

Maffitt Village, Trailers Placed On Mail Routes

Hopes Also Expressed For Branch Office In Near Future

Daily delivery of mail to all homes in Maffitt Village and the Shipyard trailer camp has been added to the conveniences available to residents of these two large war housing centers.

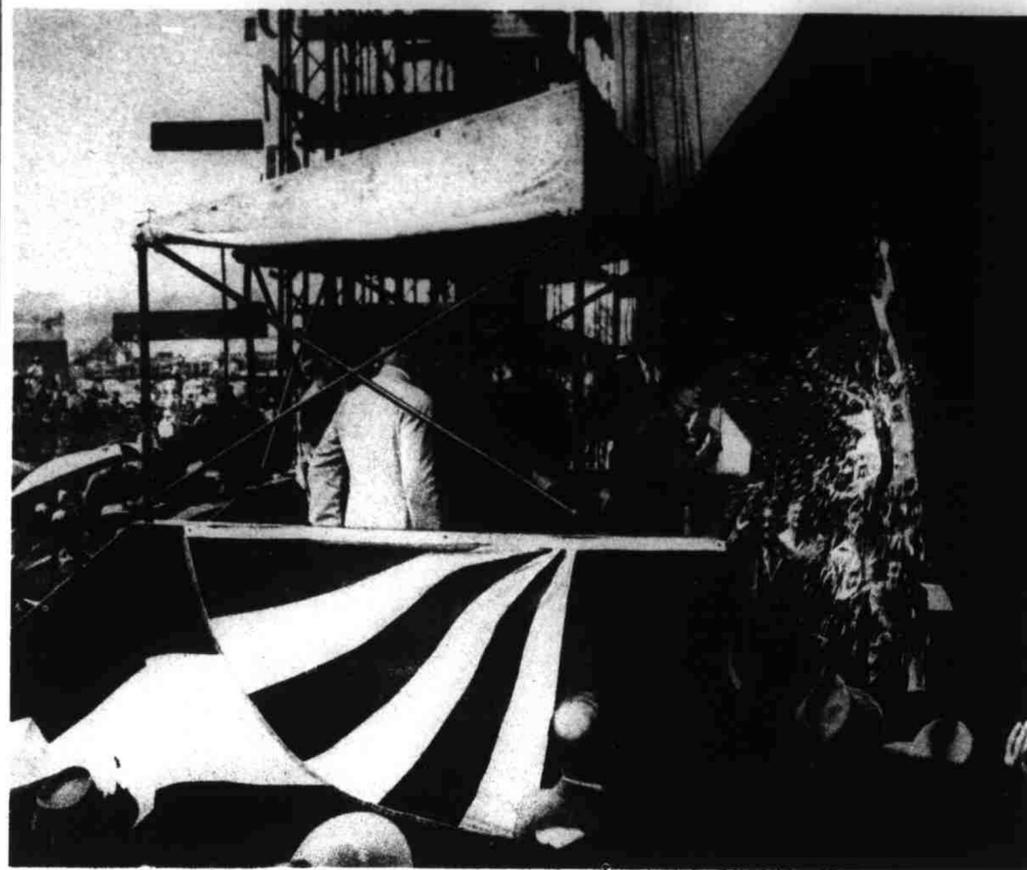
Two new routes, which will serve an estimated 15,000 persons, were established recently. Former postal service for these communities was "inadequate," Postmaster Wilbur R. Doshier said, and the new arrangement will fill a long-felt need. Mail for residents of Maffitt Village was formerly left at the office of Federal housing authorities for them to deliver.

The postmaster pointed out that "half as many people live in Maffitt Village and the trailer camp now as the population of Wilmington was before the war."

With the completion of the new commercial centers in Lake Forest and Maffitt Village, it is hoped that a branch postoffice will be set up in the latter building, located on Vance street. This proposal has been under discussion for some time and definite action may be taken upon it in the near future.

Shipbuilders' Quiz

- BALLAST** is:
 - The noise the whistle makes.
 - Weight with which the ship is kept on an even keel.
 - The storage spaces between decks.
- BELOW** means:
 - Under the ship.
 - Aft of the engine room.
 - The same as "down stairs."
- A BERTH** is:
 - A bunk.
 - A small ship.
 - The dead air space between refrigerator spaces.
- BILGE WATER** is:
 - Drinking water which has become contaminated.
 - Water which accumulates due to leaks, sweat, etc.
 - Water which puddles on the upper deck.
- A BOILER SADDLE** is:
 - The seat on which the boiler flame regulator sits.
 - A temporary lashing to hold boiler during launching.
 - A support for boilers.
- A FATHOM** is:
 - An instrument for measuring the depth of water.
 - A measure of length equivalent to six (6) linear feet.
 - A deep wing tank at side of ship.
- A BULB ANGLE** is:
 - An angle shape reinforced at one toe.
 - An angle bent in the form of a circle.
 - An angle which connects to the bulb at bow of ship.
- A HATCH SHIFTING BEAM** is:
 - A beam for shifting cargo in the hold.
 - A portable beam across the hatch.
 - A beam which supports the deck at a hatch opening.
- LISTING** is:
 - The same as heeling.
 - The name plate which is attached to valves.
 - The index of ship's equipment.
- OUTBOARD** means:
 - The same as overboard.



OUR FIRST C-2 CHRISTENING—Mrs. P. F. Halsey, wife of the vice-president and general manager of the yard, smashes the traditional bottle of champagne against the bow of the S. S. Storm King as the first of the larger and better ships starts down the ways. Looking on are Homer L. Ferguson, chairman of the board, Captain Roger Williams, president, Mr. Halsey, Mrs. Frederick F. Hill and Mrs. Storer P. Ware, matrons of honor, and Mrs. Walter Small, of Elizabeth City.

Speedy Clipper Ships Represented Colorful Period In History Of U. S. Merchant Marine

C-2's To Perpetuate Names Of Scores Of Fine Craft

With the recent launching of the Storm King, first of the C-2 type of larger, speedier ships to be built by our yard, thousands of our employees may be interested to know that the names hereafter to be used, principally, will be those which pertain to clipper types of sailing ships. These graced the seas of the world during the halcyon days of the roaring fifties in the last century. They represented possibly the most glamorous and romantic period in the life of the sailing vessels of this nation. They brought to the United States unusual acclaim in the field of shipbuilding. This approval is being received again today, with the accomplishments of our plant, and through the loyal cooperation and services of the myriad number of employees. All are bent upon one purpose—that of completing ships and more ships to the end that the Axis nations may be defeated and peace brought again to a troubled world.

It has well been said that a ship is more than an economic factor in the carrying on of trade. It has a quality and a personality. The men on a ship love it. It is home. It is their future. Every ship has attributes which endear it not only to those who man it but also to those who participate in its creation and construction.

With this introduction, you may like to know something of the clipper type of sailing vessel. This class for two decades, from 1840 to 1860, truly and veritably ruled the seas. Whence came the name? Some say that the phrase "going at a clip," was applied to these speedy vessels. This soon resulted in the designation of "clipper" ships. Others affirm that the name is

B—Below the weather deck.
C—Away from the center of the ship.
(Answers are on page six)

traced to the imaginative works of the poets Shelley and Burns. In any event the designation was logically applied. It was truly won by these speedy, trim, graceful craft. They sailed hither and yon as they carried forward a vast volume of business for their owners.

Fast Ships

For a long period, ending about 1860, American clipper ships roamed up and down the seas of the world. They seized the rich fruits of trade and commerce. They gave the United States a brilliant period of maritime supremacy. Speed meant profits. By the early 1840's, sleek and speedy little ships sailed—some from 300 to 400 miles—in a 24 hour day. Many builders dreamed of a vessel that could and would put 400 miles per day behind it. On occasions, at least this figure was reached and surpassed. Portly British masters loudly snorted "Arrogant Yankee nerve" as they sensed the type of sailing competition which their ships were unable to meet.

It was in March 1853 that the Yankee dreams came true. Hearers gasped and found it difficult to believe . . . Astonishment reigned when Donald McKay's Sovereign of the Seas approached Cape Horn. Like a frightened antelope, the ship reeled off the astounding distance of 421 nautical miles in 24 hours. Four years later, McKay's Lightning logged 430 miles. Since then very, very few wind-driven ships have exceeded the 400 miles per day mark. A generation is said to have passed before a steamer could sustain such speed in deep water. In the entire history of the world, only 13 ships made runs better than 400 miles per day under sail. Twelve of these were launched from the yards of the master builder MacKay.

In fact, it was largely as a last means of warding off the incoming fast steamship competition, that the "Clipper" was created. The prime quality of the clipper type was speed. In cargo carrying, it is said the clipper was not as fully service-

able as other classes of ships. The progenitor of the clipper was built at Baltimore in 1832. The first real clipper—the Rainbow—was designed in 1843 at New York. In the same year the Antelope was built at East Boston. The Gamecock was built at the same place. It made a remarkable run from Honolulu to Hong Kong in 19 days. The Dreadnought, otherwise called the Flying Dutchman, was built at Newburyport, Mass. It was one of the largest and fastest clippers. It made, on one occasion, the long and exhausting run from Sandy Hook to Queens-town in 13 days, nine hours. From the yards at Bath, Maine, Portsmouth, N. H., Baltimore, New York and Boston, there came a number of famous clippers. The Great Republic, built at East Boston in 1853, was considered such a marvel and wonder that 30,000 people crowded to see her launching. The Titan built at New York in 1855 was another noted clipper.

Valuable Voyages

Following the discovery of gold in California, and in Australia, there was an accompanying rush of passengers and freight. This brought on a keen demand for the clippers, the fast service of which was valued. A single voyage often would bring more earnings than the ship originally cost. The price of cargoes in California was then determined by the speed with which they were delivered. It is a matter of record that one ship on its first voyage returned to the surprised, delighted owners not only the entire cost, and expenses for the voyage, but \$30,000 profit, in addition.

The China tea trade was a very rich producer of revenue for the clippers. Tea loses its flavor after a certain period. During the days of the glamorous clippers, wealthy traders in London offered annual prizes for early delivery of the first crop of tea from China. It was estimated that from two to four hundred dollars daily, could be saved on the value of a cargo of tea, dependent upon the speed

(Continued on page 6)

Many Participate In Safety Clinic

Classes Are Conducted By C. B. Yearout And E. G. Padgett

One hundred and twenty supervisors, constituting departmental safety committees, participated in a Safety Clinic conducted in the Training room recently by C. B. Yearout, Safety Engineer, and E. G. Padgett, Safety Consultant of the North Carolina Industrial Commission.

Classes from each of the three shifts attended meetings of two hours each for five consecutive days.

An important aid consisted of sound pictures entitled, "Ten Minutes Well Spent"; "Follow the Leader"; "Brains Beat Brawn"; "Safe All Around"; "Cause and Cure"; "Safety for Defense"; "Eyes for Victory"; "Welders! Your Health"; and "Lady Luck's Husband."

One day was devoted to "Eyes," another to "Health." There were displays and demonstrations of safety equipment, and personal protective clothing and equipment, also defective tools that have caused accidents.

Further use of this program is being planned to reach larger groups.

The Training program during September also included 510 men taking courses in Naval Architecture, Hull Design, Steam Engineering, Shipfitting, Ship Carpentering, Plumbing and Electricity. All included blue print reading. Engineering Drawing and Mathematics were also taught, as well as a special class in Shop Practice Arithmetic. They were under the E. S. M. W. T. program, and combined classroom and manual practice.

A new series of supervisors' conferences will be announced upon the receipt of material for the course.

Dormitory Room Rentals Reduced

Monthly Charges Cut To \$16 By Housing Authority

Rentals on dormitory rooms for our employees residing in Maffitt Village were reduced from \$21 to \$16 per month on September 1.

The reduction was announced by the Housing Authority of the City of Wilmington, operator of the development for the Federal government. The Authority said the reduction was put into effect in order to bring the dormitory rentals more nearly in line with other housing accommodations in the Village. The rents include all services such as maid and room laundry service and entitle dormitory tenants to use of the various Maffitt Village facilities, such as the community rooms and the infirmary.

A substantial number of dormitory rooms are now being completed and are available to shipyard workers.

Recently the Housing Authority also reduced rentals on the shipyard trailer camp.

GUARDED

An exchange says that an army private on one of the transports going to England recently, won \$1,000 in a dice game. He at once hired two of his buddies to guard him for the rest of the trip, night and day, paying each \$5.00 per diem. Their sole job: to prevent the losers from inveigling him back into the game.