

(AS-37)



**USS DIXON.....**

## SHIPBUILDERS

*We tore the iron from the mountain's hold,  
By blasting fires we smithied it to steel;  
Out of the shapeless stone we learned to mould  
The sweeping bow, the rectilinear keel;  
We hewed the pine to plank, we split the fir,  
We pulled the myriad flax to fashion her.*

*Out of a million lives our knowledge came,  
A million subtle craftsmen forged the means;  
Steam was our handmaid and our servant flame,  
Water our strength, all bowed to our machines.  
Out of the rock, the tree, the springing herb  
We built this wandering beauty so superb.*

*John Masefield*

# About Lt. George E. Dixon

The new Navy submarine tender DIXON (AS-37) honors the memory of a Confederate Army engineer, Lt. George E. Dixon, a pioneer in the development of the modern submarine.

In the Spring of 1863, Lt. Dixon and Lt. William A. Alexander directed construction of the submarine H. L. HUNLEY. After successful trials in Mobile Bay, under Lt. Dixon's command, the craft was ordered to Charleston, S.C. to aid in the defense of that city.

In the short life that followed, HUNLEY was responsible for the loss of four crews: two during accidents while at Fort Sumter, one while performing practice dives and the last after attacking a Federal ship blockading Charleston Harbor.

The last incident also cost the life of Lt. Dixon who was in command of HUNLEY during her daring attack on the blockade ship HOUSATONIC.

Lt. Dixon's submarine was fitted with a torpedo affixed to a spar projecting from her bow. Approaching silently through calm water, HUNLEY came within 100 yards of

HOUSATONIC before being seen by lookouts. By then, however, it was too late for HOUSATONIC's guns to be aimed in defense of herself.

HUNLEY's torpedo struck just forward of the main mast, in direct line with the ammunition locker. With a roar that shook all ships in the harbor, HOUSATONIC exploded and sank, taking five crewmen with her.

HUNLEY also sank as a result of the attack, killing Lt. Dixon and the other crewmen. The exact cause of her sinking was never learned, although it has been assumed that the tremendous explosion was the cause of her loss as well as HOUSATONIC's.

In her short, murderous career, HUNLEY killed 40 of her crewmen, eight times the number of enemy losses, but she earned a place in history as the first submarine to sink an enemy warship.

It was Lt. Dixon's persistence in the face of innumerable discouragements and his courage in taking the HUNLEY into battle that has earned him a place in naval history.

# About The Ship

The U.S. Navy submarine tender DIXON (AS-37) is the second of a new class of ships designed specifically to service nuclear attack submarines. She is the first Navy ship to bear the name.

An amazingly versatile ship, DIXON and her 1300 crewmen will provide logistical and technical support for as many as 12 submarines, including simultaneous servicing of four submarines alongside.

As a combination "supermarket and service station" for submarines, DIXON will be equipped with a wide variety of facilities throughout her 12 decks. Ranging from blacksmith shops to electronic laboratories, these facilities will enable her to perform supply, test, overhaul and repair services--any assistance not requiring a drydocking. DIXON is impressively large, measuring 644

feet in length and having a beam of 85 feet. Her full load displacement will be 22,640 tons and she will be able to steam at nearly 20 knots.

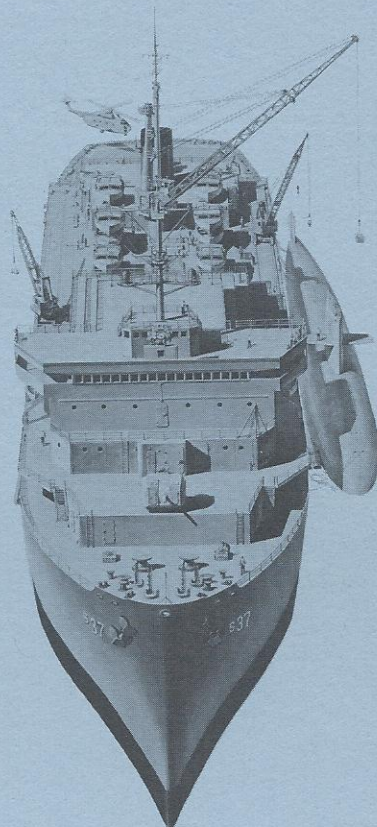
Her keel was laid Sept. 8, 1967 in the Quincy Shipbuilding division's Basin 6, the same location in which her sister ship L.Y. SPEAR (AS-36) was built earlier.

L.Y. SPEAR was delivered to the Navy in February, 1970, and has been assigned to Submarine Force, Atlantic Fleet.

All submarine tenders are named either for men who contributed to the development of submarines or for mythological characters. L.Y. SPEAR is named after a former president of the Electric Boat Co. DIXON honors a Confederate Army officer who helped build and later commanded the submarine HUNLEY.

## Dixon A 'Mother Ship'

Illustration at right shows the submarine tender Dixon performing her role of servicing a nuclear attack submarine that has tied up alongside. The submarine can look to Dixon for torpedoes and other supplies, repairs or any service not requiring a drydocking. Landing platform for helicopters at the Dixon's stern allows her to provide services for more distant submarines.



Mrs. Paul Masterton is the former Dorothy M. Shorter, daughter of the late Mr. and Mrs. L. R. Shorter of Paterson and Ridgewood, N.J.

She attended the Dwight School in Englewood, N.J. before marrying then-Ensign Paul Masterton, USN, in June of 1935.

Since her marriage, Mrs. Masterton has become a great global traveller, visiting remote corners of the world as well as more familiar locations. She has been to nearly every state in the United States, all countries in Western Europe, others belonging to the NATO alliance, and many countries of the Middle East and Far East.

Admiral and Mrs. Masterton have lived in such diverse places as Trieste and Naples, Italy; Argentina, Newfoundland; Omaha, Nebraska, and Japan, in addition to the usual Navy communities along the Atlantic and Pacific Coasts.

At the present time, they live at the Naval Station, Norfolk, Virginia.

Mrs. Masterton is well acquainted with Boston and New England, having lived in the Massachusetts capital and in Providence, Rhode Island, in the early years of World War II.



Mrs. Paul Masterton

A native of Paterson, N.J., Vice Admiral Paul Masterton began his military career as a midshipman at the U.S. Naval Academy in 1929.

During World War II, he was awarded the Legion of Merit with Combat V for the part he, and the patrol bombing squadron he commanded, played in inflicting heavy damage on the Japanese. He also earned the Air Medal with five Gold Stars and the Distinguished Flying Cross with Gold Star for combat missions.

His post-war assignments included study at the Naval War College and duty as executive officer at the Naval Air Station, Pensacola.

In 1955 he became head of Planning and Operations in the Office of the Chief of Naval Operations. After command of Carrier Division 1 and duty as Deputy Commander Naval Striking and Support Forces, Southern Europe, he became Assistant Chief of Naval Operations (General Planning and Programming), an assignment in which he earned a Gold Star in lieu of a second Legion of Merit.

In 1966 he became Deputy Comptroller of the Navy. In 1967 he became Commander Antisubmarine Warfare Force, U.S. Atlantic Fleet, and was promoted to Vice Admiral.



Vice Admiral Paul Masterton

# DIXON (AS-37) CHRISTENING PROGRAM

June 20, 1970

Quincy, Massachusetts

NATIONAL ANTHEM

First Naval District Band

INVOCATION

Lt. William D. Aders (ChC), USNR

WELCOME AND  
INTRODUCTIONS

Lloyd Bergeson  
Vice President  
General Dynamics  
General Manager  
Quincy Shipbuilding Division

REMARKS, INTRODUCTION OF  
SPEAKER

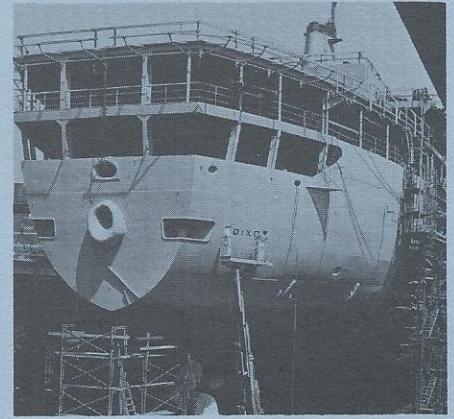
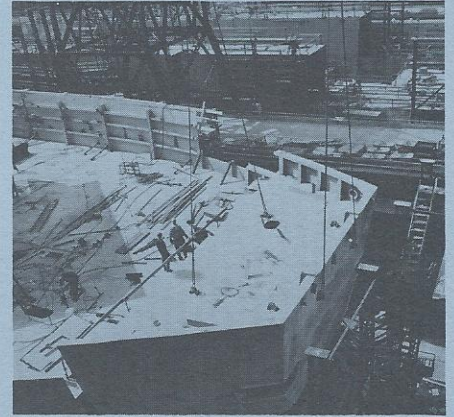
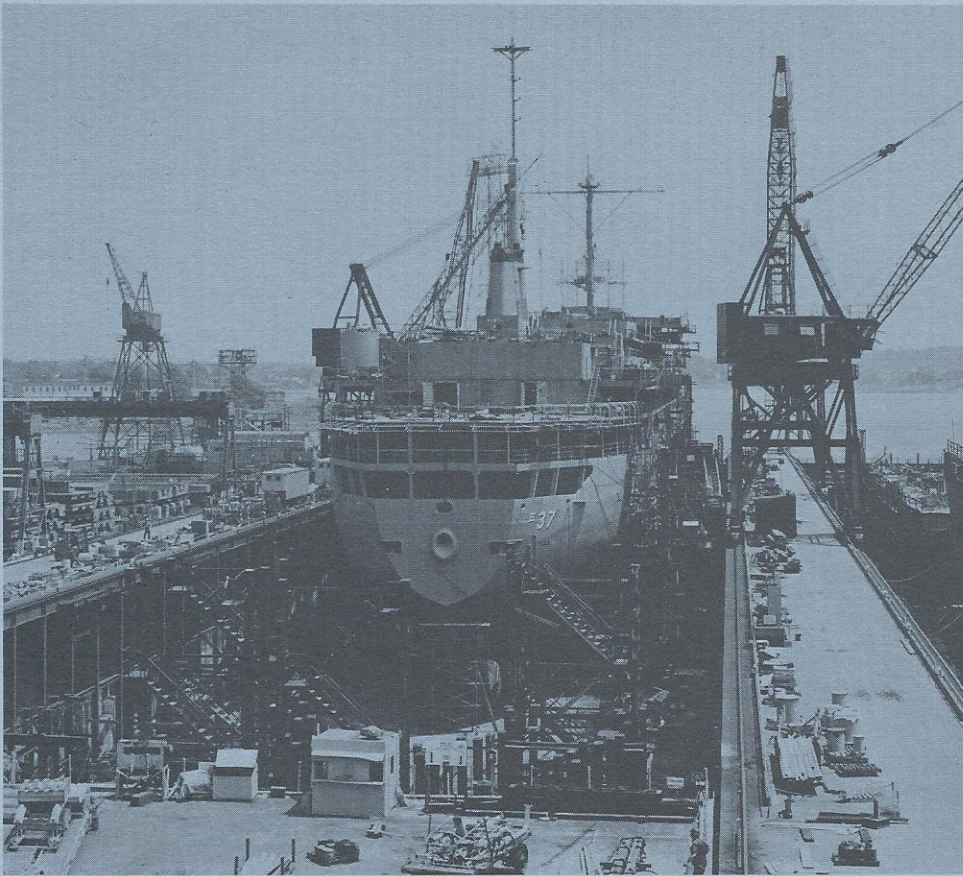
Lloyd Bergeson

ADDRESS

Vice Admiral Paul Masterton  
Commander Antisubmarine  
Warfare Force, U.S. Atlantic Fleet

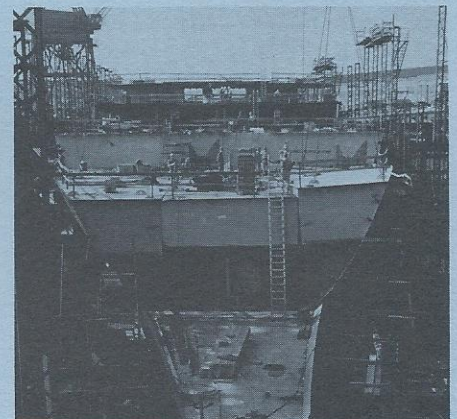
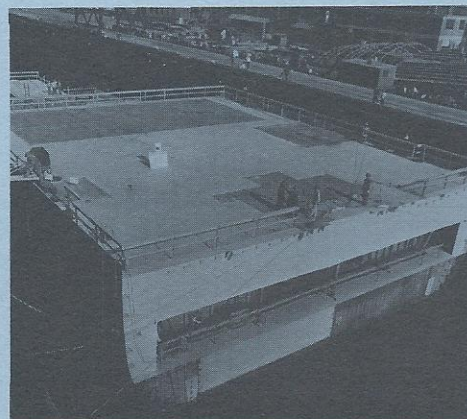
INTRODUCTION OF SPONSOR  
CHRISTENING

Lloyd Bergeson  
Mrs. Paul Masterton



## Growth of Dixon

Birth and growth of the new U.S. Navy submarine tender DIXON (AS-37) began officially on Sept. 8, 1967, with the repositioning of a 1300-ton keel section on blocks vacated by her sister ship, L. Y. SPEAR (AS-36). The photo sequence shows how the skills of Quincy Shipbuilding division tradesmen have built the ship that soon will be sailing to distant parts of the globe in performing her vital role of servicing submarines of the Fleet.



# QUINCY SHIPBUILDING DIVISION

The Quincy Shipbuilding division became the surface ship facility of General Dynamics on January 1, 1964.

In the six years since, the shipyard has delivered 13 ships, ranging from Apollo Instrumentation Ships to U.S. Navy supply ships and including nuclear attack submarines.

The newest is the Navy fleet replenishment oiler USS KANSAS CITY (AOR-3), which officially joined the fleet earlier this month after being described as perhaps the finest ship delivered to the Navy in more than two and one-half years. Today, the Quincy Shipbuilding division holds contracts for 11 ships, including DIXON. These ships are three more fleet replenishment oilers, four Navy dock landing ships and three multi-

purpose cargo ships for the Lykes Bros. Steamship Co. The latter will be the largest general cargo ships in the world and represent a major advance in trans-oceanic transportation. The keel of the first "Seabee," as the ships are called, is expected to be laid next month in the building basin vacated by DIXON.

To help build its ships better and faster, the Quincy Shipbuilding division has been continually improving its facilities and techniques. Since 1964, more than \$20 million has been spent on plant modernization.

Excellent facilities and more than 8500 skilled shipbuilders give the division the combination necessary to design and to build the new ships needed by the country's Navy and merchant fleets.

*A ship christening has deep significance. By this act she receives her name and begins to form the unique personality that will be hers alone. What challenges she must meet in the storms of the world ahead no one knows. But the hopes and dreams of all those who built her, of those whose lives are linked to the sea and ships, of all who will sail on her, of all who have served our nation at sea, go with her.*

*From the beginning of recorded history, christening ceremonies have heralded the birth of new ships. A Babylonian account of*

*the launching of the ark mentions the sacrifice of two oxen. Icelandic sagas tell of a custom in which human sacrifices were crushed by the launching rollers. Wine was introduced in England in the early 16th century for ship baptisms. The use of champagne is believed to have been first introduced for ship baptisms in the United States in 1892.*

*The intent of the christening, both ancient and modern, is to transfer to the ship a living spirit. It celebrates her birth and is the most important moment of her life.*

**GENERAL DYNAMICS**

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*Quincy Shipbuilding Division*