

AIRCRAFT CARRIER ESCORT
U. S. S. SICILY
CVE-118
PRELIMINARY ACCEPTANCE TRIAL



Dillamette
IRON & STEEL
CORPORATION
PORTLAND OREGON.

my name must see me

WILLAMETTE IRON AND STEEL CORPORATION

Contractors to the U. S. Navy for Ship Construction and Repair

3050 N. W. FRONT AVENUE
PORTLAND 8, OREGON, U. S. A.



PLEASE REFER TO:

February 19, 1946

The delivery of the U.S.S. SICILY, CVE-118, marks the close of the war construction program of the Willamette Iron and Steel Corporation. Starting late in 1940 our first work included the conversion of the U.S.S. HEYWOOD, the U.S.S. NEVILIE and the U.S.S. JACKSON. These three transports saw duty during the war in every battle area from Africa to Iceland, from Normandy to Japan. Early in 1941 we started construction of the U.S.S. CATSKILL and the U.S.S. OZARK, LSV-1 and 2. With the declaration of war, our facilities and personnel were rapidly expanded and all of our efforts for the next four years were directed exclusively to war production.

During this period we delivered a total of 72 combat and auxiliary naval vessels of a total tonnage of approximately 283,000 tons, representing 12 different types. We also delivered to the United States Maritime Commission 222 2500-H.P. reciprocating engines for Liberty Ships, and to Lend-Lease for the Soviet more than 1,000 locomotives. Our employment reached a peak of over 16,000 persons with a monthly payroll in excess of \$3,000,000.00.

We are proud of our war record. The exacting standards demanded by the Navy were fully met. We were one of the first 17 shipbuilding companies in the United States to be awarded the Navy "E" for outstanding accomplishment in production. This record would not have been possible without the wholehearted cooperation and loyalty of our employees, our sub-contractors, and our material suppliers. A large measure of credit is also due the Guy F. Atkinson Company, our partner in shipbuilding and ship repairs. Its organization has contributed to our success in a very large degree. To them and all others who so ably assisted us during these war years we extend our most sincere thanks.

A handwritten signature in dark ink, reading "Austin F. Flegel Jr." in a cursive style.

Austin F. Flegel Jr.
President

WILLAMETTE IRON AND STEEL CORPORATION
Portland, Oregon

Combined
Builder's and Preliminary Acceptance Trial

U.S.S. SICILY - CVE-118

Chronological History

Arrived at Willamette Iron & Steel Corporation	21 April 1945
Start of Completion Period	23 April 1945
Dock Trial, After Engine and Fire Rooms	7 January 1946
Dock Trial, Forward Engine and Fire Rooms	28 January 1946
Builder's and Preliminary Acceptance Trial	19-20 February 1946
Delivery and Commissioning, Scheduled	27 February 1946

Historical Notes

The U.S.S. SICILY is the third of its class to be completed and delivered by the Willamette Iron and Steel Corporation.

The vessel's hull was built at the Tacoma Yard of the Todd-Pacific Shipyards, Inc., and was launched on 14 April 1945. The sponsor was Mrs. Julius Vanderwiele, the niece of the Hon. E. V. Robertson, United States Senator from the State of Wyoming. Immediately after launching, the bare hull was towed to this yard where the structure above the main deck has been completed, all machinery, ordnance and equipment installed, and the vessel completed for delivery.

The vessels of this class have all been named after campaigns or battles of World War II. The Bureau of Naval Personnel, Washington, D. C. has furnished the following information regarding the Sicilian Campaign:

"Naval forces played an important part in the capture of Sicily, transporting the troops to the beachheads, repelling Axis counterattacks with opportune gun fire and bombarding shore positions as the Americans advanced.

"Initial landings were made on 10 July 1943 at Scoglitti, Gela, and Licata.

"At Scoglitti the landing was preceded by bombardment of shore batteries and beach positions by Navy ships. Comparatively little opposition was encountered as the Italian troops abandoned their positions at the first attack.

"At Gela our forces met stiff resistance and suffered heavy casualties until the shore batteries were silenced by gun fire from the light cruisers SAVANNAH and BOISE.

"At Licata there was comparatively heavy opposition but all beaches were captured by early afternoon. The destroyer MADDOX and the minesweeper SENTINAL were sunk by ariel bombs.

"After the Licata landing had been made, the U. S. forces were attacked intensely by the enemy air force from 10 to 13 July. Also during those three days the enemy launched a counterattack with tanks. Effective and timely naval gun fire from cruisers and destroyers that had moved close to shore successfully repulsed the tank attack.

"Porto Empedoda and Agrigento were bombarded by cruisers and destroyers on 12-14 July, this bombardment being one of the factors that contributed to their capture on 17 July.

"At Palmero Harbor on 31 July, fresh troops in transports were attacked by German planes, but were effectively protected by our destroyers.

"Between 28 July and the end of the Sicilian campaign on 17 August, Naval units supported the land forces as they moved along the north coast toward Messina. Naval gun fire destroyed shore batteries, roads, bridges, and other objectives".

In honor of the conquest of this important stepping stone on the road to Germany and in tribute to those who participated, this ship has been named U.S.S. SICILY.

WILLAMETTE IRON AND STEEL CORPORATION
Portland, Oregon

The U.S.S. SICILY has been completed and will be commissioned under the direction of the Supervisor of Shipbuilding, Bureau of Ships, Navy Department, Portland District:

Supervisor of Shipbuilding	Capt. L. D. Whitgrove, USN
O.I.C. New Construction and Inspection	Comdr. A. W. Walker, Jr., USNR
O.I.C. Inspection	Lt. J. W. McReynolds, USNR
Inspection Officers	Lt. G. E. Anderson, USN
	Lt. J. M. Anderson, USNR
	Lt. J. G. Muller, USNR

The Board of Inspection and Survey, Pacific Coast Section, will be represented by:

Capt. Fredric T. VanAuken, USN
Capt. Floyd A. Tusler, USN
Capt. Phillip D. Lohmann, USN
Lt. Comdr. William C. Kaiser, USN

The Prospective Commanding Officer of the U.S.S. SICILY and his principal department heads are:

Captain	Capt. B. A. Wright, USN
Executive Officer	Comdr. W. A. Sherrill, USN
Air Officer	Comdr. A. Minvielle, USN
Medical Officer	Comdr. K. Pittard, MC, USN
Navigator	Lt. Comdr. C. H. Parmalee, USN
Supply Officer	Lt. Comdr. J. F. Tynan, SC, USN
First Lieutenant	Lt. H. K. Funk, USN
Engineer Officer	Lt. M. A. Grant, USN
Gunnery Officer	Lt. J. N. Harrocks, USNR
Communications Officer	Lt. (jg) R. W. Shepard, USN
Chaplain	Lt. (jg) E. L. Skiles, ChC, USNR

WILLAMETTE IRON AND STEEL CORPORATION
Portland, Oregon

Combined Builder's and Acceptance Trial
U. S. S. SICILY - CVE-118

19 February 1946

PREPARATORY REQUIREMENTS - DECK DEPARTMENT

1. Desired draft and trim for sea trial is to be 29 feet aft, 24 feet forward, 5 feet drag, corresponding to approximately 20,680 tons displacement. Vessel to be ballasted prior to start of trials to as near above figures as possible, dependent upon river conditions.
2. Check and test all navigation equipment. Test steering gear when reported under bridge control by engine room. Port Captain to provide charts for area off Columbia River, parallel rule, binoculars, and any other necessary equipment.
3. Radio contact to be established and call letters assigned.
4. Check and test I. C. system, telephones, telegraphs, etc.
5. Check and set all clocks to Pacific Standard Time.
6. Let go both anchors to check windlass operation. Heave in both anchors and leave them free of hawse pipes and secured ready for immediate release if necessary.
7. Check all fire hose, life floats, rafts and jackets, also all other safety appliances.
8. 0900: Three blasts of ship's whistle will be given as a signal for all hands aboard. Start deck log.
9. 0915: One blast of ship's whistle will be given as a signal for all persons other than trial personnel to go ashore. Tugs to be secured.
10. 0925: Single up mooring lines.
11. 0930: Unship gangplank. Cast off lines. Leave dock.

PREPARATORY REQUIREMENTS - ENGINE DEPARTMENT

1. 0600: Start warming up engines, turning over slow ahead. Start engine room logs.
2. 0630: Clean all lube-oil suction and discharge strainers.
3. 0700: Blow tubes in all boilers.
4. 0830: Test steering engine. If operation satisfactory, report steering gear under bridge control. Check engine room clocks with bridge.
5. 0915: Slow engines down to 5 R.P.M. maximum and report engine rooms ready.
6. 0925: Stand by for bridge signals.
7. 0930: Vessel under way.

WILLAMETTE IRON AND STEEL CORPORATION
Portland, Oregon

Combined Builder's and Acceptance Trial
U.S.S. SICILY - CVE-118

19 February 1946:

I T I N E R A R Y

- 0930 - Leave dock; turn vessel around heading downstream.
- 1010 - Pass through Railroad Bridge.
- 1035 - Opposite Multnomah Channel.
- 1050 - Enter Columbia River.
- 1115 - Begin measured mile; record time and speed.
- 1150 - Opposite St. Helens.
- 1200 - Opposite Hayes Beach. Lunch, all messes.
- 1230 - Opposite Kalama.
- 1300 - Opposite Rainier.
- 1310 - Pass under Longview Bridge.
- 1355 - Opposite Beaver. Reduce speed to dead slow when passing Ammunition Depot.
- 1435 - Opposite Wauna.
- 1500 - Opposite Bayview.
- 1530 - Opposite Harrington Point.
- 1600 - Opposite Tongue Point.
- 1615 - Vessel secured at anchor. Secure engine rooms. Start filling ballast tanks if necessary to secure sea draft (see Item 1, Deck Preparatory Requirements). Anchor and security watch to be set. Accommodation ladder to be lowered and shore boat to come alongside with U. S. Navy Board of Inspection and Survey.
- 1800 - Dinner, Wardroom Mess and Crew's Mess.
- 2100 - Start warming up engines turning over slow ahead. Start engine room logs. Hangar Deck, frs. 46 to 102, Walkways, Flight Deck, and Island structure to be restricted to all hands except Test Department. Darken ship test to start.

- 2130 - Clean all lube-oil suction and discharge strainers.
- 2200 - Blow tubes in all boilers.
- 2215 - Test group to observe darken ship condition in shore boat.
- 2300 - Darken ship test complete. Test steering gear and if operation satisfactory, report under bridge control. Check and set all clocks to Pacific Standard Time.
- 2330 - Bar Pilot to be aboard.
- 2345 - Slow engines down to 5 R.P.M. maximum and report engine rooms ready. Start heaving in both anchors and secure for sea.
- 2355 - Stand by for bridge signals.

20 February 1946:

- 0000 - Vessel under way, outbound. Supper, all messes.
- 0035 - Opposite Astoria.
- 0115 - Off North Jetty Buoy, crossing Columbia River Bar.
- 0130 - Off No. 2 Buoy.
- 0140 - Off Columbia River Lightship. Start full power run at 106 R.P.M. both shafts. Hold steady course west.
- 0250 - Turn vessel about 180 degrees. Continue full power run, holding steady course east. Increase to flank speed, 110 R.P.M., and maintain for 30 minutes.
- 0340 - Start steering gear tests, ahead, hard right to hard left to hard right to midship. Switch steering motors and repeat.
- 0345 - Advise all hands to stand by for crash stop.
- 0350 - Steering test concluded. Crash stop astern.
- 0355 - Start full power run astern, 77 R.P.M. both shafts.
- 0400 - All messes open for sandwiches and coffee.
- 0410 - Start steering test astern at standard power, 50 R.P.M., both shafts. Procedure same as for steering test ahead.
- 0420 - Advise all hands to stand by for crash stop.
- 0425 - Crash stop ahead. Proceed ahead until speed of ship in water reaches that corresponding to R.P.M. of full power ahead; then bring vessel to dead stop.

- 0435 - Conduct standard anchor test.
- 0515 - Anchor tests concluded. Proceed ahead.
- 0530 - Off Columbia River Lightship.
- 0540 - Off No. 2 Buoy.
- 0600 - Off North Jetty Buoy, crossing Columbia River Bar. Start pumping ballast as necessary. Breakfast, all messes.
- 0645 - Opposite Astoria. Drop bar pilot.
- 0715 - Opposite Tongue Point.
- 0745 - Opposite Harrington Point.
- 0815 - Opposite Bayview.
- 0840 - Opposite Wauna.
- 0910 - Opposite Beaver. Reduce speed to dead slow when passing Ammunition Depot.
- 1000 - Pass under Longview Bridge.
- 1010 - Opposite Rainier.
- 1110 - Opposite Kalama.
- 1130 - Lunch, all messes.
- 1140 - Opposite Hayes Beach.
- 1150 - Opposite St. Helens.
- 1250 - Enter Willamette River.
- 1305 - Opposite Multnomah Channel.
- 1330 - Pass through Railroad Bridge.
- 1400 - Off berth. Secure tugs.
- 1420 - Alongside dock. Lines ashore and gangplank lowered. Finished with engines. Everything to be secured.

The above times are approximate only and are dependent entirely upon weather, fog, and other causes beyond our control. Accurate logs are to be maintained on bridge and in both engine rooms.

All schedules are to be maintained entirely at the discretion of the Pilot in charge, with full regard for the safety of the vessel and the personnel aboard.

Shaft revolutions corresponding to equivalent operating speeds have been determined as follows:

	<u>Ahead</u>	<u>Astern</u>
Flank (Maximum power)	110 R.P.M.	
Full (Normal power)	106 R.P.M.	
Standard	85 R.P.M.	77 R.P.M.
Two-thirds	60 R.P.M.	50 R.P.M.
One-third	30 R.P.M.	30 R.P.M.

WILLAMETTE IRON AND STEEL CORPORATION
Portland, Oregon

General Instructions

1. The Willamette Iron and Steel Corporation, the builder, is fully responsible for the operation of the vessel during trials, and is represented by the senior company executive on board during trials. He will be assisted by the company's Port Captain.
2. The navigation of the vessel shall be under the direction of the authorized River or Sea Pilot.
3. The safety of the vessel and personnel, responsibility for mooring, berthing, anchoring, watches, boat drill, etc. shall be under the direction of the vessel's First Officer and his Assistants, the Second and Third Officers, all of whom shall be licensed men.
4. The engine and fire rooms shall be under the supervision and direction of the builder's Chief Operating Engineer.
5. The requirements of the Bureau of Marine Inspection and Navigation must be observed. In this connection, it is absolutely essential that everyone on board not on watch appear promptly at their Boat Station for fire drill. Two or more drills will be held prior to going to sea and everyone must be checked into their boat station. Please see that you follow this instruction.
6. Complete intercommunication will be maintained at all times. Radio watches shall be maintained at all times.
7. Policing and fire protection shall be under the direction of the Guard Captain. IN CASE OF EMERGENCY, he is to follow the directions of the First Officer. Guard headquarters will be located in the Clerical Office, Space B-0107AL, Fr. 113-117, Hangar Deck, Aft., phone 996. An officer shall be on duty at all times.
8. The Timekeeping supervisor shall check all boarding personnel, maintain time records, and assist the Steward's Department during mess periods.
9. The Safety Department shall provide gas-masks, stretchers, and other necessary safety equipment. Ship's Dispensary shall be open continuously with a Registered Nurse in charge at all times. The Dispensary is located on the Hangar Deck, Aft., phone extension 699.
10. All persons are required to have a trial trip pass showing berthing space, messroom, and boat station.
11. Messing arrangements are:
 - (a) General Mess (white pass) - Main Deck, amidships, frames 49-54.
 - (b) Wardroom Mess (red pass) - Hangar Deck, Port, frames 105-137.

12. Mess time will be as follows, both General and Wardroom:

19 February:	Lunch	1200 to 1300
	Dinner	1800 to 1900

20 February:	Supper	0000 to 0100
	Lunch	0400 to 0500
	Breakfast	0600 to 0700
	Lunch	1130 to 1230

Regular meals will be served at the lunch and dinner on 19 February and at breakfast and the 1130 lunch on 20 February. Supper on the 20th (0000 to 0100) and early morning lunch (0400 to 0500) will be sandwiches and coffee only.

All mess times will be announced over the I. C. system.

13. All berthing spaces will be marked and your space will be shown on your pass. Under no circumstances will changing of berthing spacing be allowed without proper authorization.

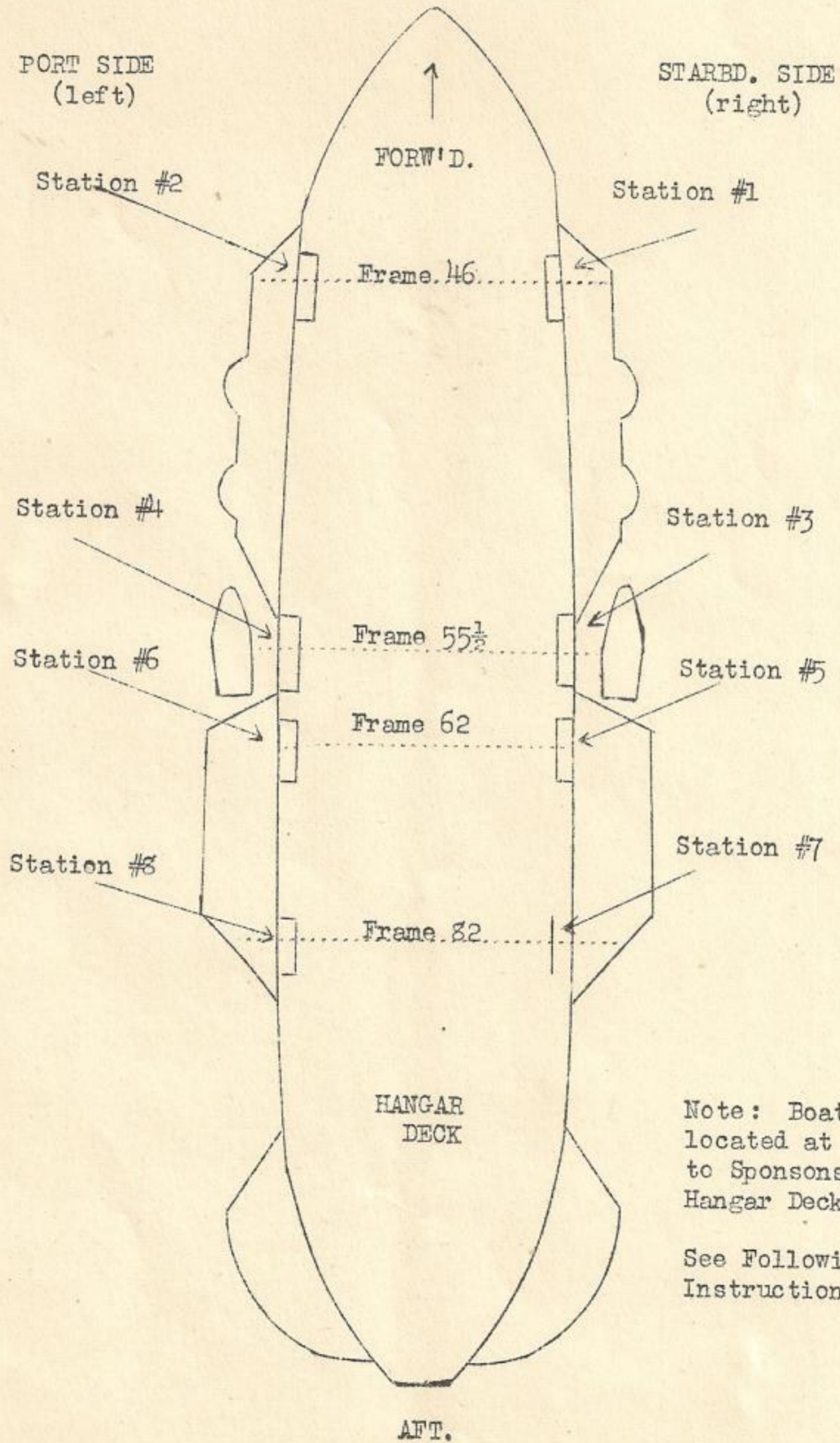
14. Principal emergency telephone extensions are:

Captain's Office	215
Navigating Bridge	222 or 223
Open Bridge, Air Defense Level	228
Steering Gear Room	220
Engine Room No. 2	332
Engine Room No. 1	333 or 334
I. C. Room	336
Boiler Room No. 1	351
Boiler Room No. 2	352
Wardroom Mess	750
Emergency Diesel Room	263
Radio Central	771
Deck Office	201 or 202
Anchor Windlass	880
Wardroom Pantry	992
Guard Office	996
Dispensary	699

WILLAMETTE IRON AND STEEL CORPORATION

Portland, Oregon

Location of Emergency Boat Stations



Note: Boat Stations are located at Roller Curtains to Sponsons; All on Hangar Deck.

See Following page for Instructions and Signals.

WILLAMETTE IRON AND STEEL CORPORATION

PORTLAND, OREGON

EMERGENCY SIGNALS

SIGNALS:

- A. 5 Short Blasts and 1 Long Blast indicates Fire Alarm. At sound of signal all persons except those on bridge or engine room watches are to proceed immediately to the boat station shown on pass. WALK, DON'T RUN!
- B. 1 Short Blast, water wanted.
- C. 2 Short Blasts, shut off water.
- D. 3 Short Blasts, fire drill over.

DUTIES:

- A. Deck Officers will be responsible for operation at hose and portable fire extinguishers and will direct general activities on deck. Engine room watch will stand by Engine Room fire equipment.
- B. Other crew members and trial personnel will assist as requested or ordered by Deck Officer in charge.