

## Yard's Softball Crown Captured By Electricians

### Score Three Straight Over Erectors In Final Series

Climaxing their second half record of 16 victories in 18 starts in the South Side softball league, the Electricians won the five-game series for the Shipyard championship, three-up and three-down, by pushing the strong Erectors ten entirely out of the picture.

The first game was a nip and tuck affair which ended with the Sparkies on the long end of a 3-2 score. At the close of the second game, it looked rather bad for the Erectors when the Electricians emerged with a 5-3 victory under their collective hats.

The third contest was as tight as any big league affair with Johnny Edens shining for the Electricians in their 1 to 0 triumph. Johnny, the Sparkies' catcher, was third man up in the first inning. With two out, he smacked a home run that gave his club its winning margin. The Erectors threatened only once in the game when, in the final frame, with two out and Keith on second, Brittain, Erectors' catcher, hit a line drive to Sparrow on third. The ball was so hot it bounced off Sparrow's glove and Hubert Bohannon, the Electricians' shortstop, caught it on the fly and whipped it to first for a double play, giving the Erectors four outs in that inning.

The Electricians lost only seven games in their 45 starts for a brilliant average and they fully deserve the yard championship for their excellent sportsmanship and record.

### Protection Provided At Small Cost

(Continued from page 1)  
continue for a maximum of 13 weeks.

In making the announcement of the program, the company feels that it is designed to fill a long-felt need in the yard. The details will be given in the booklets and every man and woman employed here is invited to give the proposal real thought and consideration. Insurance of this type has proved highly satisfactory in numerous other industrial establishments similar to our yard and we believe it is a real contribution to the company's welfare program.

Whether it is placed into effect at an early date, depends on you. Think it over now and be ready with your answer when the Aetna representative calls. It is hoped that the plan will become effective on November 1. Remember, not only will you benefit in case of accident or sickness, but your family will receive worthwhile financial assistance in case of your death.

### Yard Gives Bond Drive Real Boost

(Continued from page 1)

Electricians	4,312.50
Pipe Shop	543.75
Sheet Metal	1,856.25
Boiler & Blacksmith	468.75
Painters	1,406.25
Steam Engineers	281.25
Plumbers	1,537.50
Machine Shop	6,337.50
Ship Carpenters	993.75
U. S. Maritime Commission	75.00
Colored Civic and Athletic Ass'n	74.00

At the rate we are going, it looks as though we will reach a total of \$125,000 in extra cash purchases when the drive is over.



**CHAMPIONS**—Here's the Electrical department's great softball team, which defeated the Erectors in three straight games to walk away with the 1943 yard pennant. Shown are, front row, left to right, W. T. Eken, L. F. Kaylor, J. A. Ede is, J. E. Bohannon, L. L. Sparrow, W. C. Burdick, C. W. Gilbert; second row, left to right, R. Clark, J. E. Goforth, C. W. Babb, C. T. Poole, C. W. Spain, W. P. Turkett, R. P. Kennedy and L. R. Cain. Mascots are Larry Edens and Carl Spain, Jr.

## With Negro Shipbuilders

Charles Sparrow, Erectors, formerly ran Sparrow's Surprise Shop at New Bern. Now that we know this, it's not at all surprising to us that he carries that typewriter case to and from his work daily.

James Gordon, Drillers, baritone, hails from Wichita, Kansas, which he never fails to add, in making new friendships, is "the very heart of the U. S. A." Some salesman he is for his home-town Chamber of Commerce.

The North Carolina Revelers, a club made up of employees of North Carolina Shipbuilding company, sponsored a delightful September cruise at the R. R. Taylor Homes recently. A Winston-Salem orchestra furnished the music. Members of the Revelers are Charles H. Ballard, J. Yarborough Battle, Otis Bozeman, Derrick G. S. Davis, Joseph W. Diggs, Charles S. Fisher, Moses Gregg, Roosevelt James, Clayton May, Jacob McCleary, Frank T. Walker, Calvin Williams and Willie Williams.

Joseph W. Diggs, Transportation, has a longing look in his eyes ever since he returned rector of the U. S. O. Club, Ninth from his home-town, Richmond, Va. Can it be a new heart throb, Joe?

Jim "Pop" Brown, Messengers, was happy as a lark recently when he carried his boys to the Country Club to serve dinner for the visiting notables from Newport News, Va., here for the launching of the S. S. Storm King. Jim is Mr. Parly's lobby, right hand man in caring for the most recent additions to the yard family: the cat and her little ones, who are now learning to use their legs.

The Colored Athletic and Civic association purchased a U. S. Government Bond, Series F, of the \$100 denomination recently. Officers of the association are: C. C. Sparrow, president; Thomas C. Jervay, secretary; James Evans, assistant secretary; James B. Gordon, treasurer. Directors are: James Mercy, Jerry McGhee, Walter Wiggins, George W. Wheeler, Jr., Frank Rhoden, Robert Chapman and Thomas Wheatley, di- and Nixon streets. This association, which sponsored "Step Lively" during the summer months, plans a Fall edition of the same show. Larry Drinard was director of the initial production.

## Speedy Clippers In Colorful Period

(Continued from page 4)

with which the clipper brought it from production fields to the market centers in England. The clipper lived up to its name by making three trips to China while the slow English rivals made two. Swift passages meant larger profits, not only in voyages but in the enhanced value of the perishable cargoes.

The extreme clipper was a trim, slender, graceful vessel. There was a sharp elongated bow. The three masts slanted backward. They carried rectangular sails. Some ships had a canvas spread of as much as 10,000 yards. With their hulls painted with white and black bands, dummy port holes black, and with the great number of sails and keel extended prow, the clipper of the 19th century has been designated as "the ideal of applied art and sheer delight of the eye." The quarters for the sailors were usually placed above deck. There were elaborately decorated cabins for officers and passengers.

The California gold rush in 1849 gave so much trade impetus that 160 clippers were built in four years. During the first year of this period, 90,000 passengers were carried. Practically all of these were possessed with a desire to get to

George Fields, Clinic, has painted his bicycle a bright red color, or at least Mrs. M. George, his supervisor, had it painted for him. George is one of the most popular employees of the yard, because of his easy-going and jovial manner.

The lively competition which was so evident between the Shipwrights and Erectors when they jointly knocked down pins at every launching is missing. Boxes of cigars were given the men of the victorious side, and scores of bets were in the offing. Now that the Shipwrights do all of this operation themselves, the old spirit of rivalry has disappeared, and the loud, familiar cries of victory, uttered by the winners immediately after the last pin was hurled into space, no longer penetrates the air to the delight of launching day crowds. Especially will Monroe, Clinic, miss these contests, for they provided relaxation for him while he attended every launching as driver of the company's trim, grey Cadillac ambulance. Poor Monroe, now it's just another launching, what with no entertainment, and no betting.

the gold fields with as little delay as possible. The Australian gold discoveries caused 400,000 people to flock there in a comparatively short time. Nearly everyone booked passage on fast clippers. Cargoes of gold dust valued at from one to five million dollars were often brought back from the fields embraced in the two areas.

### Great Ship

The Great Republic represented the last word in clipper construction. She was a MacKay product. Launched in 1853, she measured 4,555 tons and was 325 feet in length. This was nearly one-third as long as the fastest and largest passenger liners of our day and time. The mere problem of holding so much timber together was colossal. Old salts mumbled that the first sea would break her in two. The ship had four masts, each over a yard in diameter. Toe rings were 200 feet above the deck. The ship spread enough canvas to cover a four lane motor highway for a half mile. The cost was in excess of \$300,000. It was a tragic epic of the sea when the Great Republic was towed to New York to pick up a cargo of grain. On the night of Dec. 26, 1853, a fire broke out on Front street near the vessel's deck. The wind blew sparks into the rigging and the handsome ship was burned to the water's edge.

The golden age of the clipper ships reached its peak in the middle '50's, then fell off. Steamships were improving. California began to grow its own food. Financial panics swooped down on the exchanges of 1857. With freight rates tumbling, MacKay, the principal builder, evolved medium clippers. These were less speedy but with increased storage space. Long before MacKay died in 1880, the clipper ship had passed from the scene.

Practically overnight, owners stopped naming their vessels Eliza, Jane, or Mary. They began to call them by romantic and glamorous titles. It was said at the time that merchants and owners who could abandon such prosaic names for those of more high sounding nature, had poetry as well as commerce in their souls.

### Will Be Perpetuated

Many of the unusual and attractive names of the clippers are to be perpetuated with ships yet to be launched from this yard. Therefore, the thousands of operatives in our construction family may like to know some of the titles which were used for well known clippers in

## Griswold Takes First Flight In Golf Tournament

### King, Potts And Dann Finish At Top In Other Divisions

John S. Griswold, manager of W. & J. Sloane company here, won the first flight in the yard's first annual golf tournament with a two-up victory over K. F. Kupillas, his assistant, in the all-Sloane finals.

At the turn of their match, Mr. Griswold was two down. However, they were all square on the 16th hole and he won the 17th with a birdie and the 18th to win two-up. Both turned in a score of 83. In earlier matches, the champion defeated H. R. Livesay 4-3, S. P. Ware 2-1 and E. J. Reaves, 3-2.

Winner of the second flight was Bill King, who defeated J. W. Thompson one-up 19 holes. In other matches, Mr. King downed L. E. Mickey 7-6, J. C. Baumgardner two-up and J. L. Tharp, Jr., two-up.

R. C. Potts defeated J. G. Wells one-up to take the third flight. His earlier victories included ones over J. K. Mapp 3-2, W. H. Stephenson two-up and R. K. Thomas 4-3.

In the fourth flight, T. C. Dann won by defeating W. E. Begor 2-1 in the finals. In other matches, Mr. Dann eliminated D. H. Reid, J. W. Gaddy and D. R. King two-up.

The four flight winners will be given handicaps and will play for the championship of the shipyard. The tournament opened with qualifying rounds being played the week of August 8-15 with 63 men qualifying in the four flights. Mr. Kupillas turned in the low qualifying score of 74.

War bond prizes will be awarded for low qualifying score and the flight winners.

### CLEVER

A young Lieutenant overseas in the United States Army who doesn't like to write letters has invented a clever device. He writes a few lines of introduction; then, as a censor might do, cuts the rest of the page, leaving just enough room for "Affectionately yours, Bill." Can you imagine the recipient of one of those letters showing it around and exclaiming, "What hot stuff he must have been writing me."

### Answers To Quiz

1—(B); 2—(C); 3—(A); 4—(B); 5—(C); 6—(B); 7—(A); 8—(B); 9—(A); 10—(C).

the golden age of shipping. Only a few of the many are here listed. Among them were the Flying Scud, Golden Light, Quickstep, Hotspur, Trade Wind, Witch of the Waves, Raven, Mandarin, Hurricane, Flying Cloud, Flying Fish, Wild Pigeon, Sweepstakes, Lightning, Champion of the Seas, Chrysolite, Great Republic, Red Jacket, Empress of the Seas, Chariot of Flame, Mermaid, Invincible, Sea Witch, Shooting Star, Ino and Surprise.

Elaborate, ornamental and attractively carved figure-heads were often placed at the bows of the clipper ships, evidencing the spirit of the name of the particular vessels. Among several of these types might be mentioned—"An angel holding a trumpet to mouth"; a carved female figure clothed in flowing feminine drapery; "A Chinese dragon with open mouth and coiled tail ending in a dart"; "A woman's figure, clothed in white and with waist encircled with a girdle of stars"; and a "finely carved eagle with wings outspread."