



U.S.S. Bennington Rejoins Fleet Today

SecNav Kimball To Give Recommissioning Address

Dan A. Kimball, Secretary of the Navy, will be the principal speaker at recommissioning ceremonies for the U.S.S. Bennington (CVA-20) at 1400 today at the New York Naval Shipyard, Brooklyn, New York.

Prior to taking office as Secretary of the Navy July 31, 1951, Mr. Kimball held executive positions in the General Tire and Rubber Company and later headed the Aerojet Engineering Corporation at Azusa, California, which is a corporate subsidiary of General Tire.



SecNav D. A. Kimball

Shortly after the outbreak of World War I, Mr. Kimball joined the Army Air Corps and went through flight training with a group which included General James H. Doolittle. He received his commission as Second Lieutenant on March 1, 1918 and mustered out at the end of the war as a First Lieutenant.

In 1920 he became Los Angeles Manager of the General Tire and Rubber Company, rising to be vice president of the corporation by 1942.

Mr. Kimball was married to the former Dorothy Ames, of Chicago, in 1925. They have no children. A native of St. Louis, Mr. Kimball has maintained a residence in Los Angeles for the past thirty-five years.

Develops Rockets

As head of the Aerojet Engineering Corporation, he took a leading part in the development of rockets and other advanced means of propulsion. Among the products which Aerojet developed was the equipment for jet-assisted take-offs of aircraft and the motors and propellants for rockets and guided missiles.

President Truman nominated Mr. Kimball to be Assistant Secretary of the Navy for Air on February 11, 1949. He was confirmed by the Senate on February 25, 1949, and took office shortly thereafter. On May 13, 1949, he was nominated to be Under Secretary of the Navy and was confirmed on May 19, 1949.

(Continued on page 2)

Captain Young Takes Command Of Bennington

Captain David B. Young, USN, of St. Louis, Missouri, will assume command of the U.S.S. Bennington this afternoon at 1400 in recommissioning ceremonies at the New York Naval Shipyard, Brooklyn, New York. Captain Young comes to the Bennington from Washington, D. C. where he served as Naval Aide to the Secretary of the Navy.



Captain D. B. Young

Captain Young's career as a Naval officer has been a distinguished one. The Bennington will be the second aircraft carrier to be under his command. A veteran of "flattop" operations, he commanded the U.S.S. Takamis Bay (CVE-89) in 1945 and 1946. He has been active in the development of guided missiles and in atomic weapons research and planning, being attached to the Special Weapons Division, Office of the Chief of Naval Operations, Washington, and the Armed Forces Special Weapons Project, Sandia Base, Albuquerque, New Mexico.

(Continued on page 3)

Ceremonies Set For 1400; Large Crowd Is Anticipated

The U.S.S. Bennington (CVA-20), famed World War II aircraft carrier, will be recommissioned at 1400 today in formal ceremonies at the New York Naval Shipyard, Brooklyn, New York. Secretary of the Navy Dan A. Kimball will deliver the principal address to an anticipated crowd of 6,000 guests, officers and crew members.

CVA-20 Named For Revolutionary Battle

The historical old town of Bennington, Vermont, first figured in our country's history during the Revolutionary War. As the site of an important Colonial warehouse, the town played host to a significant battle which proved to be the first of a string of spanking British defeats. A native of Bennington, colorful Ethan Allen and his famous Green Mountain Boys used the town as a base while adding their bit to the picturesque history of new England.

On August 16, 1777, an American general, John Stark, leading 1200 New England militiamen, crushed a crack British force of 1400 men five miles south of Bennington. The victory set the stage for the staggering British defeat at Saratoga, N. Y., one month later and proved to be the turning point of the war. Of the 1400 British, 1000 were captured and another 207 captured. Our losses: 82 men.

(Continued on page 2)

Ship's War Record A Story of Action

The U.S.S. Bennington (CVA-20) had its origin in the tremendous upsurge in the Navy's shipbuilding program in the early months of World War II. The impetus of the war spawned 24 of the CV class aircraft carriers which were later to form the backbone of the task forces carrying the war to the Japanese homeland.

The Bennington's keel was laid at the U. S. Navy Yard, Brooklyn, New York on December 15, 1942. The ship was over 14 months in building, being launched February 26, 1944.

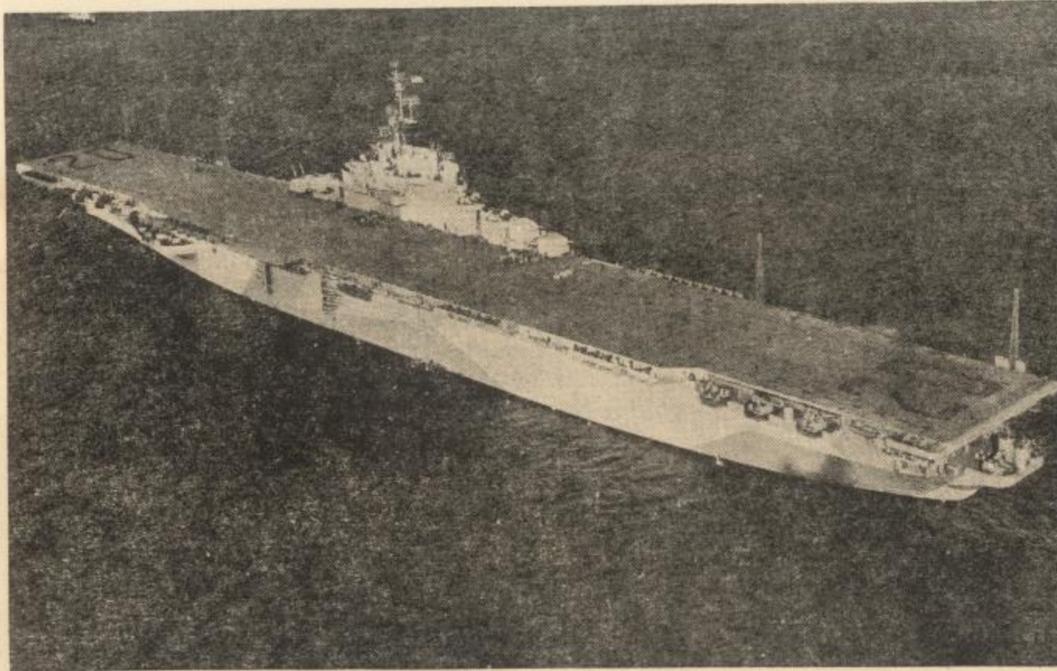
Nucleus crews assigned to the ship were assembled at the Naval Training Station, Newport, R. I. and at the Brooklyn Navy Yard early in May, 1944. At the same time, Air Group 82 began training at Norfolk.

Commissioned in 1944

On August 6, 1944 the Bennington took her place in the largest navy in the world in simple but impressive ceremonies at New York. Captain J. B. Sykes took official command of the ship as the Bennington's first skipper.

(Continued on page 4)

U.S.S. Bennington Before Conversion



The U.S.S. Bennington (CVA-20) as she looked while anchored at Gravesend Bay, New York, on December 13, 1944. The Bennington was in commission for 15 months during World War II, contributing heavily to the final defeat of Japan. Bennington planes shot down 167 Jap planes in their first five months of combat. 220 were destroyed on the ground with over 150 more being listed as damaged.

Captain D. B. Young, Commanding Officer of the Bennington and a veteran of over 25 years of Naval service, will address his crew and guests following the speech by the Secretary of the Navy. Rear Admiral Roscoe H. Hillenkoetter, Commandant of the Third Naval District, will act as the Recommissioning Officer.

The Bennington, named for the Revolutionary War battle which took place near the city of Bennington, Vermont, will be the third Essex class carrier to be converted into the modern "atomic" type carrier by the Brooklyn yard. The U.S.S. Oriskany and the U.S.S. Wasp have previously been converted.

Action in Pacific

Originally commissioned on August 6, 1944, the Bennington saw action in the South Pacific in the later stages of World War II as a member of Task Force 58. The ship was the first carrier to be built by the New York Naval Shipyard. On November 8, 1946, it was placed on the inactive "mothball" list at Norfolk, Virginia and remained there until October of 1950. The reconversion period began October 30, 1950.

Over 11,500,000 man-hours went into the two-year job of converting the ship. The Bennington was removed from drydock on October 5th, 1952. The conversion was completed at the ship's berth alongside Pier K.

Cost \$62,000,000

To "demothball" the Bennington cost the government approximately two million dollars, while the final modernization cost well over sixty million dollars. Originally displacing 27,100 tons, the present Bennington displaces 32,000 tons. She will carry a crew of approximately 100 officers and 2,000 enlisted men, plus 450 officers and men of the Air Group which will operate from her decks.

Among the many changes which characterize the conversion are a strengthened flight deck necessary for jet aircraft operations, increased automatic armament for anti-aircraft protection, modern airplane fueling systems, stronger elevators and improved communications for more complete control of operating aircraft.