AGENDA

Meeting Type:	S
Date:	11-13-1989
SUBJECT	CHARLOTTE AND THE NAVY NAVAL RESERVE CENTER

City of Charlotte, City Clerk's Office

JESSE HELMS
NORTH CAROLINA

United States Senate

WASHINGTON, DC 20510

November 13, 1989

The Honorable Barry Miller
1927 Brunswick Avenue
Charlotte, North Carolina 28207

Dear Barry.

Dot and I are so sorry that we can't be there for the Navy League dinner. This is supposed to be the final week of this year's session of Congress. I'll believe that when I see it, but it's likely that we'll be involved in long sessions all this week.

Bill Bennett, who will be your speaker, is one of the most impressive people to appear on the Washington scene during my 17 years in the Senate. He is truly remarkable, so give him a rousing welcome -- he deserves it.

You may want to mention another friend of mine who was most helpful to me throughout his tenure as Secretary of the Navy -- John Lehman. In fact, there may be some at the dinner who aren't aware that, thanks to John Lehman and Will Ball, in a couple of years the fourth Navy ship to bear the name USS CHARLOTTE will be commissioned. Barry, I enjoyed working with you and others in arranging with Secretary Lehman for an SSN attack submarine to bear the proud name of the Queen City of the Carolinas -- Charlotte, North Carolina! This ship, SSN 766, is scheduled to be launched in October 1991 at Newport News.

I don't believe there's another state in the union that will have two of its cities so honored. The christening of the USS Asheville occurred at Newport News on October 28 -- and you and Lois, and Dot and I, were there to witness that spectacular event.

Just for the record, the previous three Navy ships to bear CHARLOTTE's name were a schooner, an armored cruiser and a frigate, beginning during the Civil War and running through World War II.

Please convey my highest respect and best wishes to all who will be attending the Navy League dinner on Saturday.

Kindest personal regards.

Sincerely,

JESSE HELMS pd

P.S.: Now let's concentrate on getting an NFL franchise for the Carolinas. I've been working on that for several months and I am growing more optimistic every day.

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T376

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IN REPLY REFER TO

5031
Ser SH/18223
25 October 1989

The Honorable Jesse Helms
United States Senate
403 Dirksen Office Building
Washington, DC 20510

ATTN: Flo Thompson

Dear Senator Helms:

Thank you for your recent letter on behalf of Mr. Barry Miller, who seeks information on the most recent ship named CHARLOTTE.

CHARLOTTE (SSN 766)--a LOS ANGELES (SSN 688) class attack submarine being build by Newport New Shipbuilding, Newport News, Virginia--is slated to be launched in October 1991. Her commissioning date has not yet been determined.

I am happy to enclose a copy of the notice promulgating the name to the Fleet, histories of the three previous CHARLOTTEs, and extracts from the most recent edition of Combat Fleets of the World, as well as from the Navy Fact File, giving information on LOS ANGELES class submarines. If we can be of any further help, please do not hesitate to let us know.

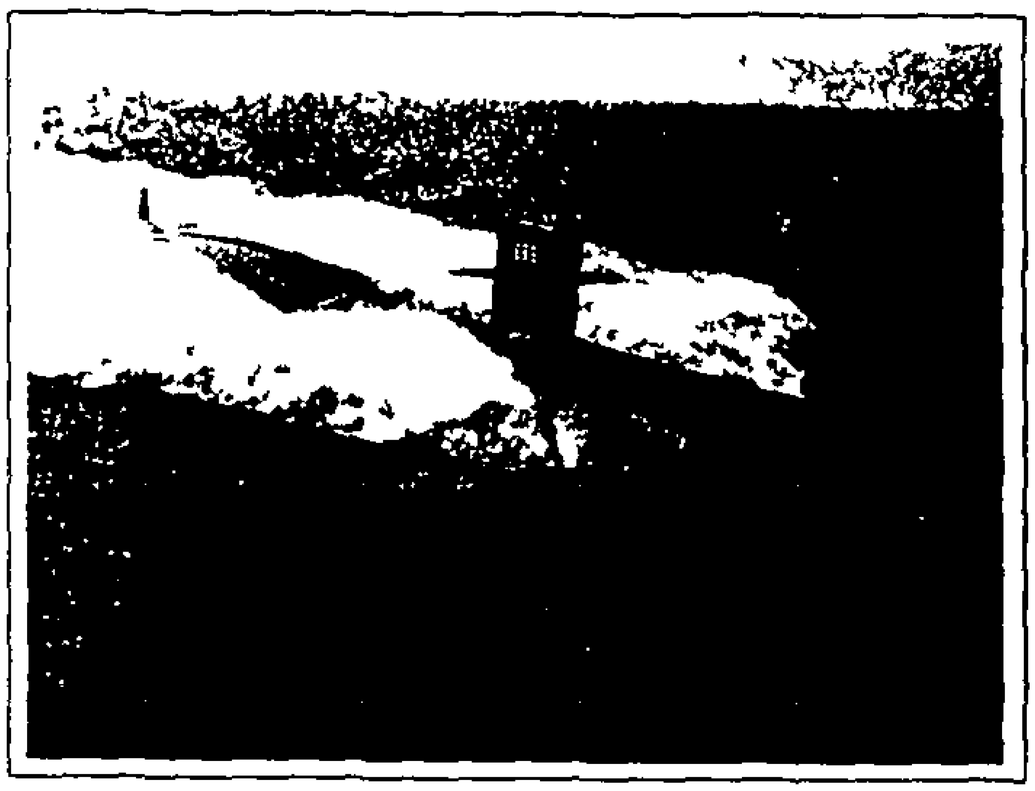
Sincerely,

JOHN C. REILLY, JR.
Head Ships Histories Branch

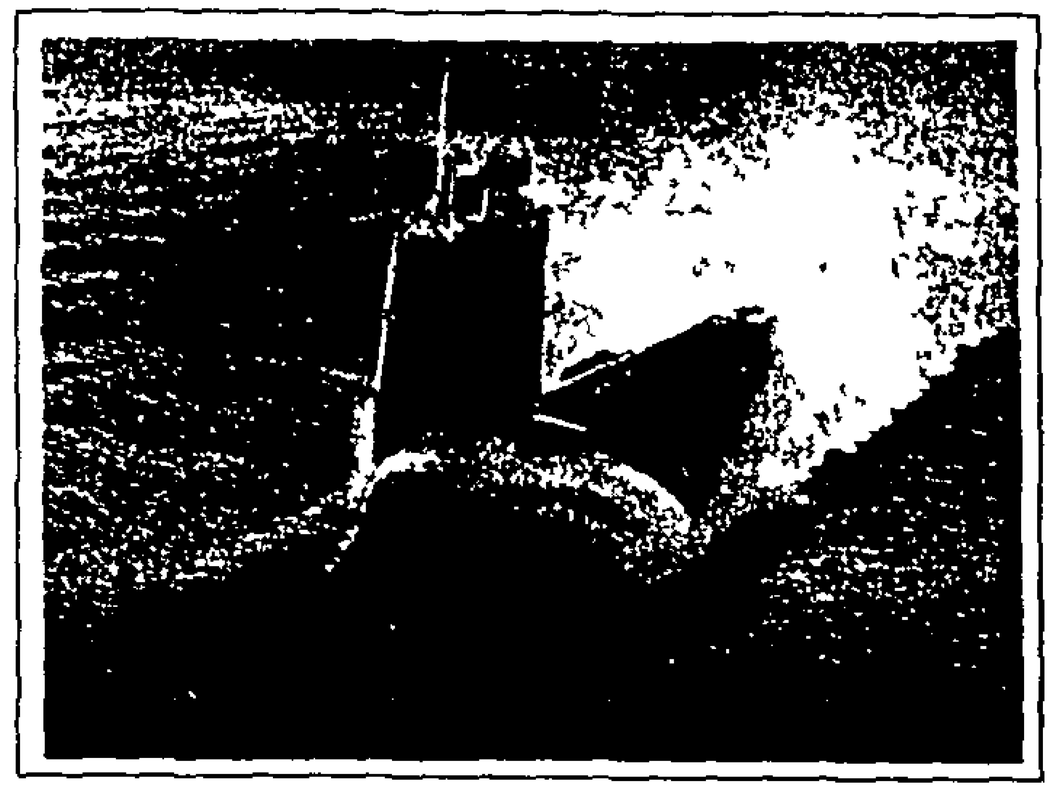
Enclosures

Pietro
336
74571

ATTACK SUBMARINES



USS Los Angeles (SSN-688)



USS Shark (SSN-591)

MISSION: Destroy enemy ships, primarily submarines, in order to prohibit the employment of such forces against the United States or allied ships

COMMENTARY: The Soviet Union has the largest attack submarine force in the world The Soviet submarines are being built at a faster rate than that of the United States What is not so obvious is that the overall quality of this force is improving rapidly, as quieter and more powerful new classes are introduced in quantity Four new classes have achieved initial operational capability in the past few years

Countering this formidable threat is the primary mission of U S nuclear attack submarines The overall force level objective remains at 100 ships There are currently four conventional and 97 nuclear attack submarines in the force Of these, 35 are Los Angeles (SSN 688) class submarines Twenty-one additional units of this class have been authorized and appropriated through 1987 and 10 others are included in the five year shipbuilding plan

The Navy will begin construction of the Seawolf (SSN 21) class submarine in FY 89 in order to maintain its qualitative lead over the Soviet submarine force well into the 21st century

SEAWOLF CLASS (SSN-21)

COMMENTARY: The SSN 21-class submarine, Seawolf, is designed to counter the rapidly increasing capabilities of the Soviet submarine force projected for the 1990s and beyond Seawolf will be quiet, fast and well-armed with advanced sensors It will be capable of deploying to forward ocean areas to search out and destroy enemy submarines and surface ships and attack land targets

The many new features of this submarine represent a dramatic improvement over earlier designs Recent analysis predicts an order of significant improvement in exchange ratios against projected Soviet SSNs

Seawolf is nearing completion of contract design This design contract was modified to begin preliminary engineering studies for detail design Newport News Shipbuilding, which will be the lead yard for detail design, has submitted a proposal and the Navy expects to award the detail design contract soon Electric Boat Division will be a major subcontractor to Newport News Shipbuilding during detail design Competition for the lead ship is anticipated in FY 88 with an early FY 89 contract award

LOS ANGELES CLASS (SSN-688)

Displacement	6,900 tons submerged
Length	360 feet
Beam	33 feet
Speed	20-plus knots
Power Plant	One nuclear reactor, two geared turbines, one shaft
Armament	Harpoon and Tomahawk missiles SUBROC (688-699) MK 48 torpedoes Four torpedo tubes
Complement	142
Builders	SSNs 688, 689, 691, 693, 695, 711-718, 721-723, 750, Newport

News Shipbuilding, 690, 692, 694, 696-710, 719-720, 724-725, 751, General Dynamics' Electric Boat Division

COMMENTARY: The SSN 688-class submarine construction program consists of 56 authorized ships, 35 of which have been delivered Of the 21 remaining ships that have been authorized, 10 have been awarded to Electric Boat and 11 to Newport News Shipbuilding Two ships were delivered in 1986 — one from Electric Boat and one from Newport News Shipbuilding

There are 17 SSN 688s under construction 7 at Newport News Shipbuilding and 10 at Electric Boat Starting with FY 83, competition has reduced ship acquisition cost and shortened construction schedules The Navy plans to continue competitive procurement

The Vertical Launch System for Tomahawk and cruise missiles has been authorized for SSN 719 and beyond Four installed systems have been delivered to the Fleet with SSNs 719, 720, 721 and 724 A Tomahawk launch from SSN 720 was successully conducted in November 1986 System technical and operational evaluation is scheduled for 1988

Units

USS Los Angeles (SSN-688), Pearl Harbor, HI
USS Baton Rouge (SSN-689), Norfolk, VA
USS Philadelphia (SSN-690), Portsmouth, NH
USS Memphis (SSN-691), Norfolk, VA
USS Omaha (SSN-692), Pearl Harbor, HI
USS Cincinnati (SSN-693), Norfolk, VA
USS Groton (SSN-694), Portsmouth, NH
USS Birmingham (SSN-695), Pearl Harbor, HI
USS New York City (SSN-696), Pearl Harbor, HI
USS Indianapolis (SSN-697), Pearl Harbor, HI
USS Bremerton (SSN-698), Pearl Harbor, HI
USS Jacksonville (SSN-699), Norfolk, VA
USS Dallas (SSN-700), Groton, CT
USS La Jolla (SSN-701), San Diego, CA
USS Phoenix (SSN-702), Norfolk, VA
USS Boston (SSN-703), Groton, CT
USS Baltimore (SSN-704), Norfolk, VA
USS City of Corpus Christi (SSN-705), Groton, CT
USS Albuquerque (SSN-706), Groton, CT
USS Portsmouth (SSN-707), San Diego, CA
USS Minneapolis-Saint Paul (SSN-708), Norfolk, VA
USS Hyman G Rickover (SSN-709), Norfolk, VA
USS Augusta (SSN-710), Groton, CT
USS San Francisco (SSN-711), Pearl Harbor, HI
USS Atlanta (SSN-712), Groton, CT
USS Houston (SSN-713), Norfolk, VA
USS Norfolk (SSN-714), Norfolk, VA
USS Buffalo (SSN-715), Pearl Harbor, HI
USS Salt Lake City (SSN-716), San Diego, CA
USS Olympia (SSN-717), Pearl Harbor, HI
USS Honolulu (SSN-718), Norfolk, VA
USS Providence (SSN-719), Groton, CT
USS Pittsburgh (SSN-720), Groton, CT
USS Chicago (SSN-721), Norfolk, VA
USS Louisville (SSN-724), Groton, CT

NARWHAL CLASS (SSN-671)

Displacement	5,350 tons submerged
Length	314 feet
Beam	38 feet
Speed	20-plus knots
Power Plant	One nuclear reactor, two steam turbines, one shaft
Armament	Torpedoes, four torpedo tubes, Harpoon, Tomahawk
Complement	141
Builder	General Dynamics' Electric Boat Division

Units

USS Narwhal (SSN-671), Charleston, SC

GLENARD P. LIPSCOMB CLASS (SSN-685)

Displacement	6,480 tons submerged
Length	365 feet
Beam	32 feet
Speed	20-plus knots
Power Plant	One nuclear reactor, turbine-electric drive, one shaft
Armament	SUBROC Torpedoes, four torpedo tubes Harpoon, Tomahawk
Complement	141
Builder	General Dynamics' Electric Boat Division

Units

USS Glenard P Liscomb (SSN-685), Norfolk, VA

ETHAN ALLEN CLASS

Displacement	7,880 tons submerged
Length	410 feet

HARTFORD (SSN 768) honors the capital of Connecticut. One previous US Navy ship, the steam sloop HARTFORD, was Rear Admiral David Farragut's flagship during the Civil War battles of New Orleans, Vicksburg and Mobile Bay.

TOLEDO (SSN 769) honors the major port city of Ohio. One previous ship, a heavy cruiser (CA 133), served in the Pacific from 1946 to 1969, and earned five battle stars in the Korean War.

TUCSON (SSN 770) honors the city in Arizona. One previous ship, a light cruiser (CL 98), earned one battle star for service in the Pacific in World War II.

William L. Ball, III
Secretary of the Navy

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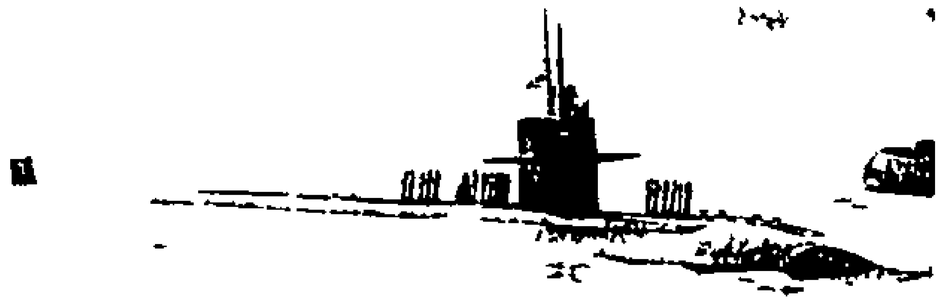
NUCLEAR POWERED ATTACK SUBMARINES *(continued)*

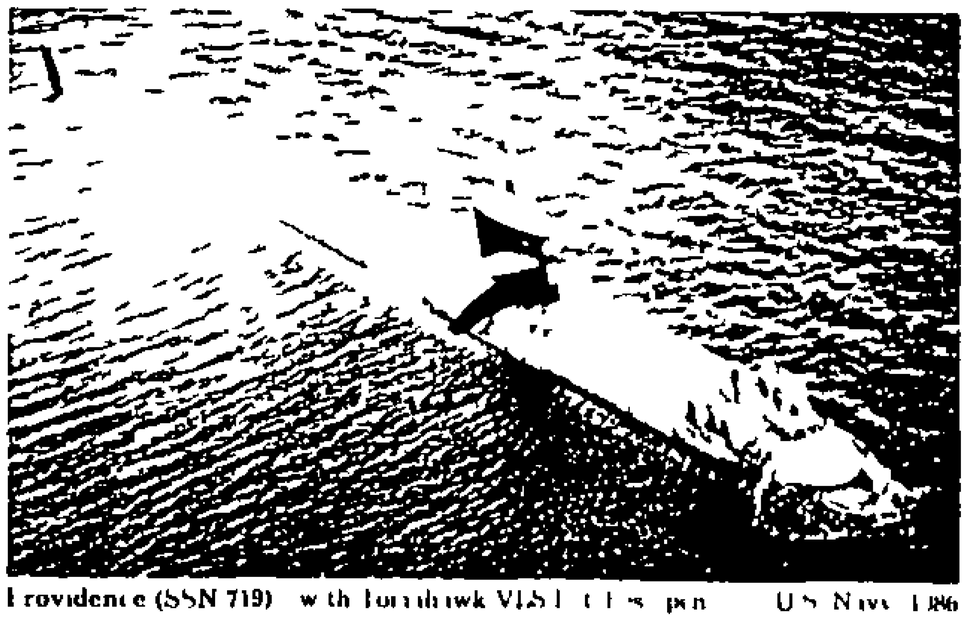
[illegible] beam ratio [illegible] improvement [illegible] Retractable [illegible] aft of the forward [illegible] the sail will require [illegible] flow for pilot [illegible] will be [illegible] [illegible]

◆ 3 (+2 + 7) Los Angeles class (SCB 303 type)

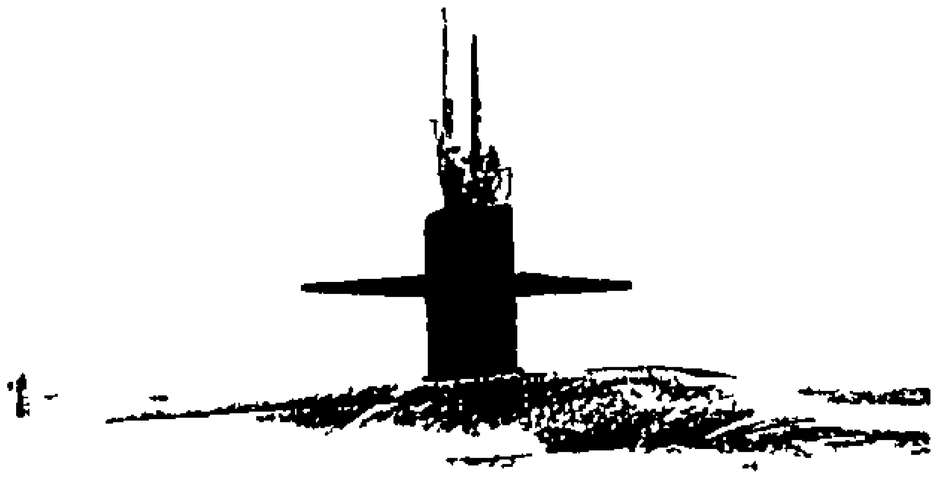
SSN 688 Los Angeles	Newport News	[illegible]	[illegible]	[illegible]	[illegible]
SSN 689 Baltimore	Newport News	[illegible]	[illegible]	[illegible]	[illegible]
SSN 690 Batfish	Electric Boat	[illegible]	[illegible]	[illegible]	[illegible]
SSN 691 Memphis	Newport News	[illegible]	[illegible]	[illegible]	[illegible]
SSN 692 Omaha	Electric Boat	[illegible]	[illegible]	[illegible]	[illegible]
SSN 693 Cincinnati	Newport News	[illegible]	[illegible]	[illegible]	[illegible]
SSN 694 Groton	Electric Boat	[illegible]	[illegible]	[illegible]	[illegible]
SSN 695 Birmingham	Newport News	[illegible]	[illegible]	[illegible]	[illegible]
SSN 696 New York	Electric Boat	[illegible]	[illegible]	[illegible]	[illegible]
SSN 697 Indianapolis	Electric Boat	[illegible]	[illegible]	[illegible]	[illegible]
SSN 698 Bremerton	Electric Boat	[illegible]	[illegible]	[illegible]	[illegible]
SSN 699 Jacksonville	Electric Boat	21-[illegible]	18-11-[illegible]	[illegible]	[illegible]
SSN 700 Dallas	Gen Dynamics	1-10-76	28-4-[illegible]	18-[illegible]-81	
SSN 701 La Jolla	Gen Dynamics	16-10-76	11-8-79	24-10-81	
SSN 702 Phoenix	Gen Dynamics	30-7-77	18-12-79	19-12-81	
SSN 703 Boston	Gen Dynamics	11-8-78	19-4-80	30-1-82	
SSN 704 Baltimore	Gen Dynamics	21-5-79	18-12-80	24-7-82	
SSN 705 City of Corpus Christi	Gen Dynamics	4-9-79	2[illegible]-4-81	8-1-83	
SSN 706 Albuquerque	Gen Dynamics	27-12-79	1[illegible]-3-82	21-6-83	
SSN 707 Portsmouth	Gen Dynamics	8-[illegible]-80	18-3-82	1-10-83	
SSN 708 Minneapolis Saint Paul	Gen Dynamics	20-1-81	19-3-83	10-3-84	
SSN 709 Hyman G. Rickover	Gen Dynamics	23-7-81	27-8-83	21-7-84	
SSN 710 Augusta	Gen Dynamics	1-4-82	1-1-84	1-1-85	
SSN 711 San Francisco	Newport News	21-5-[illegible]7	27-10-79	23-4-81	
SSN 712 Atlanta	Newport News	1[illegible]-8-78	1[illegible]-8-80	[illegible]-3-82	
SSN 713 Houston	Newport News	23-1-[illegible]9	21-3-81	23-[illegible]-82	
SSN 714 Norfolk	Newport News	1-8-79	31-10-81	21-[illegible]-83	
SSN 715 Buffalo	Newport News	[illegible]-1-80	8-5-82	11-8-83	
SSN 716 Salt Lake City	Newport News	[illegible]-8-80	10-10-82	1[illegible]-84	
SSN 717 Olympia	Newport News	1-3-81	8-1-83	1-11-84	
SSN 718 Honolulu	Newport News	1-11-81	1[illegible]-8-83	[illegible]	
SSN 719 Providence	Electric Boat	[illegible]-82	1-8-84	[illegible]	
SSN 720 Pittsburgh	Gen Dynamics	1[illegible]-3-83	8-1-84	[illegible]-11-85	
SSN 721 Chicago	Newport News	1-[illegible]-83	13-10-84	2[illegible]-9-86	
SSN 722 Key West	Newport News	6-7-83	20-7-85	12-3-87	
SSN 723 Oklahoma City	Newport News	3-1-84	2-11-85	[illegible]-88	
SSN 724 Louisville	Gen Dynamics	16-3-84	14-12-85	8-11-88	
SSN 725 Helena	Gen Dynamics	28-3-86	28-6-87	11-7-87	
SSN 750 Newport News	Newport News	1-3-84	15-1-86	1-88	
SSN 751 San Juan	Gen Dynamics	10-8-85	6-12-86	7-88	
SSN 752 Pasadena	Gen Dynamics	20-12-85	12-9-87	11-88	
SSN 753 Albany	Newport News	22-4-86	12-6-87	11-89	
SSN 754 Topeka	Gen Dynamics	1-[illegible]-86	23-1-88	1-89	
SSN 755 Miami	Gen Dynamics	23-10-86	30-[illegible]-88	1-89	
SSN 756 Scranton	Newport News	[illegible]-86	11-88	[illegible]-90	
SSN 757 Alexandria	Gen Dynamics	3-87	2-89	7-90	
SSN 758 Asheville	Newport News	14-1-87	5-89	11-90	
SSN 759 Jefferson City	Newport News	1-3-87		3-91	
SSN 760 Annapolis	Gen Dynamics	1-88		2-90	
SSN 761 Springfield	Gen Dynamics	4-88		6-90	
SSN 762 Columbus	Gen Dynamics	8-89		10-90	
SSN 763 Santa Fe	Gen Dynamics			2-91	
SSN 764 [illegible]	Newport News			2-91	
SSN 765 [illegible]	Newport News			[illegible]-91	
SSN 766 [illegible]	Newport News			8-91	
SSN 767 [illegible]	Newport News			11-91	
SSN 768 [illegible]					
SSN 769 [illegible]					
SSN 770 [illegible]					
SSN 771 [illegible]					
SSN 772 [illegible]					



Minneapolis-Saint Paul (SSN 708) — J. & L. Van Ginkeren 8-86



Providence (SSN 719) with Tomahawk VLS [illegible] — U.S. Navy 1-86



La Jolla (SSN 701) — Arra 4-86

Pittsburgh (SSN 720) — Arra 3-86

Authorized: SSN 688 to SSN 690 in FY 70, SSN 691 to SSN 694 in FY 71, SSN 695 to SSN 700 in FY 72, SSN 701 to SSN 705 in FY 73, SSN 706 to SSN 710 in FY 74, SSN 711 to SSN 713 in FY 75, SSN 714 to SSN 717 in FY 76, SSN 718 to SSN 718 in FY 77, SSN 719 in FY 78, SSN 720 in FY 79, SSN 721 to SSN 724 in FY 80, SSN 725 and 750 in FY 82, SSN 751 to SSN 752 in FY 83, SSN 753 to SSN 755 in FY 84, SSN 756 to SSN 759 in FY 85, SSN 760 to SSN 763 in FY 86. Requested: SSN 764 to SSN 767 in FY 87, SSN 768 to 770 in FY 88. Planned: 2 in FY 89, 2 in FY 90, 2 in FY 91, 1 in FY 92.

D: 6 080/6 927 tons. **S:** 30+ kts (sub.). **Dim:** 109.73 × 10.06 × 9.[illegible]6.

A: SSN 711 and later: 12/vertical tubes for Tomahawk—all: 4/533 mm TT Mk 67 (anti-ship) for Tomahawk, Harpoon, Mk 48 torpedoes (22 reloads)—SSN 756 and later: mining capability.

Electron. Equipt: Radar: 1/BPS 15A; FW: BRD 7 direction finder; WLR 8(V)2, WLR 12. Sonar: 1/BQQ 5A(V)1 or BQQ 5D; BQS-15, BQR 15 (SSN 751 on: BSY 1).

M: 1 GE pressurized water reactor; 1 shaft; 35 000 hp. **Man:** 12 officers, 11[illegible] to 127 men (berths for 3[illegible] total).

Remarks: SSN 711 and later are receiving twelve vertical launch tubes for Tomahawk missiles located between the forward [illegible] of the pressure hull and the spherical array for the BQQ bow sonar. SSN [illegible] and later have been outfitted with [illegible] planes and will have the first generation BSY 1 (formerly SUBACS Submarine Advanced Combat System) integrated sonar/weapons control system from IBM. Development problems have slowed delivery of SSN [illegible] and [illegible] through [illegible] will have to be backfitted with the UYK 43 computer after completion. SSN 751 and later are described as [illegible] capable. All carry

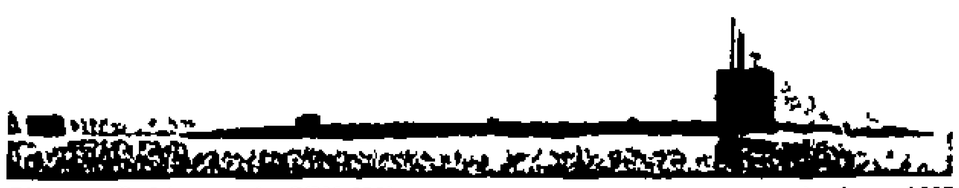
NUCLEAR POWERED ATTACK SUBMARINES *(continued)*

a UYK 7 general purpose computer and have WSC 3 satellite comms gear. One Mk 2 optical and one Sperry Mk 18 multifunction periscope fitted. Mk 113 Mod 10 torpedo-fire-control in SSN 688 to SSN 699. Mk 117 in later units to be backfitted in all. Under FY 83 the Mk 117 fcs is being modified to permit launching SUBROC missiles. Will carry Sea Lance missiles (ASW SOW) when available in the early 1990s. Harpoon began to be carried in 1978. SSN 688-718 carry 8 Tomahawk cruise missiles; later units will have 20. Maximum diving depth is 450 m. Described as the finest ASW platforms now afloat. Bow is of fiberglass as a streamlined cover over the spherical BQQ 5 (V)1 sonar array. There are two SINS to be replaced by the ESGN (Electrically Suspended Gyro Navigator). All have one Fairbanks Morse 38D8⅛ diesel generator set and batteries for emergency propulsion. The BLDI electromagnetic interferometer is being added beginning 1985. The reactor core is expected to last 10-13 years between refuelings. SSN 694 traveled around the world submerged 4-4-80 to 8-10-80. SSN 701 was the first of the class to be equipped to launch Tomahawk missiles from the torpedo tubes in 1983. SSN 719 first operational sub with Tomahawk 30-11-83.

◆ **1 Glenard P Lipscomb class**

	Bldr	Laid down	L	In serv
SSN 685 GLENARD P LIPSCOMB	Gen Dynamics	5-6-71	4-8-73	21-1-74

Authorized FY 68



Glenard P Lipscomb (SSN 685) — G Arra 1987

D 5,813 standard/6,480 tons (sub) S 25 kts Dim 111.3 × 9.7 × 8.8
A 4/533-mm TT (amidships) Man 14 officers 115 men
Electron Equipt Radar BPS 15—Sonar BQQ 5 BQS 14—FW WLQ-4
M 1 Westinghouse S5WA natural circulation reactor GE turboelectric drive 1 prop hp

REMARKS This TEDS (Turbo-Electric Drive Submarine) was an effort to make an exceptionally quiet submarine at the expense of some speed. Most other equipment is similar to the *Sturgeon* class. During 3-81 to 7-82 overhaul was equipped to launch Harpoon with BQQ-5 vice BQQ 2 sonar and Mk 117 torpedo-fire control vice Mk 113 Mod 8; problems with the turbogenerator system kept the ship in the yard into early 1985. Will carry up to 8 Tomahawk cruise missiles and 4 Subroc-Harpoon.

◆ **1 Narwhal class (SCB 245)**

	Bldr	Laid down	L	In serv
SSN 671 NARWHAL	Gen Dynamics	17-1-66	9-9-67	12-7-69

Authorized FY 64

Narwhal (SSN 671)—with R N tug *Powerful* (A 223) — L. & L. Van Ginderen 3-87

Narwhal (SSN 671) — L. & L. Van Ginderen 3-87

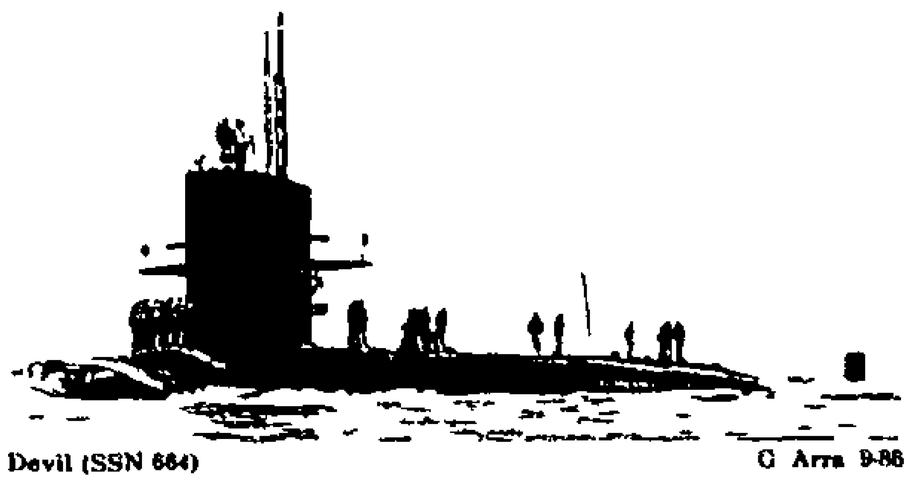
D 5,384/5,830 tons S 20/25 kts Dim 300 × 11.5 × 7.9
A 4/533-mm TT (amidships for Mk 48 torp Harpoon up to 8 Tomahawk)
Electron Equipt Radar BPS 14—FW WLQ-4 suite
Sonar BQQ 5 BQS 8
M 1 GE PWR S5G reactor GE turbopump 17,000 hp Man 14 officers 108 men

REMARKS First type seagoing reactor designed to study the cooling of the S5G reactor by natural circulation thus eliminating circulation pumps and their noise. In most other respects essentially a lengthened *Sturgeon*. Original BQQ 2 sonar suite and Mk 113 Mod 6 fire-control system replaced by Mk 117 fcs and BQQ 5. Towed array housing is on starboard side of hull.

◆ **37 Sturgeon class (SCB 188A and SCB 188M types)**

	Bldr	Laid down	L	In serv
SSN 637 STURGEON	Gen Dynamics	10-8-63	26-2-66	3-3-67
SSN 638 WHALE	Gen Dynamics	27-5-64	14-10-66	12-10-68
SSN 639 TAUTOG	Ingalls SB	7-1-64	15-4-67	17-8-68
SSN 646 GRAYLING	Portsmouth NSY	12-5-64	2-6-67	11-10-69
SSN 647 POGY	New York SB	4-5-64	3-6-67	15-5-71
SSN 648 ASPRO	Ingalls SB	23-11-64	29-11-67	20-[illegible]-69
SSN 649 SUNFISH	Gen Dynamics	15-1-65	14-10-68	15-3-69
SSN 650 PARGO	Gen Dynamics	3-4-64	17-3-66	1-5-68
SSN 651 QUEENFISH	Newport News	11-5-64	25-[illegible]-66	6-12-66
SSN 652 PUFFER	Ingalls SB	8-[illegible]-65	10-3-68	9-8-69
SSN 653 RAY	Newport News	1-4-65	1-6-66	12-4-67
SSN 660 SANDLANCE	Portsmouth NSY	15-1-65	11-11-69	25-9-71
SSN 661 LAPON	Newport News	26-7-65	10-12-66	14-1[illegible]-67
SSN 662 GURNARD	Mare Island NSY	[illegible]	20-5-67	6-1-68
SSN 663 HAMMERHEAD	Newport News	29-11-[illegible]	14-4-67	8-1-68
SSN 664 SEA DEVIL	Newport News	1-[illegible]-66	5-10-67	10-1-69
SSN 665 GUITARRO	Mare Island NSY	21-[illegible]-65	7-7-68	9-3-7[illegible]
SSN 666 HAWKBILL	Mare Island NSY	1-[illegible]-66	1-[illegible]-[illegible]	1-[illegible]-71
SSN 667 BERGALL	Gen Dynamics	16-4-66	17-2-68	11-14-[illegible]
SSN 668 SPADEFISH	Newport News	21-12-66	15-5-68	14-8-69
SSN 669 SEAHORSE	Gen Dynamics	13-8-66	15-6-68	19-9-69
SSN 670 FINBACK	Newport News	26-6-67	7-12-68	4-2-70
SSN 672 PINTADO	Mare Island NSY	27-10-67	16-8-69	11-9-71
SSN 673 FLYING FISH	Gen Dynamics	30-6-67	17-5-69	29-4-70
SSN 674 TREPANG	Gen Dynamics	28-10-67	7-3-69	14-8-70
SSN 675 BLUEFISH	Gen Dynamics	11-3-68	10-1-70	8-1-71
SSN 676 BILLFISH	Gen Dynamics	20-3-68	1-5-70	12-3-71
SSN 677 DRUM	Mare Island NSY	20-8-68	1-5-70	15-4-72
SSN 678 ARCHERFISH	Gen Dynamics	19-[illegible]-69	16-1-71	24-12-71
SSN 679 SILVERSIDES	Gen Dynamics	13-12-[illegible]	4-6-71	5-5-72
SSN 680 WILLIAM H BATES (ex *Redfish*)	Ingalls SB	4-8-69	1-[illegible]-71	5-5-73
SSN 681 BATFISH	Gen Dynamics	9-[illegible]-70	9-10-71	1-9-72
SSN 682 TUNNY	Ingalls SB	[illegible]-5-70	10-6-72	26-1-74
SSN 683 PARCHE	Ingalls SB	10-12-70	1-[illegible]-72	17-8-74
SSN 684 CAVALLA	Gen Dynamics	4-6-70	19-2-72	9-2-73
SSN 686 MENDEL RIVERS	Newport News	26-6-71	2-6-73	1-2-75
SSN 687 RICHARD B RUSSELL	Newport News	19-10-71	12-1-74	16-8-75

William H Bates (SSN 680)—with DSRV *Avalon* — G Arra 1985



Sea Devil (SSN 664) — G Arra 9-86

NAVAL RESERVE CENTER
CHARLOTTE, NORTH CAROLINA

The new Charlotte Naval and Marine Corps Reserve Center located at 6115 North Hills Circle continues a tradition of Naval Reserve presence in Charlotte dating back to 1946. The old Reserve Center at 725 West 6th street, born in the aftermath of World War II, was home to thousands of naval and marine corps reservists who for forty-three years served their country through periods of peace and war.

Serving as the focal point for naval and marine activities and training in the Charlotte area, the reserve center has provided a force ready to mobilize when called in time of national emergency.

With the increased reliance upon the naval and marine corps reserve in recent years the need for a new reserve facility became evident. The outdated 6th street facility lacked the necessary classroom, medical space and parking for the growing number of naval and marine corps reservists. Additionally the older building lacked adequate facilities for the necessary sophisticated military equipment and vehicles.

The new 60,000 square foot facility which was dedicated October 15, 1988 is home to 650 naval reservists and over 200 marine corps reservists who drill during three weekends each month.

The current naval reserve center and naval and marine corps reservists continue their strong support of local activities and projects including United Way, Red Cross Blood Drive and Toys for Tots. The reserve center has an outstanding reputation and its personnel continue to be leaders in the community.

1229

Above: Plaque at site of Confederate Navy Yard on East Trade Street
Below: Historical marker located at the southwest corner of Tr[illegible] and Fourth Streets

[illegible]ument in Elmwood Cemete[illegible]
of Mecklenburg County

Shell Loading Plant

Charlotte was chosen as the site for a huge shell loading plant by the Navy, and some 2 200 acres on the York Road were purchased A contract was awarded to the United States Rubber Company to

handle all management and manufacturing functions under direction of naval personnel Ground was broken on June 17 1942 and production of 22 mm shells was begun the following December The installation required 0 miles of gravel roadway 15 miles of interior railroad siding and dozens of buildings some of which were of considerable size At the height of production the work force numbered about 10 000 men and women some of whom commuted daily from a distance of fifty or sixty miles Peak production was attained December 7 1944 the third anniversary of the bombing of Pearl Harbor, when in a 24-hour period 213 145 rounds of ammunition were produced After the surrender of Japan termination details required many months following which the property was used for government storage purposes Later it was sold to private investors

A club for service men and women was maintained during the war period at 2051 South Tryon Street later replaced by a Veterans Information Center with club-like furnishings in a spacious residence at 525 North Tryon Street This center became unnecessary and was closed with the opening of a regional office of the United States Veterans Administration in the old Charlotte Sanitorium Building 127 West 7th Street

Selective Service in Mecklenburg

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effects of emancipation upon all phases of industrial life was im mediate and revolutionary Subsequent events proved that Char lotte unquestionably escaped the worst evils of the reconstruction period The relationship between Charlotte citizens and the 4 ti Northern troops sent to occupy the town following Lee s sur render seems to have been as pleasant as possible under the circu stances, and far better than in most other places

With such an atmosphere and as the center of a production territory, and having the advantages of railroads and good govern ment, Charlotte attracted many desirable citizens from more tur bulent sections With the arrival of these newcomers, interest i a wide range of industrial activities was renewed The first seems have been the repossession of the Mecklenburg Iron Works

Though the exact date of its formation is unknown, Meckle burg Iron Works is, without doubt, the oldest enterprise now in business in Charlotte The discovery, a few years ago, of a casti with the words, 'Mecklenburg Iron Works 1846,' leaves no roo for questioning the fact that the firm is well into its second century Unfortunately, the details of ownership and operations are u known before 1859, when the plant was acquired by Captain John Wilkes

Captain Wilkes, son of Admiral Charles Wilkes, was born i New York City March 31, 1827, was graduated first in his class 135 members in 1847 from the United States Naval Academy and for several years afterwards served, with distinction, in the navy In April 1854 he was married and the following October located i Charlotte where, in 1859, he acquired the Mecklenburg Iron Works

In 1861 the plant was taken over by the Confederate Gover ment and used as a naval ordnance depot Following the war M Wilkes regained his property and between then and the time of his death, July 6, 1908, "veritably molded the sword into plow shares, emblems of peace and agriculture, predominant interests the people of Mecklenburg at that time"

Following his death, the sons J Renwick Wilkes and Frank Wilkes continued the business for many years but with diminishing success In June 1950 the business was acquired by Mr C M

Cox and associates, since which time p siderably Products have varied over chinery and naval ordnance to turpen cation of structural steel, engineered ucts come from the plant on its eleven Avenue

The demand for dwellings caused b the Civil War ended was responsible planing mills and a sash and door fa by a pump manufacturer and several ress might have been more rapid but cotton during the first few years follo live by the cultivation of a few acres S forced the price down and then farme to realize that the only way of bette manufacturing the raw product at hon

There were 33 cotton mills in Nortl were none in Mecklenburg Several at failed. The Charlotte Cotton Mill, first in 1881. In 1896 there were five cotto 1903 the number had been increased to son, Pineville, Huntersville, and Corn The value of cotton seed for oil and town and two mills for producing o lished in Charlotte and one in David with a total capacity of about 150,00 bling growers to secure cash advan tion possible higher prices

Charlotte is centrally located in A turing section, but the absorptio with tremendous plants variousl and labor needs, has removed f lls of which the people were so p

removal of the mills to nearby reputation to change from tha to that of a financial and distri

Charlotte's 'Shell Plant' Vital In War And Peace

The Naval Ammunition depot, on York road 10 miles south of the City of Charlotte is one of the largest and most valuable government properties in the locality. The depot is at present in caretaker status, responsible for the stowage of inert ammunition components the maintenance of plant and production facilities. During the war the depot was operated as the U S Rubber company Charlotte plant but is often referred to locally as the shell plant.

In 1942 the government signed contracts with the U S Rubber company for the construction and operation of a government owned plant to produce Navy machine gun ammunition to augment another similar plant then in operation. Company purchases of land totaling over 2,200 acres were negotiated among farm and property owners in the Steele Creek and Pineville townships and on June 17 ground was broken and construction begun under subcontract to Sanderson and Porter an engineering firm from New York City.

CONTRACTS SUBLET

Several phases of construction were sublet to Charlotte contractors notably railroad plumbing heating and electrical work. Approximately $13 million was expended in plant construction which included 32 miles of roads 5 miles of interior railroad trackage five boiler houses for heating and process steam an electric substation two 50,000 gallon water tanks and a million gallon concrete storage reservoir a sewage disposal plant and over 200 buildings widely spaced in compliance with explosive ordnance safety specifications of the Navy Bureau of Ordnance.

All construction proceeded under the supervision of the engineering department of the prime contractor and Navy department construction officers from the Bureau of Yards and Docks. Time schedules were difficult to meet due to a low priority rating and a scarcity of heavy grading equipment in the vicinity. Work had to be speeded up on an overtime double shift basis. At peak construction 8,400 workers were employed on the job with a weekly pay roll in excess of a quarter of a million dollars.

WAR TIME PRODUCTION

When construction had progressed enough to permit the operation of sub assembly lines and one loading line a pilot lot of ammunition was slowly assembled. Technicians and production foremen had been undergoing training courses in loading operation to most of them. The loaded ammunition an entirely new pilot lot was accepted after testing at the Naval Proving Ground in Dahlgren Va. These tests qualified the start of production on December 21 1942. Early loading was done almost entirely by hand. Major technical difficulties in various phases appeared for short periods of time to determine the causes of prematures low sensitivity and non functioning. Technicians worked against time to improve operations. In some instances modification of designs were made.

Except for the first few months all schedules set by the Bureau of Ordnance were met and exceeded. Hand operations were changed over to fast assembly lines machine operating and conveyorized. The tedious and health hazardous melt pour TNT loading was abandoned in favor of quick clean pelleting by presses. Experts from other munitions plants which continued to load chiefly by hand were amazed by the speed and safety with which the Charlotte plant assembled a high explosive shell or cartridge. The quality of the product was maintained at such a high level that the Army Navy E for excellence in production was first awarded to the plant in April 1944 and twice renewed.

LIKE A SMALL CITY

Investment in the plant by May 1945 totaled more than $300 million. During operations the shell plant grew to approximate the size and activities of a small city. Administrative personnel from 40 states and over 10,000 employees worked in 13 production areas. Six cafeterias located in production lines and one main cafeteria served thousands of meals daily around the clock. The workers were protected by a large medical department headed first by Dr David Walton and later by Dr Grace Jones both of Charlotte. Health examinations at regular intervals were required for workers in TNT and tetryl. First aid stations were scattered over the plant more serious cases were treated at the large main hospital the medical staff numbered 37.

The safety department and a guards force under the supervision of Stanhope Lineberry and later Captain W H Nichols under the U S Coast Guard maintained safety and security. The fire department of 50 was on hand to prevent the spread of conflagration — only a few flash fires occurred in loading lines during production however one chemical drying building burned also the main cafeteria was destroyed by fire on a Sunday afternoon in 1944. The latter was rebuilt at a cost of $75,000. The health and safety record of the plant was among the best in the country. Due to perpetual vigilance work in this munitions plant proved safer than in the average industrial factory.

PEAK PRODUTION

Peak production of 213,149 final rounds in 24 hours was achieved on Pearl Harbor day in 1944. Since production had far exceeded expectations it was necessary for the plant to establish its own ammunition proof testing gun firing range at Wateree pond in South Carolina. An ammunition lot completed by 3 p m would have test samples sent by truck to the test range which were tested by midnight. If found acceptable the main lot could be loaded into railroad cars and shipped out before the following 3 p m. On July 1 1945 the first cutback in production and personnel was ordered by the Navy since a large backlog of ammunition had been built up for the fleet. Over 60 million rounds had been delivered in addition to millions of specialized shells such as armor piercing tracer and primers and primed cartridge cases. Plans for a big program for reworking and reconditioning fleet return ammunition cans were under way when the war abruptly ended.

Two days after the end of the war with Japan the government production contract with the U S Rubber company was canceled. Termination details and transfers of facilities contracts to the Navy occupied many months of negotiation. The Navy had maintained inspection offices at the plant during production administrative cost control and quality inspection in which over 100 Charlotte women were employed and the Navy had taken title to the plant site in June 1945. On November 5 the last departments of the contractor were removed and the Navy assumed complete control the shell plant was commissioned a naval ammunition depot as of this date. All explosives and final rounds were shipped out to production or fleet supply naval ammunition depots unserviceable ammunition was sent to disposal activities while many millions of inert components in process of manufacture by other activities were received for storage from termination of contracts. These parts plus components are stored in over 70 magazines and warehouses. They represent a valuable reserve of ammunition for future emergency. The major project now under way is reboxing restowing and taking complete and accurate count of the billions of pieces on 190 separate items of ammunition components. Occasional small shipments are made to ordnance experimental laboratories and large quantities of components are forwarded to other ordnance activities for production projects.

SALES STILL MADE

The depot is also responsible for the preservation and maintenance of line production machinery and tooling. Much surplus equipment has been sold. During the war assets administration office was located at the depot and conducted on the site sales. Occasional sales are still made and handled through the Charleston Naval Shipyard. The remaining equipment is valued at over $2 million exclusive of replacement tooling and parts. One large warehouse stores over 5,000 different items of general supply for issue as needed.

The activity was originally constructed to serve a limited war period. After the decision to turn the facilities to use as a reserve depot several major maintenance projects were found necessary for preservation and access. Among these have been the regravelling of miles of roads reroofing of nearly all buildings the renewal of power poles and railroad racks and ties and the repair and painting of the elevated water tanks. Buildings and improvements are valued in excess of six and a quarter million dollars. Some buildings familiar to wartime employes have been renovated to new purposes.

OFFICER HOUSING

The old employment building has been changed into four apartments for officer housing the foremen's clubhouse is now the commanding officer's quarters, and the former main hospital is now the Marine barracks. Only one wing of the first floor of the huge administration building is in use by the office staff in this building the old offices of the engineering department have been converted into one large room for the showing of training safety and military films to all personnel.

A Marine detachment is stationed at the depot for general security and fire protection. A Navy hospital corpsman handles first aid cases and minor illnesses. The current civilian personnel ceiling of 62 includes maintenancemen, ordnancemen and a small office staff. Since commissioning as a naval ammunition depot the commanding officers have been Lt Cdr W H Ridpath Captain F P Wencker Captain Alston Ramsay and since October 1948 Captain O P Thomas, Jr.

8

Balboa, C.Z., ... Service Squadron, carrying out a varied program of exercises and battle practice in the Panama area until 1 March 1938, when she stood north for Charleston.

Returning to the Caribbean again between 21 April and 3 October 1938, and between 4 January 1939 and 27 June 1940, *Charleston* joined in Army-Navy maneuvers, conducted off-shore patrols, and created good will by visits to Central American and Mexican ports. During the second of these cruises, she again served as flagship. On 8 September 1940 *Charleston* cleared Norfolk, Va., for Seattle, Wash., and duty as flagship for Commander, Alaskan Sector, 13th Naval District. From 6 November 1940 to 27 November 1941, she made five cruises from Seattle north to Aleutian and Alaskan waters, to guard this long section of American coastline.

Upon the entry of the United States into World War II, *Charleston* intensified the schedule of patrol and convoy escort duties necessary to protect this far northern region, and except for four voyages to west coast ports for maintenance, she operated from Dutch Harbor or Kodiak throughout the war. Along with her escort and patrol duties, she carried out such missions as landing reconnaissance parties, aiding stricken ships, and taking part in the operations at Attu, which was assaulted 11 May 1943. Two days later, *Charleston* arrived to bring her fire power to support Army troops ashore, bombarding Chichagof Harbor, and screening the transports lying off the island. During the attack of Japanese bombers on 22 May, she evaded aerial torpedoes by radical maneuvering, while splashing one enemy plane and helping to drive off the others. She provided call fire until the island was secured, and supported its occupation through convoy escort runs between Attu and Adak.

At the close of the war, *Charleston* prepared for Far Eastern duty, and on 25 November 1945 arrived at Hong Kong. She also visited Shanghai before returning to San Francisco 4 March 1946. Here she was decommissioned 10 May 1946 and transferred to the Massachusetts Maritime Academy 25 March 1948.

Charleston received one battle star for World War II service.

Charlevoix

A county in Michigan.

(AK-168: dp 2,382, l 338'6", b 50', dr 21'1", s 12 k; cpl 85, a 1 3", cl *Alamosa*)

Charlevoix (AK-168) was launched 20 April 1944 by Froemming Brothers, Inc., Milwaukee, Wis., under a Maritime Commission contract, sponsored by Mrs. E. Buchanan, and commissioned 1 February 1945, Lieutenant G. F. Vietor, USNR, in command.

Charlotte

Cities in North Carolina and Michigan, a feminine proper name.

I

(Sch: t. 70, cpl 14, a 2 guns)

The first *Charlotte*, a schooner used as a blockade runner, was captured off Mobile, Ala., 10 April 1862 by *Kanawha*, condemned by the prize court at Boston, purchased by the Navy 6 November 1862, placed under command of Acting Master E. D. Bruner, and assigned to the West Gulf Blockading Squadron.

Charlotte's first station was in Choctawhatchee Bay, Ala., from which on 27 December 1862 she sailed up river to capture the steamer *Bloomer*. The ship had been laid up since the beginning of the War, and *Charlotte's* men repaired her engines so that she could sail to Pensacola. The schooner continued to blockade off the East Pass of the Mississippi, performing reconnaissance through which she was able to report movements of Confederate troops and act as a tender. She was later joined on station by *Bloomer*, which had been taken into the Navy.

Charlotte was sold at Pensacola 27 April 1867.

II

On 7 June 1920 *North Carolina* (CA-12) (q.v.) was renamed *Charlotte*.

III

(PF-60: dp 1,430, l 303'11", b 37'6", dr 13'8", s 19 k., cpl 180, cl *Tacoma*)

The third *Charlotte* (PF-60) was launched 30 October 1943 by Globe Shipbuilding Co., Superior, Wis., under a Maritime Commission contract, sponsored by Mrs. R. Billings, placed in service 19 July 1944, commissioned 9 October 1944, Commander R. D. Dean, USCG, in command, and reported to the Atlantic Fleet.

Charlotte cleared Boston 8 January 1945 to take up what was to be her primary mission through her naval service, sailing to Argentia, Newfoundland, where she took up weather station duty. Flashing news of weather conditions from her post at sea, she helped make it possible for specialists to prepare weather predictions. This information not only affected flight operations and ship movements in the western Atlantic, where she patrolled, but, since weather in general moves to the eastward, aided in predicting European conditions.

Between 21 and 26 March 1945, *Charlotte* aided *Surprise* (PG-63) and *Tenacity* (PG-71), rendezvousing at sea with the ice-damaged gunboats and towing them to Argentia. Later, she towed *Tenacity* to Boston, but by 5 April was back on her weather station. Similar duty in the North Atlantic, during which she kept alert for the possibility of rescuing downed aviators, continued until 17 January 1946, when she sailed from Boston for a weather station off Bermuda.

Charlotte arrived at Norfolk, Va., 15 March 1946, and was decommissioned there 16 April 1946. She was sold 13 May 1947.

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June 8

ROGRAM IS ... OR LIBRARIANS

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...ficers and Opens Permanent Raleigh Headquarters

BY W. H. RICHARDSON

Raleigh, June 8.—Criticism of the state corporation commission failed to appear in the deliberations of the North Carolina Traffic association at its first annual meeting held in Raleigh today

How to best enforce the ruling of the interstate commerce commission freeing North Carolina from discriminatory rates was the keynote of discussion.

It was stated that the ruling meant the prising away from Virginia cities of 42 millions of dollars worth of business a year that will come to North Carolina enterprises.

This business went to Virginians because they enjoyed rates which North Carolina could not get the advantage of.

During the meeting which was attended by 156 shippers, Miss Caroline Davis, of Charlottesville Va who is in charge of the anti suffrage headquarters here made an address and was applauded as she appealed to the shippers to save the white women of North Carolina from the humiliation of having to vote in order to kill the votes of the negro women. Declaring that once the federal government assumes supervision of suffrage in the states the power of the states to control their own ballot boxes will be forever lost

Officers of the Traffic association were elected as follows

President C H Ireland of Greensboro first vice president, D H Dixon of Goldsboro second vice president Traffic Manager Graham of the R J Reynolds Tobacco company Winston Salem treasurer Howard White of Raleigh secretary M R Beaman of Raleigh.

Permanent headquarters are to be established in the Commercial National bank building Raleigh and an office force of rate clerks and stenographers will be employed at once

The matter of pressing the suit for $12 000 000 reparation on account of discriminatory rates was left in charge of the executive committee composed of Howard White of Raleigh chairman, D H Dixon of Goldsboro M H Wyatt Durham and Albert C ... and M R Beaman both of Raleigh ... ex-officio

Secretary Beaman said that field clerks will be sent to Charlotte to ask the shippers of that city to join the association.

P. O. EMPLOYES WILL GET SALARY INCREASE

Beginning July 1 all employes of the local postoffice will receive a salary increase ranging from $150 to $500 a month A recent act of Congress provides for a raise in every office in the country

The salary of the local postmaster will be increased from $3 800 to $4 400 it is reported Committees appointed have been investigating the matter throughout the country

CITY EMPLOYES TO HAVE PICNIC JULY 5

Amos Cook, chief of the sanitary department has announced that the seventh annual picnic of city officials and employes will be held on the Catawba river on July 5 The site chosen is a spot just off the Tuckaseege road.

All city employes, both white and colored, are included in the fun Last year there were more than 500 in attendance. The expense is borne by those who attend in the form of contributions.

ARAB PATROL ATTENDS CORNERSTONE LAYING

A delegation from the Arab patrol of this city, with the Oasis band, left yesterday morning over the Piedmont and Northern to attend the exercises connected with the laying of the cornerstone for the Orthopedic hospital at Gastonia ... [illegible] ... distinguished visitors ... Gov T W Bickett ... Max Gardner, Rev ... T C Harding, and ... [illegible]

TEN YEARS AGO

The good road tourists en route over the national highway from Atlanta to New York who sojourned in the city Tuesday night left yesterday morning for Winston Salem and Martinsville Va on their day's trip

S B Tanner president and treasurer of the Henrietta mills Caroleen returned to the city yesterday from New York where he spent several days on business. As to the condition in the cotton goods trade Mr Tanner is of the opinion that better times are ahead

Slow progress marked the case of the state of North Carolina against Will and Henry Harris for the murder of Robert Simpson November 1903. Seven jurors were drawn yesterday

Work has been resumed on the Church of the Holy Comforter Episcopal, Dilworth after a cessation of about nine months due partly to the delay in securing materials

With about 150 druggists from all sections of the state in attendance Charlotte yesterday gave welcome to the 31st annual session of the North Carolina Pharmaceutical association

TWENTY YEARS AGO

The first watermelons of the season will be on the market today They are Florida ... [illegible]

Interest in the Baptist excursion to Asheville June 19 is increasing The two trains comprising 15 cars or more will furnish convenient accommodations for a large number of people

The ... commissioners have sold 15 acres of land known as the nice house property near Louise mills to Col W S Mallory for $1 500

One can find Charlotte drummers not only in all the southern western states but in Europe as well Edgert Harty who travels for a ... company has extended his territory and is now en route for Rome

The Oasis ... of the ... has issued invitations to the extraordinary session ... the ladies of the Nobles of the Mystic Shrine Friday June 15

The Mechanics Perpetual Building and Loan association leads the ... [illegible] ... the new series Sixteen hundred shares were taken representing $160 000

TRINITY GETS $600,000 IN GIFTS ANNUAL ALUMNI DINNER HELD AT COLLEGE

Simmons Attends and Says McAdoo and Dark Horse Will Get Nominations

Special to The Observer

Durham June 8—Donations and contributions amounting to more than $600 000 for Trinity college were announced here this afternoon at the annual alumni dinner by President William Preston Few

The largest gift was from the general educational board of New York and is $300 000 James B and Benjamin N Duke have given $100 000 each to the college aside from their gift of $100 000 for the Southgate Memorial building

B N Duke has contributed $10 000 for running expenses of the college. The gift of J B Duke is for current expenses this year and for four ... ensuing years, gifts of $5 000 each have been made by J A Thomas in memory of his wife, Annie Branson Thomas at ... late ... B D Heath of Charlotte. Many other gifts make up the total which is the largest for a year in the history of the institution

J A Bell of Charlotte was today elected to the board of trustees of the college to succeed the late Dr F C Register

Senator Furnifold M Simmons who attended the dinner unexpectedly and took his seat at the table provided for the class of 1873 was given the greatest ovation ever tendered a visitor on a like occasion In response to hundreds of calls for a speech he responded tears streaming down his cheeks.

While in the city Senator Simmons told The Observer correspondent that in his opinion William G McAdoo will be the democratic nominee at the San Francisco convention and that the republicans in session at Chicago will in all probability nominate a dark horse

EPWORTH LEAGUERS IN SESSION IN ASHEVILLE

Special to The Observer

Winston-Salem June 8—The annual convention of western North Carolina Epworth league convened at Centenary M. E. church here this evening

About 350 delegates are expected many of whom have arrived The feature of the evening session will be an address by Chaplain McKee of Olsen on "The New Offensive" President W W Edwards, Asheville, is presiding

SIMMONS AT REUNION

Washington, June ...—Senator Simmons is attending the reunion of his class, 1873, at Trinity college.

Attend Conference—D. ... Probert, M. H. Crocker, R. L. Vail and J. W. Smith, of the local Y M C A ... left yesterday to attend a conference ... [illegible]

HISTORY OF YOUR NAME

(By ... [illegible])

(Copyright ... [illegible])

WILSON

Variations ... Williams, Willis ... Wilkins ...

Racial origin—Anglo Saxon

Source ... [illegible]

[illegible]

It is a word of strictly Teutonic origin with a meaning similar to ... [illegible] ... children. In such combinations ... For instance there was Willibald ... resolute prince Wilfred ... resolute peace Wildred ... resolute ... and Wilbert ... brightness, Wilfred ... resolute helmet ... and the ... Willis ... of course is simply the ... form of that name

When the Anglo Saxons invaded Britain after the withdrawal of the Romans and pushed the Celtic inhabitants before them into Wales they brought the many variations of this name with them

Anglo Saxon England was full of Wils for they almost invariably shortened their names so Wilson may have developed from any of the Wils and probably did develop from all of them There's no doubt about Williams—it's a shortened form of Williamson Wilkins means little Wil's son Gwilliam is a Welsh form of the name

Tomorrow—Jones.

ARMORED NAVY CRUISER BEARS THIS CITY'S NAME

Name of the North Carolina Has Been Changed to the Charlotte by Daniels.

Washington June 8—Secretary Daniels announced today that the cruiser North Carolina, has been changed to the cruiser Charlotte. The Charlotte is now with the Pacific fleet with her home yard at Puget Sound She is one of eight armored cruisers and has a displacement of 14 500 tons The Montana and Seattle are the only cruisers of the same class that big. A new North Carolina, one of the biggest vessels in the navy is now building at Newport News, Va.

The "Charlotte" saw much active duty during the war. She carried gold and other relief to Americans at the outbreak of the war and helped them return to this country. The personnel ... [illegible]

Jaunty, saucy ...
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Hats in the deli...
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$35—Oak or Mah...
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NATE ANDREWS NOTCHES HIS 10TH WIN

MRS. T. M. WRIGHT DIES AT HOME

CARAVAN

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MORE
Your Help I
Charlotte
DELICIOUS FOO

CHARLOTTEANS' RELATIVE DEAD

Rev Oscar F Johnson Father-in Law Of Local Resident Succumbs In Pennsylvania

Friends and relatives in Char... have been informed of the death ... the Rev Oscar F Johnson father-in-law of Mrs Floyd Johnson ... Allegheny Pa formerly of Fort Mill ... Mrs Johnson was ... father in law of Mrs Floyd ... the former Miss Bertha McLaughlin both of Charlotte

Mr Johnson died suddenly after a short illness of pneumonia He had recently accepted the pastorate of the Congregational church of Fort Allegheny Pa and went there with Mrs Johnson from a church at Beverly Mass Funeral services were conducted Tuesday in Fort Allegheny and the body was taken to Hartford Conn for interment

Mr and Mrs Grant Johnson of Miami Fla went to Fort Allegheny to attend the funeral as did Mr and Mrs Floyd Johnson of Stony Brook Long Island N Y

The Rev Mr Johnson is survived by his wife his two sons above named and by several brothers and sisters in Sweden He came to America as a child married and reared his family in the country of his adoption

Ship Is Named In Honor Of Sergt. Hall, War Hero

Mecklenburger, Who Lost Life In World War 1 and Was Awarded Medal Of Honor, Commemorated.

A Mecklenburg hero of World War I whose gallantry in action in France in 1918 won him a Congressional Medal of Honor awarded posthumously is again being honored with the naming for him of a ship now being completed by Walter Butler Shipbuilders Inc of Superior Wisc. his father has been notified

The new ship will be the "U S S Thomas Lee Hall" named for the late Sergeant Thomas Lee Hall of Pineville who was killed in action at Mont Brehain France on October 8 1918 Notification of the new honor done his son came to his father W L Hall of Pineville along with a request for further information about the young soldier who gave his life after a stirring battle that won him the nation's highest military award for gallantry

Sergeant Hall was the brother of George L Hall a member of the Charlotte police department and Mrs Richard Eubanks of Pineville He was born at Rock Hill S C January 8 1895 and enlisted in Company G 118th Infantry at Fort Mill S C July 28 1917

In the official citation accompanying the award of the Congressional Medal the action that won the medal was described

"Thomas Lee Hall sergeant deceased Co G 118th Infantry For conspicuous gallantry and intrepidity above and beyond the call of duty in action with the enemy Mont Brehain France October 8 1918 Having overcome two machine gun nests under his skillful leadership Sergeant Hall's platoon was stopped 800 yards from its final objective by machine gun fire of particular intensity Ordering his men to take cover in a sunken road Sergeant Hall advanced alone on the enemy machine gun post and killed five members of the crew with his bayonet and thereby made possible the further advance of the line While attacking another machine gun nest later in the day this gallant soldier was mortally wounded

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J. M. Harry
FUNERAL
606 N. Tryon St.

MRS. QUARLES CONTINUES HER WORK WITH CHURCH

BELMONT July 19—Mrs T T Quarles of Spartanburg S C who has been assisting in the work of Goshen Presbyterian church North Belmont since June 18 will continue through July 30 She has charge of the Primary department of the Daily Vacation Bible school beginning June 19 Since the closing of the Bible school on account of infantile paralysis restrictions she has been doing children's work in the homes and teaching special Bible classes She is an outstanding Bible instructor and is much in demand by those in charge of Daily Vacation Bible schools and private Bible classes

While working in North Belmont Mrs Quarles is the guest of the pastor of Goshen Presbyterian church Rev R T Baker and Mrs Baker at the parsonage

HILS SCORE EARLY
WHIP PIRATES, 4-2.

PHILADELPHIA July 18 (AP)— ... one of a shutout until two were in the ninth Ken Raffensberger held the Pittsburgh Pirates to ... his 10th pitching the Philadelphia Phillies to a 4 2 victory ...

The Pirates' runs came home on Vince DiMaggio doubled ... Tom O'Brien beat out a hit ... the pitcher and Al Rubeling ... to center in the final in ...

CAUSTICS, DYE CASE SET FOR GASTON'S COURT

GASTONIA, July 19—(AP)—Injunction ...

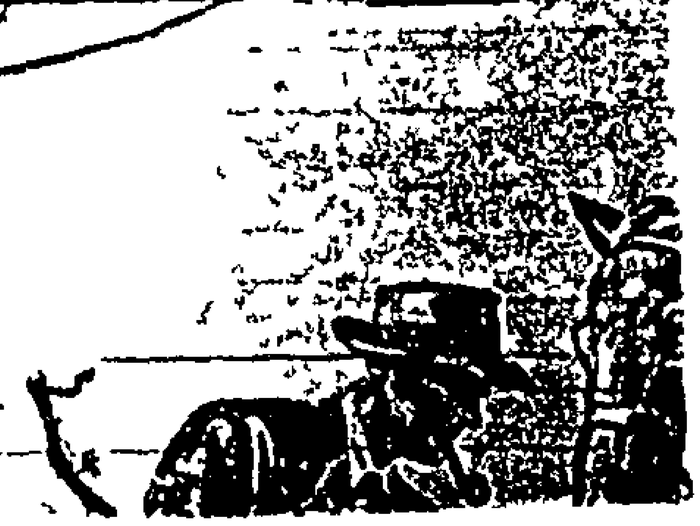
MORE ABOUT COUNCIL

STARTS ON PAGE ONE

ing the fiscal year Of the $1 30 rate 25 cents to the city schools two cents to the parks and recreation program and 1 100 cent to the industrial home The general fund gets 90 44 cents

Operating and maintaining will cost the city $1 847 208 21 in the general fund and another $418 ...

OPEN TONITE TIL 9:



HISTORY

USS CHARLOTTE SSN 766

During the late 1960's the U.S. Navy became intensely aware of the Soviet threat to its carrier battle groups. A threat posed by the new Soviet Charlie-class cruise missile submarines, armed with the SS-N-7'pop-up' mode missile. A 'close support' escort mission was quickly defined and design development on the USS LOS ANGELES, the first of its class was initiated. The new submarine would operate in conjunction with the carrier battle groups. This required high tactical speed as well as being operationally silent, in order to engage in subsurface combat with the Soviet "Charlies." The result was a larger, cylindrical configuration with double the reactor power of earlier THRESHER/ PERMIT and STURGEON class subs. The USS LOS ANGELES was completed in 1976. The USS CHARLOTTE is one of 56 submarines of the LOS ANGELES class. All named after U.S. cities. This is the largest class of nuclear submarine ever built. Two of the LOS ANGELES class submarines are named for cities in North Carolina--ASHEVILLE and CHARLOTTE.