

# Victory Yard Is Splendid New Addition to the Nelseco Plant

## Yard Practically Completed Submarines Growing on Ways

VICTORY YARD, June 17 (THE SUB)—Splendid addition to the Nelseco Plant of the Electric Boat Company, the Victory Yard is now practically completed, and submarines growing on the ways will be speeded to join the DACE and the DORADO, Victory Yard boats which were rushed to launching readiness while the extensive activity of building the yard was in effect.

One of three yards which form the Nelseco Plant—the others are the North and South Yards—the Victory Yard is on the site of the Groton Iron Works, a shipyard which was operated late in the first World War and for some time thereafter in building freighters.

The Groton Iron Works was established in 1917 and 1918, and construction of the freighters started in the latter year.

### Practically Deserted

A few years after the close of the first World War, however, the Groton Iron Works was practically deserted when the bottom dropped out of the shipbuilding industry.

The property was acquired in 1927 by the Atlantic Coast Fisheries Company, which operated a plant in freezing fresh fish fillets for market. The plant was served by trawlers of the Portland Trawling Company and continued operations for five years. The trawling company continued to have a base there for some time afterwards.

Eleven years ago, the fisheries interests sold part of the property to the Shell Oil Company, Inc., and the corporation established a bulk station there. The Shell interests continued operations until arrangements were completed to acquire the property for the Nelseco Plant expansion.

There was no upkeep of many of the buildings of the Groton Iron Works, following that shipyard's shut-down. Early in 1941, Alfred Holter of New York, a refugee Norwegian industrialist, who was known in Norway as the "cement king," purchased the property, except that owned by the Shell Company, from the Atlantic Coast Fisheries Corporation, a holding company for the Atlantic Coast Fisheries Company. Holter announced intention of constructing freighters for the British and Allied governments.

### Navy Steps In

But the Navy Department, however, realized the need for further expansion of the Nelseco Plant to accelerate a program of submarine production, and early in 1942, the Navy acquired the Groton Iron Works property through condemnation proceedings.

Immediately plans were made for the development of the property as an addition to the Nelseco Plant. Ford Bacon Davis of New York worked with Electric Boat Company engineers in designing the yard, and construction supervision rested with the New York firm, the Navy, and the Electric Boat Company.

Construction of the yard was started early in 1942. It was a tremendous undertaking, with much of the new yard being blasted out of solid rock. Wood was

largely used in building construction and for plate storage frames, to conserve steel for production of war materials.

The first production assignment for the Victory Yard was on June 17, 1942, when a crew of machinists went to work in a remodeled Groton Iron Works building on the waterfront.

The official opening of the yard on July 22, 1942, was marked by the laying of the keel of the U. S. S. DACE. The official opening ceremonies were broadcast over a national hook-up. President L. Y. Spear officially opened the yard.

### Mrs. Robinson Honored

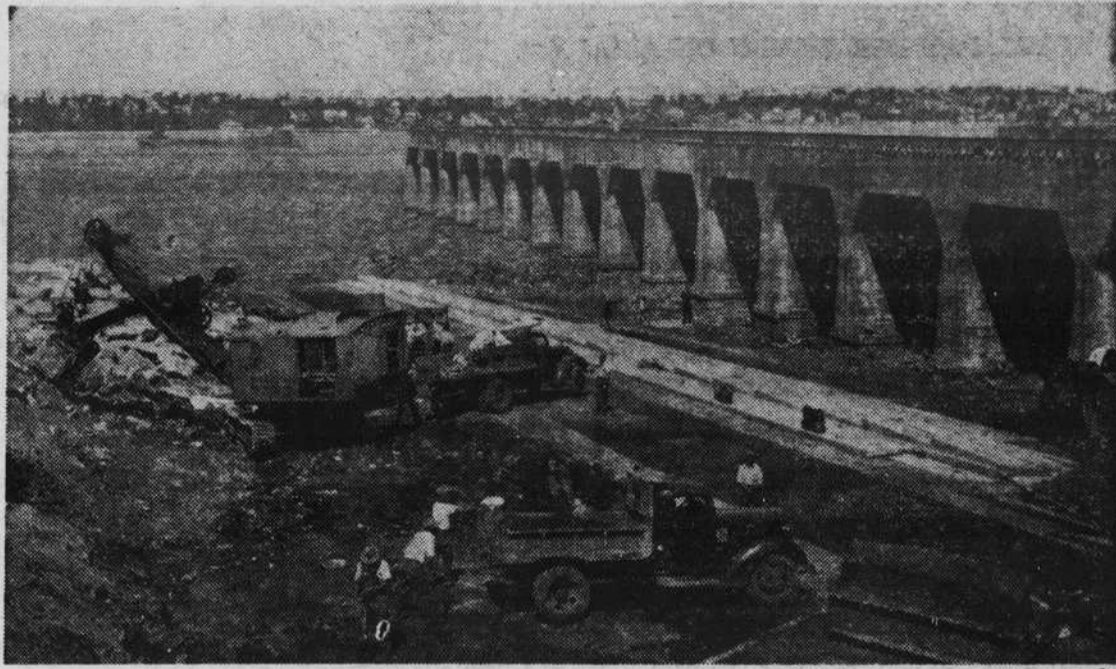
At the keel laying ceremony, Mrs. O. Pomeroy Robinson, wife of General Manager Robinson, was honored by being chosen to make the first weld when a section of the keel of the "DACE" was laid down. Permission to do this was granted by the Navy Department, in honor of Mr. Robinson's outstanding record in the field of submarine production.

The first launching at the yard was on Easter Sunday of this year. The "DACE," the first submarine on which women had worked on actual production, slid down the ways after being christened by Mrs. Robinson. The submarine was released to the waters of the Thames River by Mrs. Alida Alligood and Mrs. Luba Eaves, both of Waterford, burners who cut through the steel holding plates.

### Main Yard Tinshop

For quite a few issues now, the tinshop (days) main yard has not been represented in the "Sub," and for some unknown reason it has been slightly missed. But there just doesn't seem to be anyone doing anything, and what with "Abigail" Latham not writing for the Victory Yard anymore it is impossible for us to get our little "digs" back and forth, and far be it from me to put anything in about him unless he could answer me back. Plus that fact, and the main reason, that with the new addition, I don't set so much of Ab now and can't seem to get anything on him. . . . However, this is supposed to be the main yard column, and the "V" yard is very ably taken care of by Frank Allaire, so maybe I can think of some dirt about my own fellow workers. . . . The best joke of the week was when "Serge" Kiritsis and his helper took the wrong bus the other day and ended up at the Victory Yard when they were supposed to have gone to the Sub Base to do some work for the machinists—the machinists were waiting for them, but no "serge;" however, as soon as they discovered their error, they hotfooted it (in that old auxil-

## First Victory Yard Way Completed



—Official U. S. Navy Photograph

Work on construction of new ways and the rehabilitation of existing craneways and building of new ones started April 15, 1942. The first way and craneway was completed July 15, 1942, and the keel for the "DACE," the Victory Yard's first submarine, was laid a few days later.

lary police manner) back to catch the right bus.

We welcome Burt Donalday back after a year's illness.

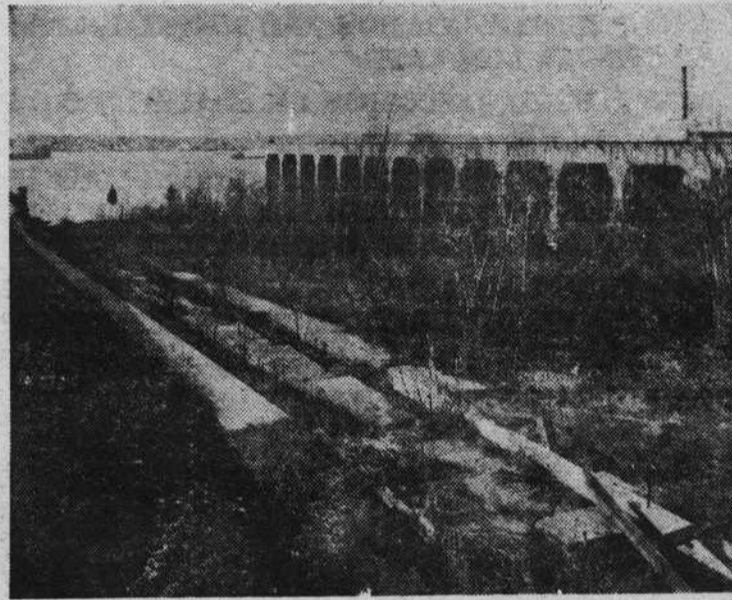
Glad to hear that Bill Hammil's family are coming all right after some very trying hours . . . A little late, but one of our tinknockers would like to know when George Whitney is going to pay that little bet he made several months, or was it years, ago? . . . The all-male club (the tinshop) finally has a female employee, although on the second shift; Mrs. Mary Wasik, the first girl employee in the main yard tinshop started several weeks ago in the office helping Louis Keyes, and although a little late, we welcome her. . . Glad to see "Charlie" Shorty Henson back with us; it seems that Shorty had to go all the way home to Arkansas to find that he had been deferred—well, he had a little vacation anyway. . . . Understand there is a little controversy as to whether to name the next boat after the MacDonalds, Haases, D'Amicos or Severinis — well, anyone would be a good choice. . .

Can't figure out why the canteen on the beginning of the wet dock does so much business compared to the one directly in back of the tinshop — it couldn't be that good-looking blonde. . .

Hope by next issue will have something interesting to write about; however, in the meantime, if anyone would like to volunteer to write this column, would be only too glad to have someone else take a crack at it, for with my victory garden and the new addition to take care of, and helping my wife with baby's diapers, etc., don't find much time to write, so if anyone is interested in writing a column, please contact me at your earliest convenience. . .

In the meantime, remember that "a penny saved is a penny earned; a few more pennies saved is a Jap or a German burned." Buy bonds.

## Old Iron Works Ways



—Official U. S. Navy Photograph

Craneways used by the Groton Iron Works years ago had to be cleared of trees and bushes before work could be started on new ways for the Victory Yard.

## Who's Who In Machine Shop

- |  |                   |
|--|-------------------|
| Every Soldier Has an Angel By His Side | Sara DiLorenzo    |
| Don't Get Around Much Any More         | Martha Mostowy    |
| It Can't Be Wrong                      | Betty Howard      |
| Out of This World                      | Beatrice Litinsky |
| Taking a Chance on Love                | Helen Mostowy     |
| Why Don't You Fall In Love With Me     | Van Davis         |
| That's Me Without You                  | Mary Good         |
| You're Tempting                        | Ann Iversen       |
| Sweetheart Serenade                    | Bill and Del      |
| A Baby's Prayer                        | Papa Bartman      |
| Someone Else's Sweetheart              | Frank Casio       |
| I've Heard That Song Before            | Dulcie Chilcote   |
| How Do I Stand With You                | Merle Sullivan    |
| Oh! Look at Me Now                     | Winnie Jansen     |
| Tea for Two                            | Lillian Crystal   |
| A Job to Do                            | Roy Bliven, Sr.   |
| That Combination Hug and Kiss          | Murry Schomberg   |
| Who's Afraid of the Big Bad Wolf       | Brustolon         |
| Why Do You Treat Me This Way           | Mr. Jones         |
| Old Man River                          | Alice Smith       |
| Coming In on a Wing and a Prayer       | Insp. Dept.       |
| We'll Go On, On, On to Victory         | Victory Yard      |

## Coffer-Dam Used To Make Ways



—Official U. S. Navy Photograph

The coffer-dam, above, is one of two built in order to remove the old rotted-out ways and build new ones for the submarines to slide down without working under water in diving suits.

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