor plant has had the benefit of many of M.I.'s outstanding supervisors.

Lead shielding has been installed under Quartermen Larry Allara and Leadingman Frank Lucas of Shop 26 plus Floyd Cockerham and Joe Fera, leadingmen, and Quartermen Dudley Warner.

DIRECTING the installation of the polyethylene shielding used to absorb the reactor's neutrons during power operations — Leadingman Walt Odell of Shop 64. Howard Powell, Harold Franks and Ernie Luxton (chief quartermen, quartermen and leadingmen respectively) saw to Shop 17's fabrication of portable shielding.

John Thomas, quartermen, with Leadingmen Mickey Simpson and Mario Patrigani were on the tanks and installation of foundations and shielded tunnel for SCAMP reactor plant by Shop 11.

THOUSANDS of pipe welds necessary for the reactor plant were shepherded by Leadingmen Fred Lindeman and John Matheson under Quartermen Lawrence Allara. This job is a trying one; the welding techniques and specifications are exacting and a submarine offers a lack of accessibility that is a challenge to the best welder.

Quartermen Pete Nagel and Leadingmen Floyd Ray and Don Ireland of Shop 38 bore a major responsibility for the construction and success of the SCAMP reactor plant — installation of reactor plant components, including the reactor vessel and the main loops.

COOPERATION



ADDED to this, Pete and his leadingmen assumed the "red hat" of reactor plant supervisors for about seven weeks and thus coordinated the activities of all trades in their work on the reactor plant.

This additional supervision has proven itself highly desirable in working areas where many shops are engaged in diverse and sometimes conflicting work in a small area such as a submarine compartment.

SHOP 38 passed the "red hat" to Shop 56 and Leadingmen Otto Heitman, Leo Devita and Bob Akers. They, in addition to reactor plant supervision, have been responsible for the installation of piping in the reactor plant.

Heading the Shop 72 gangs — Quartermen Hank Ervin and Bill Platte and "Red" Crawford, his leadingmen. They supervised and planned the rigging and tight-quarters landing of large reactor plant components such as the reactor vessel and main coolant loops.

LEADINGMEN Dave Heitman and Bill Wara, Shop 51, had charge of the reactor plant's electrical installations. Nuclear Inspection's Bill Ledford, Bill Mason and Jim Packman went all-out to help the shops maintain this shipyard's fine reputation for high quality construction.

LCDR R. F. Wilkinson and Len Silvera were, respectively, Ship Supe and progressman for SCAMP nuclear work.

'Year of Polaris' On TV Oct. 11

All Mare Islanders are alerted to the fact that there will be a TV program of great interest here aired on Tuesday, Oct. 11. (Check local program listing for time and channel—probably Channel 5, in prime evening viewing period.)

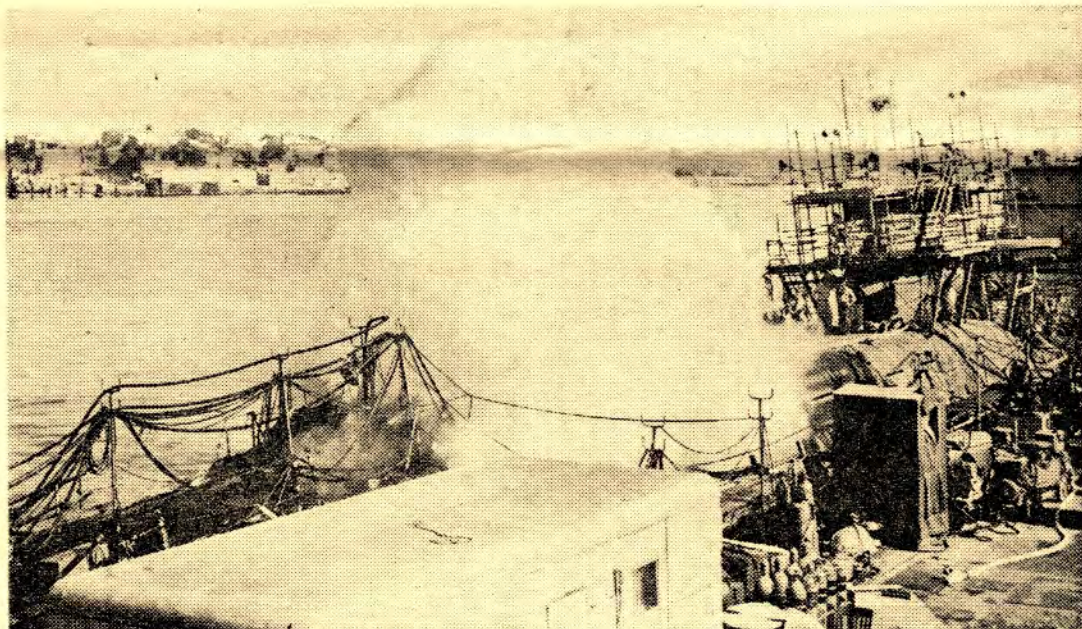
Program, narrated by Edward R. Murrow, is a CBS Special Report, "The Year of Polaris."

CHINFO's release says that Navy has extended full cooperation to CBS in producing the hour-long documentary of the missiles (which arm M. I.'s THEODORE ROOSEVELT) and the subs which fire them.

(It would be a good deed to drop a card to CBS expressing appreciation of its interest in the Navy.—Editor.)

Navy's Nuclear Power Program--Submarines

	Ship	Purpose	Builder	Launched	Sea Trials
SS(N) 571	NAUTILUS	Attack	Electric Boat	1/21/54	1/17/55
SS(N) 575	SEA WOLF	Attack	Electric Boat	7/21/55	8/28/60
SS(N) 578	SKATE	Small Attack	Electric Boat	5/16/57	10/21/57
SS(N) 579	SWORDFISH	Small Attack	Portsmouth	8/17/57	8/9/58
SS(N) 583	SARGO	Small Attack	Mare Island	10/10/57	8/2/58
SS(N) 584	SEA DRAGON	Small Attack	Portsmouth	8/16/57	10/5/59
SS(N) 585	SKIPJACK	Fast Attack	Electric Boat	5/28/58	3/8/59
SSR(N) 586	TRITON	Radar Picket	Electric Boat	8/19/58	9/27/59
SSG(N) 587	HALIBUT	Regulus	Mare Island	1/9/59	9/13/59
SS(N) 588	SCAMP	Fast Attack	Mare Island	10/8/60	
SS(N) 589	SCORPION	Fast Attack	Electric Boat	12/19/59	6/26/60
SS(N) 590	SCULPIN	Fast Attack	Ingalls	3/31/60	
SS(N) 591	SHARK	Fast Attack	Newport News	3/16/60	
SS(N) 592	SNOOK	Fast Attack	Ingalls		
SS(N) 593	THRESHER	Fast Attack	Portsmouth	7/9/60	
SS(N) 594	PERMIT	Fast Attack	Mare Island		
SS(N) 595	PLUNGER	Fast Attack	Mare Island		
SS(N) 596	BARB	Fast Attack	Ingalls		
SS(N) 597	TULLIBEE	Hunter-Killer	Electric Boat		
SSB(N) 698	GEORGE WASHINGTON	Polaris	Electric Boat	6/9/59	11/15/59
SSB(N) 599	PATRICK HENRY	Polaris	Electric Boat	9/29/59	3/7/60
SSB(N) 600	THEODORE ROOSEVELT	Polaris	Mare Island	10/3/59	
SSB(N) 601	ROBERT E. LEE	Polaris	Newport News	12/18/59	7/31/60
SSB(N) 602	ABRAHAM LINCOLN	Polaris	Portsmouth	5/14/60	
SS(N) 603	POLLACK	Fast Attack	N.Y. Shipbuilding		
SS(N) 604	HADDO	Fast Attack	N.Y. Shipbuilding		
SS(N) 605	JACK	Fast Attack	Portsmouth		
SS(N) 606	TINOSA	Fast Attack	Portsmouth		
SS(N) 607	DACE	Fast Attack	Ingalls		
SSB(N) 608	ETHAN ALLEN	Polaris	Electric Boat		
SSB(N) 609	SAM HOUSTON	Polaris	Newport News		
SSB(N) 610	THOMAS A. EDISON	Polaris	Electric Boat		
SSB(N) 611	JOHN MARSHALL	Polaris	Newport News		
SS(N) 612	GUARDFISH	Fast Attack	N.Y. Shipbuilding		
SS(N) 613	FLASHER	Fast Attack	Electric Boat		
SS(N) 614	GREENLING	Fast Attack	Electric Boat		
SS(N) 615	GATO	Fast Attack	Electric Boat		
SSB(N) 616	LAFAYETTE	Polaris	Electric Boat		
SSB(N) 617		Polaris	Electric Boat		
SSB(N) 618		Polaris	Newport News		
SSB(N) 619		Polaris	Mare Island		
SSB(N) 620		Polaris	Portsmouth		
SS(N) 621		Fast Attack	Ingalls		



Big Sister '600' Salutes SCAMP With Test

MUSHROOM cloud of water ejected from the Polaris submarine THEODORE ROOSEVELT in a test of her missile tubes last weekend is a

symbolic salute to her younger, smaller, but faster sister SCAMP (SS(N) 588) making her debut tomorrow on the high tide.

New Sub So Nearly Done She May Bypass Drydock Before Trials . . .

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Ireland, Emmett Davis, and Bob Nichols. Before launching, the exterior tanks and underwater hull areas must be completed in a well-coordinated and timely manner. Special mention must be made of the successful efforts of tank coordinators Mickey Simpson and Quality Control Inspector Gene Carr.

Other miles of electrical cables and an infinite number of electrical connections were accomplished under Shop 51 Quartermen Dick Richard and Leadingmen Dave Keitz, Bill Wara, Tom Church, Tim Folkard, Ray Kinney, Jim Moelk and Tom Moore.

WELDING the thousands of pipe joints was assigned to the crews working under Quartermen Charles Gilles and Frederick Lindeman, leadingmen. Product of these Shop 26 supervisors can be seen in the excellent records established on SCAMP's P-1 piping system.

Much of the work in building the submarine has been done by tradesmen far removed from the building ways. It is because of the prompt and excellent cooperation of these inside trades that the hull and components can be assembled into an integrated unit.

SHOP 31 and Shop 51 have tested and checked almost every piece of equipment put aboard. Part after part has started with a pattern in Shop 94, from which Shop 81 has molded a casting which was in turn machined and assembled into an operating mechanism by Shop 31.

Facilitating communications between inside Shop 31 supervisors and ways' supervision in a very commendable manner has been Howard Morse.

SANDBLASTING and painting, a mighty task, was capably handled by Shop 71, Quartermen Ray Costa and Leadingmen Bill Lander, Vic

Federigi, Glenn Cox, Ed O'Brien, Tony Myles, Jim Wilson and Andy Lumang.

Cleanliness of the vessel and ways during construction and installation of lead ballast in the ship and launch gear has been provided by Shop 72 Laborer Quartermen "Red" Hales and Leadingmen Bill Platt, "Pinky" Julian and "Red" Crawford have provided rigging services throughout the construction period of the ship.

Tremendous responsibility of building the launching gear to support the great weight of SCAMP and insuring a smooth trip down the ways to tidewater fell to artisans of Shop 64 led by Quartermen E. W. Dahlquist and Leadingmen Fred Ashoff and Lloyd Sequeira.

ANOTHER function of Shop 64 is plastic and rubber work by Quartermen Doyes Brown and his leadingmen, Walt Odell and Tom Prescott. Shop 99 Electricians under the direction of John McDon-

ald, leadingman, furnished temporary lighting and ventilation.

Constant surveillance of the quality of work of all trades was directed by Quality Control Supervisor Walt McArthur and accomplished by inspectors Gene Carr, Bob Marz, Bob Turpin and Bob Smith. Liaison between Design Division and Production Department of the waterfront was effectively handled by Ray Denny and Dave Potter, Jr.

Responsibilities of a progressman assigned to the SCAMP include a thorough knowledge of work being done and availability of needed materials to provide a smooth coordination of men and materials. These duties have been ably performed by Sherm Easton, Sam Allen, Bob Kilgore and Bob Spears. Schedules of the key events of orderly construction were issued by Code 308's Tom Walsh and "Lefty" Johanson, Bob Silva and Ed McLean.

FINALLY, to provide the necessary direction and guidance of all Production efforts at the vessel, the following Ship Superintendents were assigned: LCDR R. F. Wilkinson (nuclear plant); LTJG O. H. Porter (all non-nuclear work); LTJG L. M. Hayden (assistant for mid-ship area and sail); CWO D. F. Katusha (assistant for torpedo room and exterior tanks and hull).

As can be seen by anyone going through SCAMP, the condition of the propulsion plant is far more complete than previous nuclear boats at launch. The forward compartments, also, are in an advance stage of completion.

MARE ISLAND has an excellent start on setting a record for efficient and economical submarine building. During the next six months this record can be greatly improved if each individual employee continues to think ahead and produces workmanship of which he can be proud.

Their Responsibility: To Push Production Aspects of SCAMP



Supervisors Cared, Got Jobs Done

Photographs on this page give an indication of the scope of the construction job on SCAMP. Here are shown leadingmen and quartermen who inspired the Yard's workmen by their leadership and knowhow.

Shown in the top picture at left: Doyes Brown, Hank Ervin, Joe Cellini, Earl Dahlquist, Harold Hales, Harold Robnett, Robert Jacobus, John Richards, Harry Carne, Joseph McHale, Bill Elsdon, LCDR T. C. Johnson.

Also LCDR R. F. Wilkinson, Bill Ledford, Dan Jones, Marvin Basham, Lloyd Faulk, Larry Alara, CAPT A. C. Lundgren, Morgan Gallaher, W. C. Hirsch.

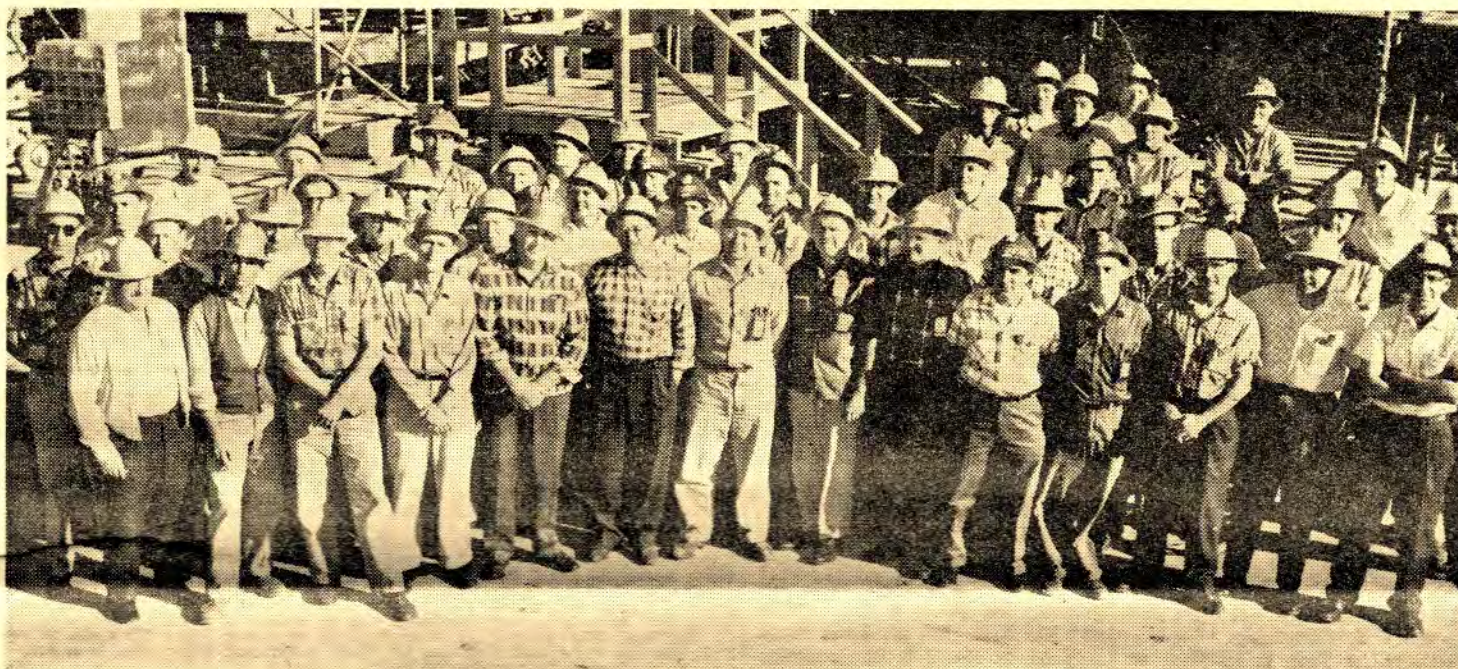
Pictured in lower photo: Bill Platt, Charles Stephens, Jim Weeks, Tim Folkhardt, Dave Heitz, Elwin Story, Bill Wara, Tom Church, Charles Caldwell, Leo DeVita, Bob Akers, Tom Prescott, Dave Potter, Ray Denny.

Also Fred Ashoff, Russ Forrand, Francis Simpson, Bob Marz, Lloyd Sequeira, Ken Remington, John MacDonald, Les Raser, Frank Lucas, Philip Johnson, Karl Lundgren, Leo McKenzie, Otto Heitman, Floyd Ray, Len Silveria, Walt Odell, Fred Lindeman, Bob Miller, Sam Allen, Bob Spears, LTJG L. M. Hayden.

And LTJG O. H. Porter, CAPT A. E. Lundgren, Bob Turpin, Bob Smith, CWO "Gunner" Katusha, Floyd Cockerham, Jack Fagan, Harold Franks, Glen Zundell, Don Voss, Harry Pannell, Gene Carr, Walt McArthur.

Deserving to be included but absent for the picture taking: Bob Kilgore, John Thomas, George Irvin, Charles Gillies, Bill Lander, Tony Myles, Emmett LaBelle, Ernest Mouroux, Don Chapman, Edward Leimers, Sherm Easton, Pete Nagel, Woody Green, Al Bendowski, William West, Ed Kerr.

Expert Supervision by Quartermen and Leadingmen Made SCAMP Grow



Quartermen and Leadingmen of Various Trades Led Crews on SS (N) 588

On Launching Day, Shop 64 Does Its Stuff

There's a lot of activity in Shop 64 as SCAMP's launch day approaches. This Saturday will culminate 3½ months of preparation by shipwrights under supervision of Acting Quartermen Earl Dahlquist and Leadingman Fred Ashoff.

WITH ground ways and cribbing previously installed, work began the latter part of June in modifying cradles or packing sections used in "600" launch to suit SCAMP.

When greasing of ground ways was completed by mid-July, installation of sliding ways began. Wedge riders were installed then and construction of aft poppet section begun—also installation of

center or solid packing sections.

CONSTRUCTION of Number 2 section followed, and finally section Number One was installed. This section takes the remaining weight of the ship on the ways as the stern becomes buoyant and the ship pivots.

Hookup of sections began after all cradles or sections were in place to make port and starboard sections an integral part of the ship by securing with spreaders, tie rods, bolts and chains.

SHOP 72 riggers were busy tricing the cradle to the hull by means of cable and turnbuckles while Shop 38 machinists were hooking up the trigger. The trigger is the mechanical releasing device

which holds the vessel on the ways until the command "Launch her" is given.

Completing the months of preparation was the installation and securing of the ways' extension (40 feet of additional ground ways or "track" installed outboard of the ways' Caisson). Shop 72 divers secure this extension which is fabricated and aligned by Shop 64.

MEANWHILE, "back at the building slip," hull staging is being removed, sponsor, press and launch officer platforms are being constructed, ramming platforms are installed and preparations complete on Oct. 8.

Shipwrights, under the direction of Master J. N. Honodel, will start ramming the wedges at 9 a.m. This transfers much of the weight from the building supports or blocking to the launch cradle.

BLOCKING, shoring and cribbing then will be removed in accordance with a carefully prepared schedule running until shortly before 3 p.m.

Upon orders from Assistant Launch Officer, CAPT A. E. Lundgren, the dog shores will be tripped, and in accordance with the careful countdown between he and the Launch Officer, CAPT P. F. Straub, Jr., launch time approaches.

When "O" seconds is reached, Captain Lundgren will sing out, "Launch her." Master Mechanic A. W. Lundstedt of Shop 02 will throw the trigger lever and SCAMP will be on her way!



They Have a Way With the Ways

READYING SCAMP for her debut, Shop 64's Frank Rhode and William Freitas are under "the 588" finishing up the stern poppet section of the launching gear.

Island Personnelities . . .

CONTINUED FROM PAGE 3

South Dakota and parts thereabouts.

John McDonald, Code 385, and Al Thatcher, Code 387, did a little mountain climbing in the Trinity Alps to reach a fishing spot. (Or was it just molehills they made mountains out of. LTJG F. S. Jones Assistant Ship Superintendent (600) has returned from Disneyland submarine riding.

SHOP 64

(By Phyllis Simpson)—Shop 64's bowling team is organized and bowling and captain Bill Freitas would like to see some rooters for the team. They roll Friday nights between 6:45 and 9 p. m. at the Vallejo Bowl.

Doyes Brown is looking mighty pleased these days, and why shouldn't he after such successful hunting trips. Speaking of being pleased — J. Foux is proud as punch and enjoying his role of new father.

Friends of Al Newton are happy to hear that he is feeling so much better, he certainly gave us a scare for a while . . . We'll have more time for more shop notes in our next column—after launching of SCAMP.

SHOP 72

(By George Bazely)—Ray Warren, off for three weeks' vacation, will miss launch of the SCAMP but he says there is a lot of work to be done on his own boat. Bob Boggiali is spending his two weeks fishing for Klamath River steelheads.

Wives meeting Shop 72 hunters — Joe Barrios, Fred Leighton, Jim Tillmon, Bob Lenzi and the rest—must have all heard the same, "No Dear, no deer!"

Benny Zimmerman is back and running things in Material Station 3 after a few weeks of resting at home. It's good to see Ivar Carlson on the job again after a bout with arthritis.

Cafeteria Menu

All Entrees Include Vegetables

MONDAY

Julienne Ham and Rice Canteen35 & .60
Italian Spaghetti with
Chopped Beef50
Breaded Veal Cutlet70
Baked Dinner Steak90

TUESDAY

Old Fashion Chicken Pie . . .35 & .60
Sirloin Tips Burgundy and
Fresh Mushrooms60
Corned Beef50
Roast Pork and Applesauce . . .70

WEDNESDAY

Beef Short Rib Jardiniere . .35 & .60
Poached Ling Cod Filet60
Creamed Egg Noodles with
Diced Ham50
Roast Beef with Rich Brown
Gravy70

THURSDAY

Meat Balls and Spaghetti . .35 & .60
Fried Liver and Onions60
Stuffed Pepper Creole50
Corned Beef and Cabbage70

Sub Names Live On

Hard-earned reputations of four World War II submarines will live on as their names are assigned to nuclear-powered submarines now under construction and scheduled for completion in late 1963. They are the GUARDFISH being built in Camden, N. J., and the FLASHER, GREENLING and GATO under construction at Groton, Conn.



Island Supes United for United Crusade

JUMPING the gun with 100 per cent pledges to United Crusade were the Yard's top management groups—Masters and Foremen and Naval Civilian Administrators. Presidents E. W. Mar-

tinez and C. J. O'Donnell, Jr., present the Shipyard Commander, RADM L. V. Honsinger with pledge letters at the close of the kickoff in Rodman Center on Monday.

POINTS OF CONTACT

At Front Door, Best Foot Forward

"First impressions are lasting impressions." How often this proves true. A prospective employee's first contact is with the receptionist in Employment Division. Mrs. K. (Kerruish, not Khrushchev) is the girl on the spot to help him.

JOB APPLICANT wonders whether the busy shipyard has a spot for him and his skills; he wonders whether Mare Island is a good place to work.

This candidate for the Joe Hard Hat Club (or the Jill Typist Guild, as the case may be) has a right to expect reliable information. Marcelle Kerruish, alert and knowledgeable, gives out — with an added bonus of a pleasant personality.

WATCHING her in action last week (she averages 100-200 contacts a day—more in heavy hiring periods) we concluded that her work attitude was good for the Shipyard. It contributes, indirectly, to the building of fine submarines like SCAMP, as vitally as that of an expert welder.

In a sense, Marcelle is a welder, we thought. Her expert knowledge of the Shipyard's current needs, her familiarity with job requirements and needed qualifications (she has had much experience in other aspects of Placement Branch work in addition to those of her present post)—these things enable her to put together the "sections" (in this case, the position and the applicant) so that the result is a job well done.

EMPLOYMENT'S greeter is well versed in RIF procedures and NCPI; her contact with Civil Service Board of Examiners is constant. Not the least of her efficient accomplishments: preparation of GV Job Bulletin Board — always on time, an eminent virtue, from where the editor sits.

Marcelle has had two tours of duty here. First began in 1942 in Shop 31's office. Out in 1943, she returned in 1944 to Shop 02, this time. Transferring to Industrial Relations in 1955, she has worked there since. For three years, she has been Code 170's successful Recreation Chairman.

OF HER work Mrs. K. says, "I like it because each day there is something new, always someone new. I try to screen all Employment Division visitors carefully so that the Shipyard will not

miss any good bets. I have to know, also, what other government activities are doing in the way of hiring so that I can help applicants for whom we have no current need. If I didn't like people, this job would be a headache."

Most interesting and satisfying to Marcelle was the recent opportunity to steer two immigrants—tool maker from Germany, typist from Holland—in the right path toward U.S. citizenship.

HUSBAND Tom is in Shop 02. Son Jim is a Life Scout in Napa Troop 4. All three K's are much interested in scouting. Tom has been working with the troop for 14 years; he is also Commander, 5th District, American Legion.

Hobbies of Mrs. K.: painting, gardening, cooking—and eating. We said we could have guessed the latter. She said: "Look who's talking." Touche, Marcelle.



Marcelle Kerruish and Friend

Yard Crusade Off ... And Running

Monday saw a colorful and enthusiastic kick-off rally for the United Crusade Campaign. Hundreds of keymen and other Crusaders attended.

Co-chairmen L. K. (Buck) Rice and J. S. (Joe) Ronan served as M.C.'s for parts of the program. RADM L. V. Honsinger, Shipyard Commander, spoke most forcefully in favor of the Campaign, expressing his pride in the turnout and his faith that M. Lers would respond to the call for contributions—and go over the top in two weeks' time.

"Miss Torch" christened the model of the SCAMP "USS Crusade" and it was launched to great applause. Word at press time was that Shipyard Commander's Office, Shop 67 supervisors, Code 155 and Shop 07 carpenters and painters were already 100-per-cent givers by 9 a.m. Monday.

JOBS FOR HANDICAPPED WEEK

Workers With Handicaps Pulled Weight on SCAMP

By J. D. CHAMBERLIN
Head, Employment Division

Week of October 2 to 8, 1960, has been designated by the President as National Employ the Physically Handicapped Week. The 1960 theme for employment of the handicapped "Operation Teamwork" is best illustrated at Mare Island tomorrow with the launching of the SCAMP SS (N) 588.

IT TAKES teamwork to build and put into successful operation the newest additions to our Nuclear Navy. No small part in this teamwork operation is played by the many employees of the shipyard who are physically handicapped. There is scarcely a shop or office on the shipyard that does not include physically handicapped employees. Regardless of their handicaps, these employees are full-time members of the shipyard team. Surveys have shown the physically handicapped are just as RELIABLE, just as STEADY, just as CAREFUL as their able-bodied fellow workers.

Mare Island gives continuous consideration to employment of the physically handicapped applicants. During the past year 14 new employees with physical handicaps were added to the rolls. The first contact of a new employee is with the Employment Division.

In utilization of the physically handicapped the Employment Division is indicative of the shipyard's percentage of handicapped employees in the total employment on the shipyard. Out of 30 employees there are four physically handicapped for an approximate 14 per cent.

IN ADDITION to the above, there are many more employees who each year develop physical handicaps as results of injuries or illness and are returned to employment. Their placement is conducted by the shop involved and the Medical Department.

With as little fanfare as possible, these and others are followed closely by the Medical Department without the knowledge of their fellow employees and frequently without the knowledge of the shops. Handicapped people do not desire to have their flags flaunted for all to see. They are a proud group and request no special favors and we in turn are proud of them.

Shipyard salutes the physically handicapped of Mare Island which includes disabled veterans, employees injured in industrial and other types of accidents, and employees whose disabilities are due to illness. They pull their weight.

JOB BULLETIN BOARD

Promotional Opportunities

Applications will be accepted only from Career or Career-Conditional employees of the Shipyard for the following bulletins. Send Form 57 to Code shown. Call extension given for details.

SUPVRY. GENERAL ENGINEER, GS-801-14, \$12,210 through \$13,510 a year. Production Dept., Quality Control Div., Bulletin 132-60. Applications accepted until Oct. 20. Send application to Code 172c.

MOBILE EQUIPMENT DISPATCHER, \$2.61 through \$2.83 an hour; Shop 02; male only; Bul. No. 129-60; closes October 13; Code 172d; ext. 6256; this is a temporary position not to exceed 1 year.

TRUCK DRIVER, \$2.45 through \$2.56 an hour; Shop 02; male only; Bul. No. 130-60; closes October 13; Code 172d; ext. 6256; this is a temporary position not to exceed 1 year.

Promotions Effective October 3

MANAGEMENT ENGINEERING OFFICE—Electric Accounting Machine Operator GS-4, Evelyn M. Pauleich, Suzanne M. Salmon; Electric Accounting Machine Supervisor, GS-5, Macey C. Paxton.

PLANNING DEPARTMENT—Clerk-Stenographer, GS-4, Virginia G. Gimenez; Engineering Aid (Naval Architecture), GS-6, James R. Stedman, Francis M. Walsh; Mechanical Engineer, GS-7, Frisco T. Telmo; Supervisory Photographer (General), GS-8, Eugene L. Giroux; General Engineer GS-11, Delbert A. Nelson.

Federal Service Entrances Exam., Ann. 240; closing date for Management Internships—January 26 and for General Positions—April 27; send Form 5000-AB to Director, 12th U. S. C. S. Region, 630 Sansome St., San Francisco.

PRODUCTION DEPARTMENT—Clerk-Stenographer, GS-4, Patricia R. Brinker; Engineering Aid (Industrial), GS-6, Alfred E. Leveque, Jr.; Engineering Aid (Mechanical), GS-6, Neel S. Rich; Supervisory Personnel Specialist, GS-11, William G. Jack; Shop 10, Instrument Mechanic (Electronic), Dean W. Yeoman; Shop 11, Shipfitter, Joseph L. McGinty; Shop 26, Welder William F. Axtman; Shop 56, Refrigeration and Air Conditioning Mechanic, Henry J. Dawson, Benjamin S. Flippin; Shop 64, Shipwright, Sidney G. Howell; Shop 67, Electronics Mechanic A. L. Littlefield.

SUPPLY DEPARTMENT—Supervisory Stock Control Clerk, GS-6, Martha I. Nicolai; Storage Officer, GS-10, Clyde A. Hitchcock.

COMPTROLLER DEPARTMENT—Accounts Maintenance Clerk, GS-5, Elizabeth S. Roberts.

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ADMINISTRATIVE DEPARTMENT—Shop 58, Laborer, Paul A. Fernando.

INDUSTRIAL MANAGER, 12ND—Supervisory Electronic Technician (General), GS-11, Laddie J. Jacobson.

PROMOTION WITH TIME LIMITATION

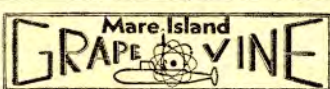
PRODUCTION DEPARTMENT—Shop 17, Shop Planner (Sheetmetal Worker), NTE 9-30-61 Albert R. Day.

Supply Department Praised by Ship's C.O.

Supply Department has been commended by the Commanding Officer of the USS MARKAB (AR-23) for "work performed and assistance provided . . . more than that which would normally be expected" during the recent activa-

tion of MARKAB and deactivation of the USS LUZON (ARG-2).

Singled out for particular mention were CDR W. C. Maas, Procurement Superintendent, and CDR C. W. Utterback, Material Superintendent.

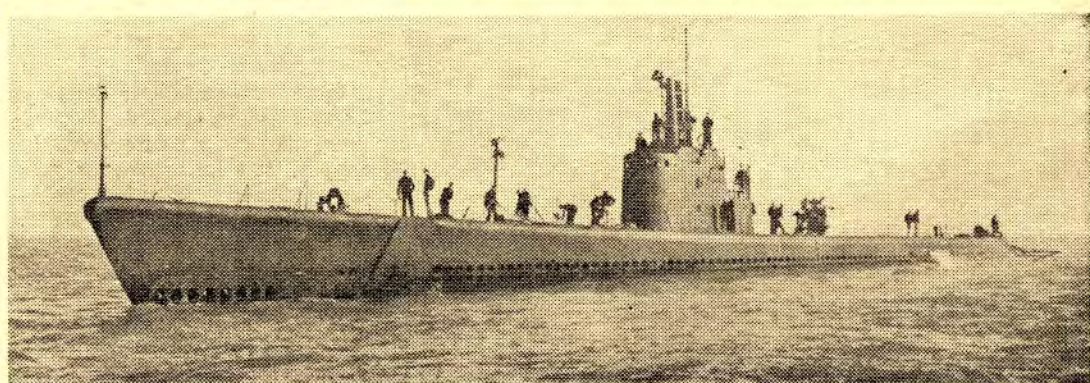


Official Naval Shipyard Publication
RADM L. V. HONSINGER
Shipyard Commander

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Associate Editor Don Dopkins



This Is the SCAMP of World War II Fame