



The birthdate of the JARVIS was 9 September 1970 at Avondale Shipyards, New Orleans, LA. The ship was constructed in sections and then rolled into place where all sections were welded together. The JARVIS was constructed under especially rigid specifications and with top quality materials throughout.

The JARVIS was finally launched on the 24th of April 1971 after being sponsored by Mrs. James M. Beggs, wife of the Honorable James M. Beggs, Undersecretary of the Department of Transportation. But the end was not yet in sight, the JARVIS had a lot more growing to do. The ship was then towed into a new location within the yard where she would be dressed and outfitted. The remaining work would take some eight months to complete.

While the JARVIS was under construction, work was constantly being inspected and accepted (or rejected) by coast guard personnel who were attached to the U.S. Coast Guard Resident Inspectors Office within the yard. Many of the staff inspectors were ultimately ordered to the JARVIS for assignment to duty, so it is sure that those inspectors were critical of the work that they accepted. Some of these personnel were CWO3 W. A. Strickland, ETCM D. A. Eckler, ENCS H. E. Cox, EMI E. N. Metzbower and FT2 L. T. Cearly.

The JARVIS was declared ready for builders trials on 14 December 1971 and got underway from Avondale down the Mississippi and into the Gulf of Mexico where she was put through the first tortuous tests.

On the 16th of December the JARVIS returned to Avondale after completing her trials having finished with a minimum of flaws. During the remaining few days prior to acceptance, these problem areas were corrected making ready the newest and finest 378 afloat.