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STORM KING WILL BE LAUNCHED HERE SOON



BID FAREWELL TO LAST LIBERTY—Shown above is the launching party following the christening of the S. S. John Branch, our 126th and last Liberty freighter. The program was marked with the presentation of the Maritime Merit Eagle pennant to the yard by Captain Edward Macauley, Deputy War Shipping Administrator. In the picture, left to right, are Captain Derek R. Scorer, British Army; Mrs. Bryan L. Milburn, matron of honor; Captain Williams; Miss Rachel Cameron, maid of honor; Brigadier General Milburn; Miss Mary Ann Milburn, sponsor; Miss Barbara Martin, maid of honor, and Captain Macauley.

First C-2 To Go Down Ways Less Than Sixty Days From Keel Laying

Yard Becomes Fourth Building C-2 Vessels

As we prepare to launch our first C-2, we become the fourth American shipyard currently engaged in producing this type of cargo carrier.

The others, together with the number of C-2's delivered in July, are:

Federal Shipbuilding and Dry Dock company, Kearny, N. J., one; Gulf Shipbuilding corporation, Mobile, Ala., two, and Moore Dry Dock company, Oakland, Calif., three.

SPONSOR CHOSEN

Yard Given Merit Eagle Pennant By Macauley

The yard will climax many weeks of work of converting production from the Liberty ship to the C-2 when it sends the S. S. Storm King, the first of the 87 faster, better all-around vessels we will build, down the ways about the middle of this month.

The launching marks well the beginning of another phase in our young but highly productive career as shipbuilders.

Plans for the event were started even before we delivered the last of the 126 Liberty freighters, the S. S. John Branch, to the U. S. Maritime commission. And all will take pride in the fact that we are launching the first C-2 in less than two months after keel laying, which constitutes, we believe, a new national record.

Like all C-2's, the S. S. Storm King, is named for a famous American clipper ship, one that gave full service to that golden period of world trade. It will be christened by Mrs. P. F. Halsey, wife of the yard's Vice-President and General Manager.

Others Named

With all keels laid, the next eight C-2's are expected to follow in close order. They have received their names as follows: Cyclone, Eclipse, Fleet Wing, Flying Eagle, Kathay, Monsoon, Morning Star and Northern Light.

The original Storm King was built by John Taylor, at Chelsea, Mass., in 1853 for Snow and Rich, of Boston, and was their first venture in clipper ships. Of 1,148 tons, British measurement, she had long, sharp ends and a beautiful formed clear run. She had as a head, the "King of Storms," pointing with his right hand to the sea while his left held the trident of the deep.

She made several voyages, often encountering severe storms, from Boston and other eastern ports to St. Roque, Callee, Monterey and San Francisco. A large part of her life also included extensive service in the Far Pacific and her old log records calls at Shanghai, Hong Kong, Manila and Honolulu. Speedy, her history shows that on her maiden voyage, she made 316 miles in one day. On July 6, 1862, the Storm King left San Francisco for the last time and sailed to Hong Kong, arriving Sept. 6, via Honolulu. She then made two voyages to Bangkok, returning to Hong Kong with rice. In April, 1863, (Continued on page 5)

Nurse Expresses Thanks For Our Cigarette Gift

When we conducted the Cigarette campaign a few months ago, we always spoke of the recipients as the "boys" and "men" serving overseas. Well, we were slightly wrong.

It now seems that at least one of the many thousands of cartons of cigarettes we gave was received by a most grateful Army Nurse and it's reasonable to believe that many more went to other nurses and WAC's.

Among the thousands of notes and letters of appreciation received in recent weeks, the one from Nurse Agnes M. Crowley, whose address is APO No. 875, Care Postmaster, New York, N. Y., is one of the most gracious.

Here it is:

"Tis a cheery hello I'm sending your way from jolly old England — Yes, just another Buddy reporting to the folks back home to let you know that I thoroughly appreciated the carton of Camels I received (Continued on page 2)

Three War Bonds Given For Ideas

Several Others Receive Stamps For Good Suggestions

Eleven employees are richer by \$140 in War bonds and stamps as the result of presenting prize winning suggestions, dealing with better production, safety and other factors of yard and shipbuilding improvements, during the past month.

There were three \$25 bond winners — Alex G. Lawing, 85086, Electrical; B. L. Hinnant, 85339, Electrical, and J. W. Hatch, 61330, Welding. In addition, Lawing also won \$5 in stamps for an additional idea.

Mr. Lawing's best idea dealt with an improved Mica cutting machine and the other was an improved puller for removing fans from Buffalo blower when cleaning or repairing. Mr. Hinnant suggested a method for saving and utilizing the Freon gas ordinarily left over in each bottle when returned from a ship. Mr. Hatch proposed an angle iron base for Copus blowers.

Other August winners were: G. M. Phillips, 85108, Electrical, \$10 in stamps, Suggestion 6520. Slide covering to protect travel and swing motors on Colby cranes from grease.

H. M. Porter, 68136, Shipwrights, \$10 in stamps, Suggestion 5835. Trigger wedge puller. N. R. Jones, 68024, Shipwrights, \$10 in stamps, Suggestion 6657. New type counter-bore plug.

D. H. Dixon, 85409, Electrical, \$10 in stamps, Suggestion 6646, (Continued on page 6)

IN THE MOVIES

Motion pictures of how we weld a stern frame will be shown at the convention of the American Welding Society in Chicago on October 18-23.

Spending three days in the yard recently, representatives of the Metal and Thermit Corporation made the movies of the actual operations involved in welding that part, which comes to us in four sections, of a C-2. This yard was selected as the location of the pictures because the corporation likes the system used here and the excellent knowledge shown in carrying out this particular job.

Training Classes Will Start Soon

Will Include Several Important Phases Of Shipbuilding

New training classes for employees of the yard will start the week of September 6th.

These will include Elementary Naval Architecture, Marine, Steam and Electrical Engineering, (Practice and blueprint reading); also Engineering Drawing and Arithmetic (Practical shop problems).

The departments and instructors include: Shipfitters, (Continued on page 6)

Least Efficient Shipyards Will Be Curtailed First

A clear statement of principle that the least efficient shipyards will be tapered off first if and when the present shipbuilding program is curtailed was issued recently by Admiral H. L. Vickery. Because it deals with the future of the job of every person in the yard, the statement, together with a memorandum by P. F. Halsey, vice-president and general manager, follows in full:

The Maritime commission is looking ahead to a period of curtailment of its present building program, and in order that you may be thoroughly informed of the principles which will govern future curtailment, if any, of the shipbuilding program, it is advising you of the criteria which will be used in tapering off its building program.

The basic factors which the Maritime commission will use are efficiency in the various yards; that is, rate of productivity, costs of ships built, and the man-hours used.

The least efficient yards will be tapered off first in order that the most economical use can be made of man-power, dollar value and facilities.

H. L. VICKERY,
Commissioner.

It is clear from the above quoted letter of H. L. Vickery, Commissioner of the United States Maritime commission, that only the efficient yards will continue to build ships after the need for them is no longer so great.

Therefore, let each one of us contribute our share in maintaining the records already established by this yard and unite in increasing our individual efficiency in order to assure what is next in importance to us after the winning of the war—the security of our jobs.

P. F. HALSEY,
Vice-President and
General Manager.