

The Disestablishment of Charleston Naval Shipyard



1901 - 1996



LOCATED ON YORKTOWN AT PATRIOTS POINT

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15 March 1996



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Palmer W. Olliff
"Mr. Shipyard"
Board Member

The photograph on the cover, taken in the early 1990s, shows most of the shipyard industrial area. Note the fleet ballistic missile submarine steaming down the river.



A rare snowfall blankets the park in front of the shipyard headquarters building in the winter of 1989. This property in 1901 was part of the city of Charleston's Chicora Park recreational area.



CLOSURE CEREMONY SCHEDULE OF EVENTS

OFFICIAL PARTY ARRIVES

**HONORS FOR DIRECTOR, NAVAL NUCLEAR PROPULSION PROGRAM,
ADMIRAL DEMARS**

COLORS AND NATIONAL ANTHEM

INVOCATION

Lieutenant Curtis Price
Chaplain Corps, United States Navy

REMARKS

Captain William F. Nold
Commander, Charleston Naval Shipyard

REMARKS

Bob Cheverie

REMARKS

Rear Admiral Edward S. McGinley, II
Vice Commander, Naval Sea Systems Command

REMARKS

Admiral Bruce DeMars
Director, Naval Nuclear Propulsion Program

DISESTABLISHMENT OF SHIPYARD

REMARKS

Rear Admiral Edison L. Watkins, III
Commander, Naval Base, Charleston SC

REMARKS

William J. Cassidy
Deputy Assistant Secretary of the Navy (Conversion and
Redevelopment)

RETIRE THE COLORS

BENEDICTION

OFFICIAL PARTY DEPARTS

RECEPTION

Biographies of some of our distinguished guests appear on the following pages.



Commandants and Commanders of the Shipyard

Name	Assumed Command
Captain Edwin Longnecker	August 1, 1902
Captain R. M. Berry	September 1, 1904
Rear Admiral E. S. Prime	May 15, 1905
Commander S. W. Very	September 1, 1905
Commander J. A. H. Nichols	November 18, 1905
Commodore G. L. Dyer	April 9, 1906
Rear Admiral J. D. Adams	January 2, 1909
Rear Admiral C. E. Fox	June 3, 1909
Rear Admiral J. M. Helm	October 13, 1911
Rear Admiral J. R. Edwards	October 2, 1914
Rear Admiral B. C. Bryan	July 8, 1915
Rear Admiral E. A. Anderson	November 8, 1919
Captain R. E. Pope	May 22, 1922
Rear Admiral A. P. Niblack	July 19, 1922
Rear Admiral G. W. Williams	August 12, 1923
Captain M. E. Trench	September 10, 1924
Captain F. A. Traut	September 5, 1925
Rear Admiral N. A. McCully	September 1, 1927
Captain J. N. Ferguson	June 15, 1931
Rear Admiral J. J. Raby	September 12, 1931
Captain W. A. Hall	January 15, 1934
Rear Admiral E. B. Fenner	May 14, 1934
Captain J. S. Abbott	March 9, 1936
Rear Admiral H. V. Butler	July 17, 1936
Rear Admiral W. H. Allen	March 7, 1938
Rear Admiral W. A. Glassford	June 2, 1942
Rear Admiral Jules James	May 14, 1943
Rear Admiral L. T. DuBose	November 13, 1945
Commodore R. N. S. Baker	November 30, 1945
Captain H. C. Sexton	April 28, 1947
Captain Logan McKee	May 2, 1949
Rear Admiral Logan McKee	June 1, 1951
Captain Oscar Stiegler	September 29, 1951
Captain T. T. Dantzler	October 8, 1951
Captain H. J. Pfingstag	August 3, 1954
Captain W. I. Bull	September 27, 1957
Captain R. B. Madden	December 2, 1959
Rear Admiral E. A. Wright	September 13, 1960
Rear Admiral E. H. Batcheller	April 25, 1963
Captain C. N. Payne, Jr.	July 10, 1968
Rear Admiral C. N. Payne Jr.	September 16, 1969
Captain J. Woolston	March 23, 1971
Rear Admiral J. B. Berude	November 30, 1973
Rear Admiral C. S. Davis, Jr.	May 22, 1975
Captain W. J. Mahony	July 22, 1978
Captain R. G. Camacho	August 7, 1982
Captain D. H. Hines	June 13, 1984
Captain P. H. Fenton	July 29, 1988
Captain T. J. Porter	March 28, 1991
Captain W. F. Nold	June 24, 1994

Introduction

Welcome to Charleston Naval Shipyard. Thank you for joining us today as we commemorate 95 years of dedication to the fleet.

One morning recently, I stood by the head of Dry Dock 1 and looked around. I saw not another soul. A pall of silence hung over the place. The dry dock, of course, lay empty. On the nearby piers, once crowded with naval vessels of every description, I saw only deserted service craft. Portal cranes stood motionless, like vast iron sculptures. The aura of serenity equaled that of the rice fields of centuries past. With fog upon the river and a specter fleet, it could easily have been a Madeline Carol painting.

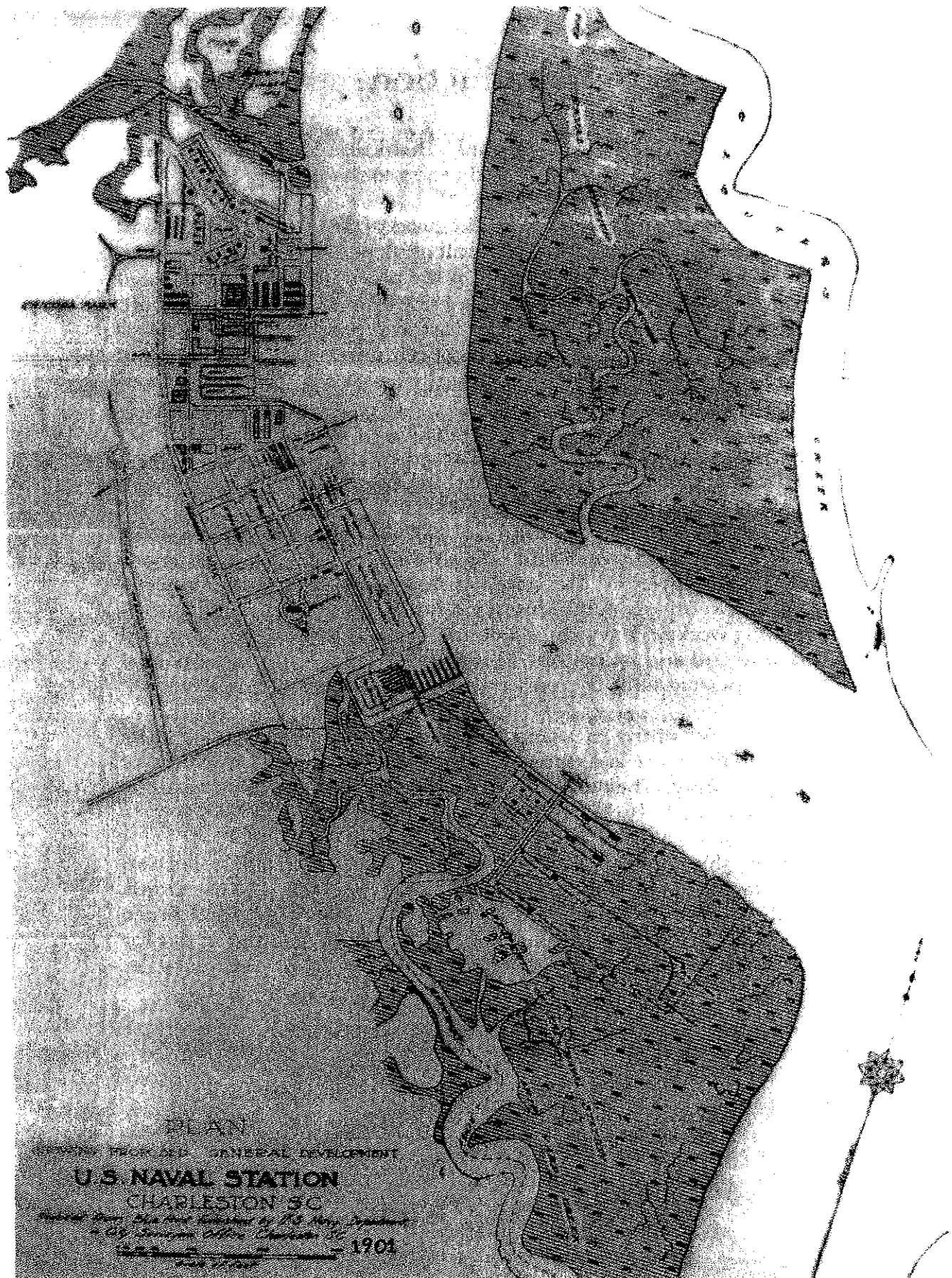
During my stay at the shipyard, I learned much about its history. I learned of Captain Edwin Longnecker, the first shipyard commander, who took possession for the Navy of the property where the yard would be built, then the site of a beautiful city park and an old rice plantation. I learned how the shipyard built 253 ships, how it became the largest industrial employer in the state's history, how it refueled nuclear reactors on twenty-six submarines and how its Tiger Teams performed outstanding work on Navy ships around the world. I am intensely proud of this shipyard and its history, as is everyone who has ever worked at or been associated with the yard.

I am proud, too, of the men and women of the yard who stayed in its final days to finish the last ships and to prepare the facility for turnover to the community. They did a magnificent job under the most arduous of circumstances.

Some of the shipyard's history, brought alive by a remarkable collection of photographs, is described in this booklet. As you listen to the words of our distinguished guests and our keynote speaker, Admiral Bruce DeMars, I hope that you think about how much this shipyard did for nearly a century to help preserve the freedom that we enjoy as Americans.



William F. Nold
Captain USN



The original development plan for the Charleston Navy Yard.

The History of Charleston Naval Shipyard

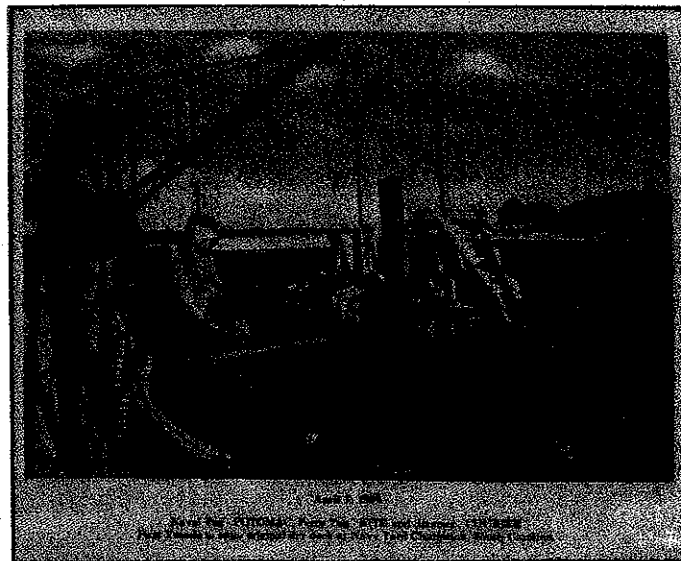
As those of us who have been associated with the shipyard come together one last time on the occasion of the its decommissioning, we can look back with pride upon its record of service to our nation, a record which spanned nearly all of the twentieth century.

The Beginning

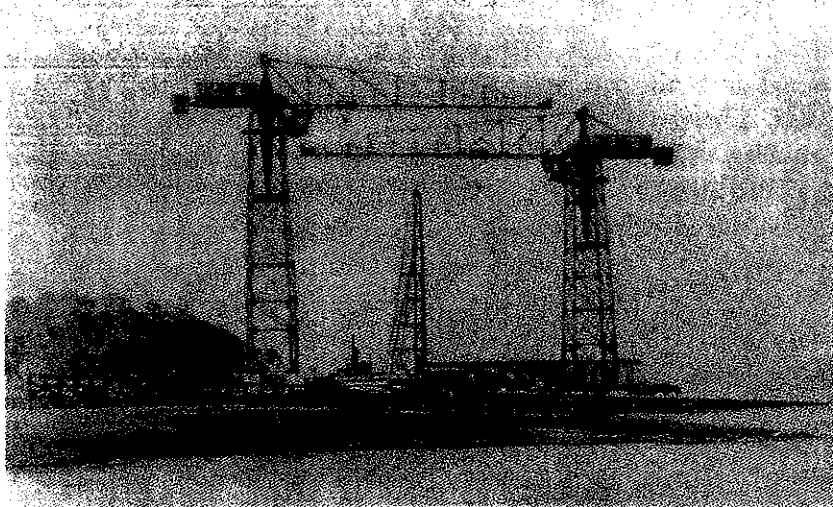
It began in 1901. In August of that year, the Navy acquired the property on the west bank on the Cooper River where the yard would be built. The northern part of the tract, where we stand today, had belonged to the city of Charleston; it was called Chicora park, a recreational area of which Charlestonians were justly proud. The Navy also purchased the adjoining property to the south - the Lawton place, with its antebellum plantation house. Fittingly, the yard would be built near the site of the old shipyard on Charleston Neck, which had served as an American navy yard during the Revolution.

In the spring of 1902, construction of the yard began. By 1909, five shop buildings were in place, the power house was producing electricity and the first vessels were in the new dry dock undergoing repair. The work force then consisted of some 300 civilians and a score of naval officers.

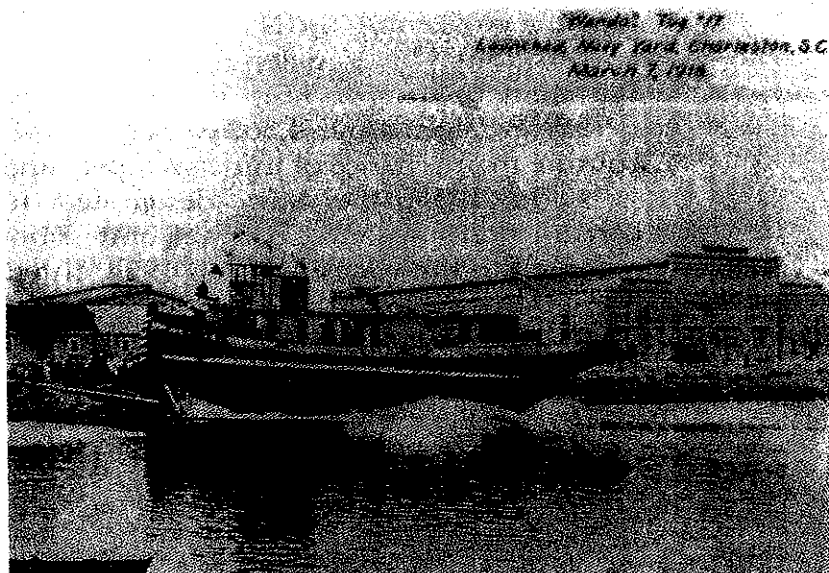
In 1913 the yard built its first two vessels, two paddle wheel steamers for the Army Corps of Engineers. The next year yard workers built a ferry boat and a tug. They would eventually build 253 vessels ranging from tug boats to destroyer tenders.



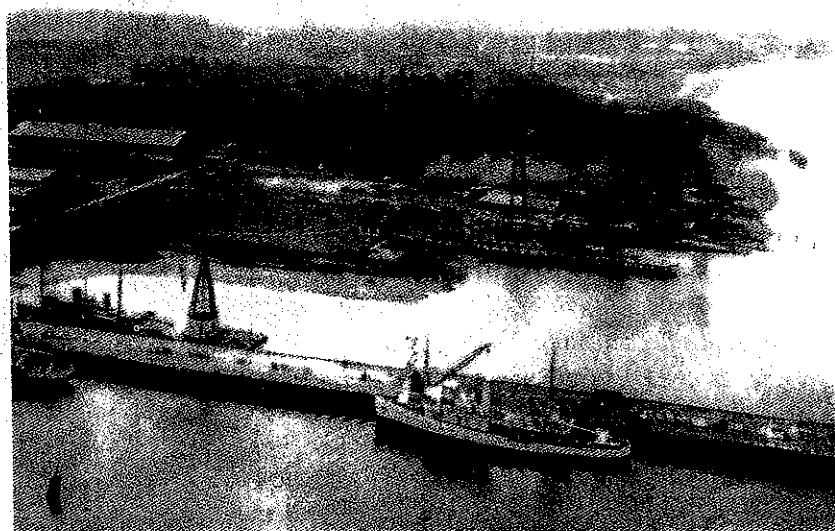
The first vessels were dry docked at the yard on 7 April 1909.



The first two ship building cranes, of five which were used during the First World War years.



The tug Wando was the fifth vessel built by the navy yard.



An aerial view looking north toward the building ways, circa 1919. Note the five ship-building cranes and the derrick crane barge at the pier.

World War I

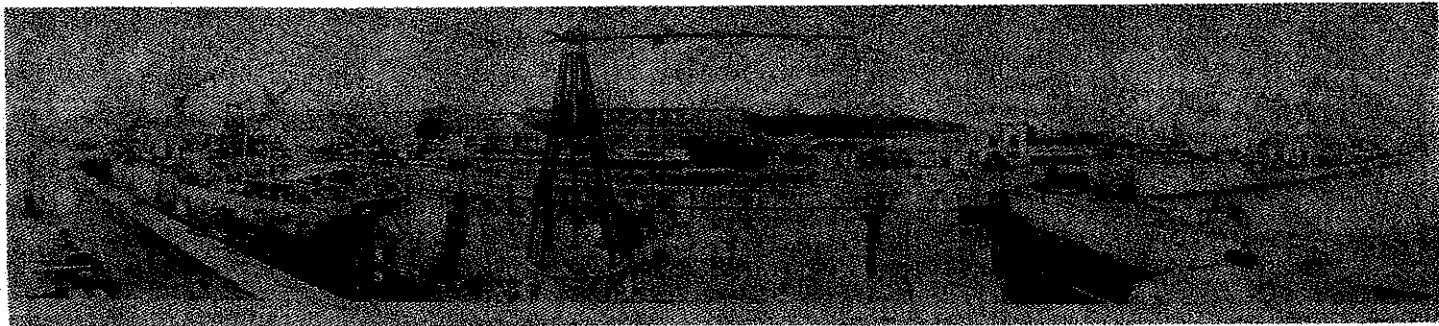
As with most military bases, employment at the yard would rise and fall with the tides of war. During the First World War employment reached 1700 people, among them hundreds of women who worked in the naval clothing factory in Building 13. The first warship constructed at the yard - the gunboat *USS Asheville* - slid down the ways into the Cooper River on 9 June 1917. That same year saw a naval training camp established where up to 5000 recruits at a time received basic training, including young Norman Rockwell who spent much of his time drawing cartoons for the base newspaper.

Following the end of the war, activity at the yard gradually declined. The clothing factory was shutdown along with the naval training camp. Construction of ships continued for several years, however, and included the yard's first destroyer, *USS Tillman*.

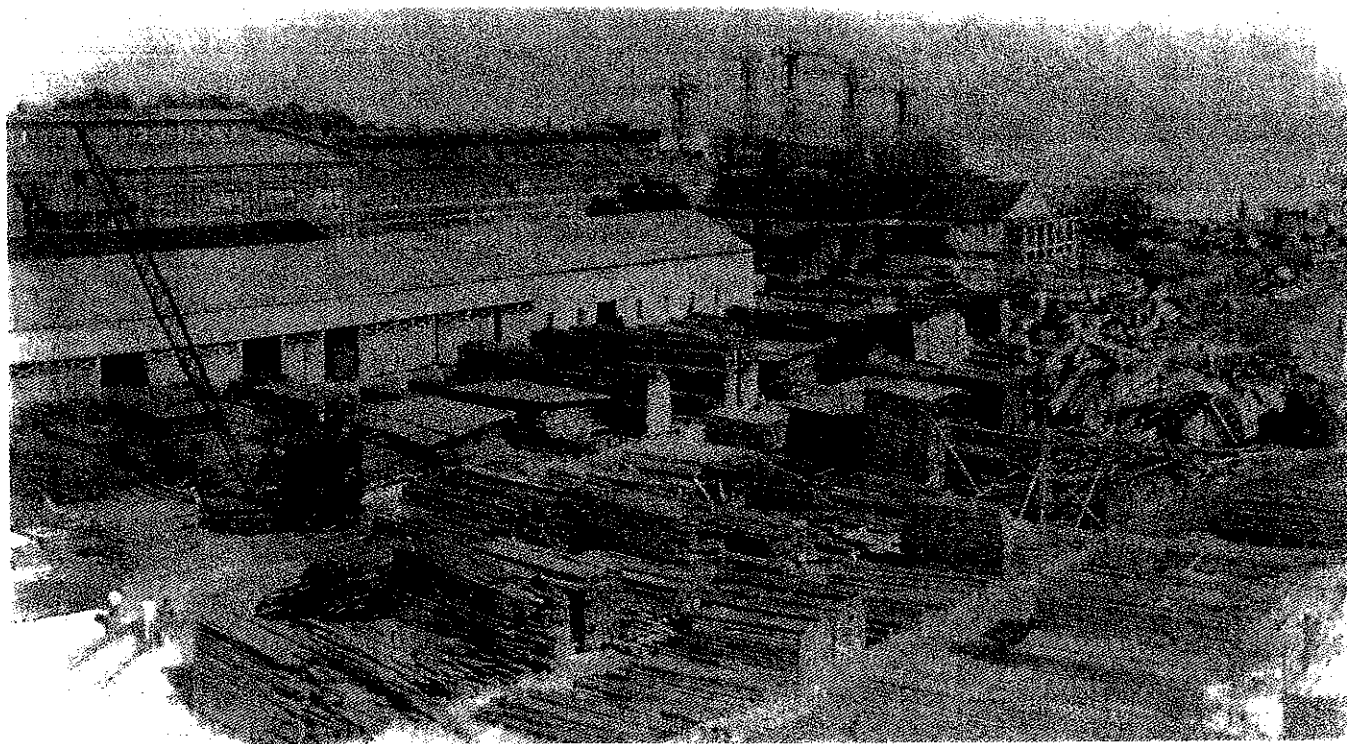
But in 1922, with the Great War ended and the nation enjoying growing prosperity, the Navy decided to close the Charleston yard. Local leaders came to its defense, and eventually persuaded the Navy and President Harding to keep the facility open. Employment for the next decade averaged around 500 workers, with the work mainly consisting of routine maintenance of mine sweepers and gunboats.

In 1933, the Navy designated its Charleston facility a new construction shipyard. Soon welcome sounds of riveting and hammering returned to the waterfront. In 1934, three new Coast Guard cutters slid down the ways. Tug boats and destroyers were also built.

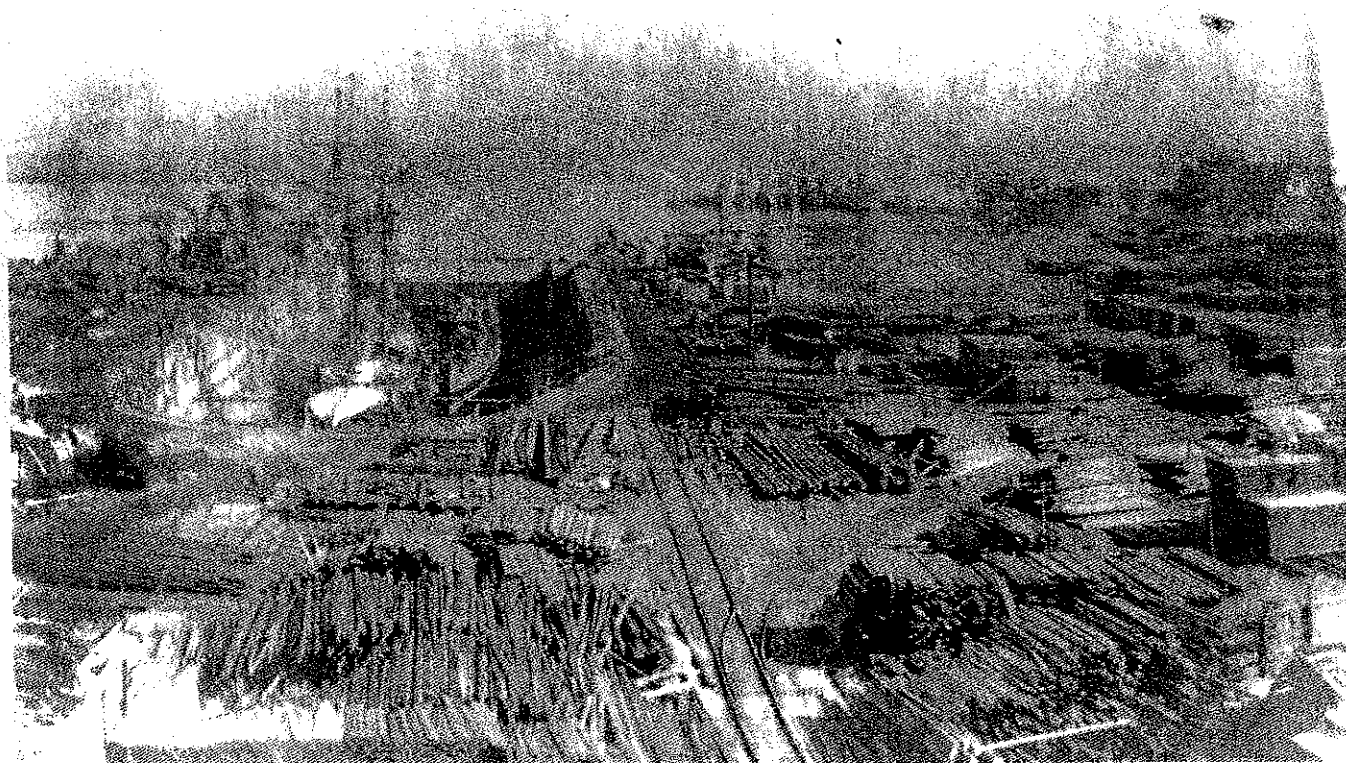
President Roosevelt visited the yard twice to check on the progress of massive public work projects, which employed 1800 previously out of work Charlestonians improving the facilities. Employment steadily climbed. By 1939, with 2400 workers and a modern industrial plant, the Charleston Navy Yard stood poised to play a key role in World War II.

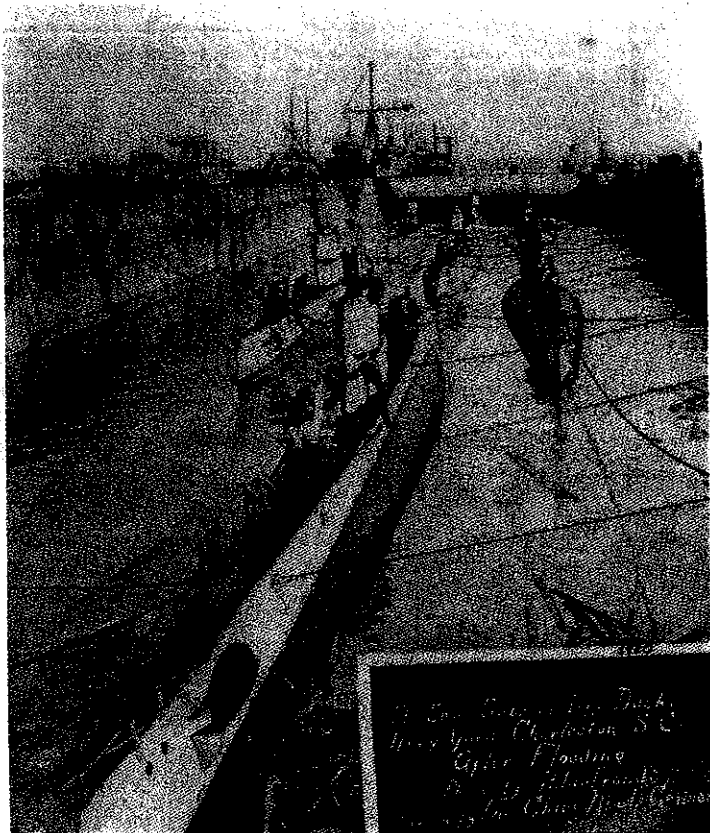


A panoramic view of Dry Dock 1, circa 1918. On the far left you can see the power house. The floating derrick in the center was in the dry dock with the ship. Shop buildings can be seen in the background, along with the yard's five building way cranes.

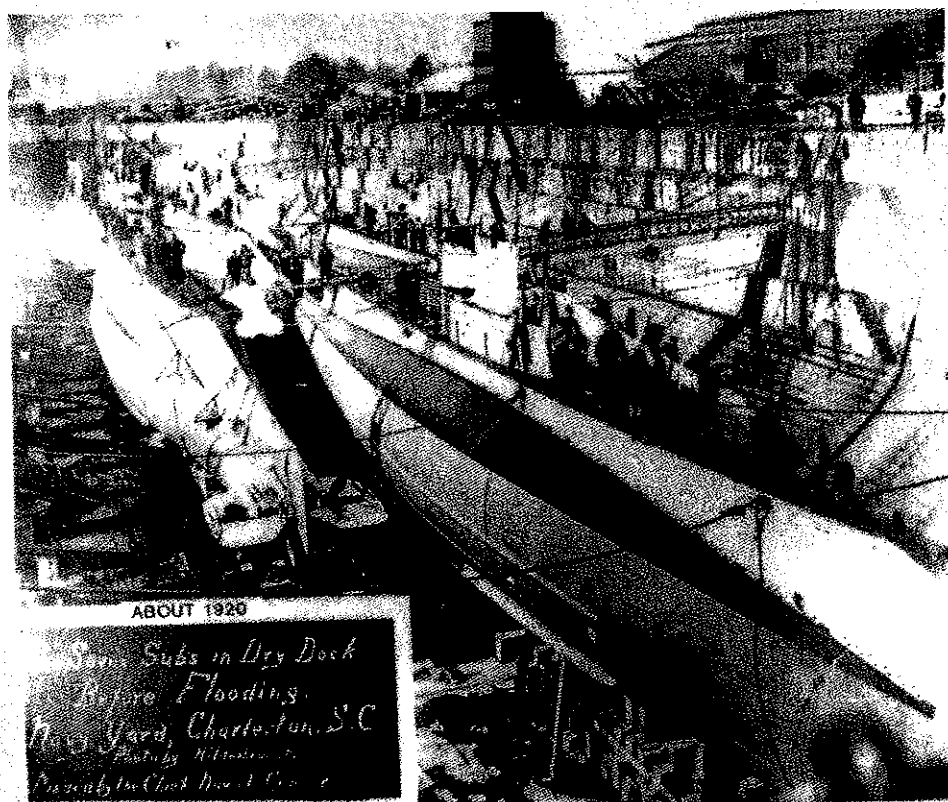


The two segments of this panoramic view of the yard taken around 1920 show the extensive use of wood in the ships of that era. Note the building way cranes behind the waterfront production office in the upper view. In the lower picture can be seen the steam powered crane that yard workers called "Monday" standing north of Dry Dock 1. They called it Monday because it moved so slowly that it would always be next Monday before it could be relocated to another spot where riggers needed it.





Submarines crowd the dry dock in 1920. The photograph on the left is one of the more-famous early views of the yard. The picture below with the dry dock dry has rarely been published.

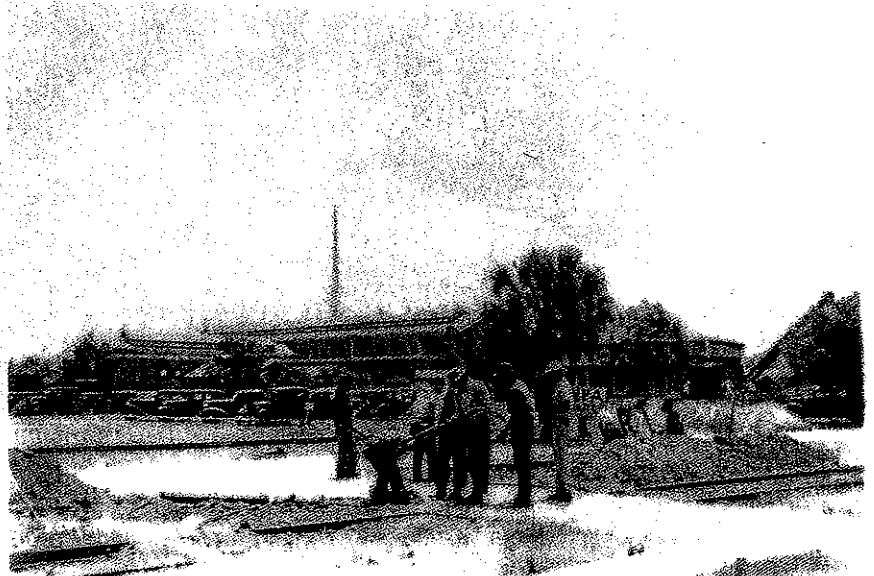
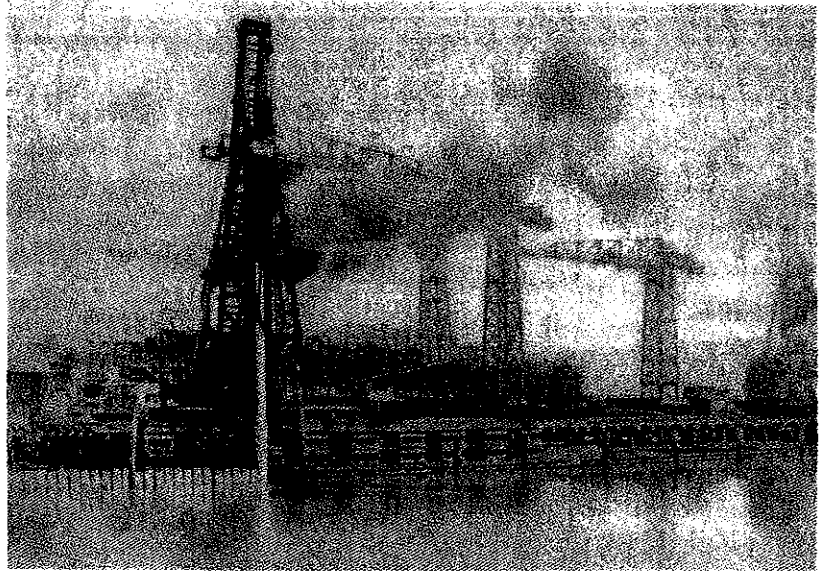


ABOUT 1920

Some Subs in Dry Dock
Before Flooding.
Nav. Yard, Charleston, S.C.
Photo by W. H. ...
Presented by the Charleston Naval ...

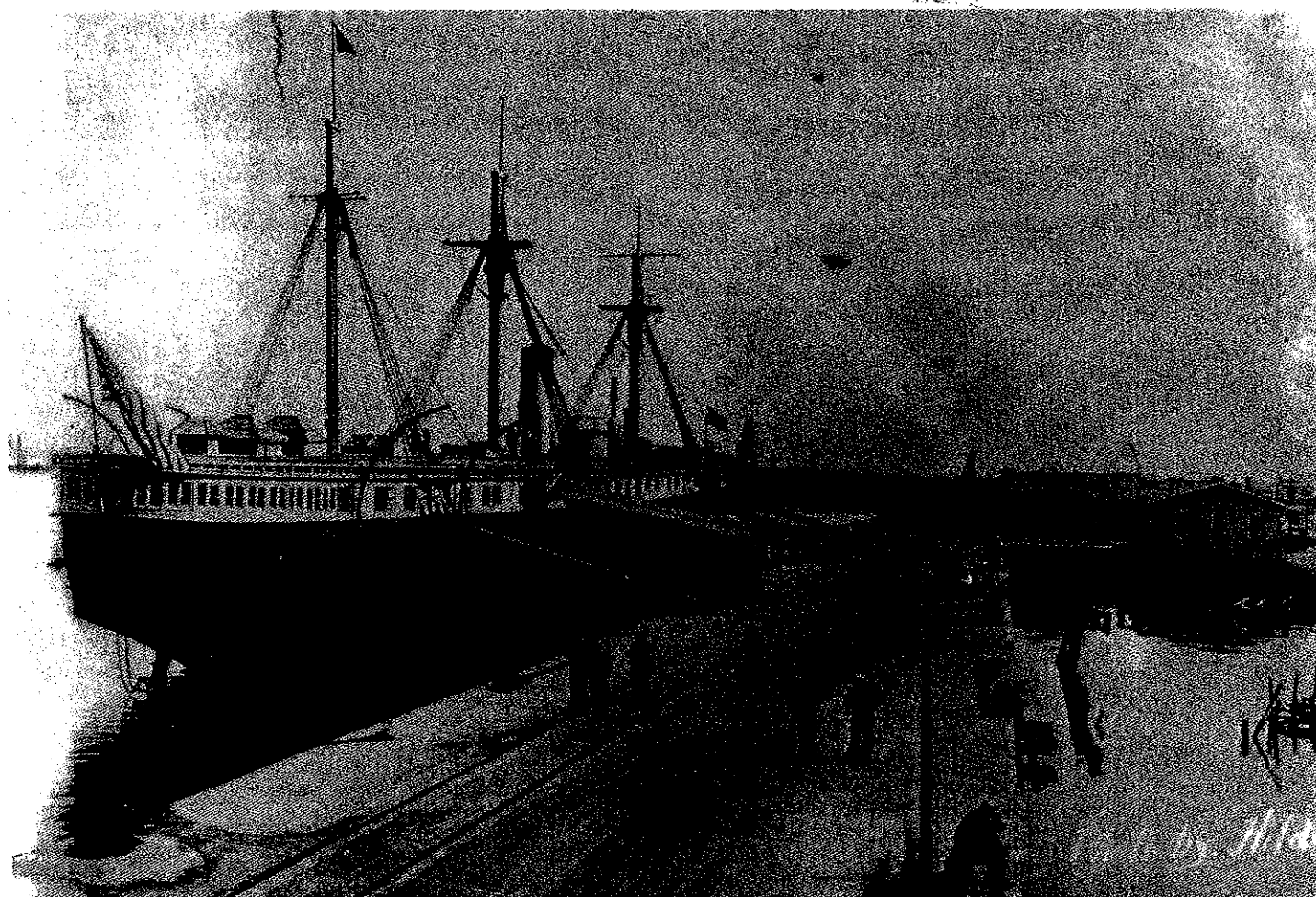
Improvements to facilities

These three photographs reflect the massive efforts to modernize the shipyard in the years before World War II. Behind the pile driver in the upper picture you can see the five cranes at the building ways, which would see heavy use in the following years. Thousands of previously out of work Lowcountry residents found work here in the years before the war.





In this circa 1920 view looking to the north, one can see two World War I destroyers along with the floating derrick crane and the building way cranes.



USS Hartford, Admiral David Farragut's flagship during the Battle of New Orleans, which was moved to Charleston on 24 October 1912 to serve as a station ship. At this same berth on Pier 317, on 10 May 1942, yard workers watched the Coast Guard cutter Icarus bring ashore 33 German prisoners from the sunken U-352.

The Second World War

During the wartime years, the navy yard became the largest industrial employer in South Carolina history. By 1941, employment had climbed to 9000; at its peak two years later, 25,943 people were working at the yard. They came from across the nation to help repair ships and to build them to support the war effort.

As the men joined the armed services, they were replaced by women. Eventually 5000 strong, the women rigged and welded and machined parts and did everything that had to be done.

To accommodate the massive building and repair programs, three new dry docks were built, along with a second complete shipyard, known as the South Yard, which was used to build destroyer escorts.

When Germany invaded Poland in 1939, the yard was engaged in the biggest ship construction program in its history. Most of the effort involved building destroyers. During the wartime years, yard workers would build 216 ships ranging from tug boats to a destroyer tender.

Repair of ships damaged in the war eventually took top priority. Dry Dock 1 was continuously used for this purpose. Dry Dock 2, which was built for ship construction, could never be used for that purpose because it was needed for urgent repair work. Floating dry docks were used as well to accommodate the heavy repair work load. Ships of many foreign nations were also repaired at the yard during the war. Often heavily-damaged ships, such as the British cruiser *Uganda*, arrived with dead sailors sealed in their hulls.

Imagine, for a moment, what the yard must have been like during the war. Palmer Olliff, who joined the shipyard in 1941 as an apprentice sheet metal worker, remembers well:

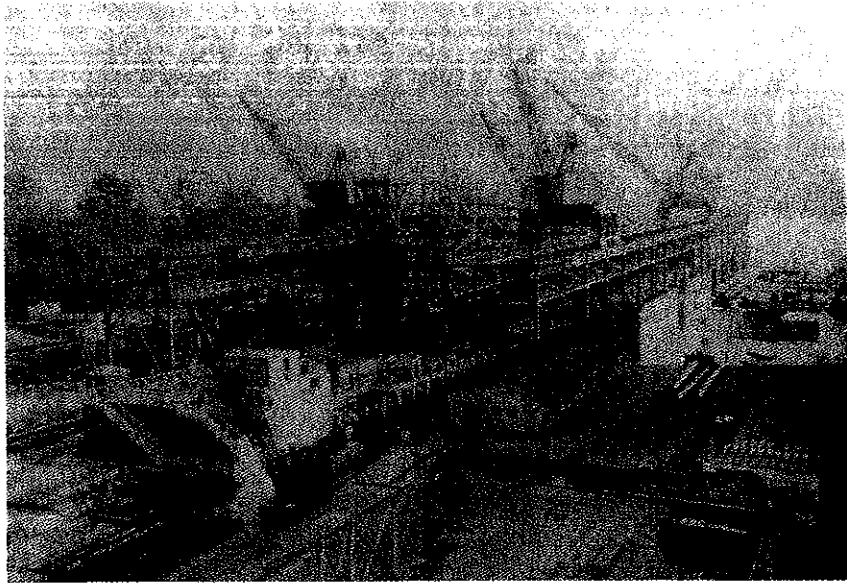
In my apprentice class, twenty-one people started and only seven graduated. If you didn't make the grade you were fired.

As a first class apprentice, I had overall responsibility for all ventilation deck and bulkhead cuts for two destroyers, the DD-590 and the DD-591. I worked along with a shipfitter, Mr. W. J. Whipple who approved the job I planned. Then I had the holes cut. Mr. Whipple, after his retirement, ran Charleston Camera Repair.

During World war II, everybody at the navy yard had a patriotic can-do attitude. In those days, an apprentice was required to do his own tack welding for assembly and installation of shipboard items with the production welding being accomplished by the welding shop. We had women working with us who were ex-school teachers, house wives, etc. As soon as the war was over, all temporary employees, including most of the women, left the yard.

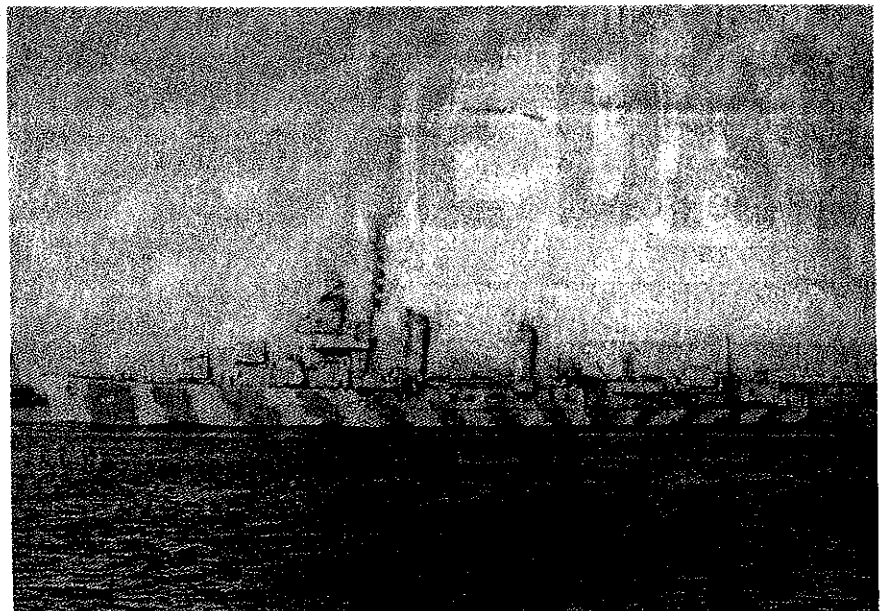
ROSTER OF SHIPS BUILT AT CHARLESTON NAVAL SHIPYARD

NAME & TYPE	KEEL LAID	LAUNCHED	NAME & TYPE	KEEL LAID	LAUNCHED	NAME & TYPE	KEEL LAID	LAUNCHED
YSD-1 EX-FLOATING DERRICK 28			DE-210 OTTER	7-26-43	10-23-43	LSM-184	6-19-44	7-11-44
YT-17 WANDOO	6-14-15	3-7-16	DE-211 HUBBARD	8-11-43	11-11-43	LSM-185	6-19-44	7-11-44
YFB-10 WAVE		8-31-16	DE-212 HAYTER	8-11-43	11-11-43	LSM-186	6-20-44	7-24-44
SC-108		10-31-17	DE-213 POWELL	8-26-43	11-27-43	LSM-187	6-20-44	7-24-44
SC-107		11-15-17	DE-230 CHAFFE	8-26-43	11-27-43	LSM-188	6-23-44	7-26-44
SC-108		11-15-17	DE-231 HODGES	8-9-43	12-9-43	LSM-189	6-23-44	7-26-44
SC-100		12-15-17				LSM-170	6-27-44	7-20-44
SC-110		2-18-18	LCC-1	21432	7-10-43	LSM-171	6-27-44	7-20-44
SC-111		3-2-18	LCC-2	21433	7-21-43	LSM-172	6-28-44	7-21-44
SC-112		3-20-18	LCC-3	21434	7-30-43	LSM-173	6-28-44	7-21-44
SC-113		4-4-18	LCC-4	21435	8-6-43	LSM-174	7-11-44	8-3-44
PG-21 ASHEVILLE	6-9-17	7-4-18	LCC-5	21436	8-13-43	LSM-175	7-11-44	8-3-44
YT-46		4-24-19	LCC-6	21437	8-20-43	LSM-176	7-20-44	8-12-44
YT-47		4-24-19	LCC-7	21438	8-27-43	LSM-177	7-20-44	8-12-44
YC-534 250 TON COAL BARGE			LCC-8	21439	9-3-43	LSM-178	7-21-44	8-16-44
YE-31		3-21-19	LCC-9	21440	9-10-43	LSM-179	7-21-44	8-16-44
DD-135 TILLMAN	7-29-18	7-7-19	LCC-10	21441	9-17-43	LSM-180	8-3-44	8-26-44
YC-535 250 TON COAL BARGE		11-12-19	LCC-11	21442	9-24-43	LSM-181	8-3-44	8-26-44
PG-22 TULSA	12-9-19	8-25-22	LCC-12	21443	10-1-43	LSM-182	7-24-44	8-26-44
YT-55		10-8-25	APD-91 KNZER EX-DE-233	9-9-43	12-9-43	LSM-183	7-24-44	8-26-44
YO-40	10-28-27	12-10-28	APD-92 REGISTER EX-DE-233	10-27-43	1-20-44	LSM-184	8-13-44	9-7-44
YG-13		8-29-29	APD-93 BROCK EX-DE-234	10-27-43	1-20-44	LSM-185	8-13-44	9-7-44
YG-14	5-1-29	8-29-29	APD-94 ROBERTS EX-DE-235	11-15-43	2-11-44	LSM-186	7-28-44	9-5-44
YMT-13		5-17-32	APD-95 HOBBY EX-DE-236	11-15-43	2-11-44	LSM-187	7-28-44	9-5-44
CG-61 CALUMET	6-8-34	9-26-34	APD-96 EDWARDS EX-DE-237	12-1-43	2-19-44	LSMR-188	8-17-44	9-12-44
CG-63 NAVESINK	6-8-34	9-26-34	APD-97 BRISTOL EX-DE-281	12-1-43	2-19-44	LSMR-189	8-17-44	9-12-44
CG-64 TUCKAHOE	6-8-34		YSD-68	12-1-43	12-24-43	LSMR-190	8-27-44	9-21-44
PG-51 CHARLESTON	9-27-34	2-25-36	YSD-69	12-1-43	12-24-43	LSMR-191	8-27-44	9-21-44
CG-71 BIBB	8-15-35	1-14-37	APD-98 TRUXTON EX-DE-282	12-13-43	3-9-44	LSMR-192	9-7-44	10-4-44
YT-129 OSCEOLA	8-2-37	3-3-38	APD-99 UPHAM EX-DE-283	12-13-43	3-9-44	LSMR-193	9-7-44	10-4-44
YT-132	5-5-38	7-18-38	YSD-70	12-27-43	1-22-44	LSMR-194	8-29-44	10-7-44
DD-407 STERETT	12-2-36	10-27-38	YSD-71	12-27-43	1-22-44	LSMR-195	8-29-44	10-7-44
YT-131 MASSAQUIT	7-25-38	12-13-38	YSD-72	1-24-44	2-17-44	LSMR-196	9-13-44	10-12-44
DD-418 ROE	7-25-38	8-21-39	YSD-73	1-24-44	2-17-44	LSMR-197	9-13-44	10-12-44
YT-141 HEEKON	7-25-39	11-29-39				LSMR-198	9-8-44	10-14-44
YT-142 NOKOMIS	7-25-39	11-29-39	LCC-2-1	22666	1-8-44	LSMR-199	9-8-44	10-14-44
DD-427 JONES	11-15-38	12-14-39	LCC-2-2	22667	1-13-44	LSM-200	9-21-44	10-17-44
YT-143	2-14-40	4-22-40	LCC-2-3	22668	1-22-44	LSM-295	9-21-44	10-17-44
DD-435 GRAYSON	7-17-39	8-7-40	LCC-2-4	22669	1-29-44	LSM-296	10-5-44	10-30-44
DD-443 SWANSON	11-15-39	11-2-40	LCC-2-5	22670	2-5-44	LSM-297	10-5-44	10-30-44
YCF-13	3-15-40	6-24-40	LCC-2-6	22671	2-12-44	LSM-298	10-13-44	11-13-44
YSD-10	5-10-40	8-15-40	LCC-2-7	22672	2-19-44	LSM-299	10-13-44	11-13-44
YT-144	6-3-40	8-29-40	LCC-2-8	22673	2-26-44	LSM-300	10-18-44	11-19-44
YSD-12	9-4-40	12-12-40	LCC-2-9	22674	3-4-44	LSM-301	10-18-44	11-19-44
YSD-13	9-4-40	12-12-40	LCC-2-10	22675	3-11-44	LSM-302	10-8-44	11-14-44
DD-444 INGRAHAM	11-15-39	2-15-41	LCC-2-11	22676	3-18-44	LSM-303	10-8-44	11-14-44
YSD-16	12-19-40	4-15-41	LCC-2-12	22677	3-23-44	LSM-304	10-30-44	11-27-44
YSD-21	12-19-40	4-15-41	LSM-126		1-29-44	LSM-305	10-30-44	11-27-44
DD-463 CORRY	9-4-40	7-26-41	LSM-127		1-29-44	LSM-306	10-14-44	11-14-44
DD-484 HOBSON	11-14-40	9-8-41	LSM-128		2-15-44	LSM-307	10-14-44	11-14-44
DD-640 BEATTY	5-1-41	12-20-41	LSM-129		2-15-44	LSM-308	11-19-44	12-9-44
DD-641 TILLMAN	5-1-41	12-20-41	LSM-130		3-1-44	LSM-309	11-19-44	12-9-44
YSD-28	1-5-42	3-14-42	LSM-131		3-1-44	LSM-389	11-13-44	12-12-44
DD-477 PRINGLE	7-31-41	5-2-42	LSM-132		3-1-44	LSM-390	11-13-44	12-12-44
DD-478 STANLY	9-15-41	5-2-42	LSM-133		3-1-44	LSM-391	11-28-44	12-17-44
DD-479 STEVENS	12-30-41	6-24-42	LSM-134		3-14-44	LSM-392	11-28-44	12-17-44
DD-587 BELL	12-30-41	6-24-42	LSM-135		3-14-44	LSM-393	12-9-44	12-29-44
DD-588 BURNS	5-9-42	8-8-42	LSM-136		3-18-44	LSM-394	12-9-44	12-29-44
DD-589 IZARD	5-9-42	8-8-42	LSM-137		3-18-44	LSM-395	12-13-44	1-2-45
LST-353	7-15-42	10-12-42	LSM-138		4-4-44	LSM-396	12-13-44	1-2-45
LST-354	7-15-42	10-13-42	LSM-139		4-4-44	LSM-397	12-18-44	1-6-45
LST-355	9-7-42	11-16-42	LSM-140		4-17-44	LSM-398	12-18-44	1-6-45
LST-356	9-7-42	11-16-42	LSM-141		4-17-44	LSM-399	12-29-44	1-18-45
LST-357	10-24-42	12-14-42	LSM-142		4-17-44	LSM-400	12-29-44	1-18-45
LST-358	10-24-42	12-15-42	LSM-143		4-17-44	LSMR-401	1-2-45	1-22-45
LST-359	11-21-42	1-11-43	LSM-144		4-24-44	LSMR-402	1-2-45	1-22-45
LST-360	11-21-42	1-11-43	LSM-145		4-24-44	LSMR-403	1-6-45	1-26-45
YSD-33	12-30-42	2-25-43	LSM-146		4-26-44	LSMR-404	1-6-45	1-26-45
YSD-34	12-30-42	2-25-43	LSM-147		4-26-44	LSMR-405	1-18-45	2-6-45
DD-590 HAMILTON	1-20-42	4-7-43	LSM-148		5-4-44	LSMR-406	1-18-45	2-6-45
DD-591 TWIGGS	1-20-42	4-7-43	LSM-149		5-4-44	LSMR-407	1-22-45	2-12-45
DD-649 GRANT	12-30-42	5-29-43	LSM-150		5-11-44	LSMR-408	1-22-45	2-12-45
DD-665 BRYANT	12-30-42	5-29-43	LSM-151		5-11-44	LSMR-409	1-26-45	2-18-45
DE-199 MANNING	2-15-43	8-1-43	LSM-152		5-15-44	LSMR-410	1-26-45	2-18-45
DE-200 NEUENDORF	2-15-43	8-1-43	LSM-153		6-15-44	LSMR-411	2-6-45	2-25-45
DE-201 CRAIG	4-15-43	7-22-43	LSM-154		5-19-44	LSMR-412	2-6-45	2-25-45
DE-202 EICHENBERGER	4-15-43	7-22-43	LSM-155		5-19-44	LSM-413	2-12-45	3-3-45
YSD-59	6-5-43	7-31-43	LSM-156		5-19-44	LSM-553	2-12-45	3-3-45
DE-205 NEWMAN	6-8-43	8-9-43	LSM-157		5-19-44	LSM-554	3-3-45	3-22-45
DE-206 LIDDLE	6-8-43	8-9-43	LSM-158		5-29-44	LSM-555	3-3-45	3-22-45
DE-203 THOMASON	6-5-43	8-23-43	LSM-159		5-29-44	LSM-556	3-23-45	4-10-45
DE-204 JORDON	6-5-43	8-23-43	LSM-160		6-3-44	LSM-557	3-23-45	4-10-45
DE-207 KEPHART	5-12-43	9-6-43	LSM-161		6-3-44	LSM-558	4-10-45	4-26-45
DE-208 COFER	5-12-43	9-6-43	LSM-162		6-8-44	AD-31 TIDEWATER	11-27-44	6-30-45
DE-209 LLOYD	7-26-43	10-23-43	LSM-163		6-8-44	AD-38 BRYCE CANYON	7-5-45	3-7-46



New building ways to the north of those used in World War I were part of President Roosevelt's shipyard modernization program. This photograph was made in 1942.

USS Tillman (DD-641) was one of twenty destroyers that yard workers built during World War II.

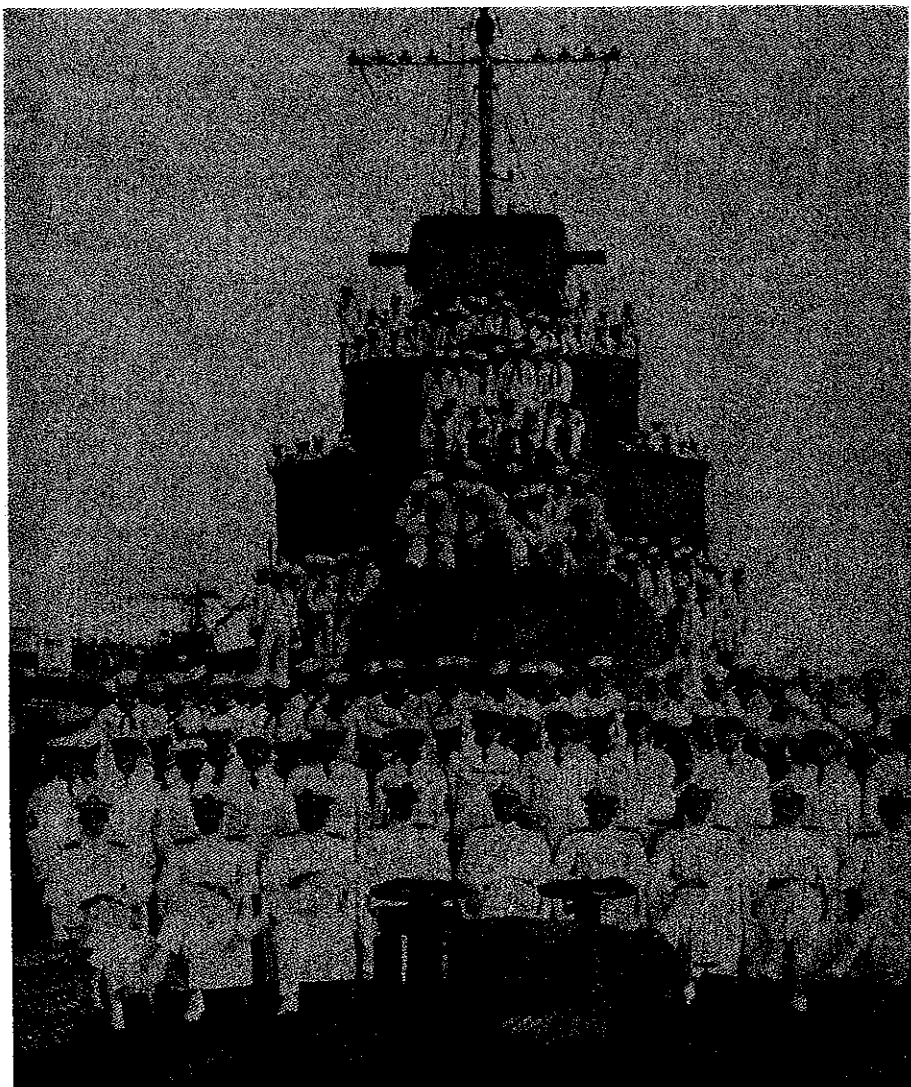


Note the short time between laying of the keel and the launching date. At this time yard workers were turning out such vessels in record time to defeat the Japanese.

Thus . . .

Sleek and
Ready,
We Send
Our Ships
Against
the Foe.

[Note: At right, the officers and men of the U.S.S. Ingraham. She was our Yard's first casualty, going down in action on the Atlantic. Our hearts sank with her.] (DD-444)



Our officers and men man our Charleston-built ships—

Then they sail down the Cooper River to join the Fleet.



The Ingraham was commissioned on 17 July 1941 at the Charleston Navy yard. She served escort duty in 1942 between the United States and Great Britain, under constant threat from German U-boats. On 22 August 1942, she collided with the tanker Chemung in heavy fog off the coast of Nova Scotia and quickly sank. Only eleven crew members survived. Five more Charleston-built destroyers would be lost in the war.

PRODUCE



TO WIN!

Vol. II

CHARLESTON NAVY YARD, S. C., MAY 12, 1944

No. 41

LAUNCH 4 LSMs

History-Making Launchings Set For May 18th

For the first time in the history of the Charleston Navy Yard, four new warships for the Navy's invasion fleet will be launched the same day, off the same Building Ways, within several minutes of each other.

The quadruple launching will begin at 6:50 p. m. Thursday.

All four ships are landing craft—LSMs 140, 141, 142 and 143—and follow closely in the wake of two other new landing ships, LSMs 144 and 145, which slid into the Cooper River Wednesday.

Special plans have been made for the Thursday ceremony with launching crews trained to move the ships down the greased ways on a clockwork schedule.

maid-of-honor will be her 12-year-old daughter, Miss Evangeline Williams. Miss Mary Catherine Smith, clerk-stenographer in the Vocational Training School, will present flowers to the sponsor. Welding the champagne bottle on

AT CNY IN ONE DAY

STORY ON PAGE 1-A

FRIDAY, MAY 12, 1944.

Mass Launching of 4 LSMs To Set Navy Yard Record

For the first time in the history of the Charleston Navy Yard, four new warships for the navy's invasion fleet will be launched the same day off the same building ways. The invasion vessels will be floated within minutes of each other late next Thursday afternoon.

All four of the ships in the quadruplet launching are landing craft, the LSM's 140, 141, 142 and 143, and follow closely in the wake of two other new landing ships, the LSM's 144 and 145, which went down the buildings ways into the Cooper river on Wednesday of this week. Special plans have been made for the quadruplet launchings and launching crews have been given special training and instructions to move the ships down the greased ways on a swift clockwork schedule.

Mere minutes will elapse between each phase of the launching ceremonies, the first of their kind staged here as a mass plan. Every movement has been carefully timed, from the instant the ceremonies are opened by Rear Admiral Jules James, U. S. N., commandant of the Charleston Navy Yard and the

present flowers to Mrs. Williams at the ceremonies.

The sponsor for the LSM 141 will be Miss Rosamond Salmons, of 3 Meeting street, daughter of Commander H. V. Salmons, of the navy yard public works division. She has been a volunteer worker at the U.S.O. for the last two years.

Miss Annie Williams, of 657 King street, a clerk in the material section, will present flowers to Miss Salmons at the launching ceremonies.

Mrs. W. D. Brinckloe, of 32 Marlboro road, North Charleston, wife of Lieutenant Commander W. D. Brinckloe, U. S. N., of the navy yard's planning division, will be the sponsor for the LSM 142. Mrs. Brinckloe, who is the former Miss Josephine O'Brien, is a native of Jonesboro, Ark., and a sister of Lieutenant Commander Leslie O'Brien, Jr., U. S. N., assistant fleet communications officer stationed in Honolulu for the last four years.

At the ceremonies, Miss Adelaide B. Hand, of 491 Huger street, clerk-stenographer in the new construction section, will present flowers to Mrs. Brinckloe.

The sponsor for the LSM 143



PAGE 1-A

FRIDAY, MAY 12, 1944

Dual LSM Launching CNY Family Affair

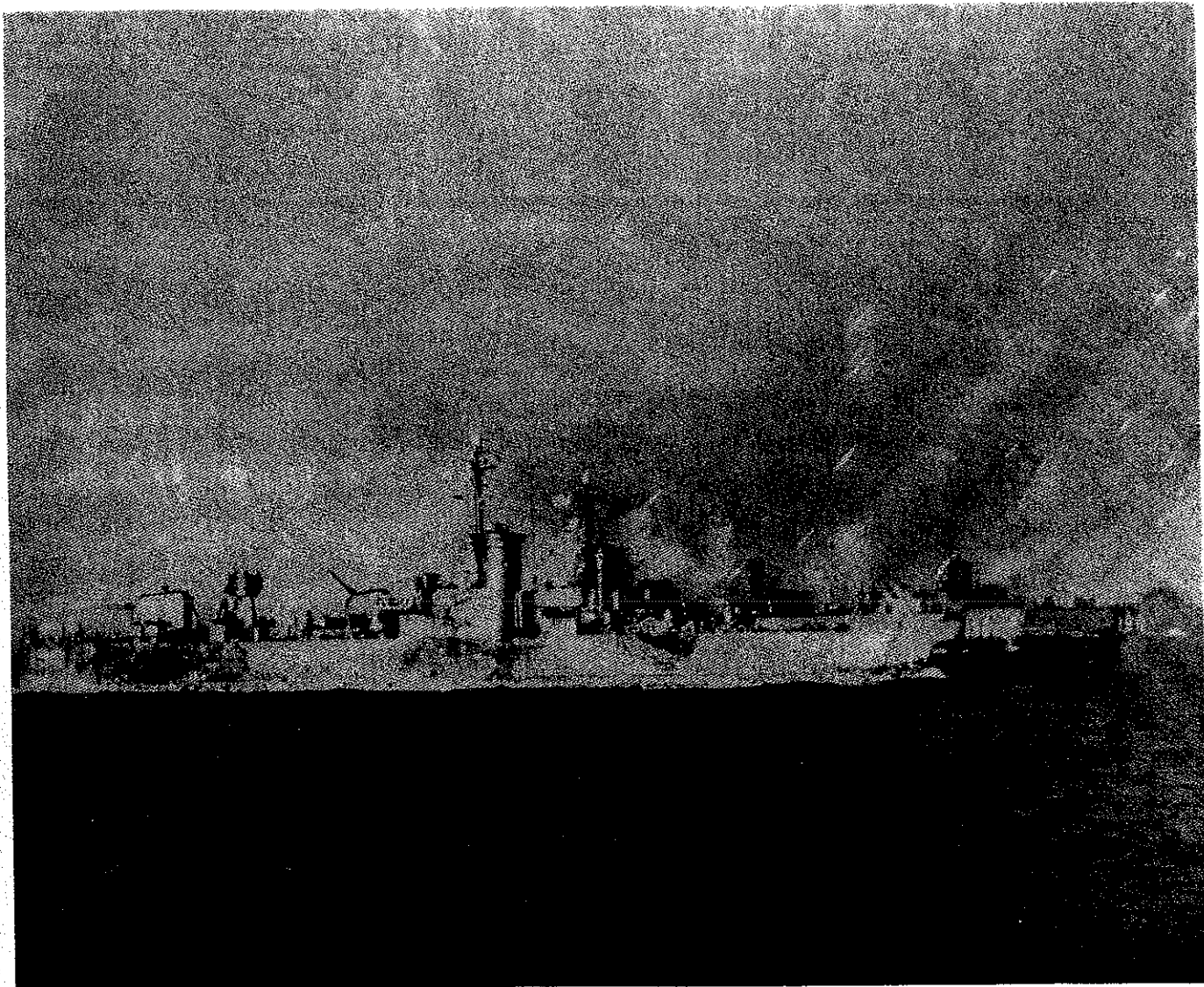
It was strictly a family affair when CNYers launched two more LSMs shortly before noon, Wednesday.

Both invasion craft were christened by women who helped build them. Both women are also wives of Yard workers. With the exception of the matrons-of-honor, sisters of the sponsors, all participants were either CNY workers or Naval Officers.

three years. Her brother, C. S. Drury, Seaman, Second-Class, was formerly a welder here. Mrs. Reid, too, has a brother in uniform, Coast Guard Quartermaster, First-Class John H. Voight. Mrs. Reid has been a CNYer 14 months.

Matrons-of-honor were Mrs. Frances Warren, sister of Mrs. Eastburn, and Mrs. Josephine Blocker, sister of Mrs. Reid.

Headlines from the yard newspaper. The yard launched fifty-eight LSMs and LSM(R)s in the last six months of 1944.

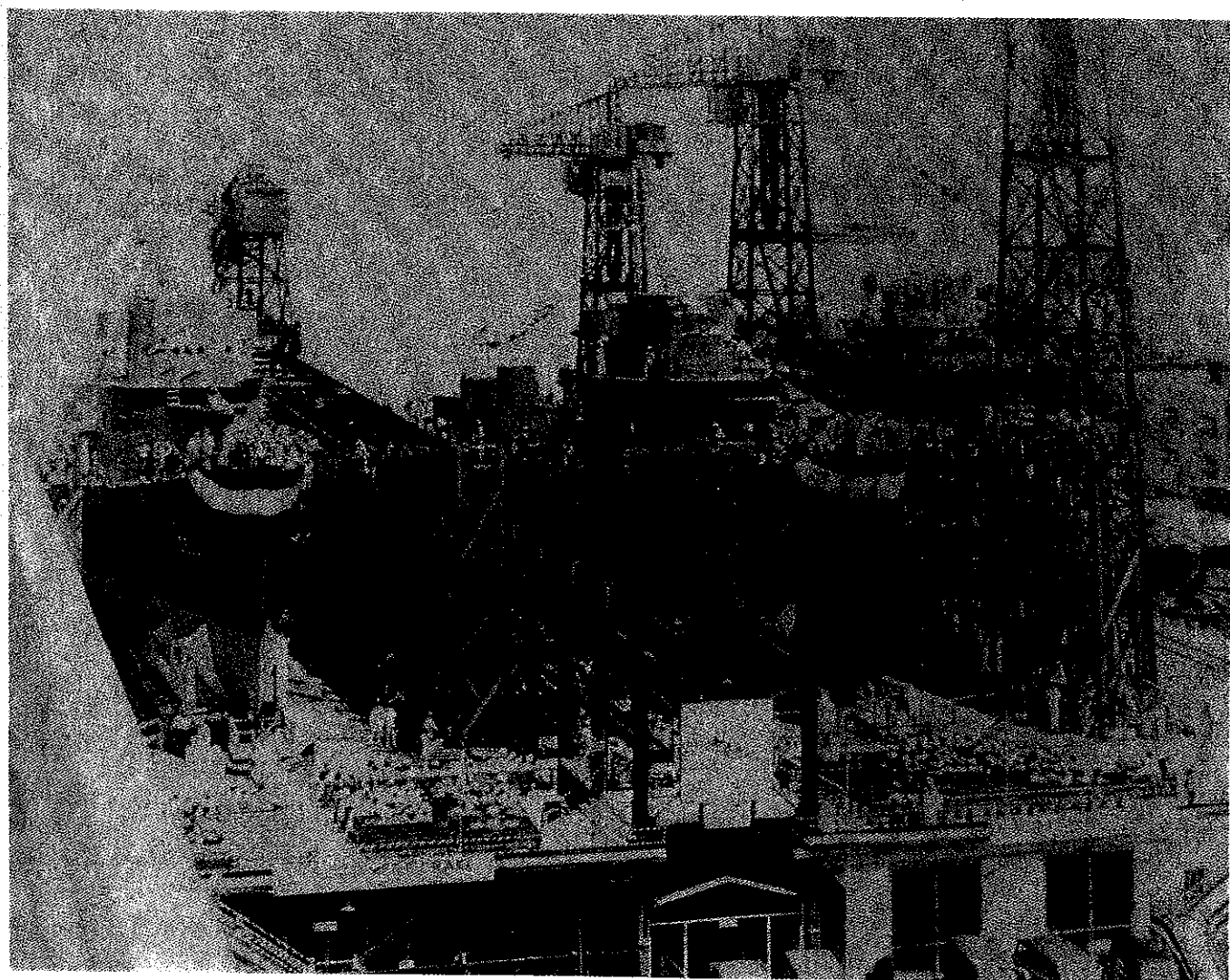


Three Charleston-built LSM(R)s - hull numbers 196, 198 and 199 - bombard a Japanese-held island near Okinawa, in March of 1945. Yard workers constructed 24 of these landing ship medium (rocket) vessels to lead amphibious assaults on the Pacific islands in the final stages of World War II. These three vessels had been launched at the yard five months before this photograph was taken.

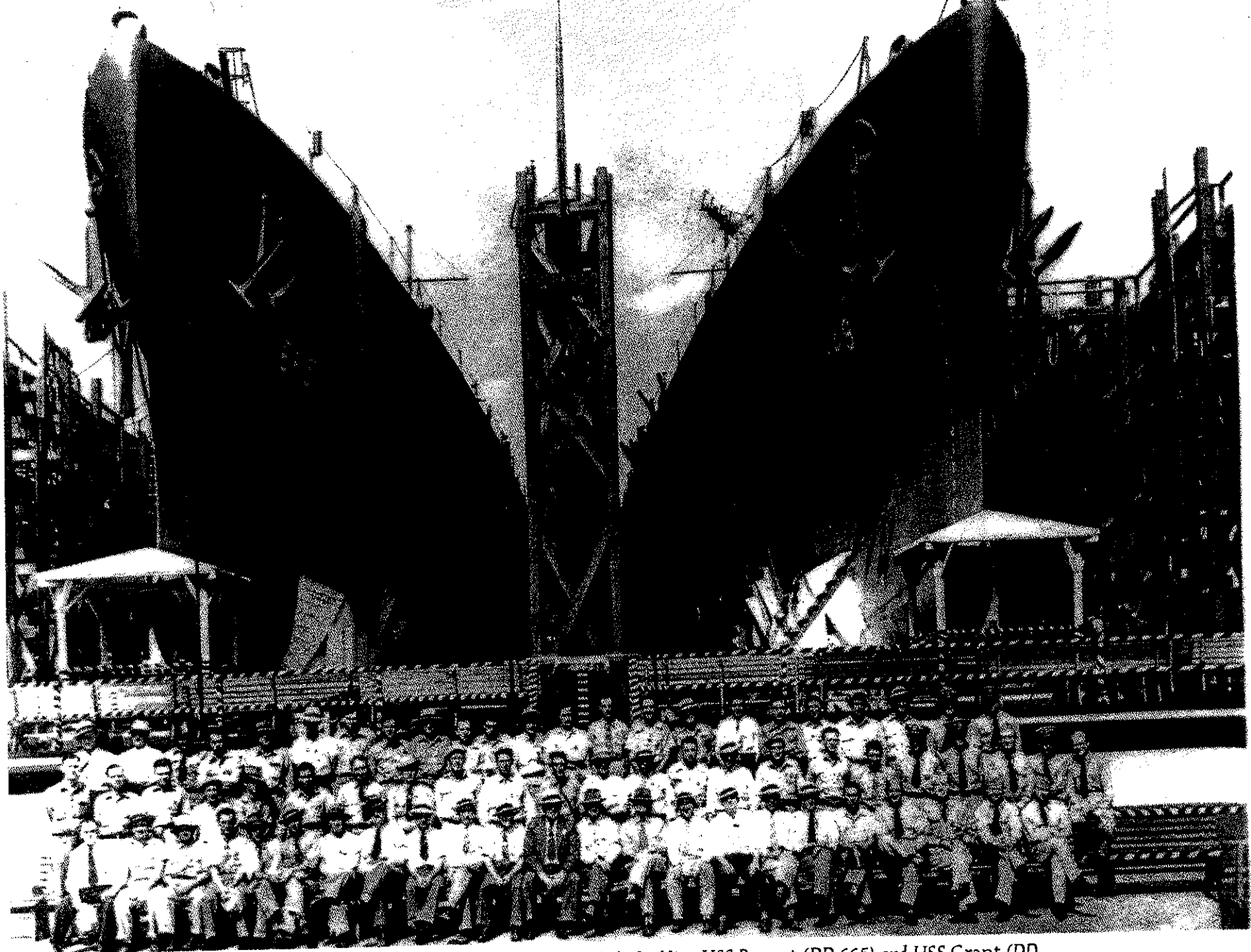


A launching ceremony during World War II.

The James E. Craig (DE-201) and the Eichenberger (DE-202), among seventeen destroyer escorts built during the war, stand ready for launching from the building ways.

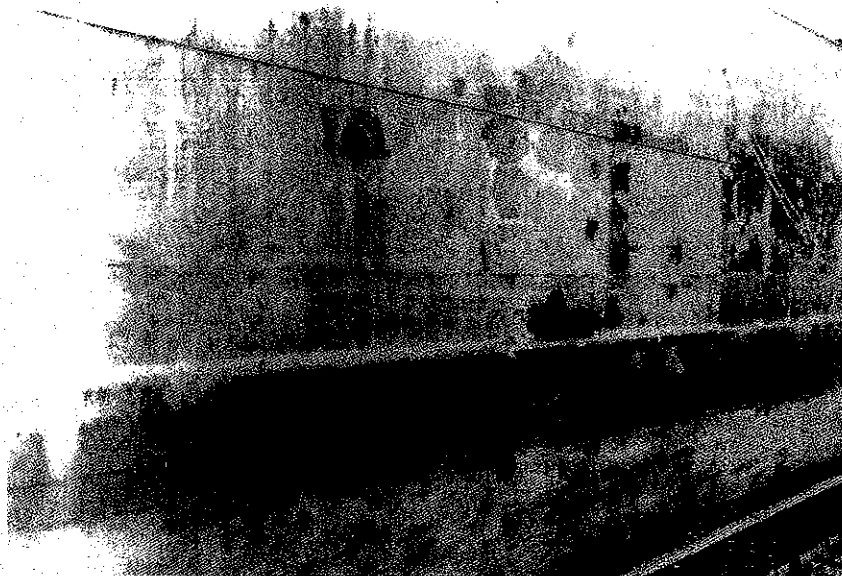


**LAUNCHED
29 MAY 1943**

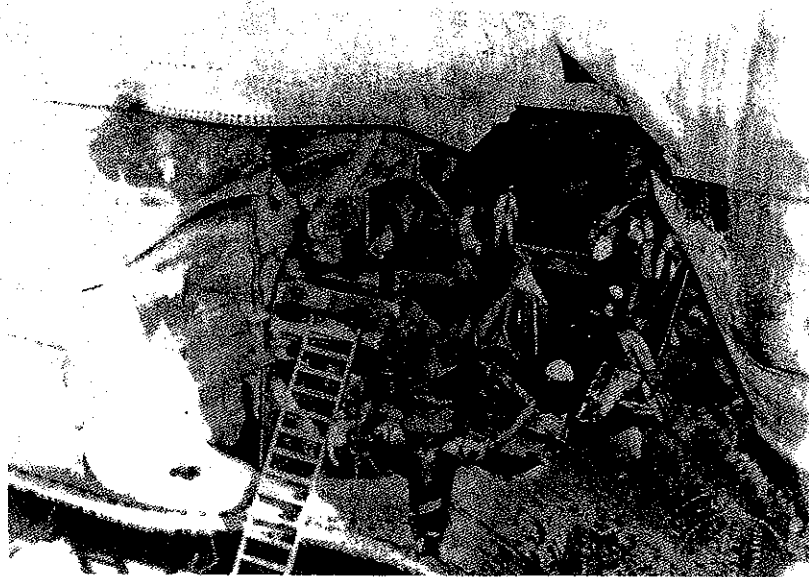


The shop supervisors and the naval officers responsible for building USS Bryant (DD 665) and USS Grant (DD 649), proudly pose before the two destroyers shortly before the launching ceremony.

Repairing ships damaged in battle . . .



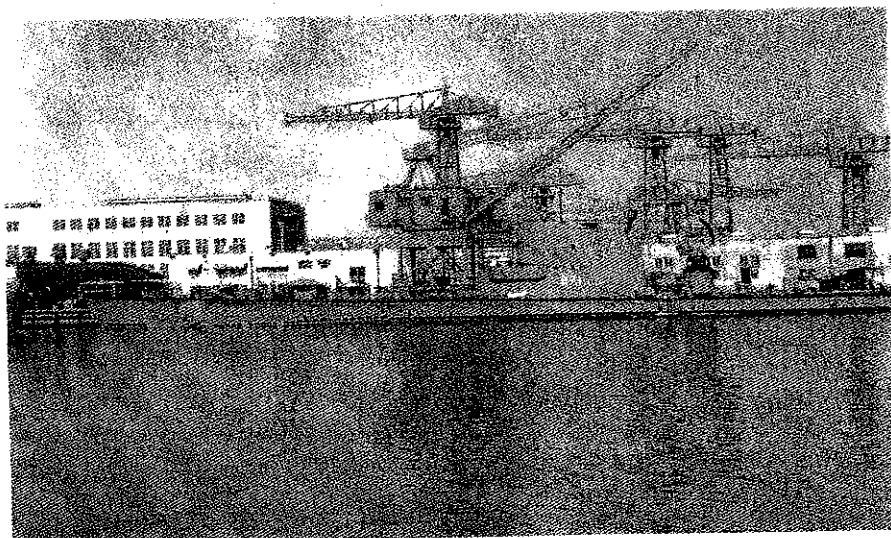
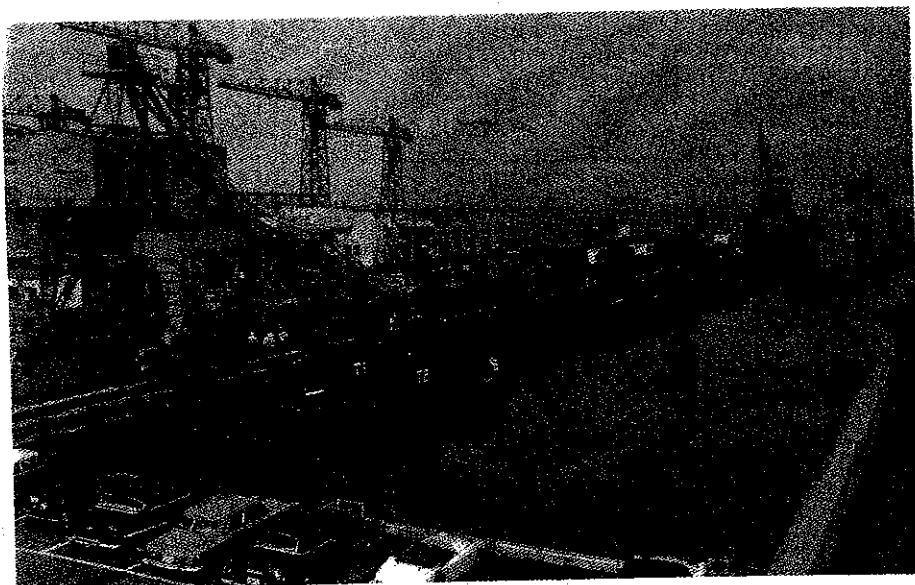
The Charleston Navy Yard repaired many ships damaged by the Nazi sub packs. The merchant ship SS Starvac Melborne was a good example. She refused to sink when torpedoed and ripped by a U-boat's deck gun, and was towed to the yard for extensive repairs.





Entertainment at lunch time during a safety award ceremony in front of the Joiners Shop in 1955.

Two small training submarines, used mainly as targets in fleet exercises, moored at a yard pier in March of 1955.

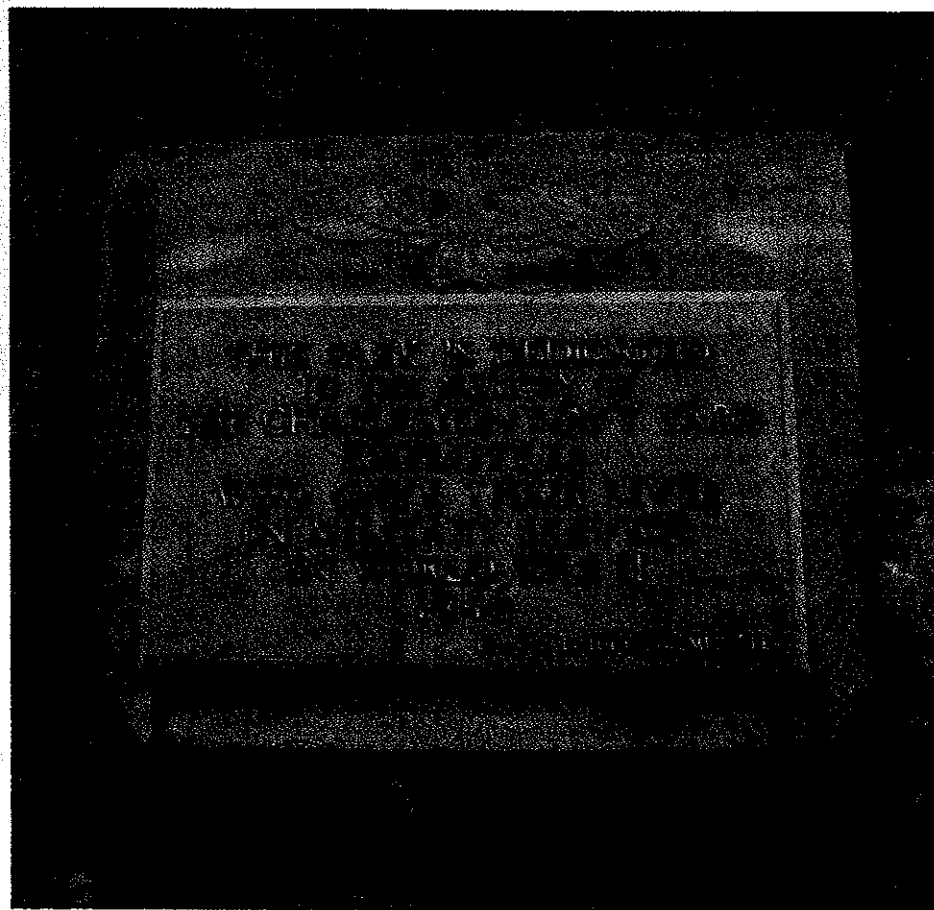


In October of 1955, the diesel-electric submarine USS Ray lays at a yard pier.

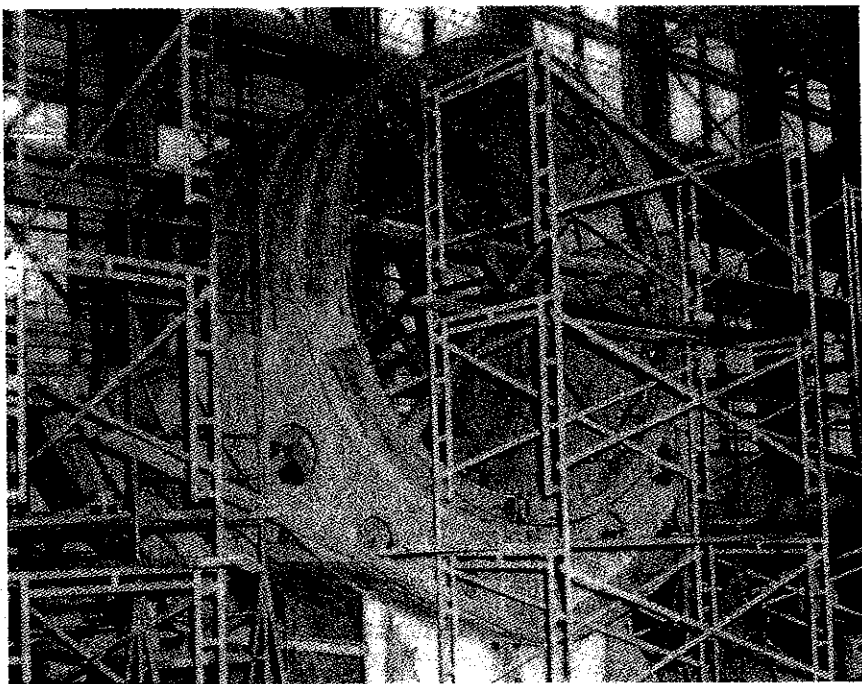
VESSELS BUILT AT THE NAVY YARD

1939 - 1945

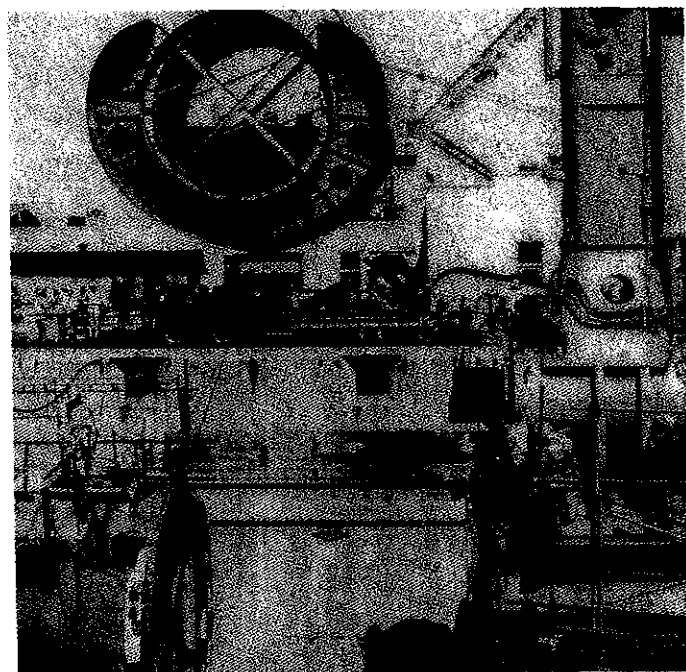
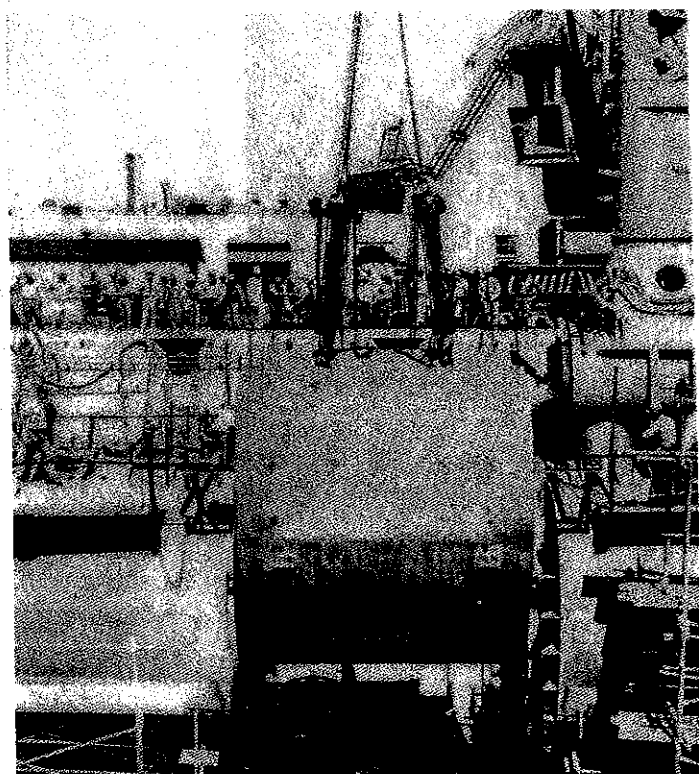
Destroyers	20
Destroyer escorts	17
Fast troop transports	9
Tank landing ships	8
Medium landing ships	92
Medium landing ships (rocket)	24
Land craft-control	24
Yard tugs	5
Seaplane wrecking derricks	15
Car float	1
Destroyer tender	<u>1</u>
Total	216



This marker stood in the little park near the Reynolds Avenue gate for many years. It is now located at the Patriots Point Maritime Museum.



In the 1950s and 1960s the yard lengthened many diesel-electric submarines to provide more room for air conditioning and electronics equipment along with space for additional batteries. This pressure hull section being prefabricated in the Shipfitters Shop was for USS Trigger.



The new hull section, which includes ballast tanks, is lowered into place.



Charleston Naval Shipyard in 1958. Note the deisel-electric submarine leaving the yard.

The Cold War Years

As World War II drew to a close, employment at the yard was falling. Its work for years afterwards would focus on decommissioning and preservation of warships.

On 30 November 1945, an organizational change took place in which the Charleston Navy Yard became the Charleston Naval Shipyard. Other local navy commands were brought under a new consolidated command as part of the new U.S. Naval Base, Charleston. With a new name came new roles for the yard: repair, overhaul and conversion of ships.

In 1948 the yard's mission was expanded to encompass submarines. From then on, submarine overhaul and repair would make up approximately one-half of the shipyard's work.

In 1949, the Navy made plans to close the yard. But once again, community leaders were able to persuade Navy officials to keep it operational.

In 1959, with the conversion of *Proteus*, yard workers took their first step into the nuclear age. Nuclear-powered submarines would soon follow. The yard would eventually refuel twenty-six of Admiral Rickover's high-technology undersea vessels and decommission eight more in its final years.

Nuclear submarine overhauls proved difficult to begin with. Yard workers had to master new technologies and learn to work safely with the radioactivity associated with the propulsion plants. But by 1975, the yard had developed into one of the Navy's best nuclear submarine shipyards.

In the 1980s shipyard employment reached its highest point since the Korean War, with more than 8700 workers. As many as six nuclear submarines at a time were on the waterfront in various stages of overhaul and repair.

The nuclear submarine work performed during the 1980s included the simultaneous refueling overhauls of *Benjamin Franklin* and *George Bancroft*. CNSY bid against a private shipyard for this work. The yard won the bid and, compared to the other yard's estimate, completed the work with a savings to the taxpayers of more than \$100 million.

As the decade drew to a close, two events took place which would affect the shipyard. One had a short-term affect; the other had more-lasting, permanent, in fact, implications.

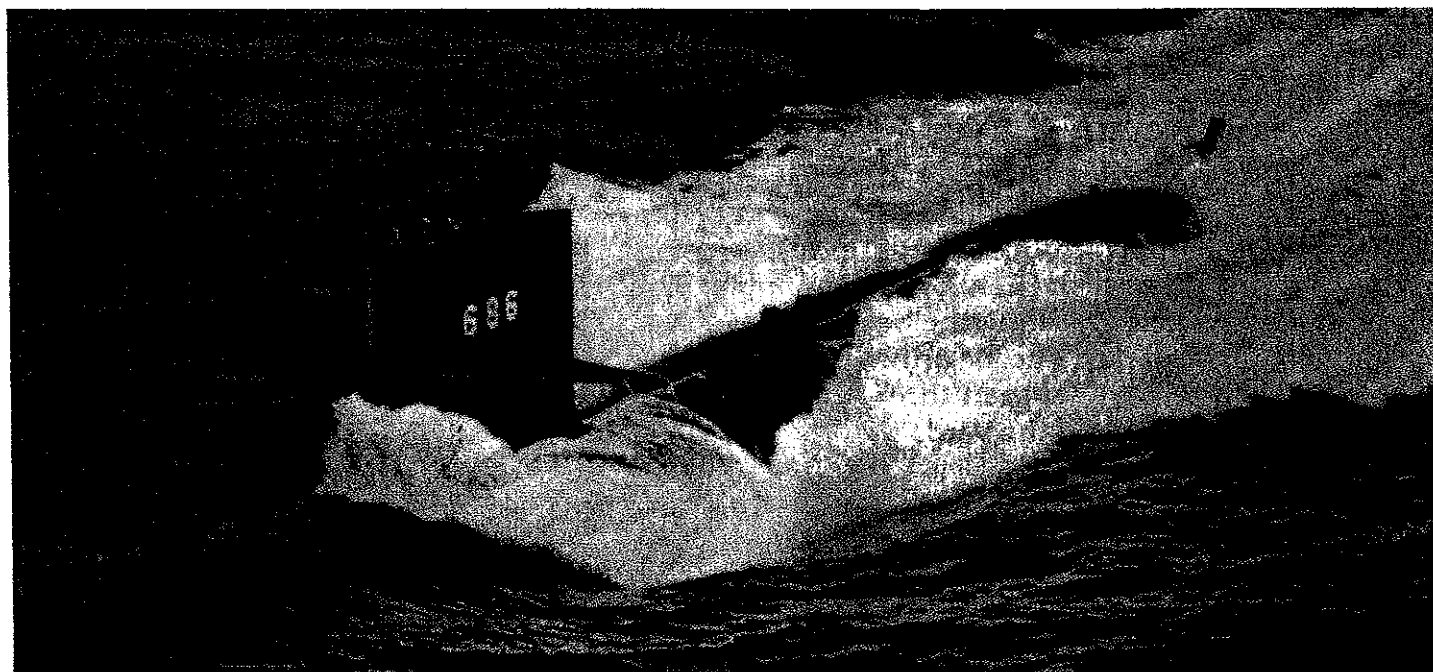
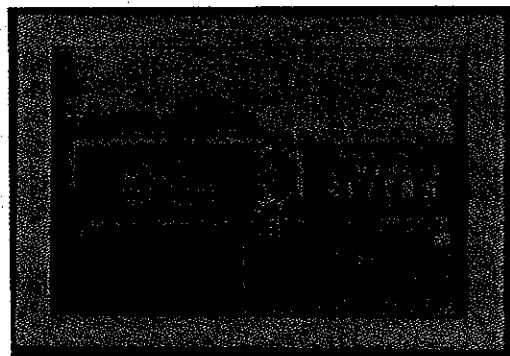
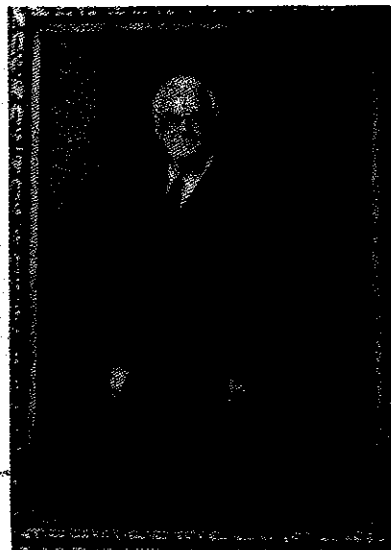
In September of 1989, Hurricane Hugo swept through the South Carolina Lowcountry. The yard sustained major damage, estimated at \$ 89 million, but moved on to recover, resuming normal operations within a few months. Then on 9 November of that year, the Berlin Wall was breached, signaling the beginning of the end of the Cold War. That event also marked the beginning of the end for Charleston Naval Shipyard, although more than three years would pass before the decision would be made to close the yard.

Congressman L. Mendel Rivers, A friend of the shipyard . . .

Over the years Charleston Naval Shipyard had many strong supporters in the Congress. But none was more effective than L. Mendel Rivers. Local residents once said that if he brought any more military installations to the Charleston area, the city would sink beneath the sea from the sheer weight of it all. The SSN 686, the nuclear-powered attack submarine named for him, was a frequent visitor to the yard.



Congressman Rivers speaking at the dedication of the new Electronics Shop.



The Last Years

In March of 1993, shipyard workers learned that the Navy planned to close the yard. All were deeply affected by the news.

Employees and community leaders appealed to the Base Realignment and Closure Commission, who would render a decision on 30 May. As this day drew near, some employees remained optimistic that the Commission would reverse the Navy's decision. To others each passing day was like another clump of earth striking the casket lid.

The appeals went to no avail. With the end of the Cold War, the smaller fleet and declining maintenance needs of modern submarines and surface warships, Naval Sea Systems Command simply found itself with too much costly maintenance capacity. So two of the Navy's shipyards, among the most enduring of public institutions, had to be shutdown.

During the remaining three years yard workers finished the last ship overhauls and prepared the facility ready for turnover to the community.

The Legacy

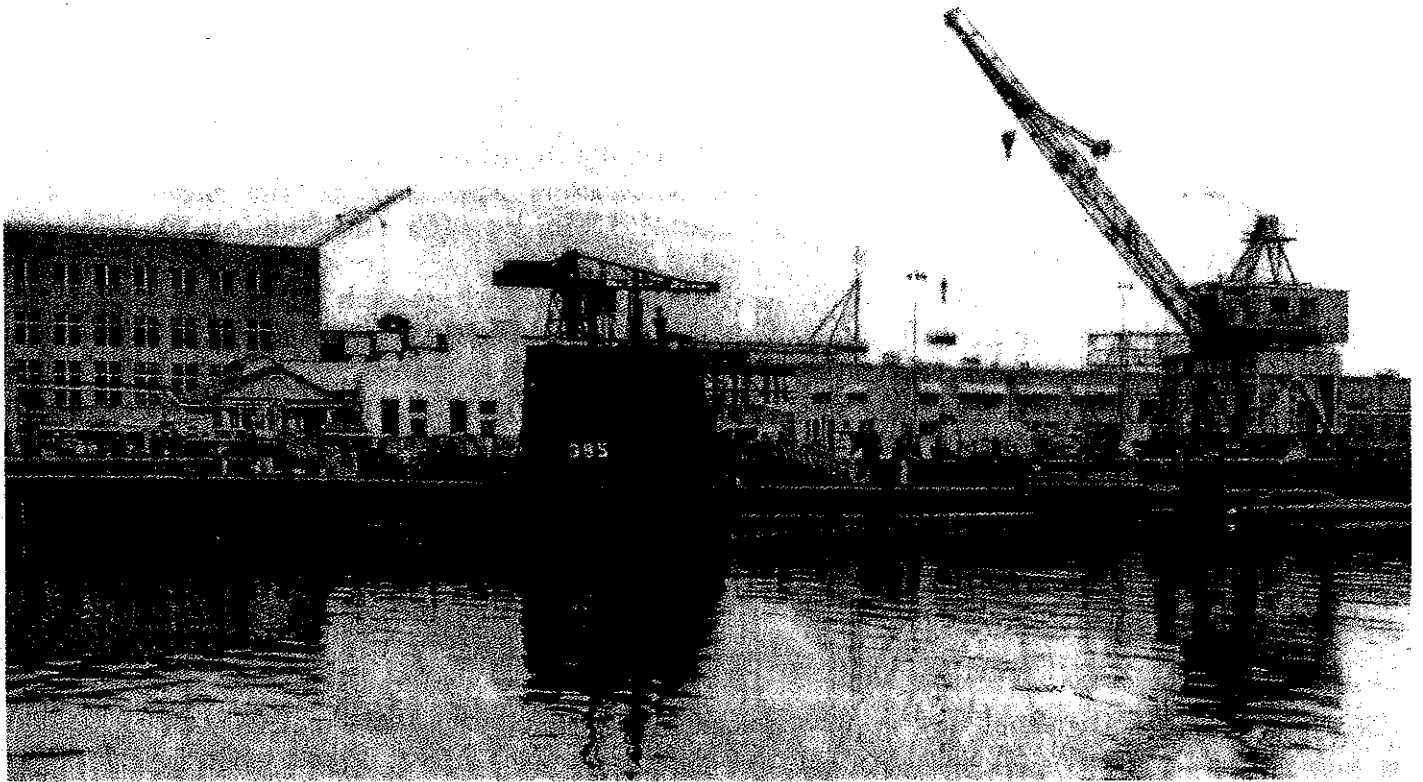
As the final day approaches, one may ask: what is the legacy of Charleston Naval Shipyard? Is it the valuable industrial plant which will continue to benefit the community in the coming years? Huge contributions to the area's economy, spanning five generations? Contributions to local charities by yard workers which set records for federal facilities? Outstanding worker safety records that won numerous honors? A key role in a nuclear program whose safety record and stewardship of the environment drew accolades from the President of the United States? Indeed, it is all of these things.

But in the final analysis, one simple word seems most fitting in describing the legacy of our shipyard: freedom

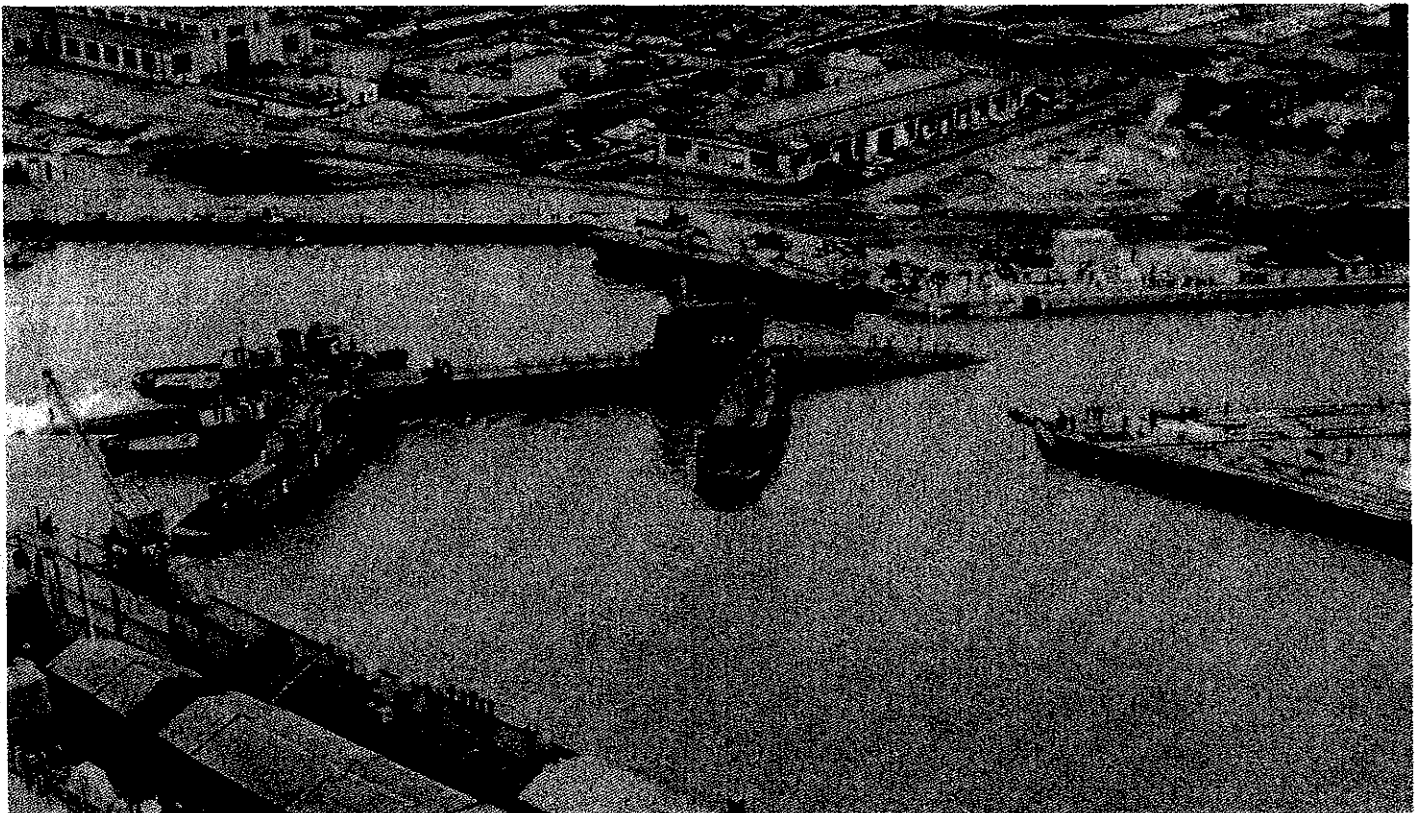
Consider, for a moment, the importance of the United States Navy in maintaining freedom around the world. And consider the shipyard's historic role in building and maintaining the Navy's ships. Imagine the yard in 1943 when 25,000 people were launching every week new vessels that helped win a global war. Think about the Cold War years and the contribution made to winning that insidious conflict by the nuclear submarines overhauled and modernized at Charleston Naval Shipyard.

Many of us take for granted the freedom from tyranny and oppression that we enjoy as Americans. We should not forget the role played by Charleston Naval Shipyard for nearly a century in preserving that freedom.





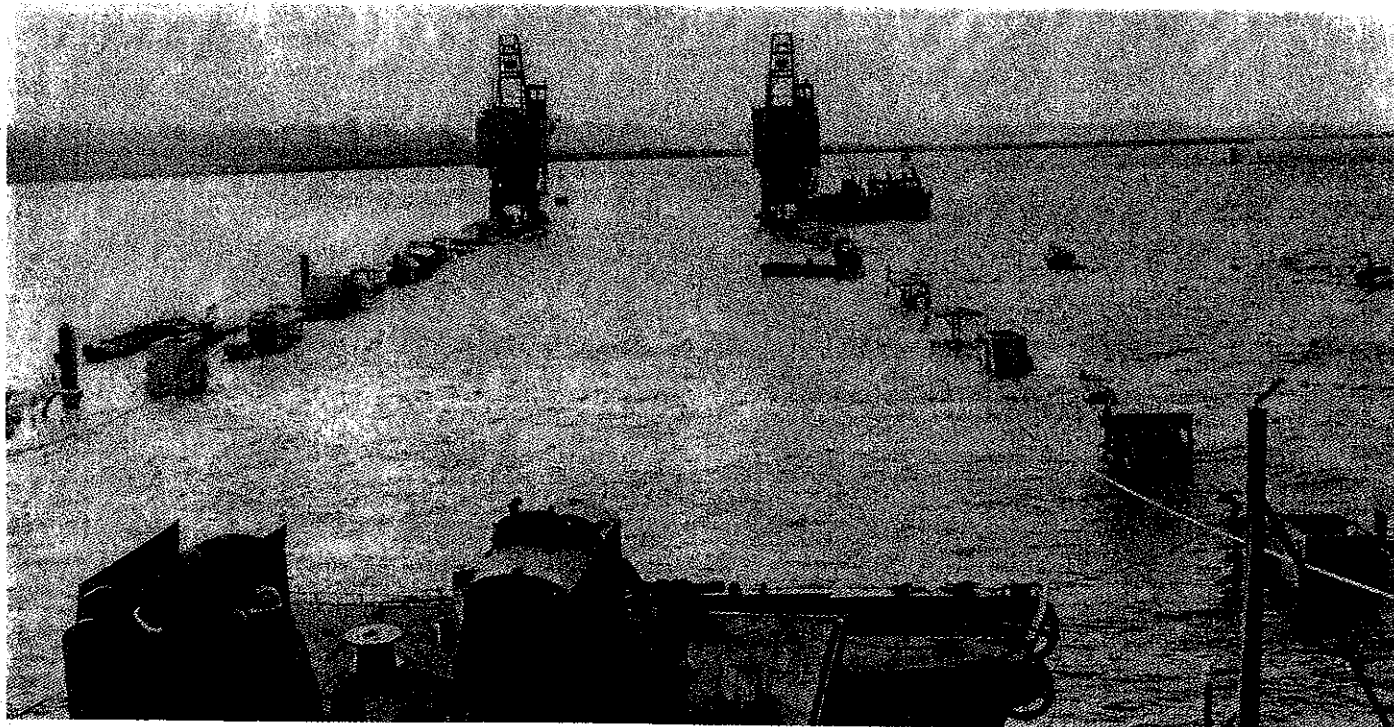
The diesel electric submarine USS Bang (SS-385) in overhaul



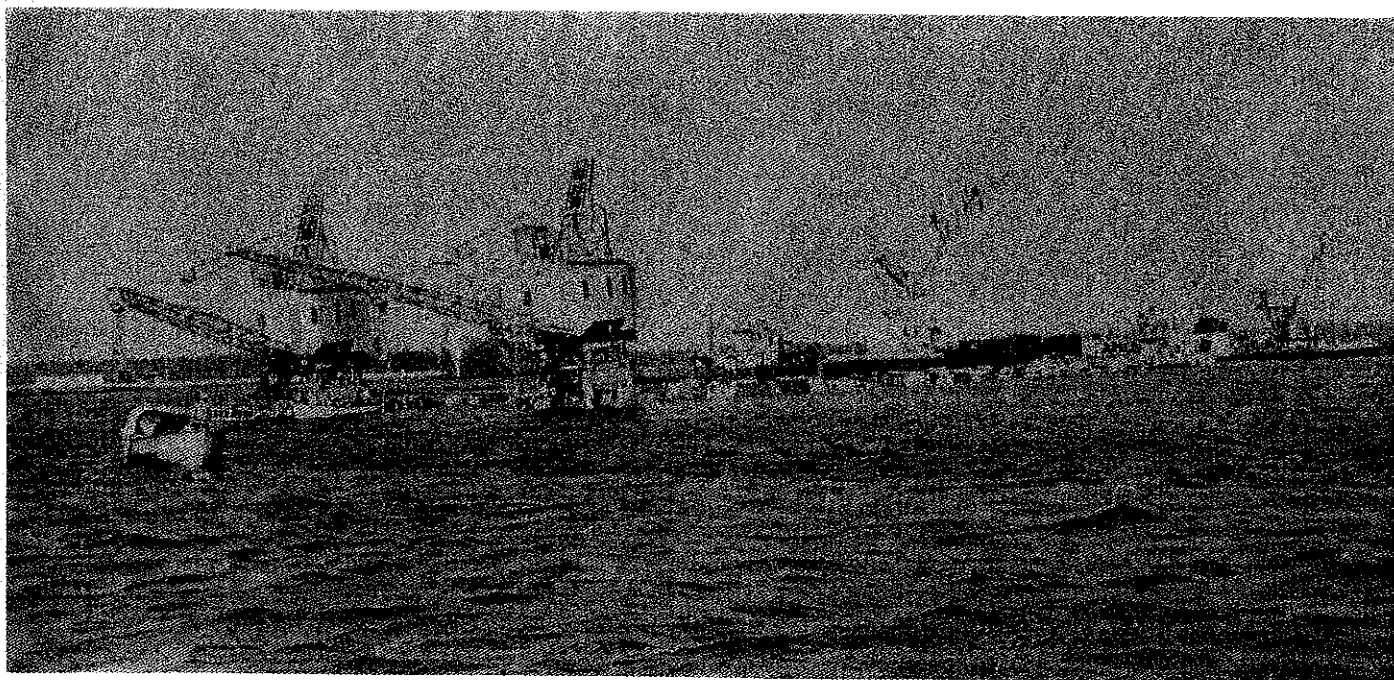
USS Woodrow Wilson (SSBN 624) entering Dry Dock 5

A floating dry dock sinks in a tragic accident . . .

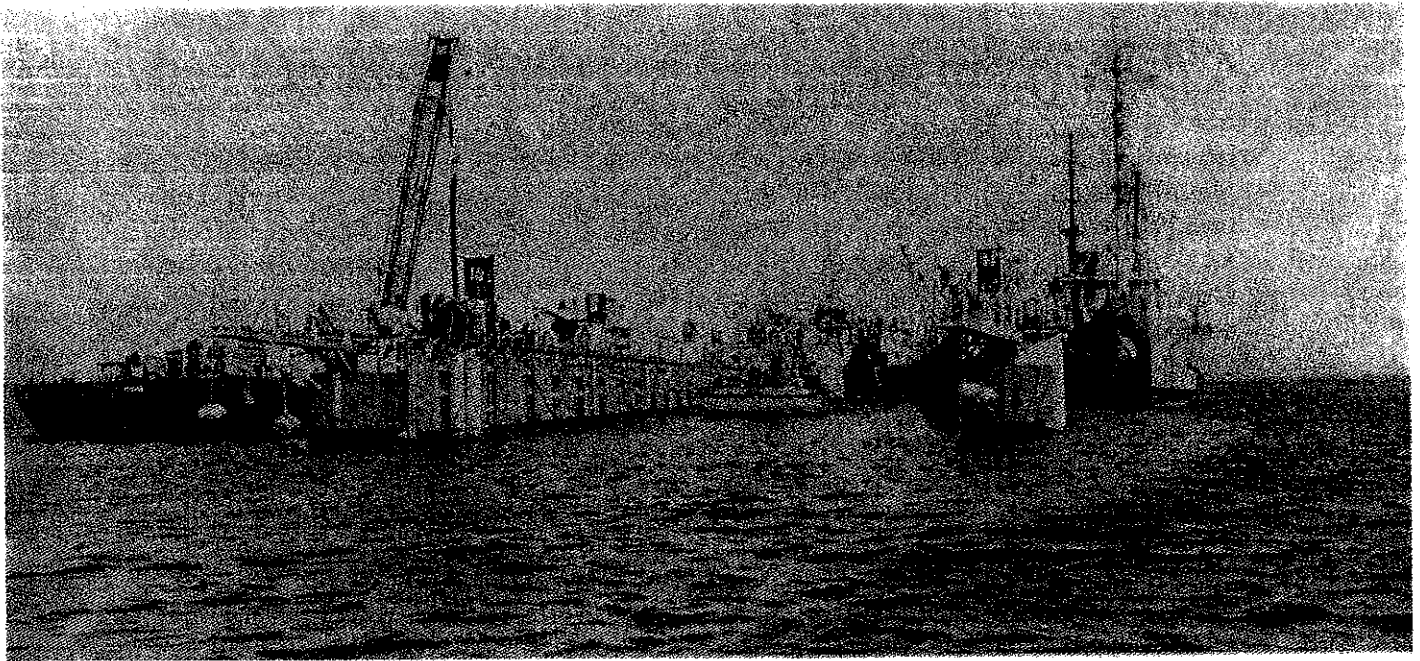
In 1965, USS *Alamogordo* (ARDM-2) a floating drydock based at the Charleston Naval Weapons SSBN Replenishment Site, sank as it was being flooded. The two portal cranes, each of which weighed 310 tons, were not properly secured. As water entered the dry dock, one crane rolled aft, followed by other. The stern went under, then the rest of the dry dock. One sailor drowned in the accident.



The Alamogordo rests on the bottom of the Cooper River.



The portal cranes and top deck of the pilot house remained above water.



ARDM-2 is about half raised and pumping continues. The portal cranes were removed to lighten the load.



ARDM-2 undertow by tugs to the shipyard. Many months were spent rewinding and rebuilding hundreds of motors and reworking equipment damaged by the brackish Cooper River water in 1965 and 1966. Extensive water-tight bulkheads were added to prevent massive flooding in the future.



Staff Photo By Tom Spain

David Loyd of Bridgeport, Ala., Visits The Shipyard Museum

Display Publicizes Shipyard

By ERIC WIESENTHAL
Post-Courier Reporter

Charleston Naval Shipyard, the area's largest employer, but long taken for granted by most of the public, has taken a small step toward recognition.

The shipyard has a museum aboard the aircraft carrier Yorktown at Patriots Point designed to impress visitors with the importance of this naval activity.

The shipyard built about 300 ships during both world wars and today is one of the premier shipyards in the nation in its ability to handle nuclear submarines.

The museum, located in the forward section of the ship, was the result of planning by shipyard supervisors Palmer W. Olliff, J.T. Day and B.D. Kersh.

It opened a year ago after nearly 12 months of labor by a dozen supervisors, workmen from the Patriots

Point Naval and Maritime Museum, students from Trident Tech and Wando High School and workers employed through the Comprehensive Employment and Training Act.

The museum is filled with memorabilia and photographs, including an exhibit depicting the construction of the shipyard's first drydock completed in 1909 after a number of cave-ins.

But the shipyard is not the only exhibit aboard the Yorktown. Clark G. Reynolds, curator at Patriots Point, said after Navy veterans saw what the USS Yorktown Association accomplished at Patriots Point, other veterans organizations have decided to set up displays.

Veterans of the original aircraft carrier Saratoga, the nation's first large attack carrier, have organized an exhibit, he said. And former crewmembers of the light carrier Monterey, on which former President Gerald Ford served, also have made their presence known on board

the aircraft carrier.

Now, Reynolds says there is talk that veterans of the USS Hancock, which served in World War II, may be putting together an exhibit for Patriots Point. More recently, crewmen on board the aircraft carrier Kitty Hawk held a bingo game while in the Indian Ocean and raised \$20,000 to set up a special exhibit aboard the Yorktown, Reynolds said.

They would like to refurbish the ready room aboard the retired carrier to look as it did in 1944 when pilots of Fighting Squadron 1 used the room to study attack plans and weather conditions. Kitty Hawk sailors also would like to put up a display of photographs depicting current operations aboard the carrier.

The Yorktown also has displays that have been put together by the American Legion, the American Veterans and the Reserve Officers Association.

Shipyard employees, with the support of Captain W. J. Mahony, Shipyard Commander from 1978 to 1982, established a museum to preserve the yard's heritage.

A job well done . . .

Over the years the shipyard received many accolades for its work. An outstanding worker safety program brought national honors, as did an effective environmental protection program. Outstanding ship overhaul and repair work often drew praise from the Navy's brass. So, too, did work of a less routine nature - the special jobs at which Charleston Naval Shipyard excelled, such as moving cranes across the ocean and installing them on a floating dry dock to support urgent repairs of nuclear submarines.

ADMINISTRATIVE MESSAGE

ROUTINE

R 130024Z AUG 87 ZYD PSN 552752L26

FM COMSUBLANT NORFOLK VA

TO NAVSHIPYD CHARLESTON SC

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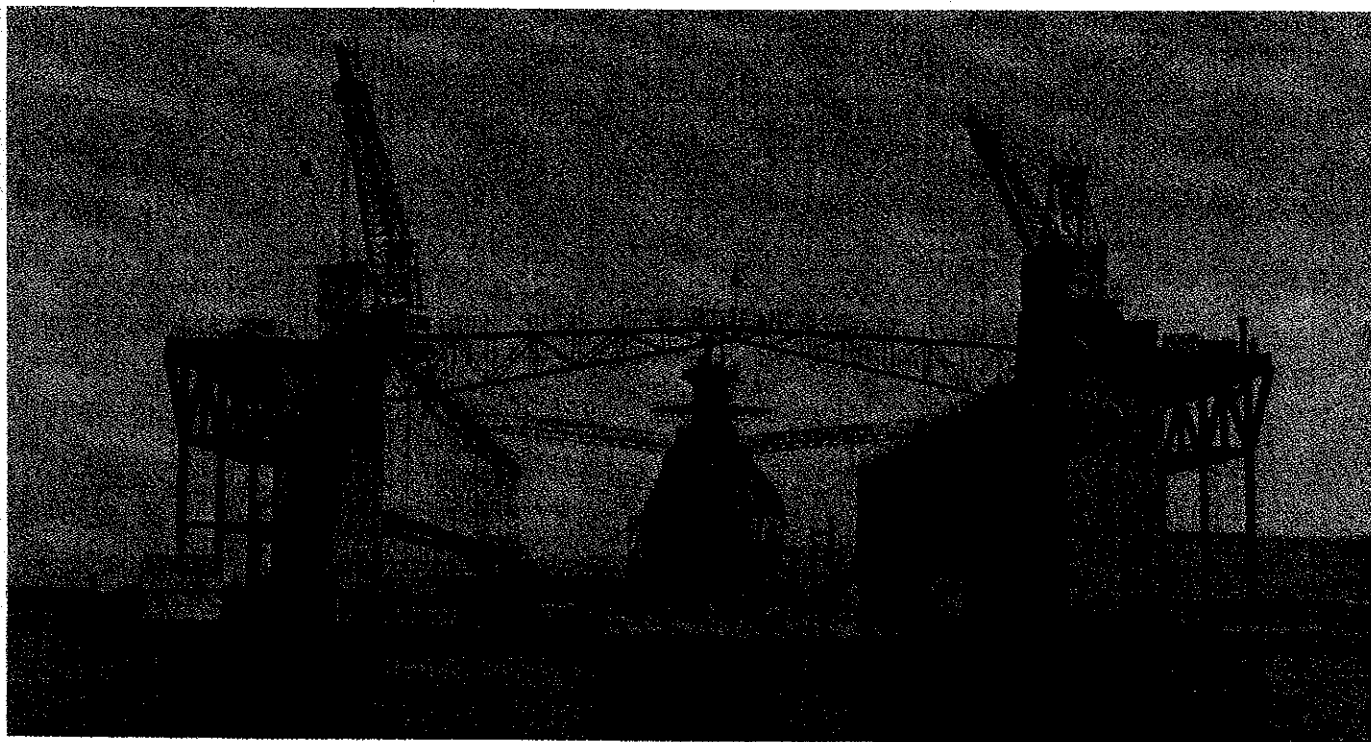
SUBJ: REPLACEMENT OF CRANES ON USS LOS ALAMOS (AFDB 7)

1. I WOULD LIKE TO EXPRESS MY PERSONAL APPRECIATION FOR THE PROFESSIONAL MANNER IN WHICH THE RECENT CRANE REPLACEMENT ON USS LOS ALAMOS WAS EXECUTED. OF PARTICULAR NOTE WAS THE PERFORMANCE OF MR PALMER OLLIFF, WHO REPEATEDLY OVERCAME MAJOR ROADBLOCKS, ANY ONE OF WHICH COULD HAVE DELAYED THIS TIME CRITICAL PROJECT FOR AS MUCH AS A YEAR. PLEASE CONVEY MY PERSONAL CONGRATULATIONS AND WELL DONE TO ALL THOSE INVOLVED IN THIS MAJOR EFFORT.

//

VADM D. L. COOPER, USN SENDS.

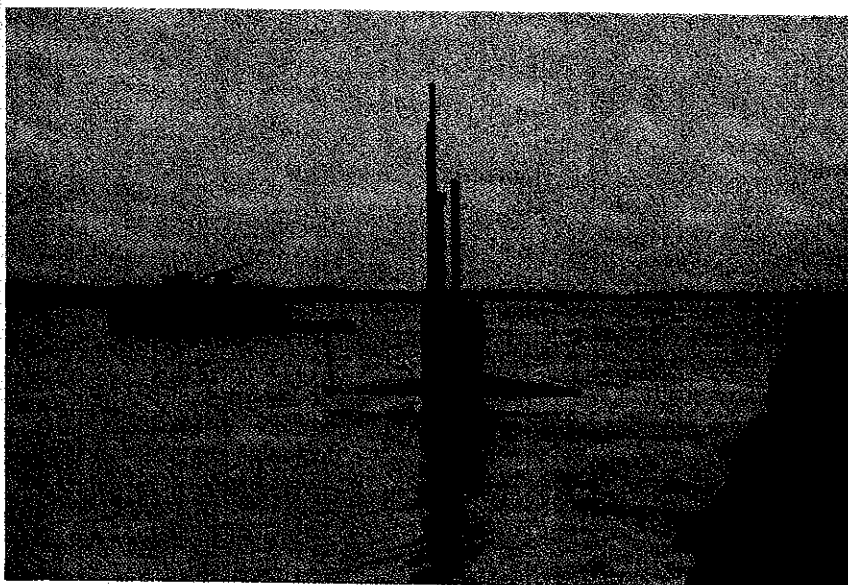
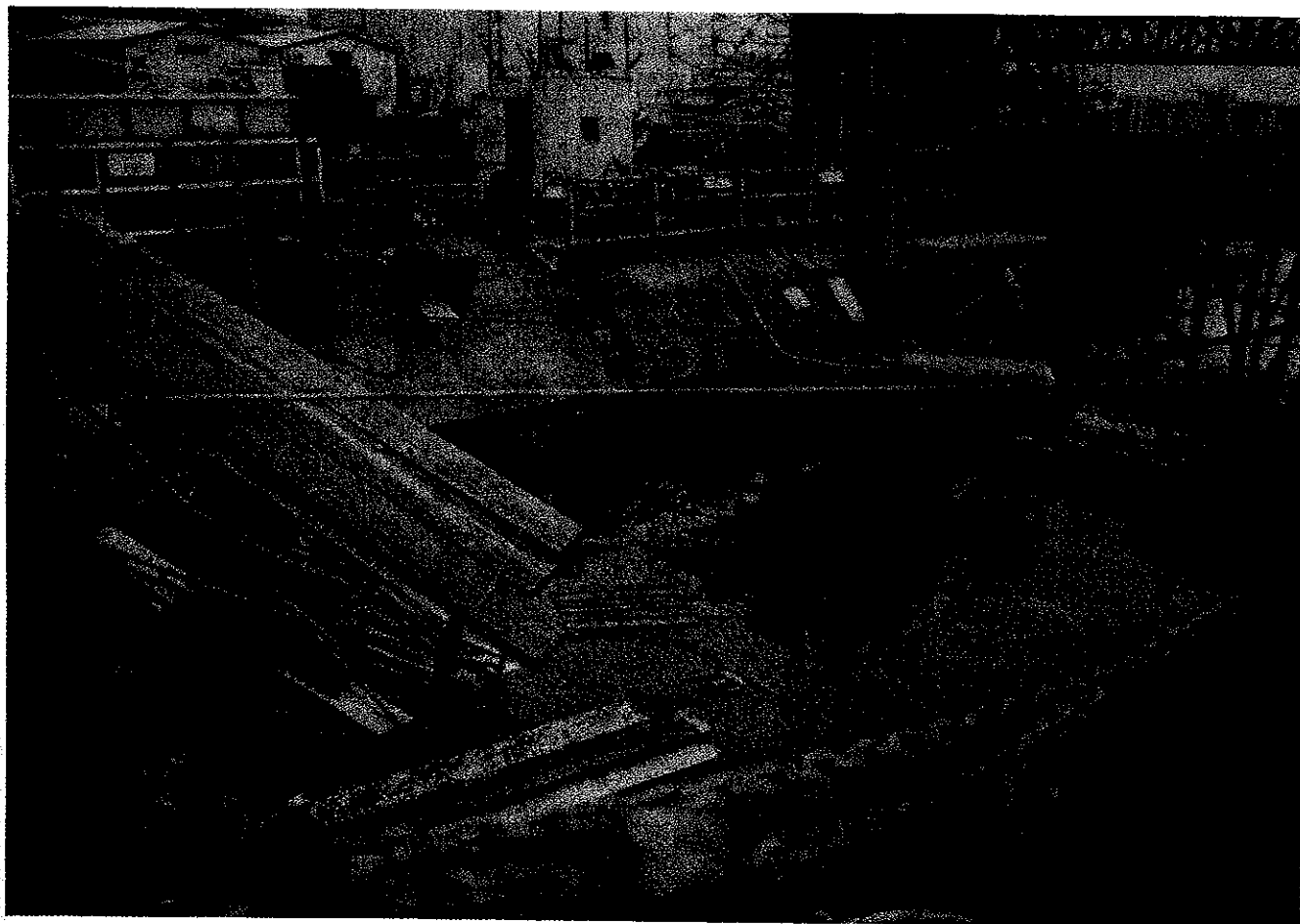
BT



New cranes had to be installed on the floating dry dock Los Alamos in Holy Loch, Scotland. The old cranes shown in this picture had been taken from dams out west during World War II and installed on the battleship dry dock in the Pacific. They had to be replaced to support maintenance of fleet ballistic submarines at the replenishment site.

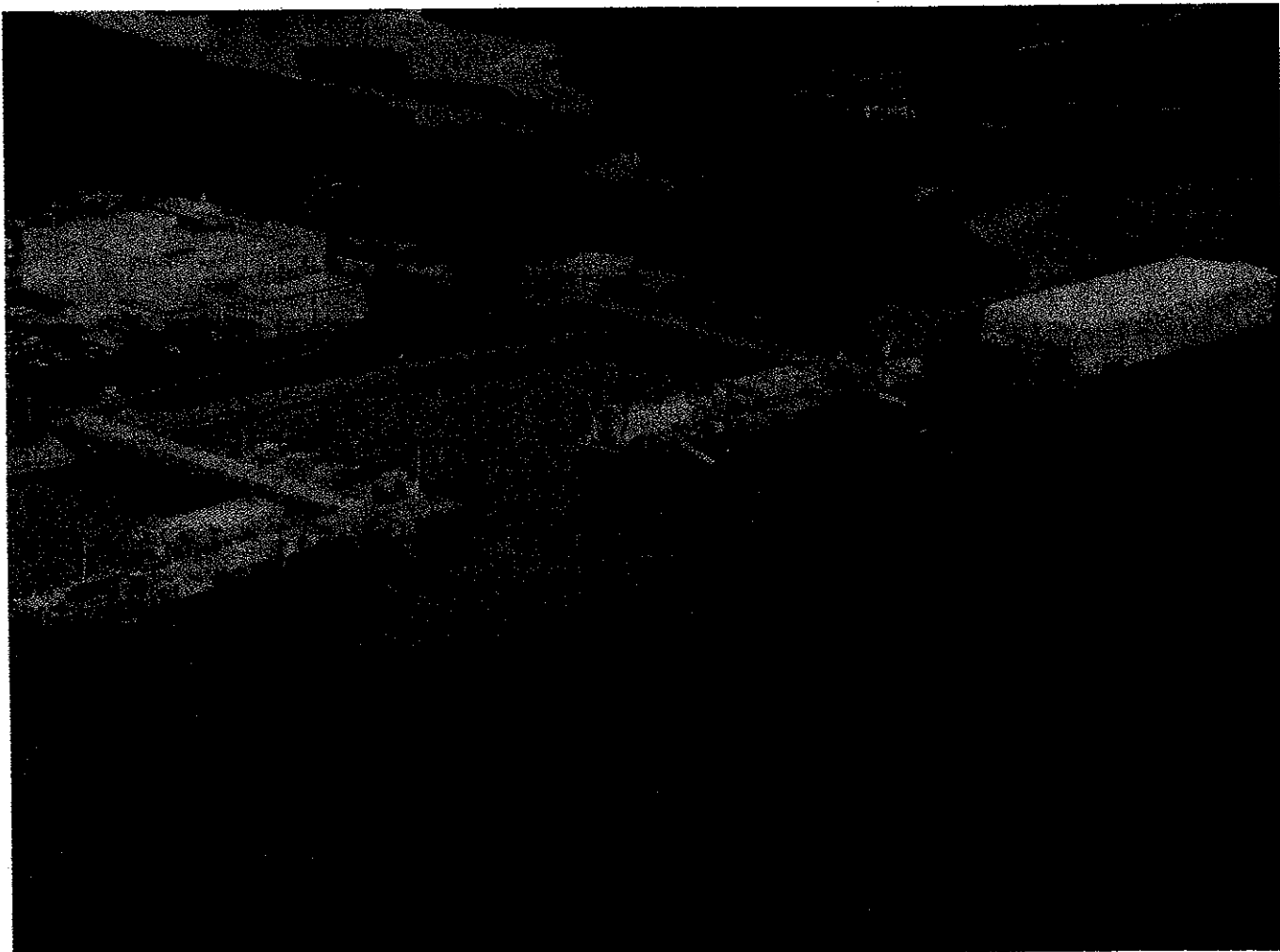
Hurricane Hugo strikes . . .

On 21 and 22 September 1989, the huge storm swept through the South Carolina Lowcountry, leaving devastation in its wake. Damage to the yard was extensive. But more than 800 workers stayed during the storm to help protect the yard. And in the weeks that followed, yard workers pulled together to cleanup the facility and resume normal operations much earlier than the Navy had thought possible.

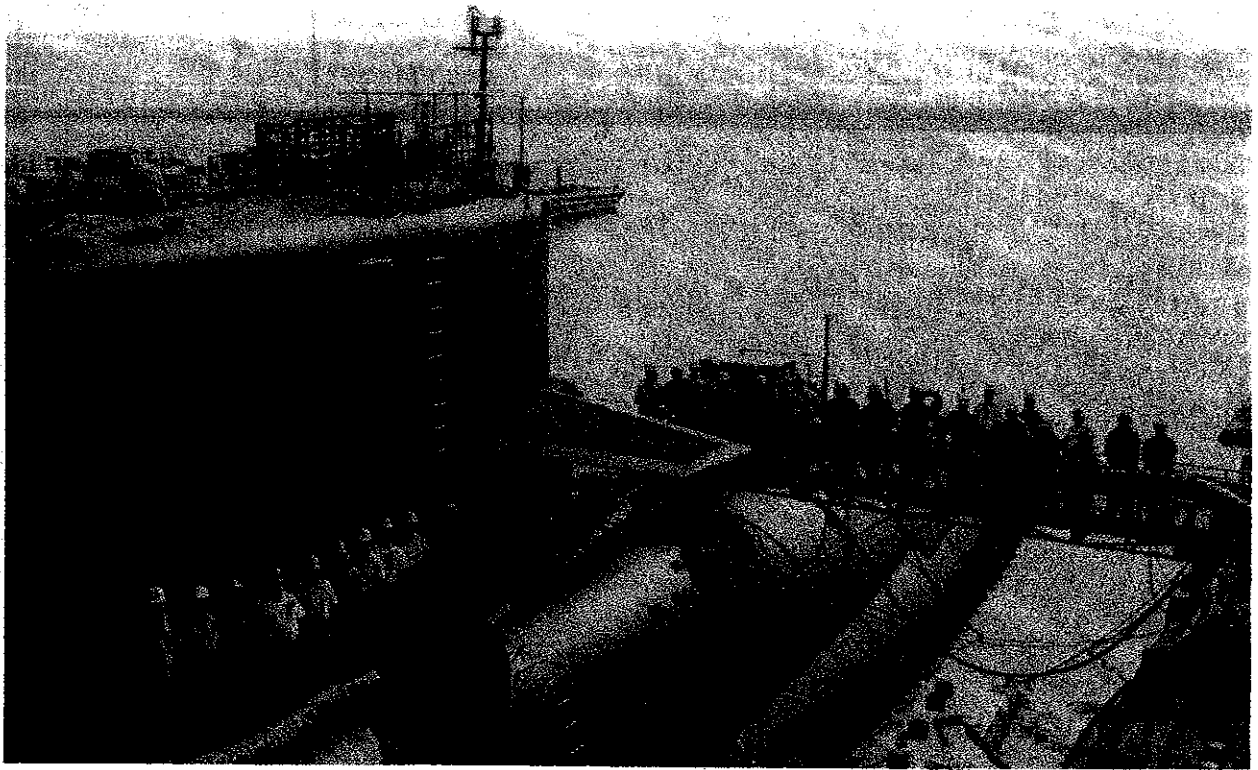


The nuclear-powered attack submarine Narwhal had arrived at the yard shortly before the storm struck. To protect his ship, the captain submerged her at a pier. Laying on the bottom she weathered the storm without damage.

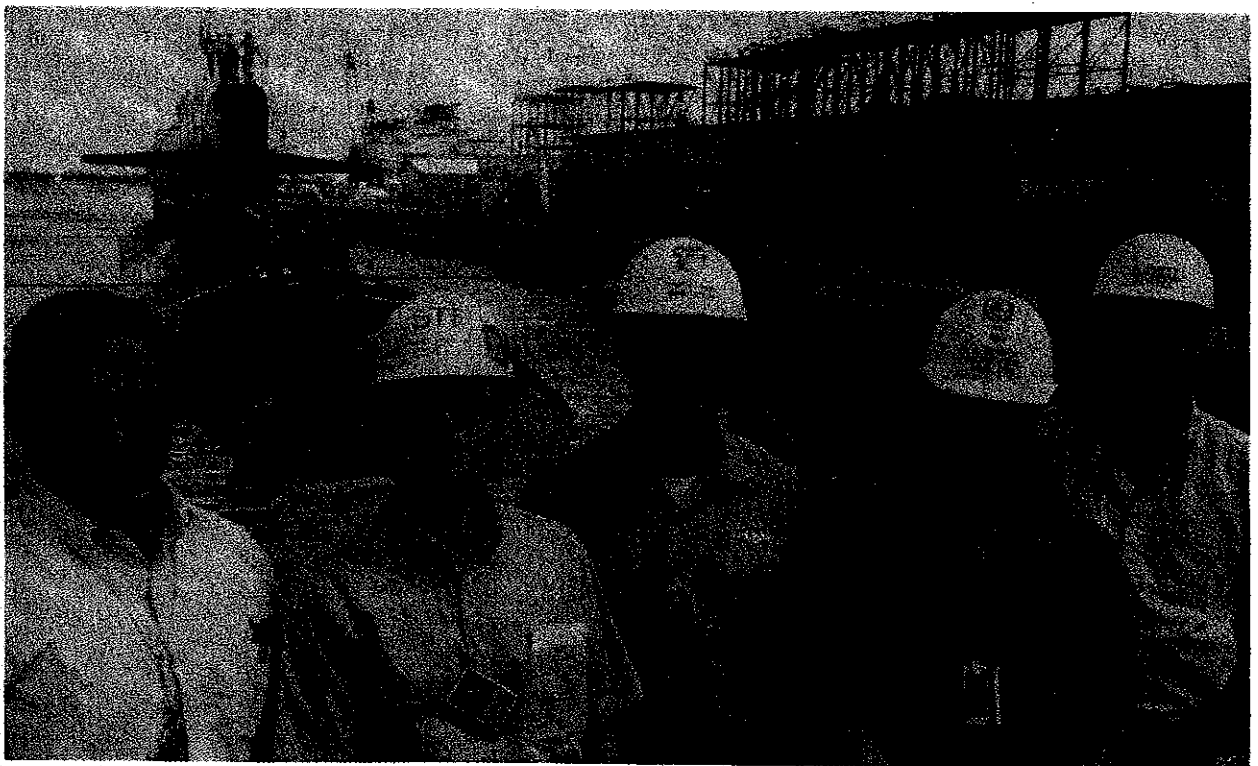




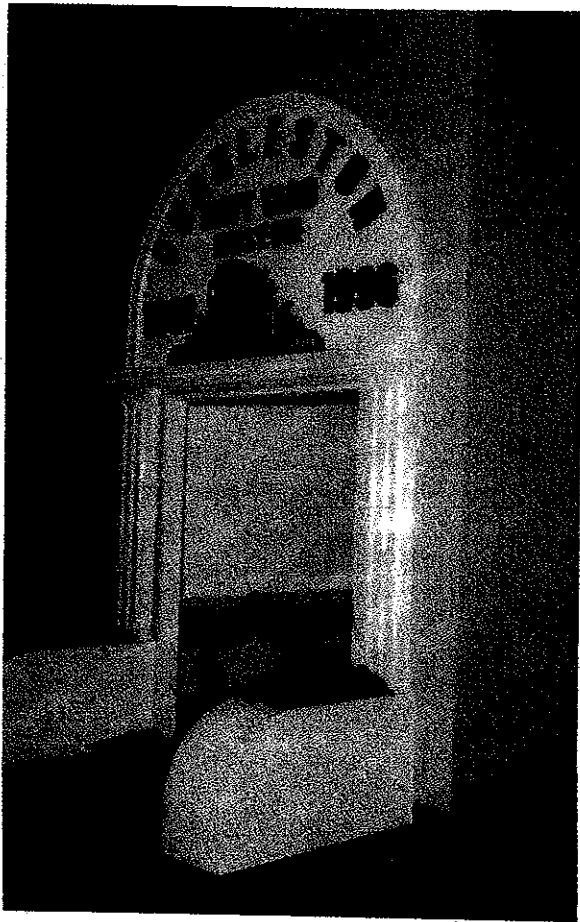
The Navy's two Moored Training Ships at the Charleston Naval Weapons Station. These two former ballistic missile submarines were converted by the shipyard for use in training propulsion plant operators. MTS-635, the ex-USS Sam Rayburn, began operation on 6 January 1990; MTS-626, the ex-USS Daniel Webster, on 14 March 1993. Note that MTS-635 lacks a missile compartment which the shipyard removed in compliance with the SALT accords. CNSY was the only shipyard to perform this type of conversion work. The second ship was completed at a savings of \$42 million.



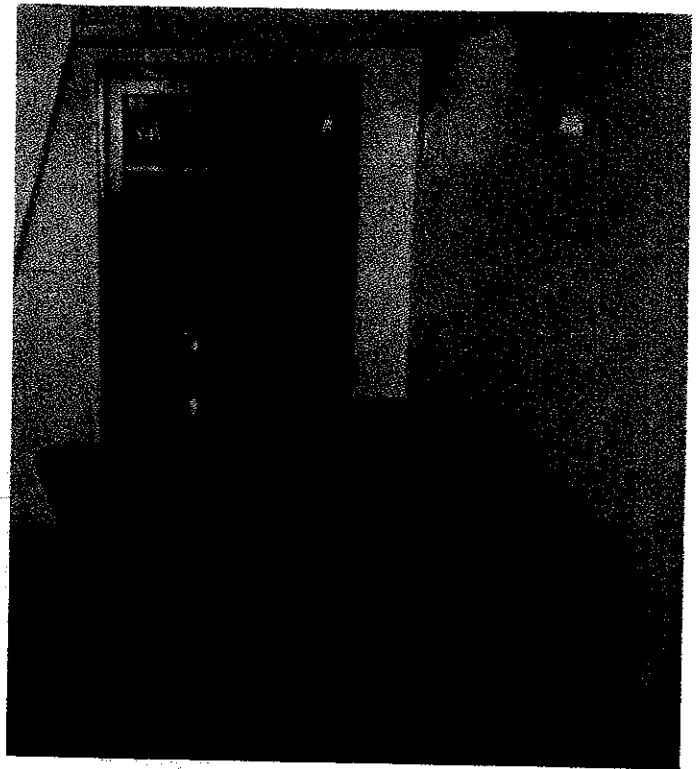
As part of fleet cutbacks following the end of the Cold war, the shipyard inactivated eight nuclear-powered submarines



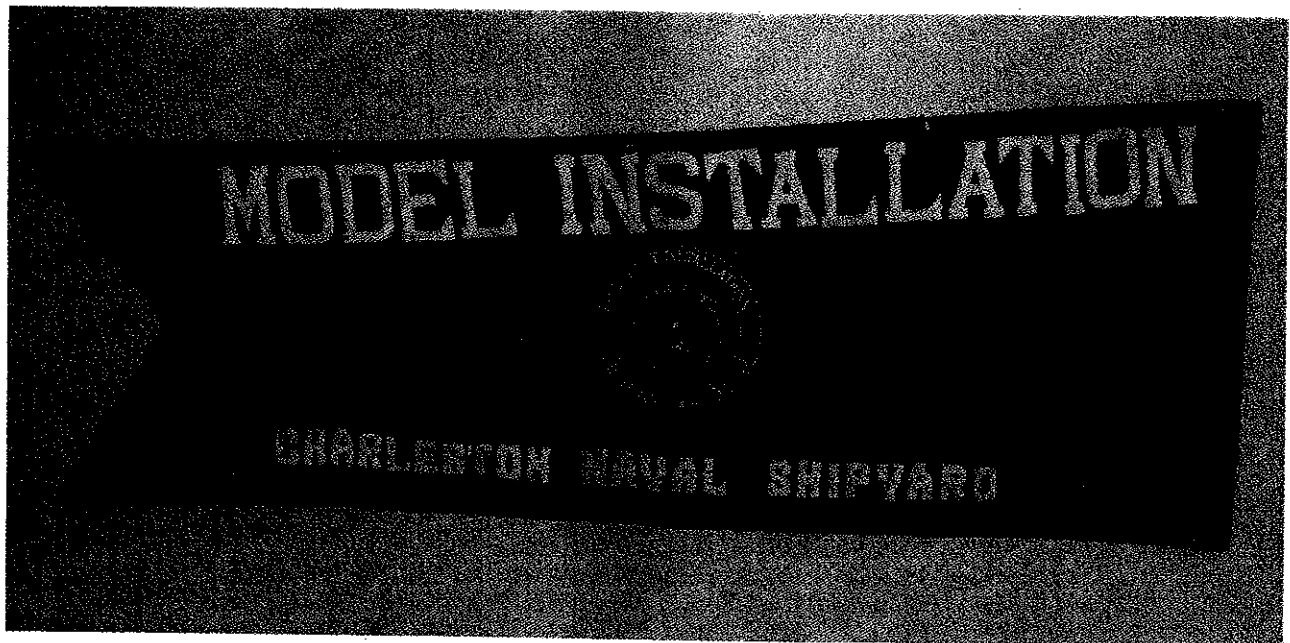
Leaders of the USS Providence project team and shipyard union officials in 1992, on the day the ship entered dry dock for a depot maintenance period. Even though this was the yard's first such work on a Los Angeles class submarine, yard workers set new performance records for work of this type, which still stand today.



New port side entrance to the shipyard museum aboard the Yorktown at Patriots Point, currently being remodeled.

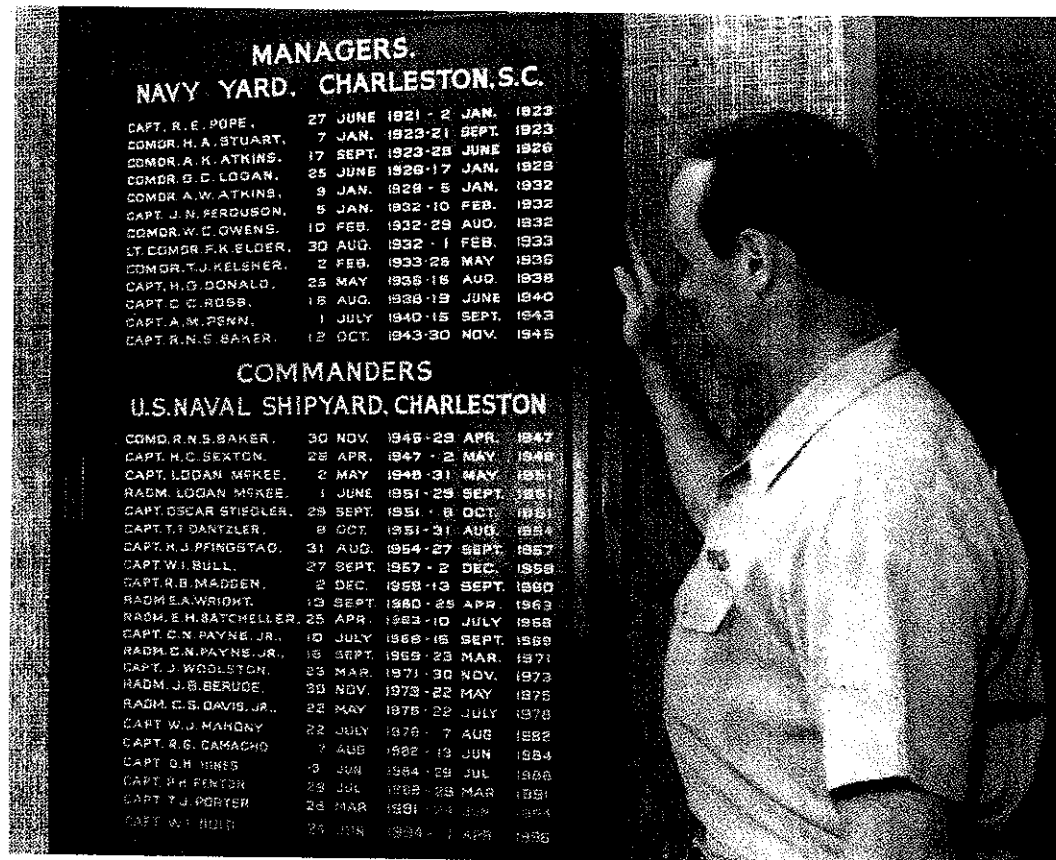


L. Mendel Rivers is honored in the renovated shipyard museum which has his personal chair and desk shown above in the "Mendel Rivers Room". A large number of artifacts, documents, photographs and other items will be on display including the safety hard hat he wore during his visits to the yard.



One of many honors received by the yard.

The End of an Era



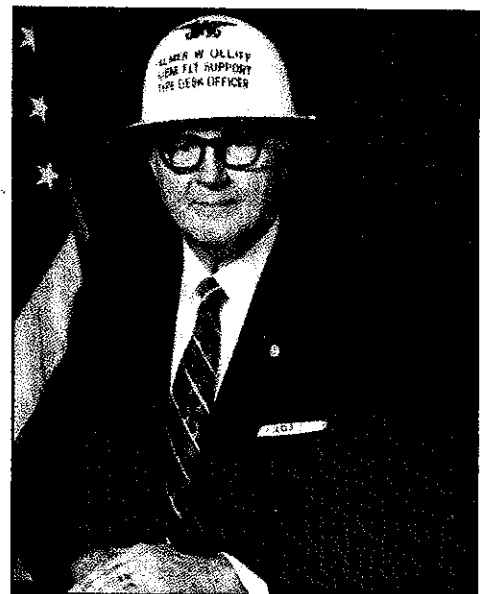
Captain William F. Nold, the last Commander of Charleston Naval Shipyard, contemplates a list of his predecessors.

This booklet is principally the work of Palmer W. Olliff, often called Mr. Shipyard. Mr. Olliff joined the shipyard in 1941 where he worked, except for a stint in the Navy during World War II, until his retirement in 1989. For many years he was the force behind the acclaimed shipyard tiger teams which replaced submarine batteries around the world and many voyage repairs at deployed SSBN sites.

He was the only employee ever to receive two Navy Superior Civilian Service Awards.

Mr. Olliff was also the inspiration behind the Charleston Naval Shipyard museum aboard the carrier Yorktown at the Patriots Point Naval and Maritime Museum at Mount Pleasant, South Carolina, where he serves as curator.

Jim McNeil wrote the text and assisted with the layout of the booklet.



The photograph on the back cover portrays the last ship to be overhauled at Charleston Naval Shipyard, the destroyer USS NICHOLSON, heading for sea after completion of shipyard work on 29 September 1995.