

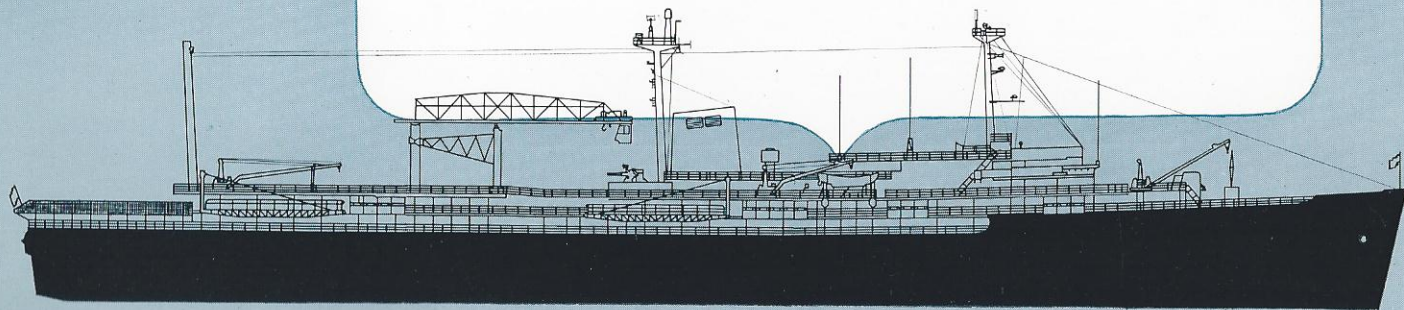
Contributed by Dale Hargrave



LAUNCHING OF THE

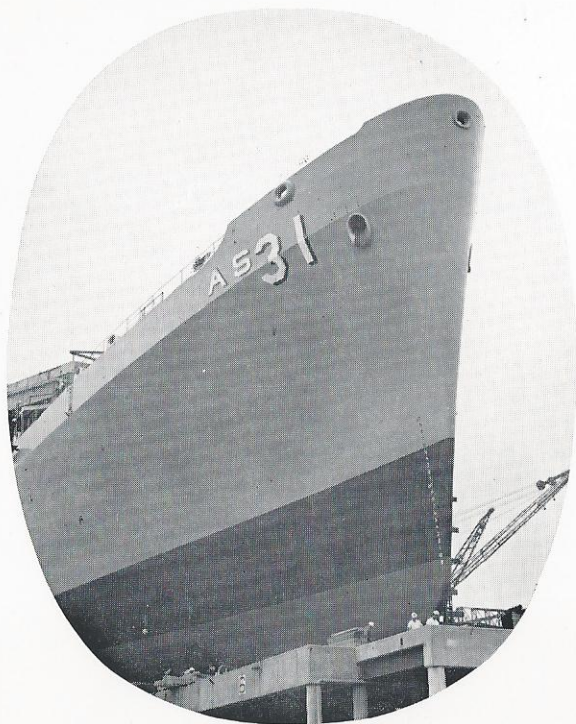
U. S. S. Hunley

SEPTEMBER 28, 1961



NEWPORT NEWS SHIPBUILDING AND DRY DOCK COMPANY • NEWPORT NEWS, VIRGINIA





PARTICULARS OF U. S. S. HUNLEY

Length Over-all	599 Feet
Beam	83 Feet
Displacement	18,300 Tons
Number of Crew	1,000
Keel Laying	November 16, 1959
Delivery	Summer, 1962

The Ship Will Have

Helicopter Platform	Laundry
Hospital	Machine Shops
Library	Complete Air Conditioning
Barber Shop	32½-Ton Crane
Foundry	Pattern Shop
Sheet Metal Shop	Forge Shop

LAUNCHING OF THE
POLARIS SUBMARINE TENDER

U. S. S. Hunley

(AS-31)

September 28, 1961

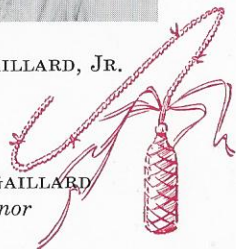
NEWPORT NEWS SHIPBUILDING AND DRY DOCK COMPANY

Newport News, Virginia



MRS. J. PALMER GAILLARD, JR.
Sponsor

MISS ELEANOR GAILLARD
Maid of Honor



Program

NATIONAL ANTHEM

United States Navy Band,
Commander, Destroyer
Flotilla FOUR, Atlantic Fleet

WELCOME AND INTRODU- TION OF THE SPEAKER

Mr. William E. Blewett, Jr.,
President of the Newport News
Shipbuilding and Dry Dock
Company

ADDRESS

Vice Admiral E. W. Grenfell, USN,
Commander, Submarine Force,
United States Atlantic Fleet

INVOCATION

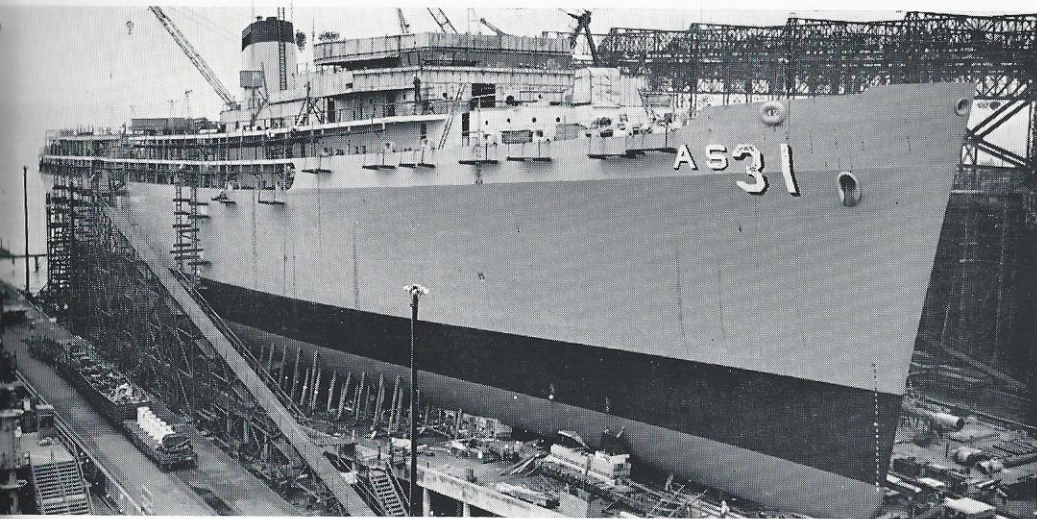
Captain Roy E. Bishop, USN,
Chaplain, Fifth Naval District

CHRISTENING 11:45 a. m.

Mrs. J. Palmer Gaillard, Jr.

U. S. S. HUNLEY

The HUNLEY is the first submarine tender built since World War II and first such vessel designed and built to service the nuclear-powered Polaris submarines. She will be modern in every respect, including vertical and horizontal lift conveyors and even an electronic accounting machine to speed the processing of job orders and materials. She will render hundreds of invaluable services to the group of Polaris vessels that have been called our first line of defense.



CAPTAIN
DOUGLAS N. SYVERSON

*Prospective
Commanding Officer*



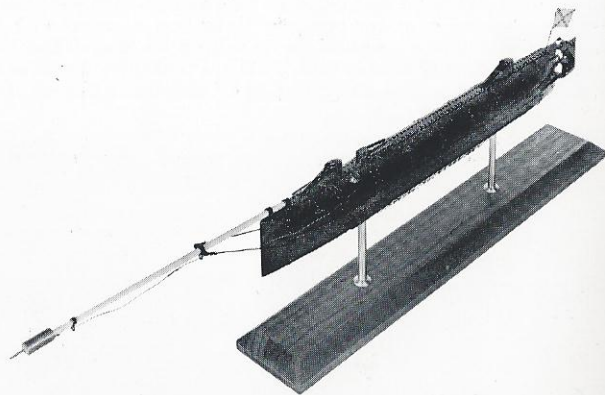
HISTORY OF THE SUBMARINE HUNLEY

The first vessel to bear the name HUNLEY was a Confederate submarine which assured its place in history by being the first to sink an enemy warship—the Union war sloop HOUSATONIC. The story of this primitive underwater raider is a record of almost incredible bravery and perseverance on the part of her builders and the men who manned her. During her brief service she sank five times with the loss of four crews.

Patriotism and profit formed the basis of the idea to build a submarine. The Confederate government had offered handsome bounties to private parties who sank Union ships. Horace L. Hunley, the principal financial backer, and two marine engineers—McClintock and Watson, were part of a group which had built the submarine PIONEER in 1862 with an eye on the profits to be gained in sinking the Federal ships blockading the mouth of the Mississippi River. However, the PIONEER was sunk when New Orleans was captured.

The three submarine builders moved to Mobile, which was under the command of Major Gen. D. H. Maury, who was sympathetic toward underwater-torpedo projects. He welcomed the three men and ordered a new boat to be built. Their first attempt—an iron boat 25 feet long, five feet wide and six feet deep—was towed off Fort Morgan for an attack on the blockading fleet. She promptly sank in heavy seas, but without loss of life.

The next vessel was built from an iron boiler about 25 feet long and four feet in diameter. They cut her in



Model of HUNLEY with good view of spar torpedo.

half, inserted two 12-inch iron strips in her sides and tapered her fore and aft. Bulkheads were riveted inside the bow and stern castings to form water ballast tanks for lowering and raising the vessel. Flat castings were fitted to the outside bottom for ballast, and could be dropped if necessary by loosening bolts which passed through stuffing boxes inside the boat. A propeller shaft extending almost the length of the craft was

fitted with eight cranks so that the crew could sit on the port side while cranking. Lateral fins were operated from a lever amidships. Hatchways installed fore and aft were provided with glass panes, the only means of seeing out of the boat with closed hatches. A candle was used for illumination and to indicate oxygen supply.

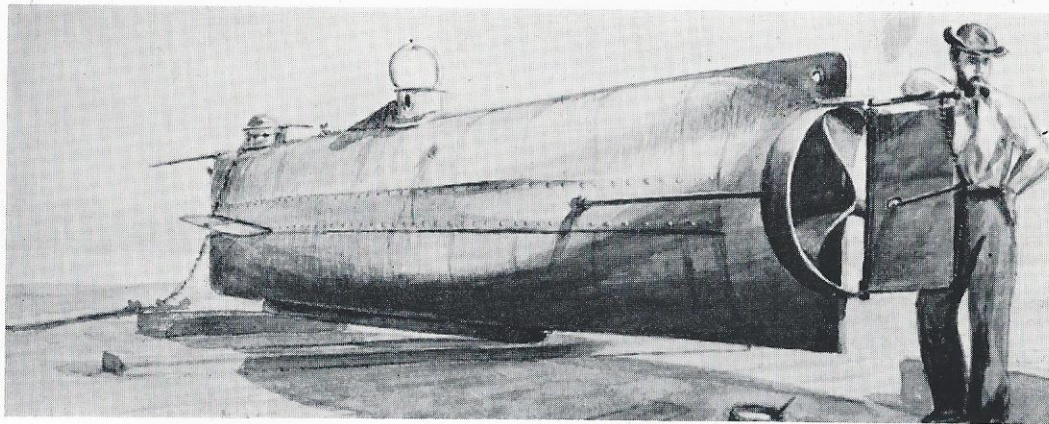
This questionable craft with a top speed of four miles per hour was named the H. L. HUNLEY in honor of the man who had made her existence possible.

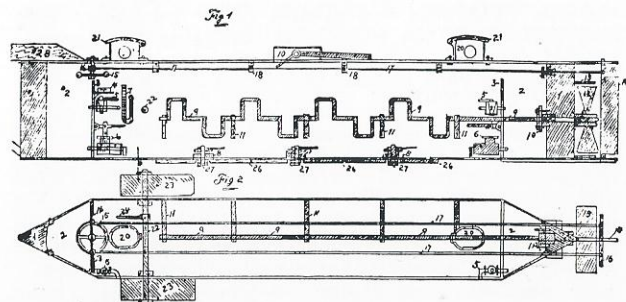
The torpedoes—copper cylinders with 90 pounds of explosives were to be towed on a 200-foot rope behind

the sub. The boat was to dive under an enemy ship and surface on the other side, dragging the torpedo against the ship. Her first trial was a success. A hit on a flatboat blew fragments 100 feet in the air.

Charleston was chosen as her home port because of the bombardment on Ft. Sumter. Maury offered the HUNLEY to Gen. P. G. T. Beauregard, Charleston's commander, who gratefully accepted. Lt. John Payne and a crew from Charleston volunteered to man the little boat, and she was towed to Ft. Johnson for trials. A few nights later the HUNLEY took her first lives.

Artist's conception
of the Confederate
Torpedo Boat
HUNLEY.





LONGITUDINAL ELEVATION IN SECTION AND PLAN VIEW OF THE CONFEDERATE SUBMARINE BOAT HUNLEY.

From Sketches by W. A. Alexander.

No. 1. The Bow and Stern Castles. No. 2. Water ballast tank. No. 3. Tank bulkheads. No. 4. Compa. No. 5. Sea cocks. No. 6. Pumps. No. 7. Men's seats. No. 8. Keel ballast stuffing boxes. No. 9. Propeller shaft and cranks. No. 10. Stern bearing and gland. No. 11. Shaft braces. No. 12. Propeller. No. 13. Wheel and axle propellers. No. 14. Rudder. No. 15. Steering wheel. No. 16. Steering lever. No. 17. Steering rods. No. 18. and braces. No. 19. Air valve. No. 20. Hatchways. No. 21. Hatch covers. No. 22. Shaft of side gun. No. 23. Cast iron keel ballast. No. 24. Bolts. No. 25. Bolt end of torpedo boom. No. 26. Side Gun. No. 27. Shaft's lever. No. 28. One of the crew turning propeller shaft. No. 29. Keel ballast.

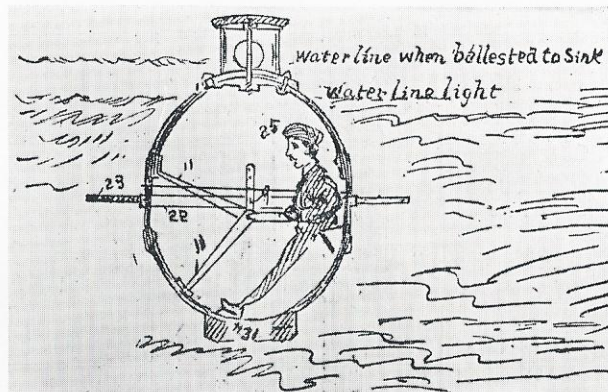
She was lying at the wharf with the crew inside, when a swell from a passing steamer poured water into her open hatchway, and she sank like a rock. Lt. Payne alone escaped and immediately asked permission to raise her and recruit another crew. However, the HUNLEY swamped again at the wharf at Ft. Sumter, and this time Lt. Payne and two crew members survived.

Horace Hunley arrived with another crew and convinced the discouraged Beauregard that they could successfully operate the sub. This they did, diving her and returning. But on October 15, 1863, with a large crowd watching, Hunley and his crew submerged but failed to come up.

Sickened by the loss of so many lives, Beauregard was ready to give up on the HUNLEY, but he was finally talked into another try by two young engineers who had helped build her. He agreed to the attempt with the proviso that the ship operate on the surface and carry her torpedo on a spar projecting from her bow. The torpedo was accordingly fitted, but they continued to operate the boat under water.

The two engineers, Lieutenants Dixon and Alexander, accomplished an amazing feat. They boarded a Confederate ship, told the HUNLEY's history, asked for volunteers and got them. This crew made a series

Amidship section of the HUNLEY.



of successful dives. However, before an attack could be launched, Alexander was ordered to Mobile and Dixon was left to carry on.

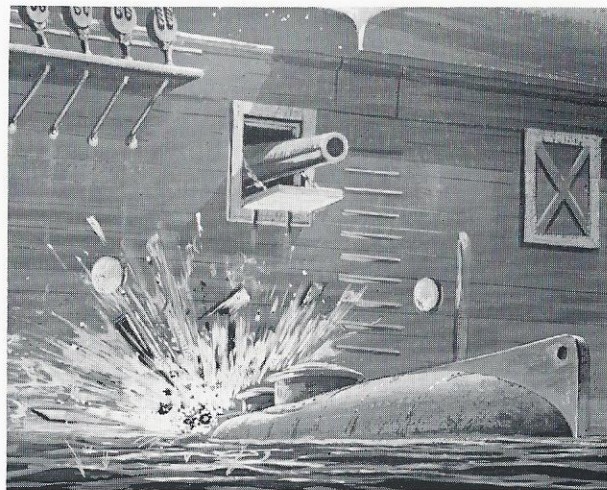
On the night of February 17, 1864, the sea was calm and despite a bright moon, Dixon decided to wait no longer. The crew came aboard, hatches were closed, and the HUNLEY slipped under the surface. The HOUSATONIC, a 1240-ton screw steamer only three years old, lay at anchor in the bay. At about 8:45 p. m. the officer of the deck observed a disturbance in the water 100 yards away. He thought it was a floating plank but took no chances. He gave orders to hoist the anchor and began backing the engines.

In the meantime the men on deck saw to their horror that the object had changed course and the sloop was headed directly toward it. It was so near that her guns were of no use, and they began firing with pistols and rifles. A tremendous explosion disintegrated the stern of the sloop, a cloud of black smoke puffed from her stack, and she sank almost immediately. All but five of her crew were rescued.

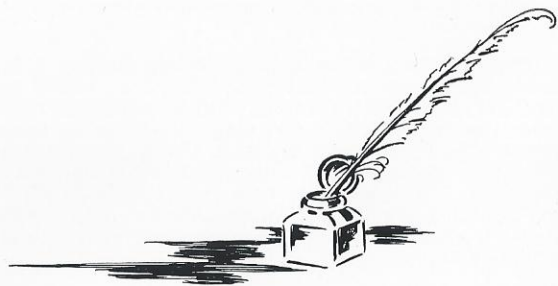
The little iron boiler submarine had become the first in history to sink a warship—a feat which would not be duplicated for half a century. But no word was received from the HUNLEY, and finally it had to be assumed that she had gone down with the sloop. In his memoirs, Alexander deduced that Dixon, operating only on dead reckoning, did not realize that the HOUSATONIC was backing toward him and had struck with such momentum that the crew was unable to back their boat free of the sinking sloop.

After the fall of Charleston in February, 1865, divers examined the wreckage of the HOUSATONIC, but did not find the HUNLEY. But several years later she was discovered lying on the bottom of the harbor, her bow still pointed toward the sunken sloop.

Painting of Confederate Submarine HUNLEY exploding spar torpedo against side of Federal Sloop HOUSATONIC.



Autographs



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