



S O U V E N I R

1943

HARBOR DAY

Launching

OF THE
S·S·EMILE BERLINER
AUGUST 28, 1943

PERMANENTE METALS CORP.

SHIPYARD NUMBER TWO

RICHMOND, CALIF.



Launching

— AN ANCIENT RITE

No more dramatic spectacle exists than the launching of a great ship: it is an event filled with color, excitement, suspense. Few modern rites, aside from those of a religious origin, have a background of 4000 years — yet the ceremony of launching a ship reaches that far back into recorded history. Human sacrifice, the spilling of blood, incantations by high priests, undoubtedly marked the first launching ceremonies. The gods, it was hoped, would be propitiated by such rites. Later, the Romans and Greeks used water as a token of purification in the impressive priestly blessing of the ship, its officers, crew, passengers and cargo. In the Middle Ages, religious shrines were placed aboard ship and effigies were carved on the figureheads and the ceremonies became entirely religious in character. In Tudor days, the launching ceremony took place after the ship was in the water. A King's lieutenant would then appear, announced by a fitting fanfare of trumpets. With great and solemn dignity he was escorted to the vessel, seated in an ornate chair on the poop and presented with a goblet made of precious metal and filled with red wine. The official would sip critically of the wine, politely speak the name of the new ship, wishing her good luck and godspeed. Then he would spill a little of the red wine on the freshly scoured deck, marking precisely the four points of the compass. He would then drink the King's health. He next would dramatically toss the goblet over the side and leave the ship. The crowd waited until the golden goblet touched the water then tried to salvage it. The goblets were usually of gold and the shipwrights, not the King, supplied them. The expense irked the shipbuilders. They decided that they would salvage the cup themselves this they accomplished by arranging a net around the ship, greatly to the indignation of the populace. The King expressed royal sorrow and anger over the ruse and decreed the goblet to be crown property. The row waxed so hot that launching ceremonies were terminated until the advent of Charles II, who issued a decree that the launching goblet be presented to the master shipbuilder of the yard. Red wine, because it has been symbolic of blood, was long identified with ship launchings, certainly a less sanguinary practice than the use of blood from a human sacrifice! At first, the wine was not spilled on the vessel but lifted in a good-luck toast as the ship slid down the ways. When champagne became widely known, it was substituted for wine since it was more costly and therefore, held in higher esteem. It's a five hour job fully to dress a champagne bottle that is going to attend a launching. The bottle is fitted with a "tuxedo" which consists of a 1/16 inch flexible mesh holding jacket; this prevents the glass from flying in the face of the fair feminine sponsor and the spectators. In addition, the bottle is securely fastened to a double, 60 foot red, white and blue bunting of grosgrain cloth now getting most difficult to secure. While the champagne is wasted on the ship's prow, the dressed bottle is saved and presented to the sponsor. The honor of naming a ship was a masculine prerogative until it was broken by an English prince in the 19th century who conceived the idea of appointing ladies from the court to act as sponsors. Generally speaking, sponsors are relatives of the ship's owner, or descendants of some distinguished person for whom the ship is being named or having some close association with the name selected. Soon after the United States entered the war, the Government ordered that there should be no more launching ceremonies when ships built to further the war effort hit the water. Since then, however, the order has been modified. England once officially banned launching ceremonies only to discover that the ship workers, feeling that there should be some crowning and open acknowledgement of a task well done, conducted their own modest but crude launching ceremony, even dubbing together to buy the bottle of wine. The Admiralty noted this attitude and recognized the patriotism of the men by making the launching ceremonies again official in character. The same spirit exists today. Men who have built the ships feel that it is fitting that some formal ceremony mark a launching. Today's launching ceremonies are brief but impressive. While their frequency is on the increase a launching always remains a thrilling and inspiring sight.





HARBOR DAY LAUNCHING
S S EMILE BERLINER

PERMANENTE METALS CORP.



P R O G

C.P. BEDFORD MAS

THE HARMON

JOHN C. McPHE

PRES. S.F. JR. CHAMB

LT. RAY HE

LARAINÉ DA

MISS LEWANNA Mc

MISS "PIDGIE" MA

CHAPLAIN A.G. JACK



R A M

TER OF CEREMONIES

NETTES 22

RSON ... SPEAKER
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NN FLOWER GIRL

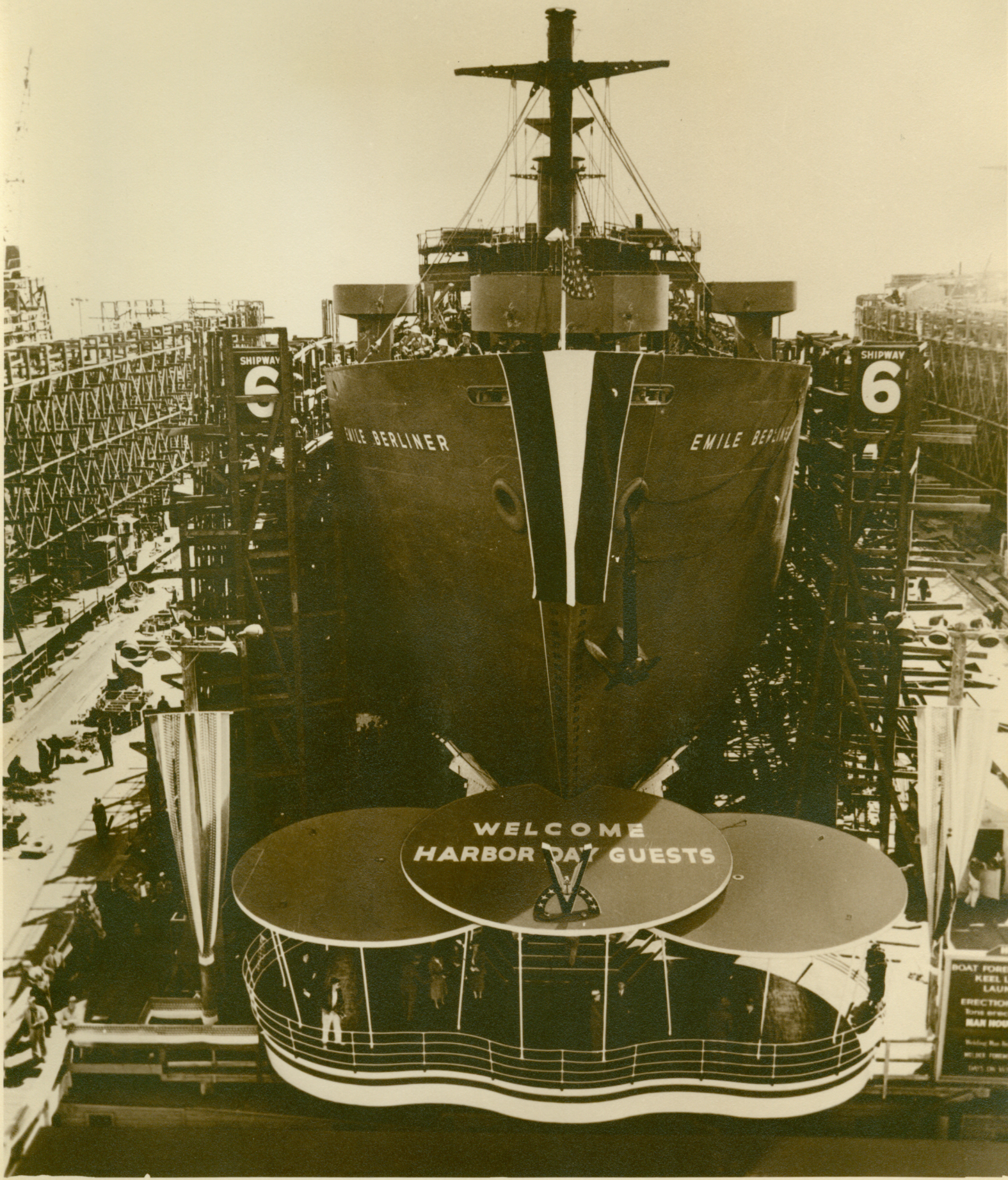
XSON USN INVOCATION



Emile
BERLINER
1851 - 1929

INVENTOR, AUTHOR, AND
SCIENTIST... HE INVENTED
AN IMPROVED TELEPHONE
TRANSMITTER, THE DISK
PHONOGRAPH RECORD AND
PIONEERED THE HELICOPTER.






THE S.S. EMILE BERLINER READY FOR LAUNCHING
HARBOR DAY, AUGUST 28, 1943

SHIPYARD NUMBER TWO

THE PERMANENTE METALS CORPORATION

RICHMOND, CALIFORNIA



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THE S.S. EMILE BERLINER DOWN THE WAYS
HARBOR DAY, AUGUST 28, 1943
THE PERMANENTE METALS CORPORATION

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RICHMOND, CALIFORNIA



READY FOR CHRISTENING OF THE S.S. EMILE BERLINER
HARBOR DAY, AUGUST 28, 1943

MISS PIDGIE MANN, Flower Girl; CHAPLAIN A. G. JACKSON, U.S.N.; MISS LEWANNA McAFEE, Maid of Honor;
LARAINÉ DAY, Sponsor; RAY HENDRICKS, Launching Triggerman

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