

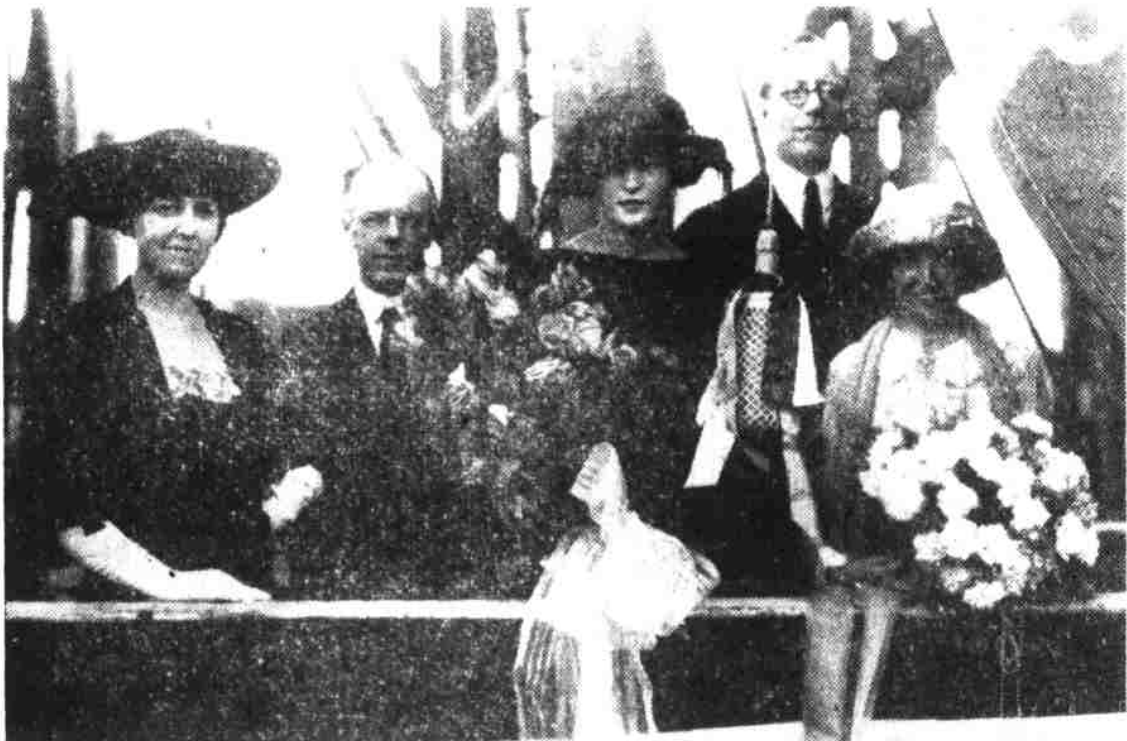
Candid Photos Made In And Around Newport Shipyard



Mr. Ferguson stands with party at the launching of freight and passenger ship March 5, 1930. Sponsor: Miss Ruth Eleanor Mooney, daughter of Franklin D. Mooney, president of the Ward line. Maids of honor: Miss Esther Gurney and Miss Betty Sayre.



Launching of Cruiser HOUSTON, September 7, 1929. Mr. Ferguson, second from left, Governor Byrd of Virginia, fourth from left. Sponsor: Miss Elizabeth Holcombe, daughter of a former mayor of Houston, Texas. Matron of honor: Miss Mary Bute.



Launching of motor yacht DOLPHIN, built in Newport News, for Mortimer L. Schiff on April 8, 1922. Sponsor: Miss Alice L. Cox, niece of owner. Mrs. H. L. Ferguson on left; Mr. F. P. Palen, vice president of the shipyard, second from the left.



Freight and passenger ship, SAINT JOHN, for Eastern Steamship company, launched January 9th 1932. Sponsor: Mrs. Robert G. Stone; Matron of Honor: Mrs. Charles Barnes and Mrs. Eugene O'Donnell. Mr. Ferguson stands at the right.



Passenger and freight CITY OF BIRMINGHAM, Mr. Ferguson, middle row, second from left. It was launched October 30, 1923. Sponsor: Miss Rose Duncan Smith, Birmingham, Alabama.

Homer L. Ferguson Born In Waynesville In 1873

Homer L. Ferguson was born at Waynesville, on March 6, 1873. At the age of fifteen he entered the U. S. Naval Academy and graduated at the head of his class in 1892. His education was continued at Glasgow University 1892-1895.

As Assistant Naval Constructor he was at the Columbian Iron Works, Baltimore, Maryland, 1895-1896; at the Navy Yard, Portland, Oregon, 1896-1899; the Navy Yard, Bremerton, Washington, 1899-1900; at the Bath, Maine, Iron Works as Superintendent Naval Constructor, 1900-1902; the Newport News Shipbuilding and Dry Dock Company, Newport News, Virginia, 1902-1904; and with the Bureau of Construction and Repair, Washington, D. C., 1904-1905.

In 1905 Mr. Ferguson resigned from the U. S. Navy and became Assistant Superintendent of Construction for the Newport News Shipbuilding and Dry Dock Company at Newport News, Virginia. During the next ten years, as Superintendent and later as General Manager, he not only built up the physical property of the plant and improved methods of operation, but strengthened the personnel chiefly by the development of the young men in the organization, and he firmly established a loyalty and esprit de corps which continues to be a marked characteristic of the Newport News Yards. He was President and General Manager of the Company from 1915 to July, 1946.

For several years during the World War period, the plant at Newport News worked at maximum capacity, making a notable contribution by building, reconditioning, and repairing ships for the government. Additional equipment, shops, and shipways were provided, and the three dry docks were used continually, over a thousand vessels being dry docked in a twelve-month period. Following the World War and, later, the Disarmament Conference, several years of depression came to the shipbuilding business. Mr. Ferguson and his organization met this situation by successfully developing new lines of business for the plant, so that the company is now almost as fully a recognized leader in other business as in shipbuilding. Much of the equipment for large hydro-electric developments is built at Newport News, some of them being the Muscle Shoals, Conowingo, and the Dnieprostroy in Soviet Russia.

Mr. Ferguson has served his country, state and the community in which he lives in many capacities. He was President of the United States Chamber of Commerce, 1919-1920, and is a member of the National Foreign Trade Council, a member of the State Port Authority of Virginia. He is a member of the Board of Visitors of the Virginia Polytechnic Institute; a Trustee of Carnegie Institute; President and Trustee of the Mariners' Museum; President of the First National Bank, Newport News; Director in a number of corporations, including the State-Planters Bank and Trust Company of Richmond, the Chesapeake and Potomac Telephone Company of Virginia, and the Engineers Public Service Corporation of New York. He is a member of the Academy of Political Science, the Society of Naval Engineers, the Society of Naval Architects and Marine Engineers, of which he

served as president, and he has also served as president of the National Council of American Shipbuilders.

While Mr. Ferguson ranks at the top in shipbuilding and as an outstanding industrial leader in business management, he has probably been most interested in providing opportunities for people who are ambitious to do worthwhile work. As a result of this purpose, a very extensive training program is in operation at the Newport News plant, not only for boys and young men, but for other employees, both white and black men, that they may become more useful and develop character, for he says, "Good ships can only be built by men of good character."

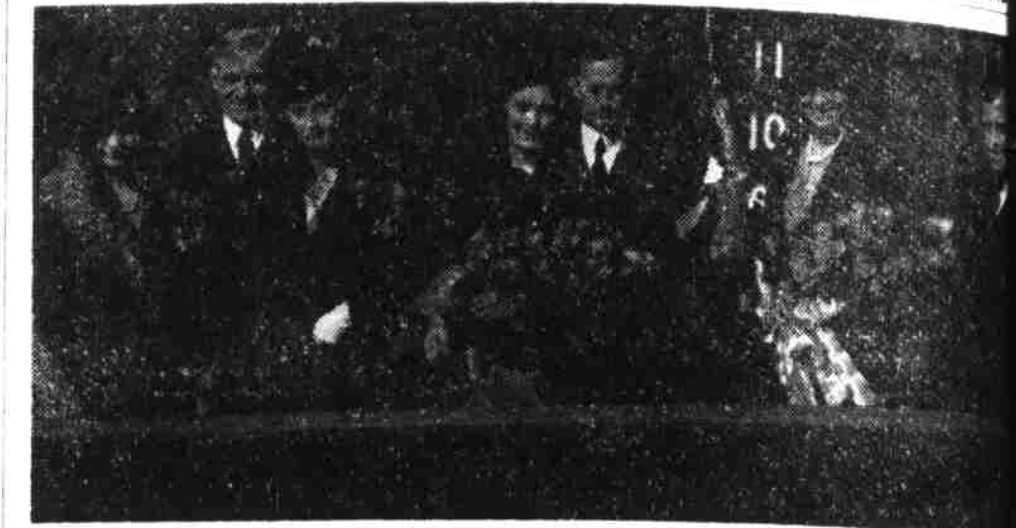
Mr. Ferguson is a citizen of whom any country might well be proud. He exemplifies the fine

ideals of the Old South, of the Navy, and of the great shipbuilding organization at Newport News, whose slogan for over forty years has been an excerpt from a letter of instructions the founder, Collis P. Huntington, wrote,

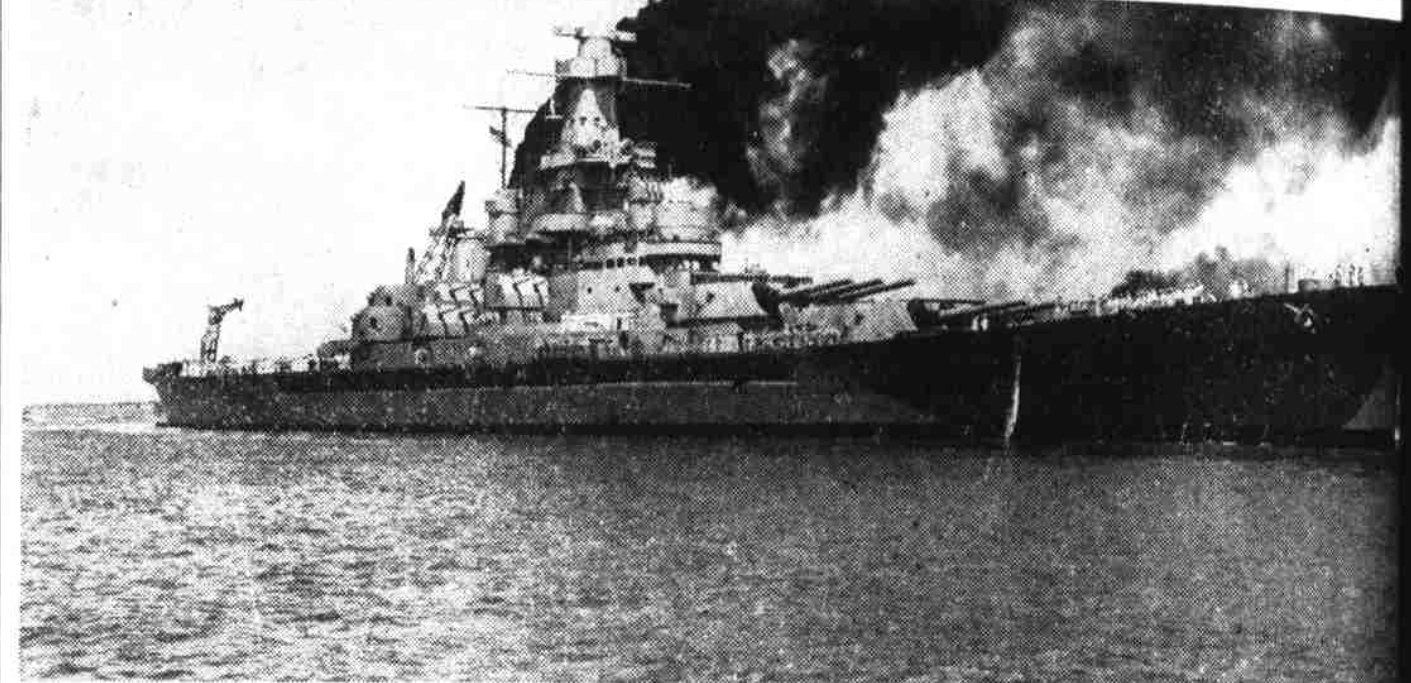
"We shall build good ships here— At a profit if we can— At a loss if we must— But always good ships."

Use The Want Ads For Results

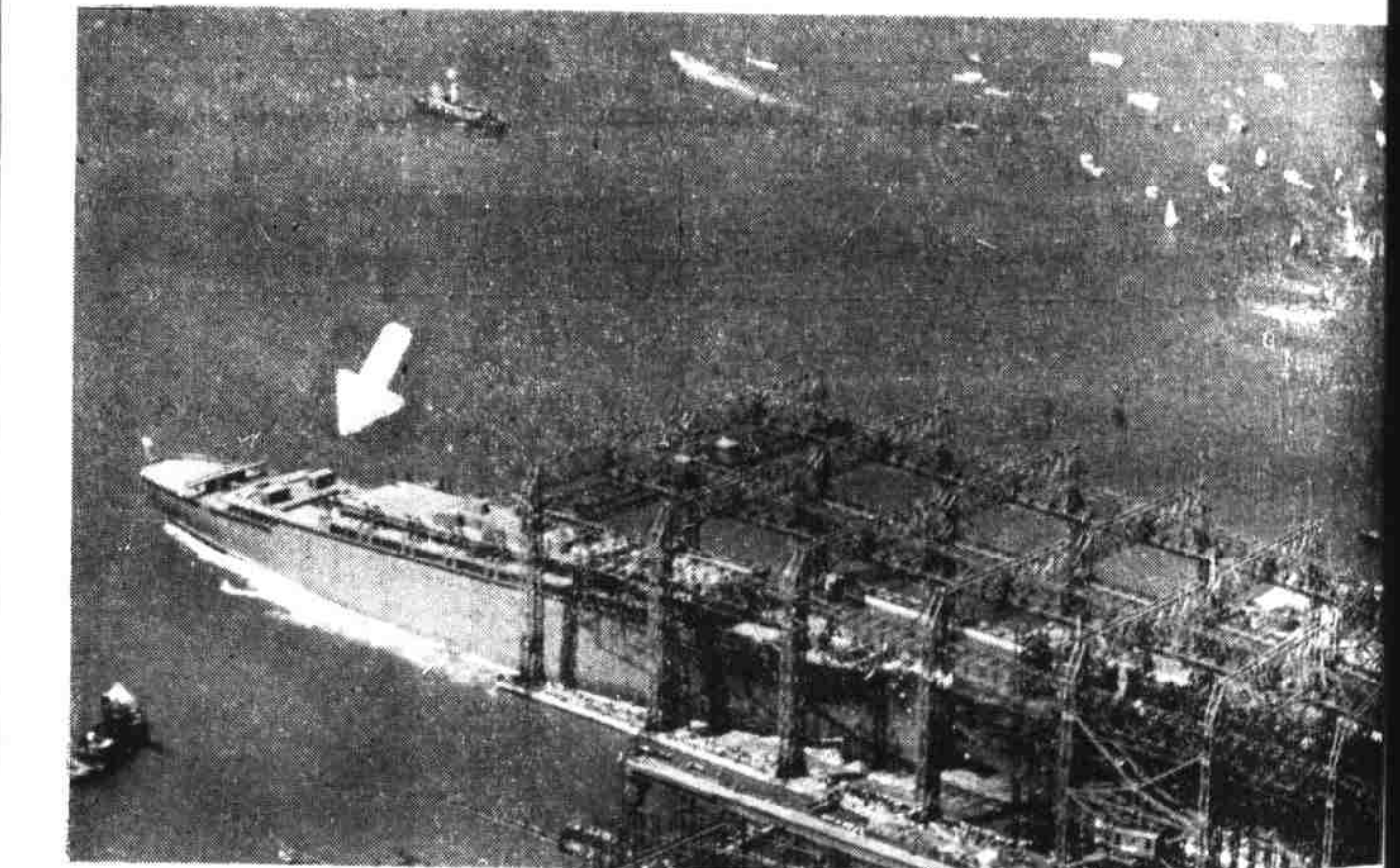
Stuffed-Up Nose... Point of your nostrils... Caution: Take only as directed.



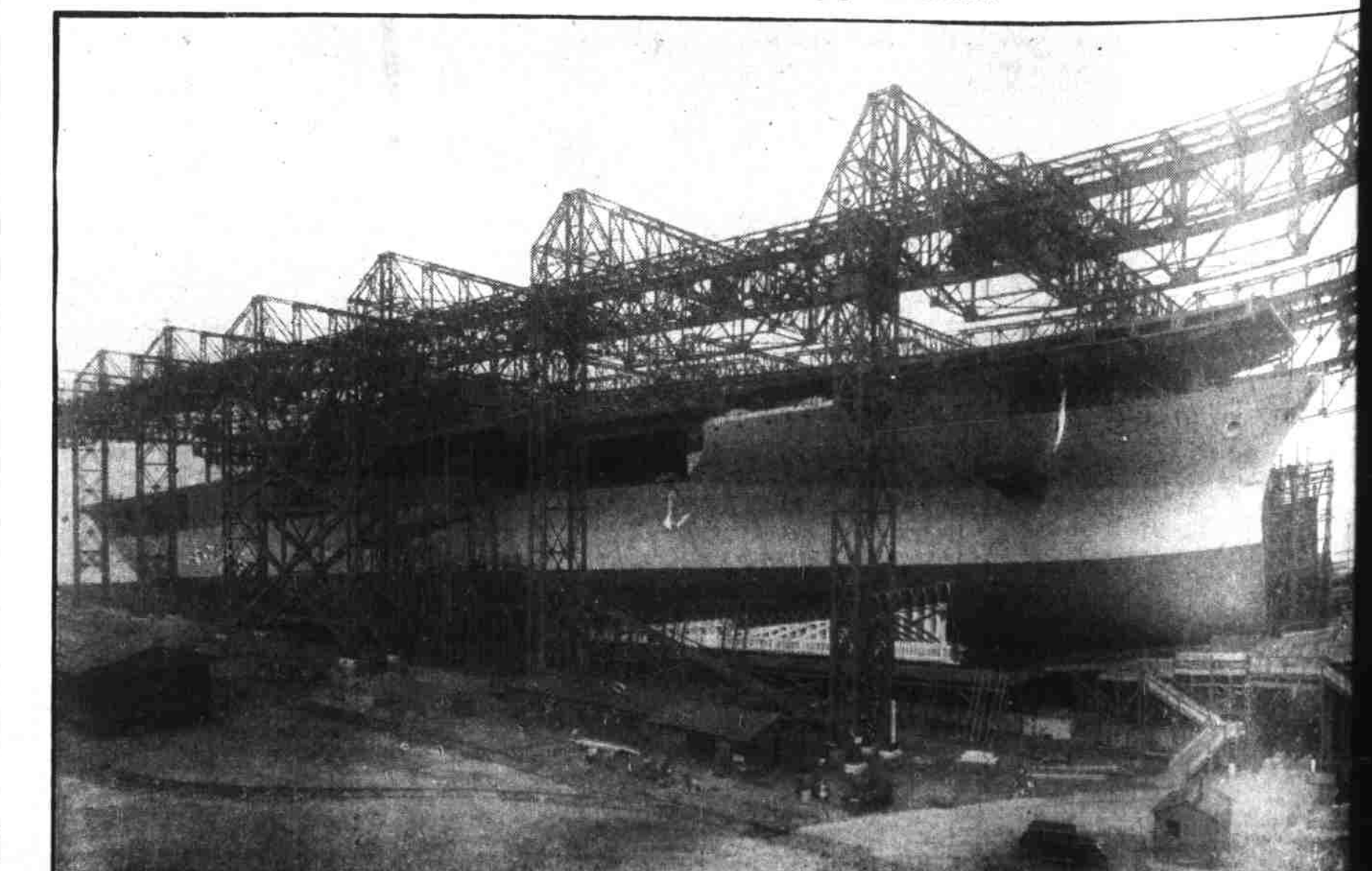
Mr. Ferguson presides at the launching of freight and passenger ship CHIRIQUI, Nov. 1931, for United Fruit company. Sponsor: Mrs. H. Harris Robson; Matron of honor: Mrs. A. G. Mr. Ferguson is at the left and at the extreme right is Mr. McKee, former mayor of Newport News.



The USS INDIANA, capital battleship built in Newport News and launched in 1941. Her World War II service in the Atlantic and Pacific theatres added further prestige to the name of her builders.



The AMERICA goes down the way at Newport News after Mrs. Roosevelt cracked the traditional bottle of champagne on her bow.



The YORKTOWN I, or the "Fighting Lady," Most Famous of the Airplane Carrier Built by Homer L. Ferguson's Company.