

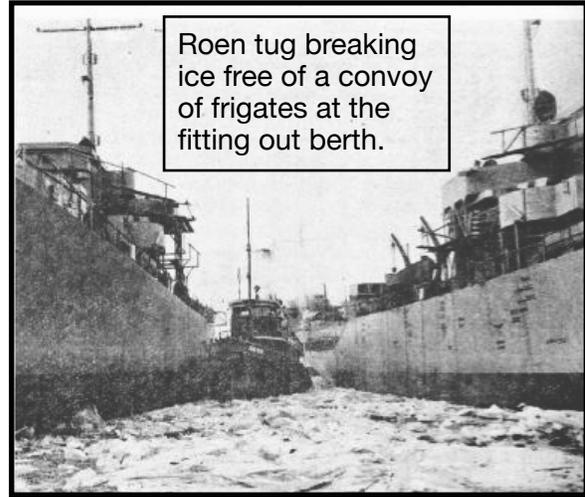
Daughter of French Admiral Will Sponsor 33rd Subchaser Head of Naval Mission Coming Here

Vice Admiral Raymond Fenard, head of the French naval mission to the United States, has selected his daughter, Miss Denise Fenard, to christen the Javelot at the Smith shipyard Saturday noon, March 4. The Admiral and other members of his staff will come here from Washington for the ceremony.

The Javelot is the third of three Smith-built 173-foot subchasers to be constructed for use by the Free French Navy. All of the subchasers turned over to the French by the United States are named for weapons. Javelot means javelin in French. The two previously launched were the Coutelas (cutlass) and Dague (dagger). Had they been retained by the U. S Navy they would have been known as the PC 1560, PC 1561, and PC 1562, but the French are numbering them W32, W13, and W23 respectively.

The Javelot will be the 33rd subchaser and the 54th ship launched at the Smith yard in the present emergency and war shipbuilding program. In his introductory remarks at the launching of the Dague last Wednesday noon, President Leatham D. Smith referred to the fact that the company built nine cargo ships for the British and that another Sturgeon Bay yard built patrol craft for the Russians.

Mrs. Henri de Lageneste, wife of the Chicago representative of the French Committee of National Liberation, christened the Dague after a brief ceremony in which the French Tri-color and the American flags were raised while the Smith employees' band played the national anthems of the two countries.



Commandant M. H. Douguet, resenting the French naval mission, expressed the appreciation of the French for the ships being obtained from the Smith yard and others:

"The Leatham Smith Shipbuilding company is doing a wonderful job in building these PC's, which prove the excellence of American naval construction. Thanks to our Allies - thanks to the United States in particular - the French Navy is each day regaining a more important place in the common struggle against common enemies.

"I hope that our sailors will soon have the opportunity to prove that they are equal to the beautiful ships they will have to man.....let me wish in conclusion, to the Dague a glorious career against the Germans and Japanese."



Mrs. Henri de Lageneste christened the Dague last Wednesday

French People Grateful: Fenard Admiral Here at Launching Of 'Javelot'

Speaking from the launching platform at the bow of the subchaser 'Javelot' in the Smith yard Saturday noon, Vice Admiral Raymond Fenard, head of the French naval mission to the United States told the crowd of employees and guests that "the time of the combat in darkness is over. The great morning of glory is near." He expressed the gratitude of the French people for the aid being received in the fight against the Nazi enemies of all of us who believe in freedom and democracy.

"If there has been C\$C\$Ad-miral Fenard said, "there has also been on the other side of the ocean the miracle of the French spirit which everyone will understand truly only when history is unfolded."

Yard Granted Another Star For 'E' Flag Renewal of Federal Honor Shows Smith's Has Good Record

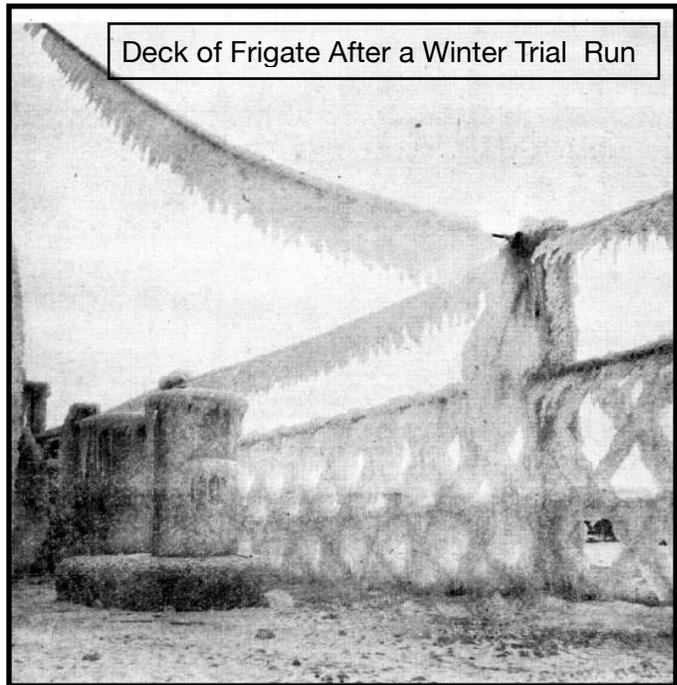
"It is a pleasure to inform you that the Navy board for production awards has granted the Leathem D. Smith Shipbuilding company a second renewal of the Army-Navy "E" production award for meritorious services on the production front." Admiral C. C. Bloch, chairman of the board notified president Leathem D. Smith of the company last week.

A new pennant with two stars was sent here from Washington. No special ceremony was held for the renewal of the award which Mr. Smith announced at the launching ceremony Saturday. The original award was made last spring.

"The men and women of your plant have continued to maintain the high standards they set for themselves when they were originally awarded the Army-Navy "E". They may well be proud of their achievement," Admiral Block said. Renewal of these awards is by no means automatic; the achievements of the company and its employees are carefully reviewed.

Expressing his appreciation of the honor, Mr. Smith replied to the notification letter:

"It has been no easy task during these days



of manpower shortage, with labor relations difficulties besetting so many plants in the country to keep on an even keel and maintain production without interruption. The award of the second star is your recognition that we have maintained our program to date and we thank you sincerely for this honor."

Pins have been ordered for 870 Smith employees and 210 sub-contractors employees hired since the first star was added to the flag six months ago and still on the payroll.

Post-war Plans Contest Now Open to Public

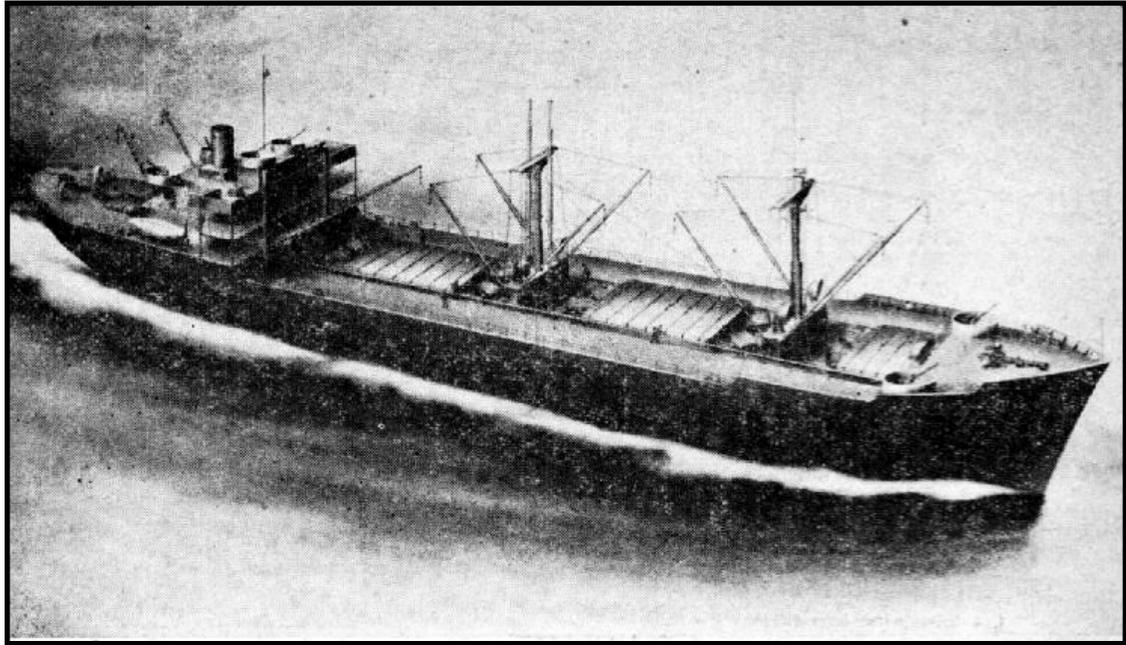
Because of the interest of the public in the postwar employment suggestion contest being conducted by the Leathem D. Smith Shipbuilding company. Mr. Smith decided to open it to the public as well as employees of the shipyard.

50 Girls In Ship Sponsor Race

Fifty women workers have been nominated in The Port Light's contest to choose a sponsor for a ship. The polls are now open and may the best man; pardon us, the best woman win. Be sure to vote.

Ballots will be printed in this newspaper each week in March and they must be returned to The Port Light office.

This ARCHITECT'S SKETCH below shows the type of ship the Smith yard is now building for the Maritime commission. The contract calls for 16 of them. Upon completion they will be turned over to the Navy, the profile compares to the coastal cargo vessels built in 1942-43.



**Shipyards Need
 More Workers
 For '44 Tasks**

Chairman E. S. Land of the U.S. Maritime commission estimated last week that the nation's shipyards will need 109,000 additional workers to meet 1944 shipbuilding goals.

A shift in emphasis from cargo vessels to "quality ships," he explained would take hours.

Without specifying what type of craft he referred to, Admiral Land said they would require about three times as much skilled labor as the mass production cargo ships which have constituted the bulk of the commission's program so far.

Completed ships will soon be delivered at the rate

of one every four hours, he predicted, estimating that the 1944-1945 program must be in excess of 20,000,000 tons for each year as the time when available tonnage will be adequate for military needs cannot be foreseen.

**Hasn't Seen Ship
 Yet, But Sailor Is
 Loyal to Frigate**

It's customary for sailors to be proud of their ships and love them as homes away from home after they have been aboard for a few weeks. Charles Bulmer, a machinist's mate, 2nd class, in training at Norfolk, has worked up a good case of enthusiasm for the frigate U.S.S. Peoria even though he hasn't seen her yet!

Writing to request a photo-

graph of the ship to which he has been assigned. Bulmer declared:

"We'll make the patrol frigate Peoria one of the finest fighting ships on the high seas. We have a fine crew, fine officers, and a great determination to 'go get 'em.' And I'm sure we will."

The Peoria, which has left the Smith yard on its way to the Gulf, will be manned by the Coast Guard, like a number of others in the fleet of about 100 being built. She is the fourth of eight constructed in this yard.

French Sailors Here

The colorful caps of French sailors were seen in Sturgeon Bay last week when a group arrived to man a Smith sub-chaser built for the Free French Navy.

French Sailors Here to Man PC Are Veterans of Naval Actions

For 20 years Rene has served the French Navy and he is here in Sturgeon Bay now waiting to go out to the high seas with a Smith PC. But when it is all over he hopes to go back to France and settle down with his wife and two children.

"What does he plan to do then?" Interpreter Albert J. Naquin, of the U. S. Navy repeated the question and the answer was the answer of every Frenchman longing to return to France; that he doesn't know what he'll find when he goes back.

Rene is a "premier-maitre mecanicien," which is the equivalent of a chief warrant machinist in the U. S. Navy. Of two lieutenants and nine ratings here to form the nucleus of the Coutelas' crew, he has been in the service longest, but the average service is 9.6 years.

By reporting here some time before the ships are delivered, the sailors can make themselves familiar with the vessels to a degree impossible when men go aboard an already completed ship. They are living at the Sunset dormitory with their officers quartered at the Hotel Carmen.

Andre is a younger man, but into the four years he has served under the French flag history has crowded a lot of excitement. A modest green ribbon and star on his uniform quietly attest to the fact that he has earned the Croix de Guerre.

That was at Dunkerque, when he exhibited extraordinary coolness under fire as a gunner's mate on a destroyer fighting off the Nazi planes which tried to kill men struggling in the water and escaping on thousands of little boats after the debacle in Belgium.

Before entering the Navy, Andre worked in a steel factory office.

TWO MEMBERS OF THE FRENCH CREW sent to Sturgeon Rely to man a Smith-built PC are shown here at a searchlight on the ship. They are Georges, whose rank is equivalent to that of the machinists mate 3/c, and Andre, a master at arms, who won the Croix de Guerre with distinction as a gunner's mate on a destroyer at Dunkerque.



Jean, one of four with that first name in the group, is 26 and in nine years under the Tri-color, he has seen a different phase of the war than either Rene or Andre.

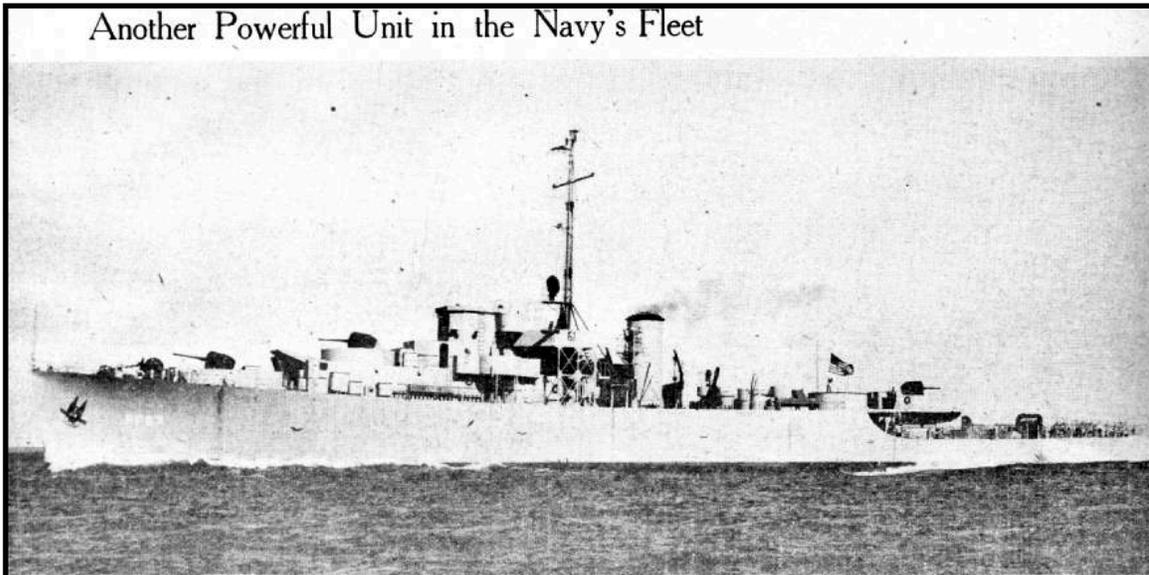
His story is typical of French sailors who participated in the scuttling of the French fleet at Toulon in 1942, an action which historians rate as one of the great Allied victories of the war. His destroyer at the bottom of the harbor, Jean was demobilized by the Germans and sent home.

Under orders to go to a German labor camp, he fled to Spain and was interned in prison there for eight months before being released. Five fellow prisoners are in New Orleans waiting to serve on the Coutelas after it goes down the Mississippi and is commissioned.

From all parts of France, and by devious and different routes, these Frenchmen have come to Sturgeon Bay. Their welcome here has been unusually hearty and pleasant, they agree.

THE U.S.S. PEORIA, fourth of eight 303-foot Smith-built modern frigate escort vessels, cuts through the waters of Lake Michigan on her official sea trials. Built for the U.S. Maritime commission, the Peoria and other frigates are being turned over to the Navy upon completion. Like her sister frigates, the Peoria will be manned by the U.S. Coast Guard at New Orleans, Louisiana.

Another Powerful Unit in the Navy's Fleet



PC 1563, 55th Ship, Launched Here Saturday

In another perfect launching typical of the ships sent down the ways by the Smith shipyard, the submarine chaser PC 1563 went splashing into the bay Saturday noon to raise the number of ships launched here in the present shipbuilding program to 55. The PC 1563 was the 34th of its type to be launched.

The 173-foot warship was christened by Mrs. Rollin Elwell, wife of the head of the Control Materials Products department. Elwell has been with the Smith firm since the beginning of the 1920's. From the time he joined the company he served as assistant to C. D. Brower, Jr., until 1931, when he left the firm and went to Green Bay. He returned to Smith's at the

beginning of the present shipbuilding program.

Touch of Pompon Brings Kiss

She thought it was a bunch of malarky - the tradition of a girl being kissed upon touching the red pompon perched atop the French sailors' caps. That was until she touched one of the bright topknots and was very soundly kissed herself!

Fern Bongean, of The Port Light staff, was obtaining the signatures of Jean Lapebie and Rene Bideau of the Coutelas at the newspaper's office last Tuesday. Conversation between them was Nil-Mlle, Bongean not being able to 'Parlez Vouz.'

However, Lieutenant Rene noticed his Americanized country woman's eyes constantly darting to the red pompon on Jean's cap, and

sensing the young lady's desire to expose the tradition as a hoax, he grasped Mlle. Bongean's hand and placed it on Jean's cap. The rest of The Port Light staff blushed and turned their heads as M. Lapebie proved the authenticity of the pompon tradition and Mlle. Bongean received her kiss.

Worker Denied Yard Release by WMPC

At a hearing March 22 at the Court House, the local War Manpower Commission appeal board upheld the U. S. Employment Services denial of a statement of availability to a Smith shipyard worker who wished to change employment.

The employee first sought a release from the company, but was refused.

JOIN THE BOND WAGON



Volume 2 Number 20 Leathem D. Smith Co.
Sturgeon Bay, Wisconsin, Tuesday, April 04, 1944

Elect Dorothy Simon Ship

Sponsor: Votes piled up in the first three Weeks of the Port Light's ship sponsor and absentee contest gave Dorothy Simon, pretty third shift stock clerk victory over a field of 50 Smith shipyard employees.



Explains New Changes in Draft Rules

How the latest changes in Selective Service regulations will affect men employed in the Smith shipyard was outlined today by Lieut. L. A. Hirsch of the yards deferment office. While each individual will have to ascertain his own status at the deferment office, the circumstance being different in each case, in general almost every statement is possible.

Replacement periods are set by the state Selective Service headquarters at Madison in accordance with directives from Washington. Some of these directives are:

1. All men aged 18 to 25 inclusive, regardless of family status, are scheduled to be called up in the first month, except those in critical occupations or cases in which Selective Service deemed that the industry would suffer a severe hardship.
2. All single and married men from 26 to 37 inclusive without children are listed on the replacement schedule in the first six months period, distributed to leave at intervals so as to provide for orderly replacement of these men.
3. All pre-Pearl harbor fathers 26 to 37 inclusive have been designated as "Six Plus," meaning that they will not be subject to call until after at least six months, except that one per cent of the total number in this category are scheduled to leave each month beginning in June. Thus the great majority of pre-Pearl Harbor fathers 26 to 37 will be given deferments to September 22 and will be placed on the fourth replacement list and given additional time.

Facts Concerning Deferments

1. Deferments are granted by the same Selective Service system which orders men to report for induction, under rules which naturally change as the war goes on.

2. Deferment of men for occupational reasons is still a fundamental part of the system's responsibilities, to provide manpower for the armed forces with a minimum of hindrance to production.

3. Requests for occupational deferment are made by the company engaged in war production and the government contracting agency, not the individual, in all deferment cases in the Smith yard.

4. It is impossible for most shipyard workers to enlist or waive the deferments obtained for them.

5. If a shipyard worker wants to go into service, he must be released by his draft board and get a Statement of Availability.

6. Companies facing labor shortages in spite of big training and labor recruiting programs are naturally reluctant to grant such statements. Deferment is as much an assignment to duty as induction into the army.

7. Many of the men now in the armed forces were themselves deferred for a time before being inducted, often for longer periods than those now in a deferred status.

8. Nearly 1,000 men employed at Smith's have entered the armed forces since the beginning of the war.

Ask Workers To Fill Out Questionnaire All Questions Must Be Answered

To bring personnel records and deferment office files up to date, questionnaires have been distributed to the employees.

Information required includes complete names, clock numbers, addresses (both present and home town, if different), phone numbers, age, birth date, number of dependents, marital status, draft classification, number and address of draft board. etc.

Many employees do not know who their foreman is and this information is requested principally to make them find out.

**Will Honor AFL Workers at Launching
Widows of Wisconsin Federation Leaders
Coming for Occasion**

Mrs. Henry Ohl, widow of the first state Federation of Labor president, will christen the 35th Smith-built subchaser, the PC 1564, here Wednesday afternoon, April 19, it was announced last week.

Co-sponsors will be two other widows of state AFL leaders, Mrs. Herman Seidl whose husband formerly headed the federation, and Mrs. Jack Handley, widow of a former secretary-treasurer.

The ceremony will honor AFL workers employed here in the construction of ship, and a large delegation of labor organization officials is expected to attend. Among them will be President George Haberman and Secretary-Treasurer William Nagorsne.

Arrangements have been made to have the program broadcast over a state network from 3:15 to 3:45.

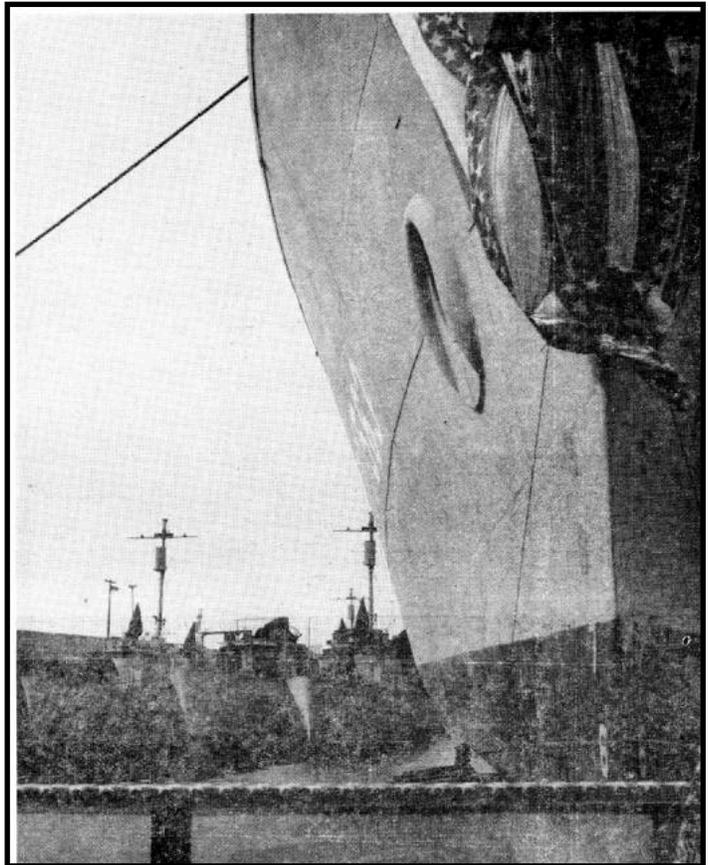
**Skipper of Vessel Built at This Yard
Sends Compliment Praise for PC**

"Ask the men who go to sea on them" would be a good slogan for advertising Smith-built subchasers. Typical of the comments received in praise of the Navy yard's product are statements made in a letter received by Mayor D. W. Reynolds of Sturgeon Bay from the skipper of PC 1176.

He said, in part:

"We are all still together, Ken (Ensign Kenneth Johnson, engineering officer) and myself, however a good distance from you. Hitler is now closer to me than to you. The old 1176 has been going some since the day we commissioned her and thanks to the fellows in Sturgeon Bay, she is holding up very good. The 1261 is with us and doing well also."

The writer, Lt. John B. Ricker, USNR, told of being at sea for 47 days at one time on the 1176.



THREE SMITH-BUILT PC'S are shown moored in the slip in the Navy yard while a fourth, in the right foreground, is poised for launching.

**Cease Enlisting Young Men for
Freighter Duty**

The Maritime service will enlist no more men 18 to 26 for merchant sea duty, a spokesman for the War Shipping administration announced last week, because of Army and Navy needs for younger men.

At the same time it was learned that the inter-agency deferment committee is considering whether men in the 18 to 26 age group already in the merchant marine should be made subject to the draft.

That this policy is being strictly followed is indicated by the fact that a former Smith employ-ee who had applied before Christmas received notice last week that he had been rejected because he was in the 18-26 age group. He received his draft call the next day.

State Federation Officials Coming Here

Top officials of the Wisconsin State Federation of Labor will participate Wednesday afternoon in the ceremony at which the PC1564, 35th subchaser built by the Leathem D. Smith Shipbuilding company will be christened by Mrs. Henry Ohl, widow of the first state federation president.

The program will be broadcast over a state network from 3:15 to 3:45.

President L. D. Smith of the company will introduce the speakers and give a brief talk. Music will be furnished by the Smith employee band. Holding the ceremony at the change of shifts will permit most of the company's 5,000 workers to attend.

Mayor D. W. Reynolds has proclaimed Wednesday as "Labor Victory Day" in Sturgeon Bay in recognition of the achievement of labor here in building ships.

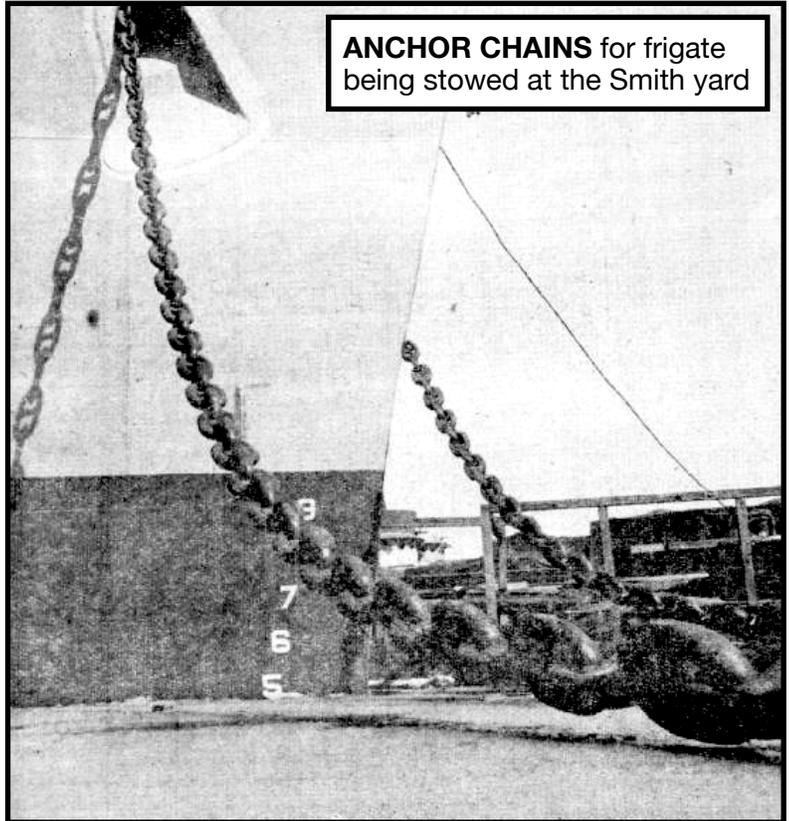
Laying Up Ship's On Great Lakes Urged by Smith

Laying up surplus naval and cargo ships in Great Lakes harbors after the war would prevent corrosion which occurs in salt water, President Leathem D. Smith declared last week, pointing out the possibility of great savings in preserving the vessels which are small enough to be sent through the locks and rivers.

"We have ships on the lakes 40 years old on which the underwater body has never been painted and on which the corrosion of the totally submerged plating is very light," he explained.

"I believe that we in fresh water with our dry-docks and repair plants available for such maintenance work as will be necessary, can put up a strong plea for the laying up of naval vessels and possibly surplus cargo ships in these waters."

JOIN THE BOND WAGON



Don't Put Off Applications Until Your Tank Is Dry

"Please do not wait until you run out of gas before applying for supplemental rations. Apply as soon as any changes are made in your employment that will necessitate your using more gasoline," Chairman Rollin Elwell of the Smith company Transportation Plan committee advised employees today.

A few workers have been running short of gasoline before the expiration date of their supplementary gas coupons, and investigation has shown that some of these cases are due to delayed applications.

"The Transportation Plan committee wishes to advise all employees that the tire situation is extremely critical, but we have had allocated for shipyard use only a certain number of tires, to the local OPA board, and it has been most cooperative in taking care of our requirements," Elwell said.

"One thing in particular has been causing some trouble and that is poor inspection of tires when application is made for new ones. If you have a tire which is suitable only for a spare, please draw this to the attention of the man inspecting your tires and have him so enter it on your inspection slip.

Incentive Pay Plans Discussed At Launching of 35th Smith PC

That "incentive pay" plans are being studied for possible adoption in the Smith yard was disclosed by speakers at the launching of PC 1304 here Wednesday afternoon. Prominent state AFL leaders were here for the occasion.

Mayor D. W. Reynolds of Sturgeon Bay had proclaimed it Labor Victory Day in recognition of the achievements of labor in ship building. Mrs. Henry Ohl, widow of the first state federation of labor president, christened the ship, 35th of its type constructed by the yard, and co-sponsors were Mrs. Herman Seide and Mrs. J. J. Handley.

Discussions of the incentive pay plans are in a preliminary stage, it was pointed out by President Leathem D. Smith of the company. He, as well as Herbert Wenzel, regional industrial advisor for the U. S. Maritime commission, and Lieut. Commander E. A. Anderson, assistant supervisor of Navy shipbuilding here, emphasized the fact that incentive pay plans are not to be confused with piece work systems but involve bonuses, with increases as production is increased.

"I have discussed with my labor friends the question of studying what can be done toward holding or increasing labor income and at the same time reducing costs of production through incentive methods," said Mr. Smith, "I believe this is the true American system and that, if it can be successfully worked out, all of our productive classes will benefit greatly thereby, both in standards of living and in hours of leisure."

Smith's Yard 2nd in Safety Contest in '43

Smith's yard placed second in a photo-finish in its division of the 1943 Victory Shipbuilding Safety contest, leading 30 other small shipyards. Safety Director Leon Collins was notified last week.

The contest was sponsored by the United States Navy, U. S. Maritime commission and the National Safety council.

"The race for first place in Group B of Division 1 (privately operated yards engaged solely in



Mrs. Seide - lt.
Mrs. Ohl - center
Mrs. Handley - rt.

construction of vessels) ended in a photo-finish." the announcement said. "The Globe Shipbuilding company of Superior, Wis., finally emerged the winner after a check of the records of the leading contestants."

Mid-west Supplies Large Percentage Of Ships, Material

"Wisconsin labor well deserves" recognition for its part in the war shipbuilding program." Herbert Wenzel, regional industrial advisor for the U. S. Maritime commission, said Wednesday, pointing out the fact that in shipyards with Maritime commission contracts the "No Strike" pledge has been kept.

He cited the great volume of shipbuilding work done in the Middle West:

"The Great Lakes area of which Wisconsin is a part has been an important factor in the national shipbuilding program. While it is true that the Great Lakes region supplies a smaller percentage ships, as compared with the Atlantic, Pacific, and Gulf Coast regions, the fact remains that the largest percentage in dollar amount of contract work is performed by contractors in the Great Lakes region.

"These contractors are engaged in the prefabrication and in the manufacturing and processing of integral parts later assemble in the shipyards, not only on the Great Lakes but for the entire nation. From the standpoint of shipbuilding, Wisconsin stands out in importance. There are more Maritime shipyards in the state of Wisconsin than in any of the other States along the Great Lakes.

Dorothy Simon, Honor Court To Participate in Launching Ceremony Here Next Week

As the winner of the Port Light's recent contest, Dorothy Simon of Appleton will christen the PC 824 here next Wednesday in a ceremony unique for the Smith yard in that there will be a court of honor consisting of a co-sponsor, Mrs. Irene Henke and five others who placed high in the balloting by workers.

Miss Simon will crack the launching bottle on the bow of the ship, 36th of its class built at this shipyard, while the members of the honor court stand by on the platform. They are Mrs. Henke, Mrs. Agnes Kreuse, Beverly Schuh, Elsie Schroeder, Eunice Van Laanen, and Hazel Poleen.

Each member of the court of honor will be presented with a small bottle of champagne wrapped in ribbon just like a real launching bottle and enclosed in a case modeled after those in which ship sponsors keep the fragments of the smashed bottle as souvenir. How long the girls will keep the champagne in the bottles is not covered by any contest rule!

Employees of the company elected the sponsor and members of the court of honor in a contest during March. Maintenance of a perfect attendance record as well as popularity influenced the results. Fifty girls from the production departments were nominated, and several were eliminated by penalties for absence.

To Honor 20 Counties in Naming Of Twelve Ships at Smith Shipyard

Twenty counties in 17 states are to be honored in the naming of the last 12 auxiliary cargo ships for which the Smith yard has a contract, according to announcement by the ship naming committee of the U. S. Maritime commission. Names of the first four; Poinsett, Pontotoc, Richland and Rockdale, were announced previously. Where the same county name appears in several different states, the Navy is honoring all the counties. The 16 ships, none of which has yet been launched, are classed as AK vessels, numbed 205 to 220 inclusive.

A SMITH BUILT SUBCHASER slices through the water on a trial



The names of the counties and ships - states:
Schuyler - Illinois, Mississippi, New York;
Screven - Georgia.; Sebastian - Arkansas;
Somerset - Maryland, Maine, New Jersey, Pennsylvania; Sussex - Delaware, New Jersey, Virginia; Tarrant - Texas' Tipton - Tennessee, Indiana' Traverse - Minnesota; Tulare - California; Washtenaw - Michigan; Westchester - New York; and Wexford - Michigan.

To Hold Maritime Day May 22; Date Set by Historians

National Maritime Day was created to commemorate a historic date in ocean transportation. In 1933 Congress designated May 22 for the annual observance because on that day in 1819, just 125 years ago, the S. S. Savannah, the first ship to use steam propulsion on an ocean voyage, left the United States for England.

Although steam was used only for 80 hours on the Savannah's' month-long crossing, its success was sufficient to blaze the way for the great advances in ocean transportation made in the remainder of the 19th century.

The Savannah was built in 1818 as a sailing vessel. It was more than 100 feet long with a beam of 28 feet and drawing about 14 feet of water, it had steel paddle wheels.

To Christen 36th Smith Subchaser The PC 824, Wednesday Noon

The 824 is the 36th subchaser built by the Smith yard and the 7th to be launched in 1944. Smith's yard has produced considerably more than a mile of PC boats, the first three dozen having a total length of over 5,200 feet.

The subchaser will be the 57th vessel sent down the ways here in the current emergency and war program. Their total length exceeds 11,000 feet.

Transfer PC, Frigate Here First Time Navy Crews Come to Sturgeon Bay to Get Smith—built Vessels

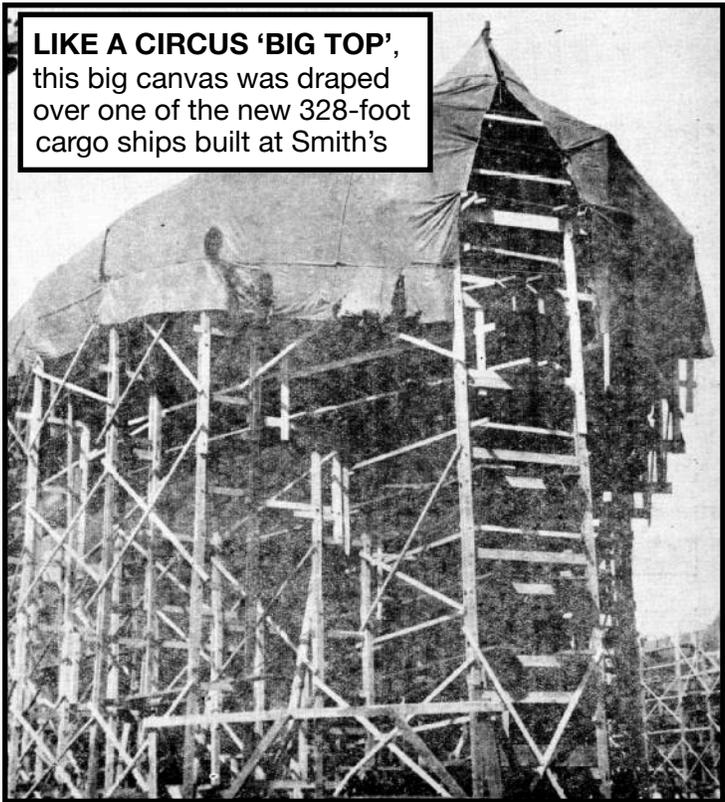
Sturgeon Bay saw an unusually large number of Navy and Coast Guard men on the streets last week when crews for the frigate, U.S.S. Brunswick and the "Dague," second of the subchasers built for the French, were in town.

Ordinarily the vessels are delivered by Smith company employees to Lockport, Illinois, or New Orleans and title transferred there to the contracting agency, but these were the first two deliveries directly at Sturgeon Bay. The change gives the men and officers valuable experience on the ships.

Lieut. Commander E. A. Anderson, assistant supervisor of Navy shipbuilding here, accepted the PC on behalf of the Navy and Robert G. Craig, head of the Maritime commission inspection staff in the yard, accepted the frigate. Supt. C. R. Christianson of the Leathem D. Smith Shipbuilding company represented the company in the transfer of titles. The papers were signed in Mr. Smith's office.

While the frigates are being built under Maritime commission contract, the Navy will eventually operate them and a Coast Guard crew, consisting of 60 officers and men, came here to take over the ship. The company furnished 12 experienced employees to help instruct the Coast Guards in operation of the Brunswick.

LIKE A CIRCUS 'BIG TOP', this big canvas was draped over one of the new 328-foot cargo ships built at Smith's



For the "Dague," the Navy sent up a ferry command or crew consisting of regular American Navy personnel. There were four interpreters, three officers, and 16 men. The interpreters are needed because three officers and 16 men of the French navy are part of the crew which will eventually take over the ship, sailed with her out of Sturgeon Bay. A pilot and wheelsman were furnished by the shipyard for the "Dague."

Clarify Restrictions Upon Using of Dock

Having been ordered by Coast Guardsmen to leave certain docks which were previously open to the public, Sturgeon Bay residents have been puzzled by the problem of finding a place from which to fish without getting waterfront passes.

One must have such a pass to remain on docks less than 200 feet from a war plant or docks where warships are temporarily moored.

Dance For Enlisted Men on May 11

A dance for all enlisted men of the Army, Navy, and Coast Guard in this area will be held Thursday evening from 9 to 1 at the Sturgeon Bay high school gymnasium. Girls living in this city will be hostesses at the event and there will be no admission charge. Music will be furnished by Brault's Canadians.

The ladies are:
Elsie Schroeder,
Hazel Poleen,
Beverly Schuh,
Eunice VanLaanen
Dorothy Stoll,
Agnes Kreuser,
Irene Henke



Lauds Role Of Women In Shipyard

Women have proved their capacity to help build ships in the face of early skepticism concerning their adaptability in this heavy industry, Supt. C. R. Christianson of the Leathem D. Smith Shipbuilding company declared in a talk given at the launching of PC 824 last Wednesday noon.

With him on the platform as he spoke were seven women employees who had won a Port Light contest entered by 50 women from production departments.

"Today is indeed a big day for this company," Christianson said. "Today we are honoring and giving recognition to the women employees of this company as well as to the women workers in the war effort throughout the country. "In 1942. when it became apparent that the manpower of the country was fast dwindling and it would be necessary to hire women employees for shipyard work, I, as well as most of the supervisory staff, were definitely of the opinion that women had no place in shipbuilding.

"However as time went on and the shortage of manpower became more acute, we very reluctantly began employing women for various simple and relatively light tasks. From almost the very beginning of the employment of women in the yard, we discovered that we had been wrong in our original conception of their ability.

"After 20 months of hiring women, we now have a total of 534 women employees working in the production departments in the yard, as well as 190 employees doing regular office and clerical work. In all, this makes a total of 724 which comprises a large percentage of the total employees in the plant."

"From this you can readily see what would happen if it weren't for our women, and when the pages of history are written, I believe that women will have proven to have played a much higher role in the winning of this war than most people realize. Women are now doing everything. Jobs that a few years ago we thought were suitable only for robust, healthy males are now being handled not only satisfactorily but in some cases better by women.



Will Observe 'Maritime Day' In Yard

National Maritime Day next Monday will be appropriately observed in the Leathem D. Smith Shipbuilding company

yard with the launching of the first of a fleet of 328-foot, 6,000-ton cargo ships, the Poinsett.

Diesel powered, the Poinsett and her sister ships are the largest ever built at Sturgeon Bay. They will be able to serve small and undeveloped ports and be useful for inter-island and coastal hauling. Unlike the coastal cargo ships built for the British last year, they are too large to go to the ocean by way of the St. Lawrence river.

May Keep Liberty Ship Fleet Ready

Under a plan being studied by Maritime commission officials. 1,000 Liberty ships would be placed in a postwar reserve for use in case of another war.

Five hundred would be kept ready to man, fuel, and sail. The machinery of the others would be packed in grease but they could be readied quickly.

The plan is regarded by the commission's postwar planning committee as a starting point toward disposition of the Liberties. Another 1,000 would have to be disposed of otherwise.

That figure is based on 2,700 scheduled to have been put in service by the end of this year, and 500 or more to be lost or hopelessly

Launch Poinsett

Mrs. M. W. Zeidler, mother of the former Milwaukee mayor who was listed as missing by the Navy after the ship on which he was an armed guard officer disappeared, will christen the PC 825 next Sunday afternoon. The 825 is the 37th subchaser and the 59th vessel to be launched at the Smith yard in the emergency war program.

Wisconsin Elks are "buying" the ship by the purchase of War Bonds and a plaque will be installed on the warship in recognition of this patriotic action. Many of the Elks attending their state convention in Green Bay May 27-28 will come to Sturgeon Bay for the ceremony.

Smith's Get Contract For 4 More Ships Rear Admiral Howard

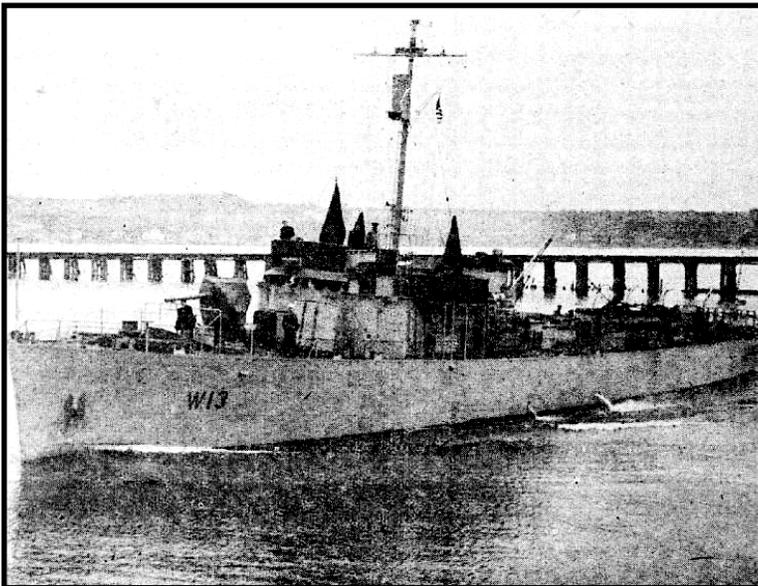
Rear Admiral Howard Vickery, vice-chairman of the Maritime commission, last week advised the Leathem D. Smith Shipbuilding company it had been awarded an additional contract for the construction of four more sister ships of the Poinsett, making a total of 20 of the 338-foot freighters the company will build. The four ships are part of a contract originally awarded to the Kaiser yards and cancelled to permit construction of other types.

Announce Net Tender Names

Names of the three net tenders being built at the Smith yard have been announced by the Navy department as the U.S.S. Passaic, U.S.S. Shakamaxon, and U.S.S. Tonawanda, in that order. All three names have used previously for other ships now out of commission.

'They Shall Not Pass'...Without Signed Permits

Although no permit will be required for employees to go to the restrooms and lavatories, trips to points in or out of the yard to take care



BUILT FOR THE FRENCH, this subchaser would carry a PC number if it were destined for U.S. Navy operation. Instead it is W13, a French number. She is shown with the railroad bridge at in the background.

of matters that are a part of work or cannot be taken care of outside of working hours must henceforth be authorized. No record has hitherto been kept of trips within the yard except to First Aid.

For example, an employee who wishes to go to the insurance office, to the Port Light office, the main gate, or to a warehouse would be obliged to have his trip authorized and a record made of the time taken. Other parts of the blank provide for trips to First Aid, transfers to different departments, leaves of absence, termination of employment, and for taking material through the gates.

Federal Board Members Here For PC Trials

Capt. O.E. Grimm and Lieut. Commander D. A. Lunquist of the Navy board of inspection and survey, Washington, D. C., were here last week to conduct and observe trials on the PC 822, the 29th PC launched by the Smith yard, but first of a new series constructed by this company. Also here from Washington was William C. Karl, a civilian representative of the Bureau of Ships.

Class in Radio Starts Tonight At High School

The first meeting of the radio fundamentals class will be held at 7 o'clock.

Wisconsin's Elks Pay for 37th PC Built by Smith's

Members of the Elks order from all parts of Wisconsin watched the 37th Smith-built PC, 825, the Poinsett, ride down the ways Sunday afternoon.

The association held its convention at Green Bay Saturday and Sunday. Many of the Veterans of Foreign Wars, holding a district convention at Sturgeon Bay, were also in the crowd.

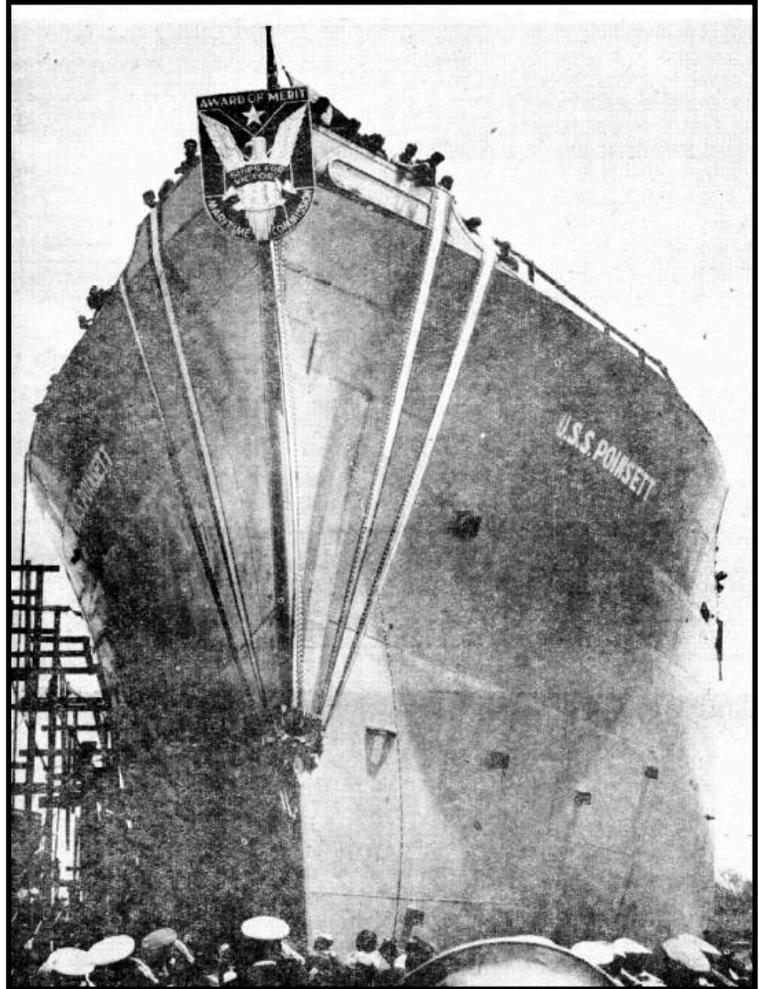
Busloads of the delegates began arriving Sunday morning from Green Bay. The entire fleet of Smith shipyard buses, used to transport workers living in the Bay area to and from the shipyard, was used to bring the conventioners here.

With the exception of the launching crew, the yard was totally inactive. This gave the Elks and VFW delegates a rare opportunity to see the four distinctly different types of ships under construction here in their various stages of completion.

The afternoon's festivities began with a concert by the Smith employees band. The program which was broadcast over the state network also featured the 30-voice chorus from the Fond du Lac Elks' chapter under the direction of Harvey Millar.

"This subchaser as it leaves the ways today will become a part of the greatest naval force that the waves have known since the dawn of time," declared President Frank L. Fawcett, Milwaukee, of the Wisconsin Elks association. "The Wisconsin Elks association is proud to be here and participate in a humble way in this righteous cause."

President Leathem D. Smith welcomed all and noted, "In all, we have had a total of 82 ships under contract valued at approximately \$125,000,000." He lauded the Elks association, pointing out the fact that it had also sponsored a War Bond campaign to buy a large bomber.



Smith's Subchaser Speeds to the Gulf Under Own Power

All existing time records for ships being delivered from Sturgeon Bay to New Orleans were broken recently by the Smith-built submarine chaser Dague (PC 1651), built for the French government, it was learned last week.

The Dague was the first PC from here to travel the route of the Illinois and Mississippi rivers from Lockport, Illinois, to the gulf under her own power. The vessel departed from Sturgeon Bay May 5, manned by her French crew.

Traveling only days, the vessel was moored to the nearest available tree at night the high water in the rivers making this possible. Not once during the trip did the Dague tie up at a dock, it was disclosed.

Prior to the delivery of the Dague, all vessels were pushed down the river by tug. The ships were also mounted on pontoons to float them safely across shallow portions of the rivers. But, because of the prevalent high waters permitted the vessels to proceed under their own power.