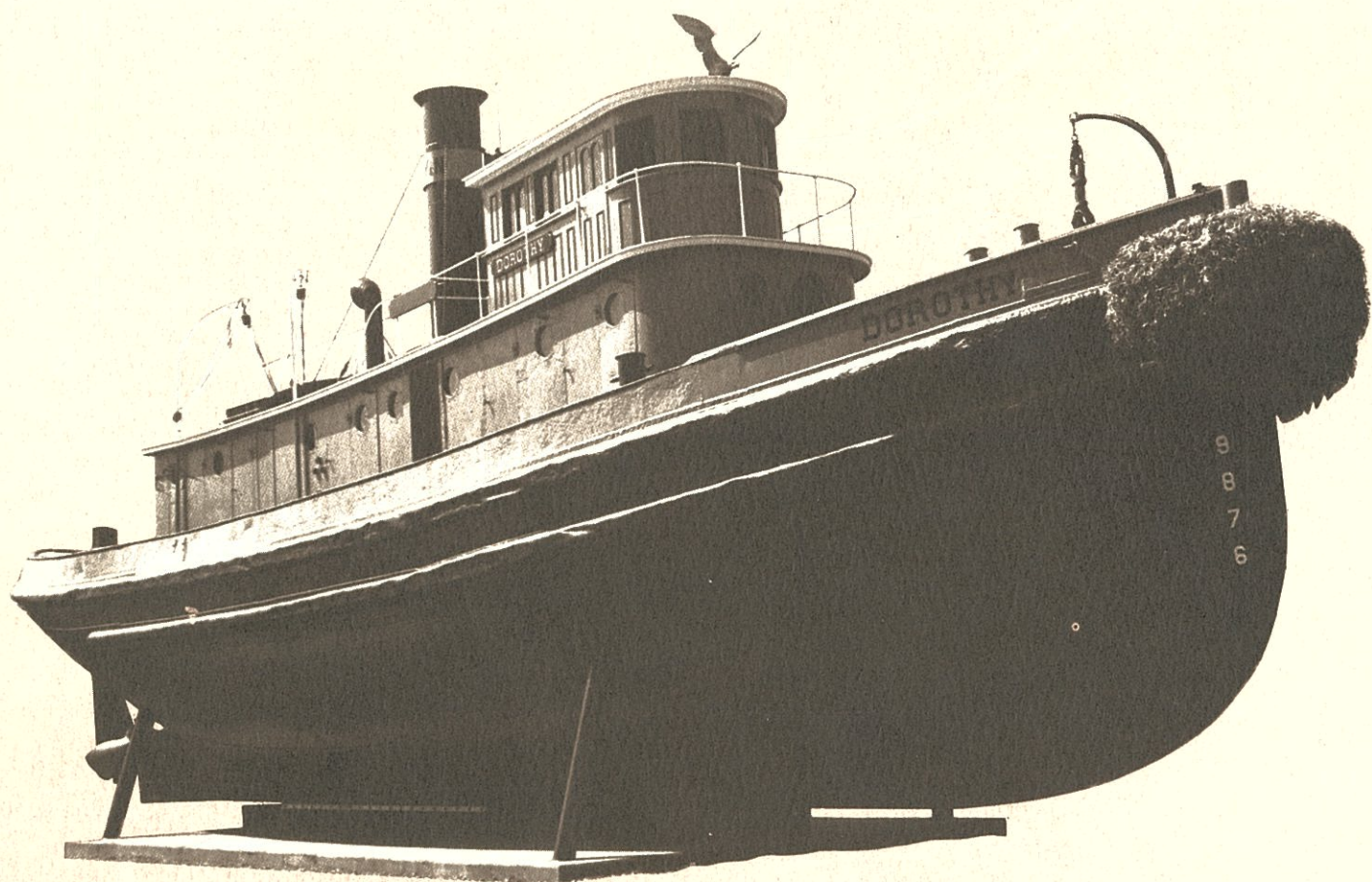


"BRING HER HOME"

The Return of The Tugboat DOROTHY

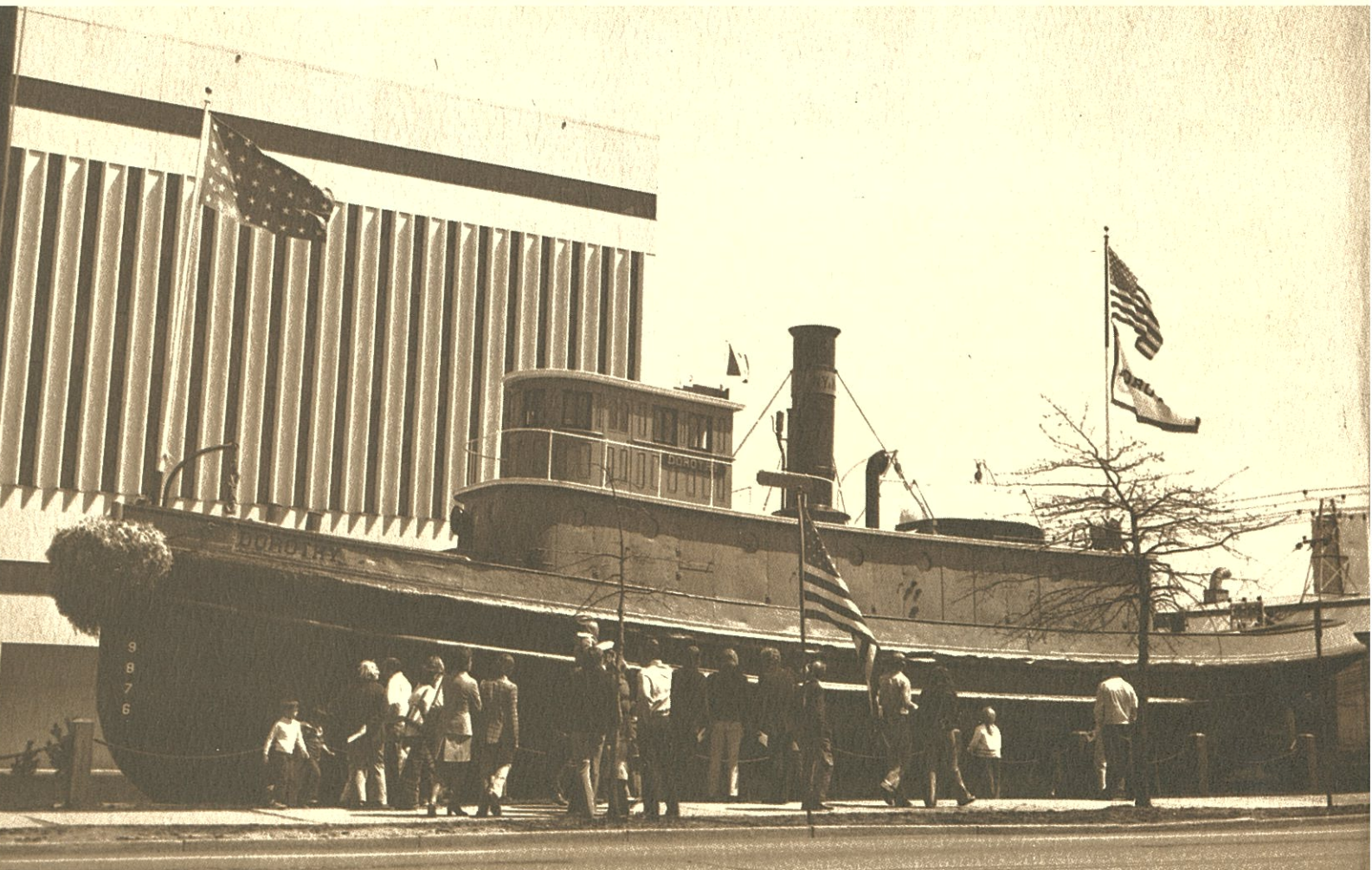


A Special Edition of the **Shipyard Bulletin**



Dorothy, 1891

Dorothy, 1976





1891

NEWPORT NEWS
SHIPBUILDING
HULL NUMBER ONE
THE IRON TUGBOAT

Dorothy

Dedicated to the
PRIDE AND CRAFTSMANSHIP
OF THE MEN AND WOMEN
OF
NEWPORT NEWS

1976



RECHRISTENING AND DEDICATION PROGRAM

NATIONAL ANTHEM
*Tactical Air Command Band
Langley Air Force Base*

INVOCATION
*The Reverend Fred J. Boddie, Jr.
Pastor, First Church of Newport News (Baptist)*

DOROTHY STRAIGHT ELMHIRST
AND THE DOROTHY
Dorothy E. Straight

SIGNIFICANCE OF THE DOROTHY
*Guy Friddell
Virginia Author and Historian*

DEDICATION OF THE DOROTHY
*John P. Diesel
President and Chief Executive Officer
Newport News Shipbuilding*

RECHRISTENING OF HULL NUMBER ONE
Miss Straight

FLY-OVER
*"The Lady Bug"
Balloon Club of America
(Weather Permitting)*



Miss Dorothy E. Straight was born May 25, 1958, in Washington, D.C. Her parents are Michael Whitney Straight and Dr. Belinda Straight, both of Washington.

Miss Straight attended the Potomac School in McLean, Virginia, and graduated in 1975 from the Cambridge School of Weston Massachusetts. This fall, she will enter Radcliffe College in Cambridge, Massachusetts, where she plans to major in English literature. Her career plans lie in the direction of literary criticism.

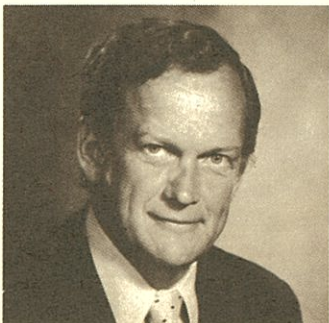
She is listed in the *Guinness Book of World Records* as the youngest author of a published book, having written and illustrated *How The World Began* at the age of four.



Though born in Atlanta, Guy Friddell has carried on what he calls a "long-standing, never-ending love affair with the Old Dominion" since he moved to Richmond at age 16. His books—entertaining popular histories of Virginia and its people—are enjoyed by residents and visitors alike.

Friddell earned a B.A. degree from the University of Richmond and a Master's degree from the Columbia University School of Journalism. For many years a state political reporter and columnist for the Richmond *News-Leader*, Friddell moved to Tidewater in 1963 to join the staff of the Norfolk *Virginian-Pilot*. Since 1974 he has been special writer for the Landmark newspapers in Virginia, North Carolina and Maryland. His columns also appear regularly in the *Roanoke Times*, the *Richmond News-Leader* and *Commonwealth* magazine.

His books include *The Virginia Way*, *Washington—The Open City* and *What is It About Virginia?*



John P. Diesel has been president of Newport News Shipbuilding since June 1972, and chief executive officer since September 1973. On May 26, 1976, he was elected an executive vice president of Tenneco Inc.

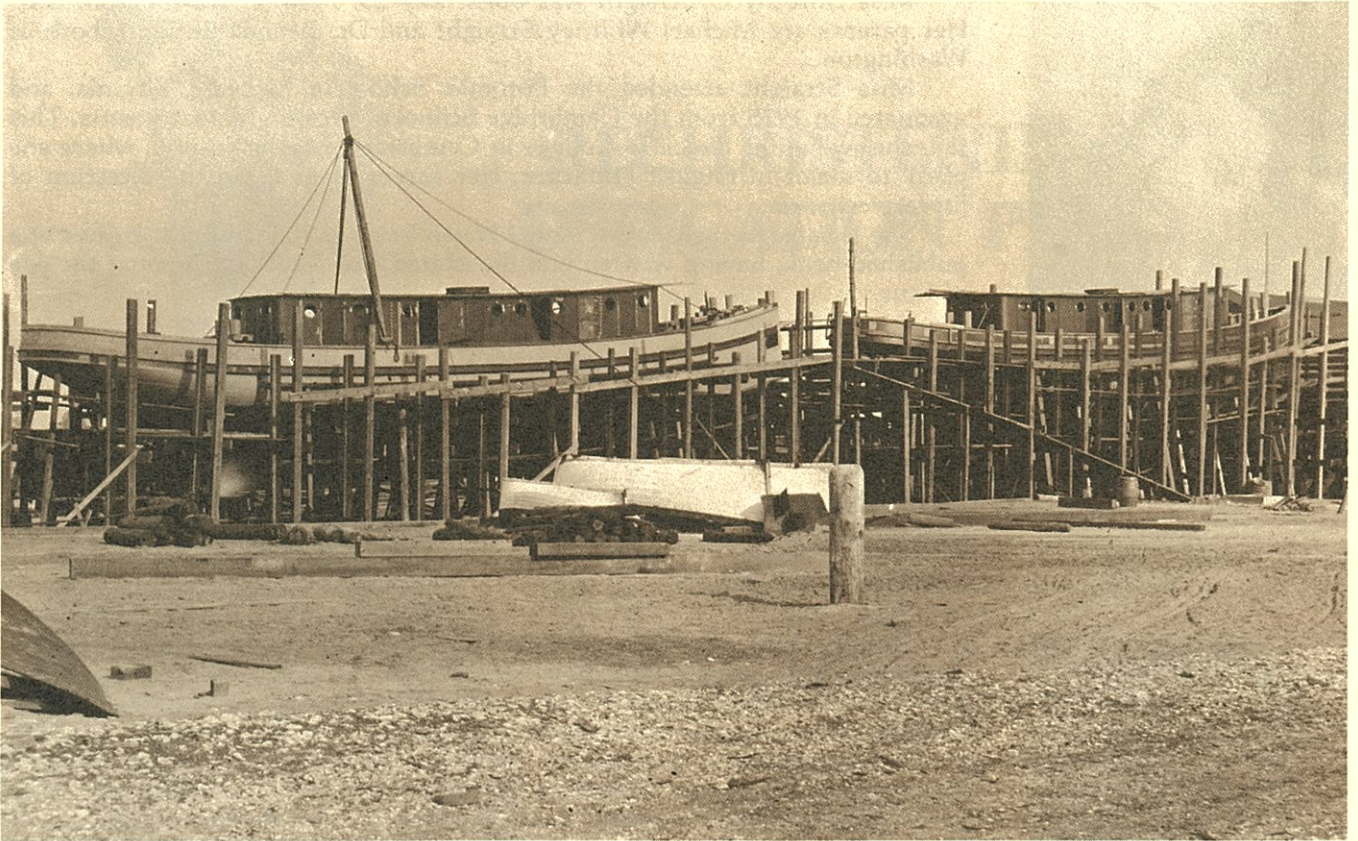
A native of St. Louis, Missouri, he received a bachelor of science degree in industrial engineering from Washington University in 1951.

Before joining the shipyard, Diesel was group vice president of construction products for A.O. Smith Corporation in Milwaukee, Wisconsin. He also served as chairman and president of a subsidiary, Armor Elevator Co., Inc.

Prior to his association with A.O. Smith, Diesel served in the management consulting field for seven years.

Diesel holds broad membership on numerous trade and maritime organizations and educational institutions in addition to being a member of several professional societies and civic organizations. In the private sector he serves as a director of Fansteel, Inc. and Virginia National Bankshares, Inc.

Diesel and his wife Jan are the parents of four children.



Dorothy at left, and El Toro under construction on November 27, 1890.

In the late 1880s—during the Golden Age of American industrialization — Newport News, Virginia, was an infant city, huddled around an infant shipyard.

Chesapeake Dry Dock and Construction Company had been founded in 1886 by railroad magnate Collis P. Huntington to stimulate trade at the eastern terminus of his then-unprofitable Chesapeake and Ohio Railway. Huntington envisioned a shipyard that would be capable of building large ships, and repairing the ships that he hoped would take on coal at Newport News.

As he later explained: "It was my original intention to start a shipyard plant in the best location in the world. . . It is right at the gateway to the sea. There is never any ice in winter, and it is never so cold but you can hammer metal out of doors."

But these were troubled times for the maritime industry. Only a sixth of America's world trade was carried in American bottoms. The same Congress that heavily subsidized railroads looked away from shipping subsidies, and the gaze of investors followed that of the politicians.

The shipyard itself was suffering a troubled birth. Construction of the plant was plagued by delayed delivery of tools and equipment for the new shops. The makings of a shipbuilding workforce were being trained, but were untried. While shipyard management fought competitors for large ship con-

struction contracts, they also sought work to tide the new company over until those large contracts were landed.

That work came on April 25, 1890, from James Rockwell Sheffield, a New York attorney who ordered a tugboat for sale to the New York and Northern Railway Company. According to the contract, the tugboat would be "81 feet 6 inches in length from inside stem at load line to inside of stern post, 19 feet extreme breadth of beam moulded, 10 feet 9 inches moulded depth of hold, and load draught not to exceed 8 feet 6 inches." Gross tonnage was 130.

The contract also required the construction be superintended by Horace See of New York, a foremost naval architect who had designed the tug and machinery, and who would later participate in the design of more than a hundred Newport News ships.

The tugboat would be named *Dorothy*, for a daughter of William C. Whitney, a director of the New York and Northern. The hull would be of riveted iron; the sweet hull lines would give *Dorothy* a reputation for being extremely seaworthy and comfortable in the roughest of seas. But the naval architect's trademark innovations and inventions were evident in *Dorothy's* engine.

See's eye was on a tugboat of modest length, easy handling, with relatively great (for 1890) power. But a conventional engine producing the power he wanted would require an exceptionally long engine room.

Instead, he designed a quadrupel expansion engine of 250 IHP. The bulk of his new engine—he called it “steeple quadruple”—was in its height. It was the first “quad” ever to be installed on a tugboat, and it powered the tug until 1936.

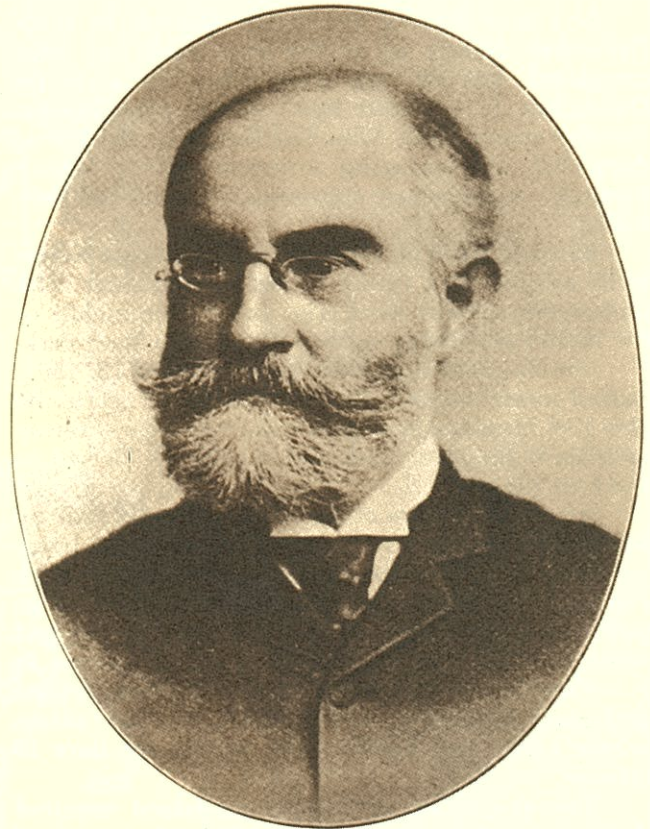
A contemporary account best describes *Dorothy's* general arrangement: “The deckhouse is of iron... The pilot house is of wood placed on top of the iron house, with the captain’s room in the after end. The engineer’s room is aft of the engine on the starboard side. The galley and messroom are forward of the boiler... A cabin forward contains two staterooms and eight open berths... the engine being located below... in a convenient position for proper care and attention.”

In June of 1890, Newport News Shipbuilding and Dry Dock Company—as the company had been renamed a few months earlier—employed about 200 people, who worked for an average 25 cents an hour in an area that stretched for less than four blocks along Washington Avenue.

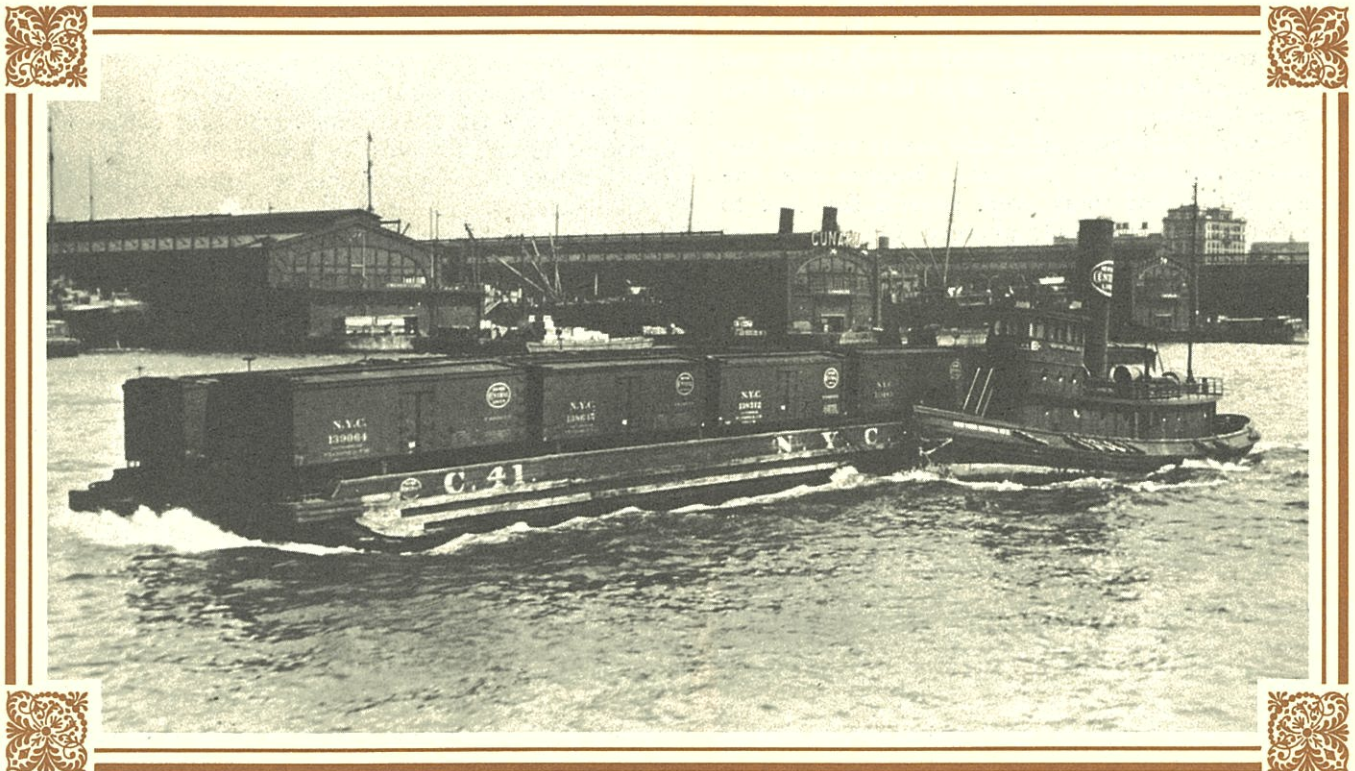
The Shipyard itself was still under construction. Only a few buildings were up, and two small shipways were erected on a spot that is now at the outboard end of Dry Dock 2.

The keel for *Dorothy* was laid on June 12, followed six weeks later by the keel for another tug, *El Toro*. Both were built on the same small inclined shipway, *El Toro* inboard of *Dorothy*.

The shipyard had contracted to deliver *Dorothy* in October, but construction was slowed by late delivery of tools and material and the confusion inherent in building the shipyard and the ship simultaneously.



Horace See, Dorothy's designer.



New York Central Number 3 pushes her car floats past Manhattan piers.

She was finally ready for launch in mid-December. Nearly all of the iron work had been completed, but the tug went down the ways on December 17 without her wooden pilot house. *Dorothy's* sponsor was Miss Etta Konitzky, the young daughter of operating superintendent Henry Konitzky under whose supervision the tug had been built.

By early April of 1891, *Dorothy's* Newport News-built engine was ready to be turned over. She underwent a short local trip, and by the middle of the month was ready for her first trip to New York.

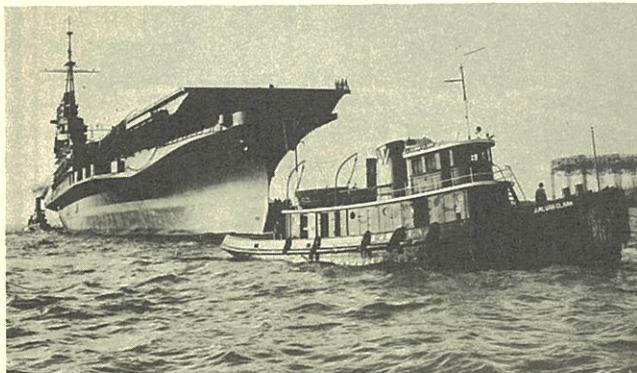
Dorothy's arrival in New York on April 18, 1891, caused something of a stir. She rated an article in the *New York Times* and doubtless was explored by railway officials at the New York and Northern's Pier 40 on the East River.

After the fanfare of her arrival, *Dorothy* took up her glamorless duties as one of hundreds of hard-working railroad tugs in and around New York Harbor. One writer described the tugs: "...they go puffing and shrieking about the harbor by day and night, crossing the channel at all angles, getting in everybody's way, offering assistance when desired and when not desired, and crowding into tight places where other and lighter craft would not dare to intrude."

The geography of Manhattan Island required that almost all freight be barged from the mainland to city piers aboard car floats—barges fitted with railroad tracks onto which freight cars were rolled.

The New York and Northern was one of many small lines serving New York. The railroad's freight terminal and transfer station were located on the Harlem River in the Bronx, and it was from here that *Dorothy* moved her car floats down the Harlem, though the treacherous currents of Hell Gate, and down the East River to Pier 40 at the foot of Pike Street in Manhattan.

Dorothy's fold-down stack and masts enabled her to pass under most of the many bridges over the Harlem River, but there were several that had to open before the tug could proceed. On one of her trips, the tug captain waited out a considerable delay before the drawbridge tender allowed *Dorothy* to pass. Should there be another delay, he was instructed by his superiors, proceed through the unopened bridge.



J. Alvah Clark with the Midway in 1945.



The world's first super carrier, Forrestal, formed a background when J. Alvah Clark returned to Newport News for a visit in 1955.

There was another delay, and the tug captain followed his orders. The entire bridge collapsed from the impact, but *Dorothy* chugged upstream—undamaged and undaunted.

As the Panic of 1893 gripped the country, many small railroads failed or were absorbed by larger lines. In March, 1893, the New York and Northern was taken over by the New York Central. In 1900, *Dorothy's* name was changed to the sterile *New York Central Number 3* and she became part of a 16-tug fleet.

In the spring of 1912, the tugboat was sold to Joseph Clark and Company of Norfolk. At 21, she was still young and in fine condition, but her engine was no longer considered powerful. Upon her arrival in Norfolk, she was renamed for Joseph Clark's son *J. Alvah Clark*, a name she would bear for the next 50 years. And for the next half-century, she towed barges throughout the Chesapeake Bay and up and down the East Coast. Her cargo was often north-bound lumber for North Carolina.

When traffic was slack, she joined other tugs at Cape Henry, jockeying to be the first to throw a hawser to inbound schooners and gain a tow.

During World War I, *J. Alvah Clark* joined the Navy, spending some time as a mine and submarine net tender. She was returned to her owners after the war.

Her crew usually consisted of the captain, mate, chief engineer, two deck hands, two firemen, and the cook. The cook was an important crew member. Tugboat meals were—and are still—renowned, and in the old days a tug in port at lunchtime was a crowded place. Her crew members from the 1920s recall that the tug was meticulously maintained, and remember her as "a real queen."

On November 1, 1920, *J. Alvah Clark* was sold to the Wood Towing Company, and in 1921, she passed to the Norfolk Lighterage Company.

It's said that tugboats carried "many a gallon of corn whiskey out of Carolina" during Prohibition. A tug would pass down the Intracoastal Waterway with lumber barges at night; bootleggers would slip

(continued).

A "sad-looking sight," Dorothy is towed to Newport News Shipbuilding in October, 1974.



out to the barges in boats to hide five-gallon jugs of whiskey among the lumber. *J. Alvah Clark* probably carried her share.

Norfolk Lighterage went out of business in April 1936, and the tugboat was returned to the Wood Towing Company, which would operate her longer than any of her other owners. Her 45-year-old machinery was retired and replaced with a modern diesel engine of 400 BHP. She was one of the first diesel-powered tugs in Hampton Roads.

With World War II, *J. Alvah Clark* was again pressed into war service, this time towing submarine nets for placement at Point Lookout and at Thimble Shoals.

After the war, a steel "coffin" hull was welded to her Norwegian iron plates, which by then had seen 55 years of service. Also in the late 1940s, her old wooden main decking was replaced with steel.

She had passed by her birthplace many times in the course of her career, and shipyard employees' continuing fondness for their Hull Number One led to

an invitation for her to attend the March 20, 1945, launching of the aircraft carrier *Midway* and to have her photograph taken with the 45,000-ton ship.

She would return to the shipyard again in 1961—this time flying the colors of the Donaldson Towing and Lighterage Company of Wilmington, Delaware—to take part in the shipyard's 75th Anniversary celebration. Moored next to one of her famous—but considerably larger—sister ships, the nuclear-powered aircraft carrier, *Enterprise*, she was visited by more than 30,000 admirers.

In 1962 the tug was again sold, to Jesse Simpkins of Norfolk. He named her for his son, *Jesse Jr.* Later that year, she was chartered to Captain Raymond K. Davis, who had served aboard her in 1923 and again in 1941. In 1947 he had started R.K. Davis Transportation, Inc., and he had always had his eye on the old *J. Alvah Clark*.

After chartering the tug for a few months, Captain Davis bought her and—after 70 years—again graced her with a feminine name, *Janet S.*

A "sad-looking sight," Dorothy is towed to Newport News Shipbuilding in October, 1974.



an invitation for her to attend the March 20, 1945, launching of the aircraft carrier *Midway* and to have her photograph taken with the 45,000-ton ship.

She would return to the shipyard again in 1961—this time flying the colors of the Donaldson Towing and Lighterage Company of Wilmington, Delaware—to take part in the shipyard's 75th Anniversary celebration. Moored next to one of her famous—but considerably larger—sister ships, the nuclear-powered aircraft carrier, *Enterprise*, she was visited by more than 30,000 admirers.

In 1962 the tug was again sold, to Jesse Simpkins of Norfolk. He named her for his son, *Jesse Jr.* Later that year, she was chartered to Captain Raymond K. Davis, who had served aboard her in 1923 and again in 1941. In 1947 he had started R.K. Davis Transportation, Inc., and he had always had his eye on the old *J. Alvah Clark*.

After chartering the tug for a few months, Captain Davis bought her and—after 70 years—again graced her with a feminine name, *Janet S.*

The tugboat's long career was brought to a tragic and abrupt end in the Chesapeake and Delaware Canal in September, 1964. A small cargo ship struck one of the tugboat's empty barges, which in turn damaged her hull.

She began to take on water. Fearing she might sink, her captain ran her into the shallows. When he later attempted to back her off, a thrust bearing gave way, quickly ruining the engine and crankshaft. The old *Dorothy's* days were over. Lifeless, she was towed to the Small Boat Harbor in Newport News and tied up.

The venerable tug languished in the harbor for several years—stackless, rusting and forlorn. Her old wooden pilot house was removed. In 1968 Davis' firm was acquired by the Allied Towing Company of Norfolk and the rusting hulk was taken to the Eastern Branch of the Elizabeth River and laid up.

Time passed, and the rain and leaks in her old hull took their toll. She filled with water, rolled over to port and sank to the bottom. ■



*"I'm proud of our Washington folks
For manning the church that day
To christen 'Our Navy Baby' Dot
When the little craft got underway.*

*For no one ever heard tell of a craft
To prove seaworthy, lucky and staunch
That wasn't properly sent off her ways
With good wishes attending the launch."*

A christening of another sort was held on April 11, 1887, when Dorothy Payne Whitney, infant daughter of Secretary of the Navy William C. Whitney was baptized in St. John's Church in Lafayette Square, Washington, D.C.

A ballad—two stanzas of which are quoted above—was written for the occasion.

Dorothy Whitney was a celebrity at birth on January 23, 1887. The nation, still recovering from the War Between the States 18 years earlier, was looking for a symbolic national baby. Dorothy was that baby. Serving in the Cabinet of President Grover Cleveland, Secretary Whitney's assignment was to replace the nation's moribund Naval fleet with a modern oceanborne force. And Whitney's daughter, the only child born to a member of the Cleveland Cabinet, made him the most famous father in America.

Historians say there is no doubt that Newport News Shipbuilding's Hull Number One was named for his daughter Dorothy.

During her life of 81 years, Dorothy forged her own triumphs as philanthropist, pioneer in progressive education and suffragist.

Pursuing a life dedicated to the principle that "education be conceived of as life and not merely as a preparation for life," she rebelled against the strictures of class and sex and campaigned for social "adventure" through "unity, not uniformity."

Her adventures included the founding of *The New Republic*, the New School for Social Research in New York City and Dartington Hall, an experimental community and school that was to become one of England's leading centers of the arts.

Dorothy's father died in 1904, she once wrote, "leaving me at the age of 17 with an independent fortune. The fact that I inherited money at an early age led me to feel that I was economically privileged and that wealth entailed social responsibility."

She became very active in social work, leading countless charitable projects. In 1911 she married Williard Straight, who would later become a partner with the P. Morgan bank. He died in France during World War I.

In 1925 she married Leonard K. Elmhirst and with him established the school at Dartington Hall on the banks of the River Dart in England. At Dartington Hall such luminaries as Bertrand Russell and Julian and Aldous Huxley lectured, Mark Tobey taught painting, and Margaret Barr and Kurt Jooss danced and taught ballet.

Mrs. Elmhirst died at Dartington Hall in December 1968.

Dorothy Payne Whitney was four years old when the tugboat which bore her name was delivered in 1891.

THE RESTORATION

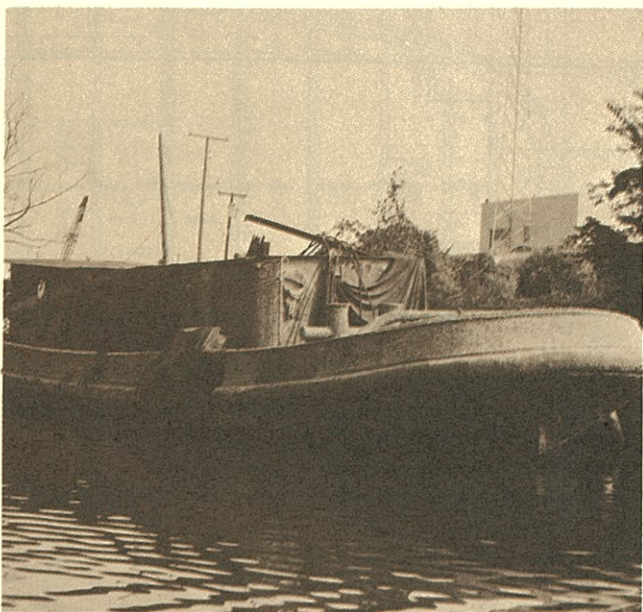


Dorothy lay in the Elizabeth River mud until mid-1974, forgotten save for a few individuals who would prove instrumental in her recovery.

Among those individuals was Captain Davis, the tugboat's last active owner, who had asked Allied Towing executives to not dispose of the old boat without notifying him and Newport News Shipbuilding.

Allied needed the space occupied by the sunken tugboat, and in August raised her—crusted with mud and barnacles. She was visited by interested shipyard personnel and historian Alexander C. Brown, who formulated a plan for *Dorothy's* return to Newport News.

The timing was right for *Dorothy's* proposed homecoming. The nation's celebration of its Bicentennial was not far off, and *Dorothy's* restoration could be made part of the shipyard's Bicentennial observance.



Better things awaited Dorothy as she sat at this lonely pier.

The proposal was presented to shipyard President John P. Diesel. Although a relative newcomer to shipbuilding—he joined Newport News as president in June 1972—Diesel had quickly embraced and already felt himself part of what he referred to as “a very special industry.”

Little explanation was needed of the kinship Newport News shipbuilders had developed with *Dorothy* over the years. “Bring her home,” he said.

The shipyard's tug *Huntington* was sent to fetch *Dorothy* on October 8, 1974. Still a mass of mud and barnacles, she was towed across Hampton Roads and moored at the shipyard's Pier 2. On December 17—84 years after her christening—she was drydocked in a transverse position at the head of Shipway 10, on a specially built cradle.

Here she was sandblasted and sprayed with inorganic zinc coatings to arrest the rust, and her decks and house bulkheads were cleaned.



Wearing a muddy cloak, Dorothy was raised from the Elizabeth River in 1974.

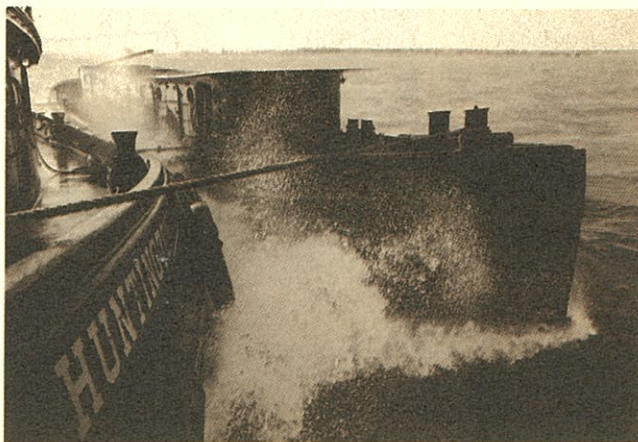
On January 21, 1975, she and her cradle were moved to a remote section of the shipyard, which would be her home for the next year.

While the hull sat unattended, researchers combed shipyard design vaults and microfilm libraries in a fruitless search for original plans for the *Dorothy*. Historical accuracy was the watchword.

During this search, two people emerged who would spearhead the restoration effort, particularly the all-important goal of detailed accuracy. Les Sweeney—a 40-year veteran of the shipyard, the last 20 years spent in ship repair—was given the task of orchestrating *Dorothy's* restoration. And naval architect William A. Fox, in the midst of preparing a research paper on the tugboat, became the shipyard's unofficial *Dorothy* historian.

Sweeney paid his first visit to the tugboat while she was in her year-long storage period. “Frankly, I was scared to death,” he recalls. “She was a sad-looking sight, and I really didn't know what to do. But I knew there were two things to be done immediately—first, to sit down and write job specifications to fix her up; and second, to move her to an area of the shipyard where she could be worked on.”

Sweeney spent several days surveying the ship and writing ten pages of repair specifications.



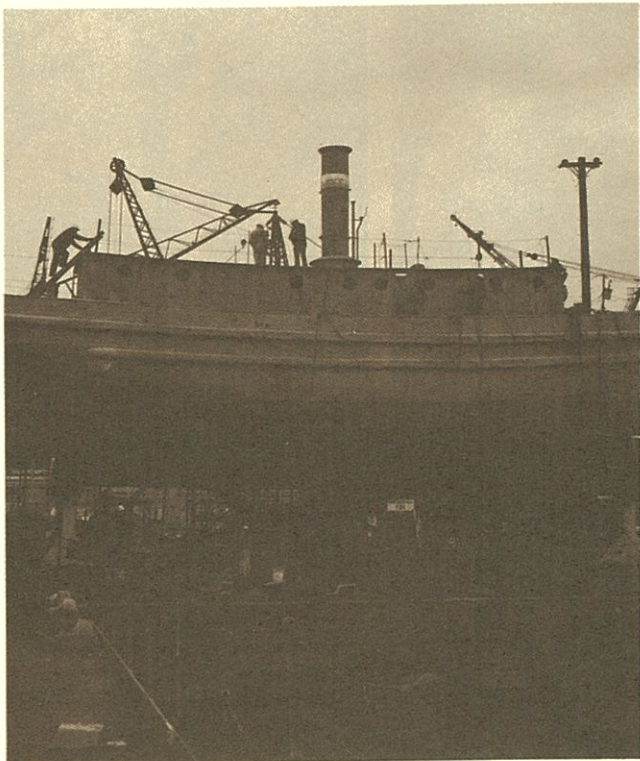
The shipyard tug Huntington churns the water as she tows Dorothy to Newport News.

On one of their numerous trips to the Mariners Museum in search of background material, Fox and Sweeney discovered a dusty box that contained a dozen ink-on-linen tracings of the original *Dorothy*. Several of these proved invaluable in the restoration project.

Finally, by early 1976, everything was ready for the actual rebuilding of Hull Number One. On February 5, *Dorothy* was moved from her lonely storage location to the spot where the bulk of the restoration work would be done—on the shipyard waterfront between Dry Docks 2 and 3, just a few yards from where the boat had been built some 85 years earlier. *Dorothy's* new location was handy to the ship repair office, convenient for yard trades people, and conspicuous enough to generate great interest as the work proceeded.

Throughout the shipyard, foremen in at least a dozen departments began to select the more than 75 craftsmen who would be directly involved in the work. As they learned of the plans, the craftsmen erupted with enthusiasm. Many of them would have a chance to use age-old shipbuilding skills—skills that hadn't been used during many of their lifetimes. And they realized that this could be the last time those all-but-forgotten skills would be used.

Specifications called for the pilot house to be made of steel, but old-time employees of the joiners shop insisted that a more economical and accurate reproduction could be made of wood. The traditional ways, it seemed, were still the best. Plans were also made to plank and canvas the pilot house top in the original manner.



Dorothy during her restoration near the shipyard's Dry Dock 2.

Also in the joiner shop, such miscellaneous items as the fire hose reel, bucket racks, and skylight were made. One interesting sidelight is that the wooden components for the restored *Dorothy* were made in the same building that saw production of the original wooden components for *Dorothy* of 1891.

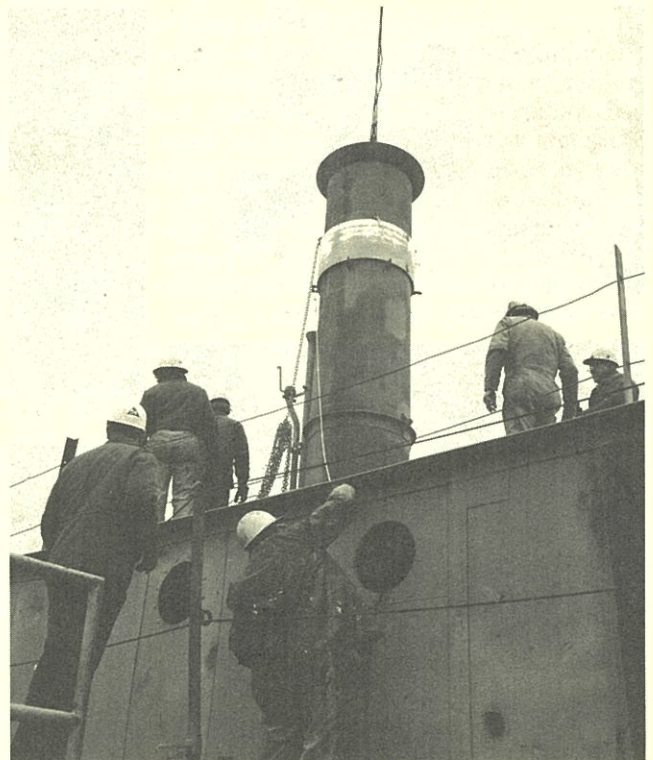
Working for the most part from the original drawings, craftsmen fabricated the tugboat's stack, ventilators and other metal components, using methods that had been employed by shipbuilders 85 years earlier.

In the shipyard's old sail loft, skilled workers wove a traditional hemp "mustache," a piece of tugboat equipment that has since been replaced by modern-day rubber fenders at the bow of tugboats. The woven fender is probably the last to be made at Newport News Shipbuilding—but it was made for the company's first hull.

Colorful flags, their design copied from an 1891 photograph of the then soon-to-be-delivered *Dorothy*, were sewn and made ready to fly from the refurbished *Dorothy*.

When all attempts to obtain an authentic propeller for *Dorothy* failed, Sweeney himself spent some 200 spare-time hours fashioning one of wood and fiberglass in his garage. Lines for the propeller were scaled from a four-inch model on display in the shipyard.

Pattern shop employee Larry Lambroff carved the eagle that crowns the top of the pilot house, using an eagle at the Mariners Museum as a model. The eagle was gilded by shipyard retiree Percy Matthews, who had performed this task during his



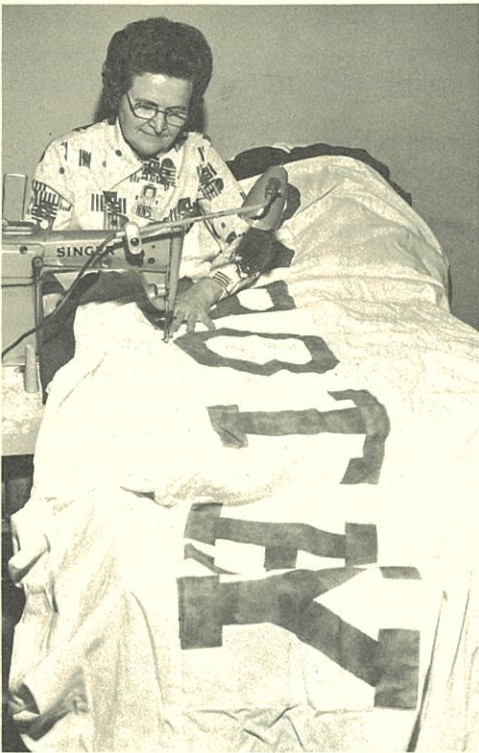
Shipyard tradesmen work on refurbishment of the tug's deck house and stack.



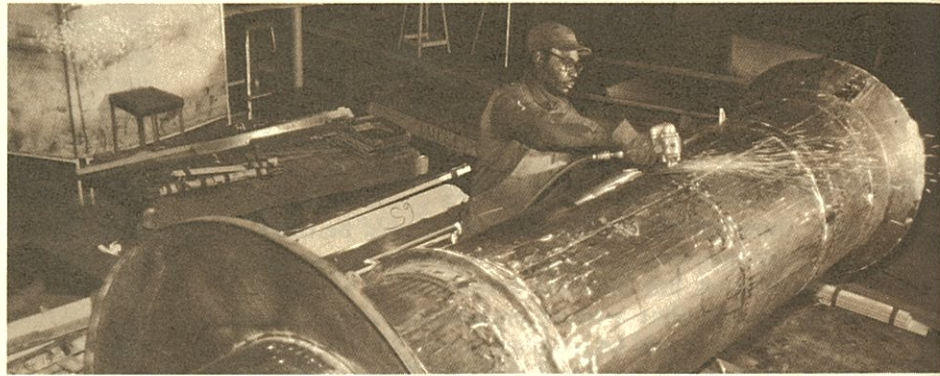
Les Sweeney fashions the tugboat's propeller.



Terry Adams rides herd on countless details.



Nancy Benbow sews Dorothy's flags.



Lee Savage grinds Dorothy's stack.



Charles Turbeville and vent cowl.



Richard Covington with Dorothy's whistle.



Larry Lambroff finishes the eagle.



Paul Bransford, Charles Turbeville grind tack welds.



William Evans, Earl Carver frame pilot house.



Otis Buck finishes bucket racks.



Lisa Kilmon and Allie Cannon with fender.



Had Robbins letters tug's nameboards.

working years, and later at the museum.

A small metal lifeboat, donated by a Newport News business firm, was restored in the company's sheet metal shop, while running lights and a bell were bought from a local marine supplier.

On the hull itself, there was much work to be done. The years had been full of changes for *Dorothy*. Each age had added its own modifications in the way of arrangements. Doors were relocated according to the original drawings, modern tank vent pipes and electrical fittings were removed. A companionway on the starboard side of the deckhouse—closed up many years ago—was reopened. A new steel rudder was made and installed. Hundreds of items were restored to 1891 "shipshape."

Shortly before the work began, a site had been selected from which *Dorothy* would look upon future generations of shipbuilders. The site was a newly landscaped parking lot, some eight feet below street level. To *Dorothy's* port would be the shipyard's main office building, one of the few structures standing in 1891. To her starboard would be the company's new six-story office building.

Just one of many odd coincidences in *Dorothy's* long history is the fact that a map of Newport News dated 1891—the year *Dorothy* left the shipyard—shows a park on the exact same spot in which the tugboat would be enshrined nearly a century later. The little plot of land had come full-circle, as if in the scheme of things someone had planned it just so.

By mid-March 1976, all of the steelwork and most of the joiner work on the tuboat had been completed. Williams Crane & Rigging, Inc. of Richmond had been contracted for the complex job of moving *Dorothy* to her final resting place.

The superstar of the Williams heavy equipment fleet was a 104-wheel hydraulic transporter trailer. Like some sort of huge mechanical caterpillar, the trailer's 13 rows of 8 wheels each were steerable independently or in concert, towed either by one large tractor or by two in tandem. An automatic hydraulic power pack allowed the platform of the trailer to be raised or lowered.

On March 25 the trailer was on the shipyard waterfront, being backed under *Dorothy* and her cradle. During the rest of the day, the tugboat and cradle were lowered onto the large transporter. The next day, Friday, was *Dorothy's* last on the waterfront. She was moved a few hundred yards to a spot behind the shipyard's main office building. She was practically complete now, except for the addition of her pilot house and stack, which were too tall to pass under obstructions along the route.

Final painting was still in progress, the colors clean and vivid in the warm March sunshine.

The tugboat spent Saturday parked behind the office building, resting in preparation for her next, last, and most unusual trip—up Washington Avenue to her final berth.



Sunday, March 28, dawned clear and bright despite forecasts for a gray, rainy, chilly day.

Everything was ready for *Dorothy's* last trip—a four-block trek up Washington Avenue to the park that had been prepared for her. *Dorothy* waited on her platform trailer behind the shipyard's main office building. The portable guard house and gatepost at the main entrance to the shipyard had been removed, as were traffic lights and electric and telephone lines along the route.

Local interest in the move and the splendid weather drew a sizeable and enthusiastic crowd of bystanders, who lined Washington Avenue from the main gate to the park, and who would follow *Dorothy* on her five-hour journey home.

At 8 a.m., a 380-hp tractor began to ease the tugboat and trailer up the long inclined roadway through the gate and onto the city street.

Making her entrance onto Washington Avenue, *Dorothy* was met with the collective gasp of the

onlookers. One employee expressed her feelings: "She looked so big and so beautiful, yet somehow so vulnerable, I started laughing and crying at the same time. I just couldn't believe it was really happening. It was a glorious sight."

Further up Washington Avenue, Williams Crane & Rigging, Inc. workmen readied temporary spanners across the old bridge over the railroad tracks running into the shipyard. Each of the two spanners consisted of 11 I-beams welded lengthwise at the flanges. They were supported by blocks at either end of the bridge. *Dorothy* rode on the spanners, her weight never resting on the bridge itself.

Dorothy was pulled past the display area into an adjacent parking lot. The tractor was reversed to push the tugboat down a small incline and to position her over the concrete slab which was to become her permanent display site.

Next, the trailer was jacked up and blocks were placed under the transverse beams of *Dorothy's* cradle.

MOVING DAY



Eased up Washington Avenue on moving day, March 28, 1976.

Shortly after 1 p.m., the trailer was lowered and removed, leaving *Dorothy* in her new home.

In the weeks that followed the move, the tugboat's pilot house, stack and other details were added. Sweeney installed his propeller, the woven rope "mustache" was added and *Dorothy* was prepared for her second christening June 19.

Among those watching *Dorothy's* move was Captain Raymond K. Davis, the old tugboat captain whose career had become linked with *Dorothy's* three times. "They've done a good job on her," he said. "On the outside, she's pretty well like she was the first time I saw her—a good sea-boat, round-bottomed and deep at the stern, so that she didn't throw her wheel out in the water when her bow dove into a trough of the sea.

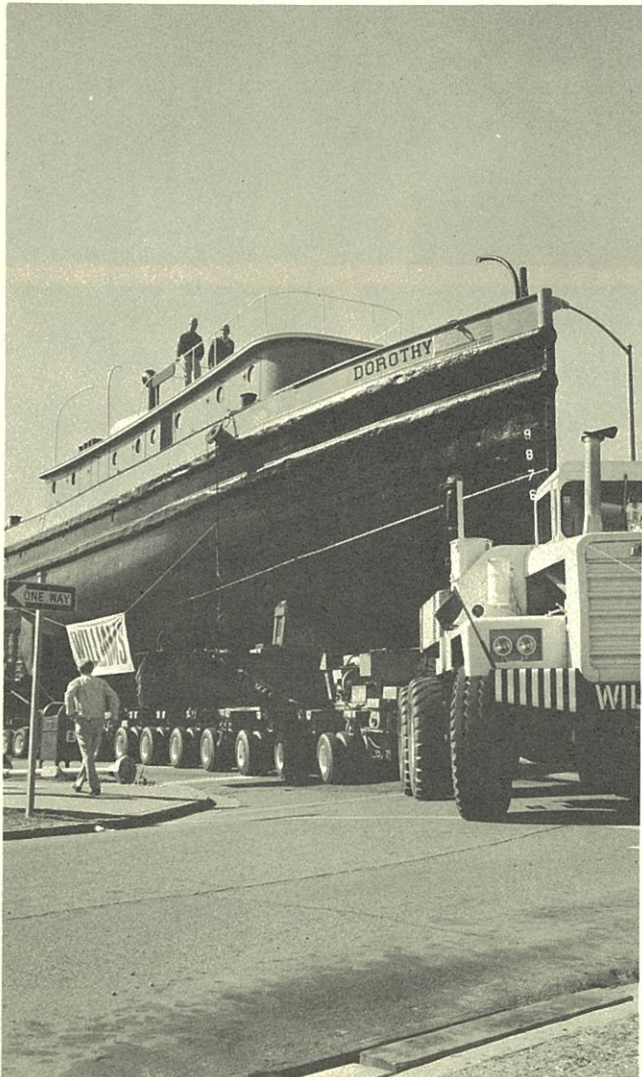
"When you were on the wheelhouse and looked down on her deck, you saw she was just about right for a tugboat, and they've never come up with anything better as far as I'm concerned. She has every-

thing that a good hull should have in the way of shape. She's not straight anywhere, nothing straight about her. She's not a real dry ship. She's a little wet in a wind-sea, but she'll take the heavy swells and ride 'em out good.

"Her engine never had over 500 horsepower. That's all she had, and she towed all over this coast, and I really think it's because of the shape of her hull. I think Newport News Shipbuilding ought to be right proud of her. I know I am."

So it is not for a particularly distinguished career that *Dorothy* is noted. It is not that she ushered in breakthroughs in naval architecture or marine engineering.

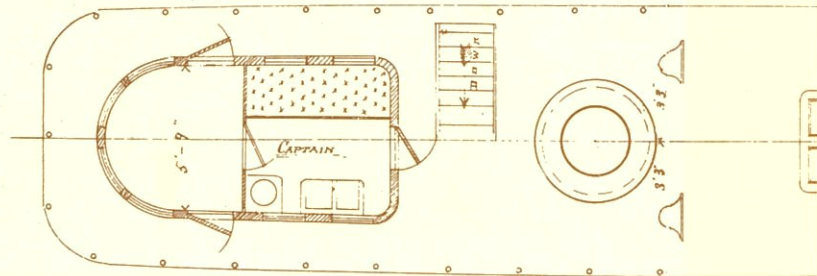
But she was first. Newport News Shipbuilding's first. With her was established one company's reputation for being the best. And she was durable—a durability born at the hands of shipbuilders who, then as now, accept no compromise in the quality of their work.

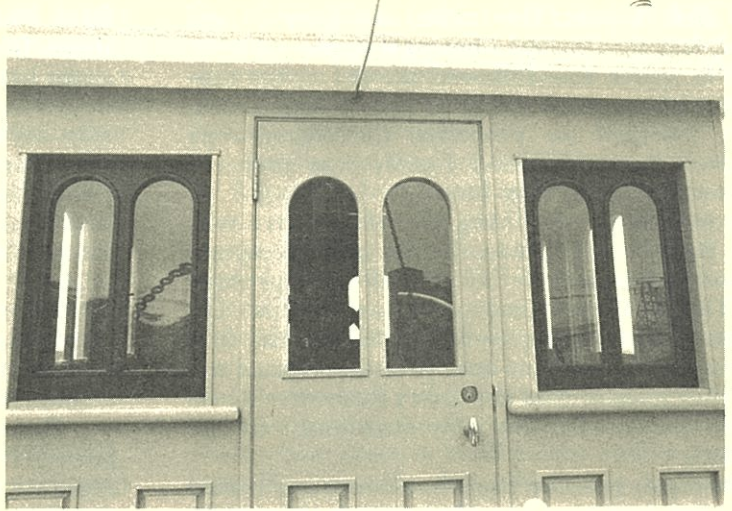


A queen aboard her coach, *Dorothy* makes a final turn enroute to her permanent display site.

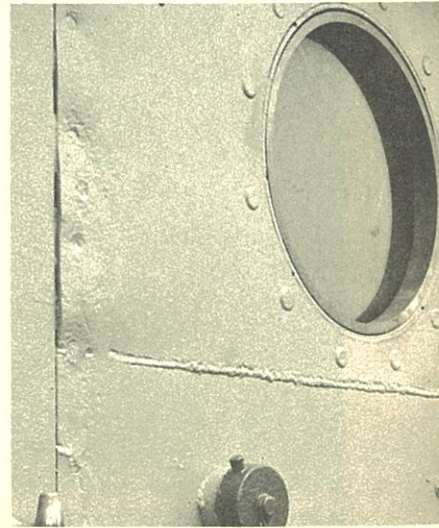
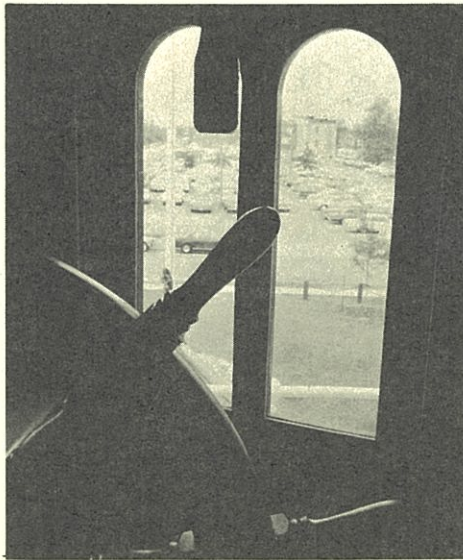
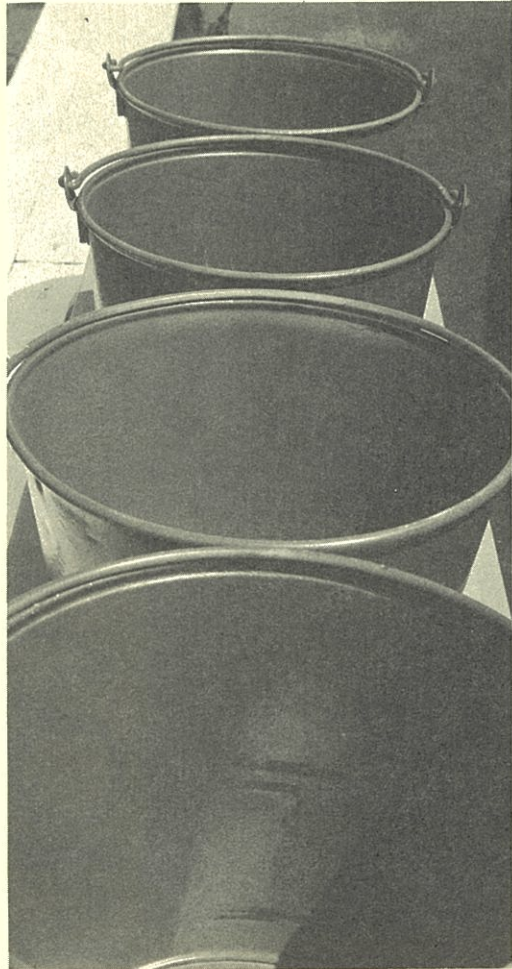
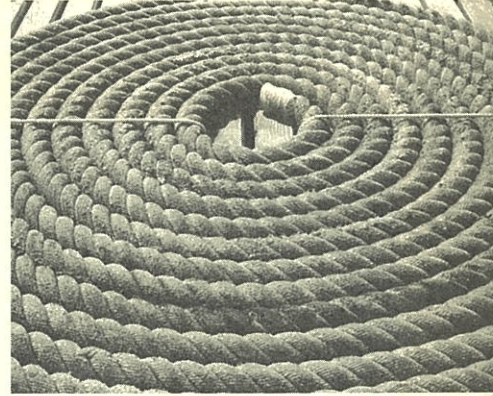
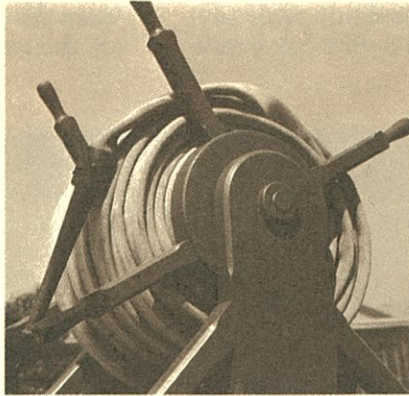


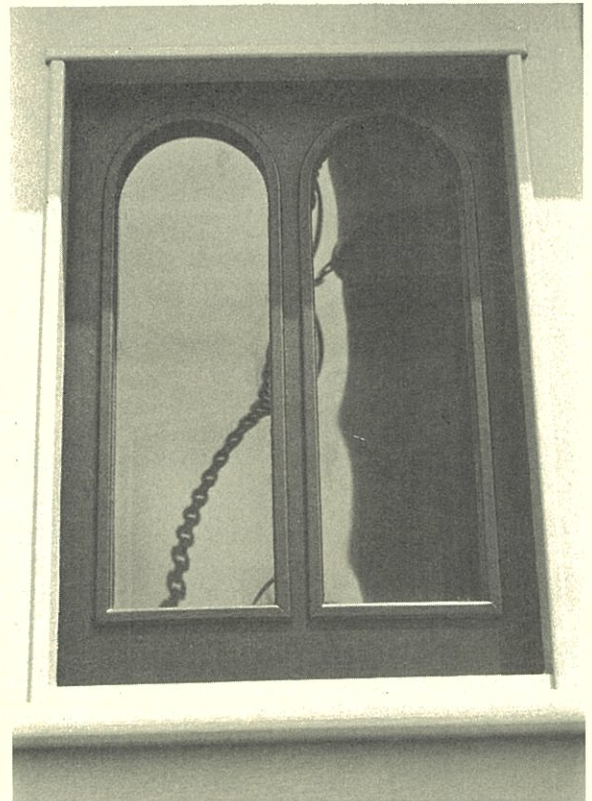
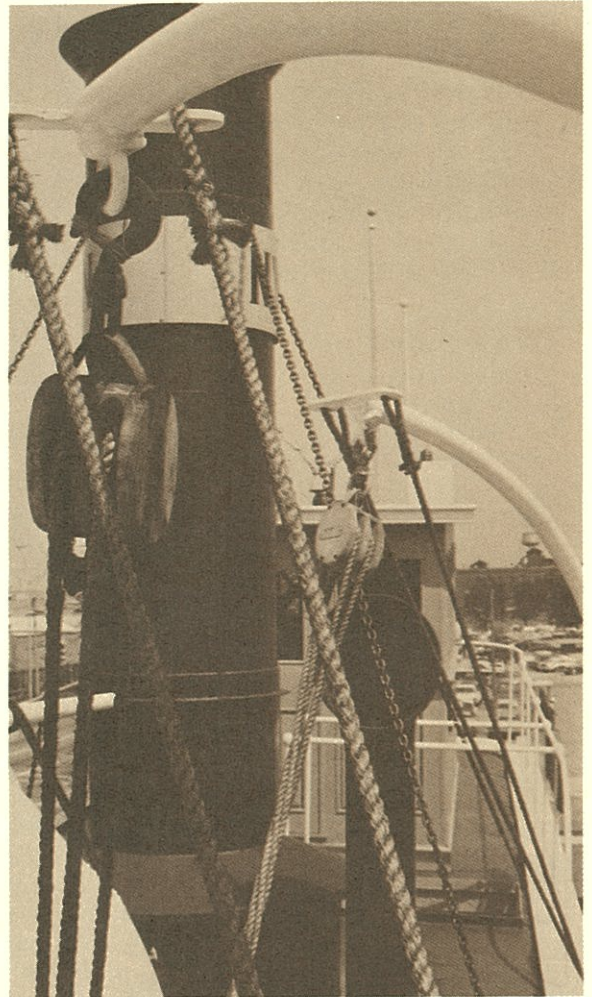
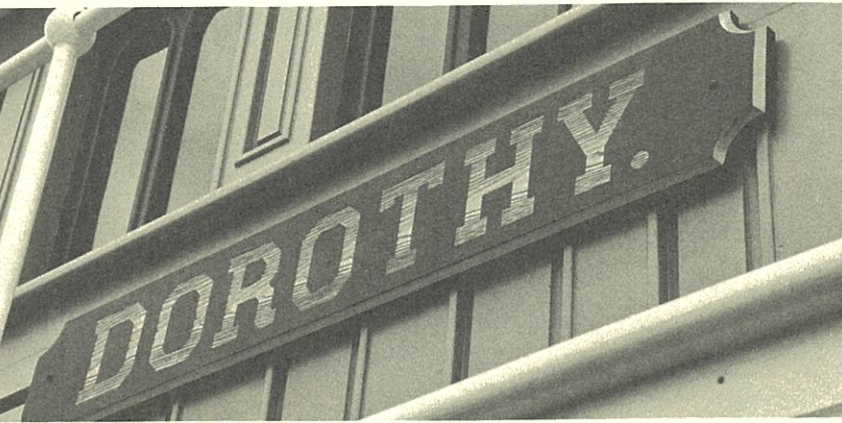
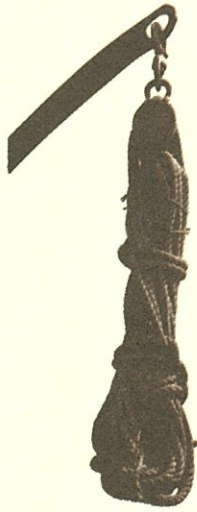
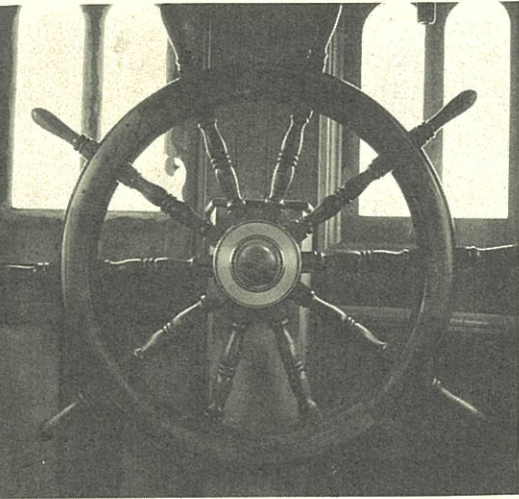
Carefully positioned over her concrete pad, *Dorothy* greets the first of many visitors.





9
8
7
6





CREDITS: "Bring Her Home" is dedicated to all the men and women of Newport News Shipbuilding, as is the tugboat which is the subject of this magazine. There are those, however, who gave extra measures of their time, effort, creativity and encouragement. Without them the rescue, return and restoration of *Dorothy* would not have been possible.—Editor

Shipyards Administration

John P. Diesel, President
Donald J. Newell, Vice President
W.R. Phillips, Vice President

Ship Repair

Theresa Adams
Marshall Branch
R.M. Hassell
E.E. Jaeger
C.L. Sweeney

Facilities

John Bjerke
J. Douglas Wilton

Trades Administration

Joseph T. Holzbach

Public Relations

Phyllis K. Stephenson

Joiner Shop

R. Gerald Alcott,
Otis Carlton Buck, Sr.
Earl Cordell Carver
George W. Durand, Jr.
William M. Evans
Aloysius H. Geiger
Charles R. Harris
Emmit Horrell
Donald J. Joye
James O. Linthicum
William L. Martin
Donald G. Ogburn,
Woodrow Sanders

Painters

Grover C. Chandler, Jr.,
Robert L. Hamlin
Willis T. Hayes
Floyd Jones
Thaddeus M. Robins, Jr.
Sinwood Jones
Clarence L. Stringfield
Albert L. Toon

Pattern Shop

Larry Lambroff

Pipefitters

Grover L. Bains
John R. Plaster
Truman Ray Waldon

Riggers

William D. Brown
Allie L. Cannon
George H. Fernald
A.W. Killmon
R.S. Ward
Tug *Huntington* and her crew

Sheet Metal Shop

Nancy W. Benbow
George F. Booth
Roy M. Duell
John A. Eichelberger
Carl A. Good II
Walter E. Hayes
H.J. Jacobson
Luther S. Mallory
Edward McKenna
Thomas L. Pittman
Leroy Savage
Jim S. Saunders
Charles T. Turbeville
William Wilks
Charles P. Wingfield

Shipfitters

Edwin H. Billups
Thurmond Bissette
Eddie R. Buggs
Talph M. Compton
Edd P. Evans
James H. Hawkins
Larry W. Shouse
David H. Smith
Mayo F. Smith
John W. Spencer
Larry W. Trent
Clarence E. Vins
Larry W. Worthington

Shipwrights

Curtis L. Hall, Jr.
Ned S. Hill
W.C. McCrickard
Daniel W. Perry
Thomas H. Paris,
Charles L. Rich
Charlie H. Ruffin
Howard Willard, Jr.

Ship Repair Joiners

Vernon Camden
Lawrence W. Fields
Thomas D. Forrest
Robert H. Gibson
John J. Griffin
Wayne A. Gross
Berley L. Jamerson
Nelson C. Kelly
Robert L. McKinney
Leslie W. Owens
James E. Rekrut
Stanley L. Rekrut
James T. Shell
Joseph H. Warner
Wayne T. West

Welders

David W. Baines
Charles Byrd
Henry O. Byrd
Thomas L. Call
William D. Cobb
Paul A. Davis
Alan D. Evans
Robert O. Fullbright
Garland S. Godfrey
Joseph R. Hera
Ralph S. Hobbs
Henry Sawyer,
L.D. Smith
Harold Watterton

Allied Towing Company

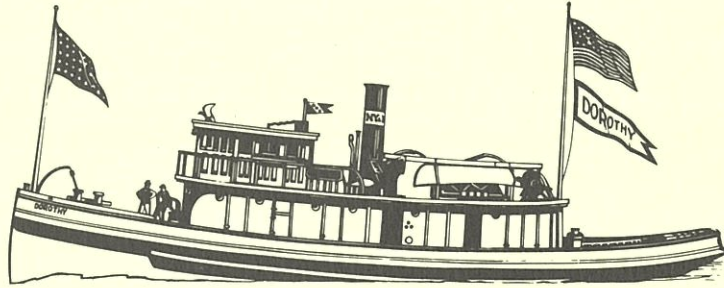
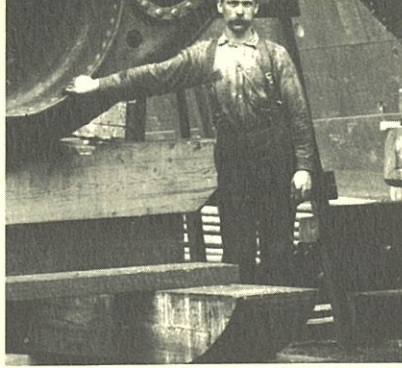
William Law
W.K. Johnson
R.H. Powell
Robert Vermillion

Others

Balloon Club of America
Alexander C. Brown
Freeman S. Collier
Anthony Fairbanks
Michael Fairbanks
William A. Fox
Karolyn Gould
Hampton Lions Club Jug Band
C. Wayne Hasty, Jr.
Hampton Roads Chapter,
SNAME
Ollie W. Hentzler
John Lochhead
The Mariners Museum
Peninsula Balloon Club
Colonel R.H. Robinson
F.W. Sanford
Richard M. Snyder
Richard B. Sweeney
Capt. Frank R. Wood
Williams Crane & Rigging, Inc.

Shipyards Bulletin

Rick Piester, Editor
Lloyd S. Everton, Photo Lab
Supervisor
Seamark Graphica, Design
Stone Printing, Production



Each new generation of craftsmen has helped make Newport News Shipbuilding ". . . the best in the world because our people are."



Newport News Shipbuilding

A Tenneco Company Newport News, Va. 23607

