

3 Years Ago First PC Entered Water at Smith's Yard Nov. 22, '41

Three years have passed since the first subchaser, the ill-fated 496, was launched at the Smith yard on November 22, 1941. Just one vessel of that class remains on the ways, the PC 1569, and she will be launched in the near future.

Relatively few of the employees now in the yard were here when the 496 was launched, but a much larger proportion of the personnel on the payroll at that time is still on the job. Many of those "old-timers" now hold supervisory positions.

Sixth Freighter Next on List

Mrs. Harold U. Roeth of Chicago, wife of a Navy Air Corps lieutenant who spent nine months in the South Pacific on a carrier, will sponsor the sixth Navy cargo ship built by Smith's when it is launched Thursday noon, November 30. She will christen the 338-foot vessel the "Sereven," after a county in western Georgia. It will be the second of the series to be named for a county in that state, the other one having been the Rockdale, launched October 1.

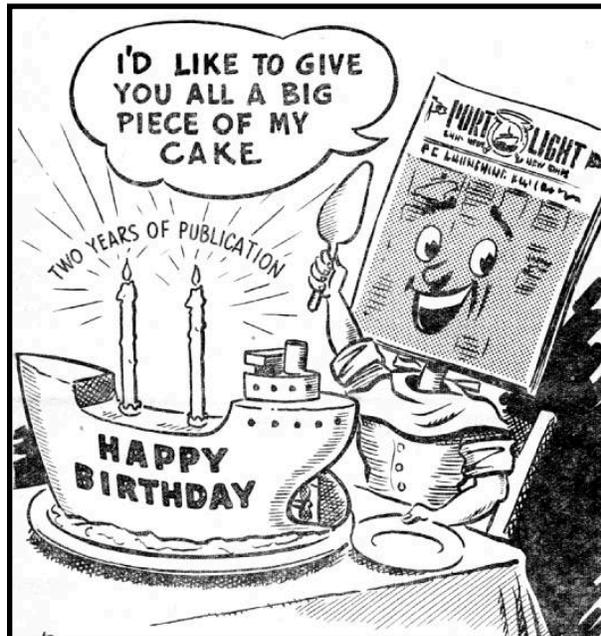
Lieutenant Roeth, now a signal officer at Glenview, Illinois, is a son of A. C. Roeth, vice president and general sales manager of the Inland Steel company. He has been in the service two and a half years. If conditions permit, he will accompany his wife to Sturgeon Bay for the ceremony.

The group coming here will include 18 to 20 business and personal friends of the Roeths.

Built under Maritime commission contract, the Sereven will be turned over to the Navy for operation. She is one of a fleet of 20 for which the yard has contracts and the 71st ship launched since 1940. Three freighters have already been delivered.

First of Series Of Card Parties Planned Nov. 25

The Smith Sports and Recreation club's entertainment committee will sponsor



a card party Saturday night, November 25, at the club hall on North Fourth avenue. Everyone who can play five hundred or sheephead is welcome.

It will be the first of a series of such parties. The Armistice Day dance at the club was very well attended. Music was furnished by Jack Allen and his Melody Kings.

Pool and table tennis enthusiasts can be seen in action almost any night of the week at the club.

Tax-Withholding Certificates Due

New certificates are made necessary by the new income tax law passed by Congress last spring. If you are single, you are entitled to one exemption for yourself and one for each of the dependents you support. If you are married, one exemption is allowed for yourself, one for your wife or husband, and one for each dependent you support. The new certificate will control deductions on the first payment of wages on or after January 1, 1945.

Did You Buy?

Employees bought \$29,831.25 worth of bonds (present value) at the company bond office last week, boosting the total for the Sixth War Loan to about \$280,000 including regular deductions. The goal is \$400,000.

JOIN THE BOND PARADE

Navy Operated 'Fleet Train' Puts U. S. Forces at Japan's Doorsteps

Much credit for the success of recent naval victories off the Philippines must go to what Admiral Chester W. Nimitz, commander of the Pacific fleet, has called one of our greatest secret weapons - the "Fleet Train." It consists of Navy operated merchant ship types and is supported by the American Merchant Marine. The ships being built in the Maritime yard by Smith's will be part of that "Fleet Train."

The Fleet Train has enabled our Navy to remain indefinitely in the Western Pacific without returning to base facilities, a revolutionary step in naval logistics. This has been a prime factor in enabling the United States to overcome in a measure Japan's most relied upon defense, the great distances of the Pacific, the American Merchant Marine Institute points out.

"The sea lanes of the Pacific, extending westward more than 4,000 miles in the last year, are crowded with merchant ships supporting our offensive against Japan," Admiral Nimitz declared. "Without these ships wholly devoted to winning the war, our substantial progress would not have been possible."

"This war," he added, "has fully confirmed the necessity for a strong and sound merchant marine in time of peace so that it may be employed as an auxiliary of the Army and Navy in time of war."

"The Navy's problems are pyramided as the advance continues," Admiral Chester W. Nimitz, commander of the U. S. Pacific fleet, said in a recent statement.

"More ships are needed for replenishing the fleet with fuel, provisions, and ammunition, as the attacks get nearer and nearer the Japanese homeland.

"The need for ships is pressing. This is true in spite of the fact that American shipbuilders have produced a 20th century miracle. But we still need miracle shipbuilding. With the increased tempo of the Japanese war the demands upon our merchant fleet will be still greater. The Navy used 15,000,000 barrels of



NOT THE FIRST VIEW of a strange land, but the departure of a boat carrying these folks to the rail on the Pontotoc's standardization trials.

fuel in the conquest of the Marianas, 42 times more than the monthly ration for all the motorists on the Atlantic seaboard. For the invasion of Saipan alone, oil requirements were more than the entire Pacific fleet used in 1943. Translated into terms of tanker needs the Marianas victory called for the operation of 150 large vessels.

Indiana County's Bond Buyers to Sponsor Last PC Sixth Freighter to Be Launched Here Thursday, named for Sereven County in Georgia

War Bond buyers of Grant county, Indiana, will be the sponsor of PC 1569, the last of 38 subchasers built by the Leathem Shipbuilding company. The date for the launching of the PC 1569 has not yet been set, but it will be in the near future.

The "Sereven", sixth of 20 Navy cargo ships which the Smith yard is building under Maritime commission contracts will be launched Thursday noon, November 30. First of the series launched was the Poinsett - May 22; followed by the Pontotoc - July 2, Richland - August 5, Rockdale - October 1, and the Schuyler - October 26.

JOIN THE BOND PARADE

Launch 71st Smith Ship

Smiths 71st ship since 1940, the Navy cargo vessel Sereven, outdid all her predecessors in splash-power when she was launched into the inner slip of the Maritime yard Thursday afternoon. Her 338-foot hull pushed up a surge of water which broke over the fitting out dock, splashed the boarded windows of the Navy building, and swirled far beyond the safety lines to wet the feet of workers who had crowded behind the ropes. Many were wet to the knees.

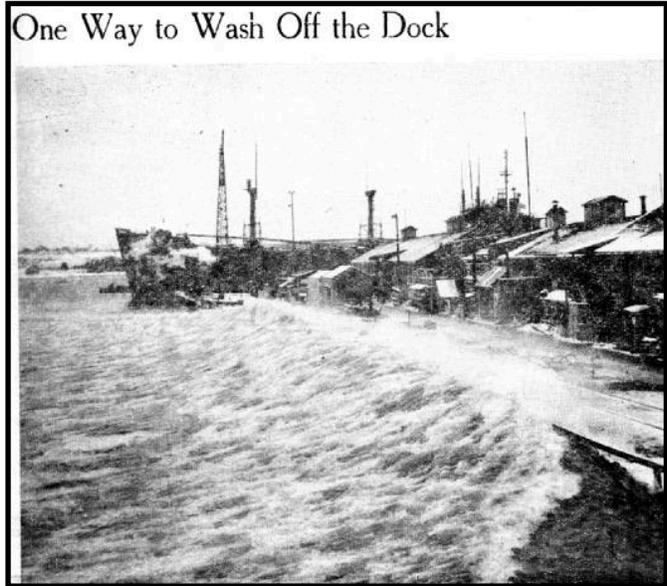
Only a brief launching ceremony was held and there were no objections from anyone about the conciseness of the program as the guests of honor huddled behind a canvas shelter trying to keep out of the freezing wind which followed the winter's first real snow storm. Joe O'Boyle, launching superintendent, and his crew launch ships even in mid-winter, but if conditions Thursday were not extreme they at least will help to harden the men for genuine winter launching.

As usual when the big ships are launched in the inner slip, there was considerable wash-damage to the opposite pier. Sections of the board facing floated out and joined the debris from the launching ways. The wind made mooring a bit difficult, but the little yard locomotive, the "400" grabbed a hawser and helped warp the Sereven into place at the fitting out dock.

Deliver Fourth Cargo Vessel To Commission

The Smith yard's fourth Navy cargo ship, the Rockdale, was formally delivered to the U. S. Maritime commission here last Thursday afternoon. John C. Campbell, chief of the ship inspection section of the commission's regional office at Chicago, accepted the vessel on behalf of the commission.

The ship will remain in possession of the Maritime commission until it is delivered to the Navy at New Orleans, although Navy men will be aboard enroute.



MIGHTY DAMP around these parts! This picture snapped from the Port Light office window shows the big wave resulting from launching of the Navy cargo vessel Sereven last Thursday.

Praise Ship, PC Built in Yard Visited by Naval Officer from City

"I was thrilled today after being aboard the PC 1230 and learning it was one of your ships," wrote Lieut. Eugene Bernhardt in a recent letter to President Leathem D. Smith. "I talked with several of the officers aboard and everyone spoke very highly of its performance in this theatre of war."

Lieutenant Bernhardt is a son of Mr. and Mrs. H. O. Bernhardt of Sturgeon Bay. He commands a naval gun crew on merchant ships. The 1230 left here June 25, 1943.

"You are to be commended for your outstanding work in putting ships such as this in combat where they are making a great name for themselves. Keep up the splendid work, Leathem. It can't be too far ahead that Victory will be ours, and then a good game of golf."

Revise Eligibility Rules at Sunset Apartments Here

Renter eligibility rules at the Sunrise apartments have been relaxed. Families other than those of war workers can now be admitted in certain cases, if their present quarters are sub-standard or in rural areas too far from public transportation lines.

In Other Words, This Is No Time to Lie Down

"IT IS IMPERATIVE that all facilities and workers now committed to war work remain at the task until the demands of the military are fully met, that we intensify our recruitment of additional workers to meet these increased demands, that there be a rededication of communities throughout the country to the war effort, and that no worker qualified for and needed in war production and who has no clear valid reason for refusing such work be engaged in any other activity." —Paul V. McNutt, War Manpower Commission Chairman

Yard's Absentee Record Is Best In United States

Lowest of all absentee records reported for Maritime yards in the United States in the December 4 issue of the Victory Fleet was ~ guess ~ that is right, the Leatham D. Smith shipyard of Sturgeon Bay, Wisconsin. Only 4.2 per cent of the scheduled man hours were lost due to absence in that month. The figure is for the entire yard, Maritime as well as the Navy side. It was the same for the last half of August.

This compares very favorably, it was pointed out by Jack Erdman, head of the absentee division, with the Great Lakes regional average of 5.1 per cent, the Atlantic region average of 6.8 per cent, Gulf regional average of 8.8 per cent, and the Pacific average of 17.9 per cent.

Smith's yard has almost always had a better than average showing in the battle against absenteeism. In October it ranged from 4.8 to 6 per cent here, averaging 5.2.

The lowest percentage of absence in more than a year was recorded November 9, just 3.5, but the deer hunting season "put a crimp" in that proud, shining record. On November 25, on Saturday there were 16.4 per cent of the employees absent.

Second Shift Painters Receive Honor



IN RECOGNITION of the purchase by the second shift painters at Smith's of an average of \$135.64 each in War Bonds in the 6th War Loan. A U.S. Treasury department citation has been presented to them, signed by Secretary Morgenthau and Walter Kristen, state war finance committee chairman. It is held in the above photo by Harry Berg Sturgeon Bay, foreman, one of the solicitors. At the left is Scott Hazelberg of New London, and at the right John Edwards, Harrisburg Ill.

Last Of PC's Is Launched On Saturday

Smith's last PC subchaser, the 1569, was christened Saturday noon by Mrs. Nellie Hines, Marion, Indiana, on behalf of the Grant county bond buyers who were given the privilege of sponsoring the vessel because they purchased War Bonds to pay for it.

About 100 Smith employees and their wives were guests of the company at an informal dinner Saturday night at the Carmen hotel in celebration of the launching. The employees were those who have been here since the keel for the first PC was laid.

Record Crowd Sees Movies Thursday at Sunset Hill Auditorium
The movies showed American troops, guns, ships and planes in action.

Seventh Navy Cargo Ship Sponsor is Daughter of Shipping Executive

Named for a county in Arkansas, the cargo vessel Sebastian will be launched at the Smith shipyard Thursday noon, December 21. Miss Jean Sullivan, daughter of Vice President Harry J. Sullivan of the Gartland Steamship company of Chicago which operates ore, grain, and other bulk cargo ships.

The Sebastian will be the seventh of her type to go down the ways at Smith's and the 73rd hull to be launched since 1940. Contracts for 20 of these 338-foot ships have been awarded the company.

They are designed for service in the Pacific war after being transferred by the Maritime commission which is the contracting agency. Their cost is slightly over \$2,000,000 apiece.

It will be the last launching in 1944 at this yard. Included in the year's total of 23 launchings are 13 subchasers and gunboats, seven cargo ships, and three net tenders, an average of nearly two a month. The last or eight frigates was launched just before the start of this year, on December 29, 1943.

Thirteen more freighters and 10 water tankers are yet to be launched. In deliveries as well as launchings, the Smith company has maintained a steady pace. In 1942 the yard delivered 11 ships with a total over-all value about \$15,000,000. The next year 26 costing approximately \$40,000,000 were delivered, and this year's deliveries total 29, worth about \$50,000,000.

Tighten Up Draft Rules

"The director of the Office of War Mobilization and Reconversion has requested the director of selective service take affirmative action with respect to the present urgent manpower situation. There is continuing urgent need for combat replacements in the European and Pacific theaters of war



TRIMMING THE TREE is one of the pleasures of the Christmas season. Here Mrs. Adeline Boudreau and Wilma Jameson go to work on the decorations for the accounting department girls' party.

and a most critical shortage of workers in war activities. It is increasingly necessary that all persons, and particularly registrants 18 through 37 participate to full extent of their abilities either in the armed forces or in the civilian war effort. Amendments to the rule provide that when an occupationally deferred registrant leaves the employment for which he has been deferred, he shall be reclassified into a class immediately available for service.

100 Per Navy Tool Room's Employees Good Bond Buyers Too

"Well, what about us, we didn't do so bad." said employees of the Navy tool room when they read of the honor received by 47 second shift painters for investing an average of \$135.64 in the Sixth War Loan.

The 17 employees of the tool room on all three shifts bought an average of \$191.17 worth, purchases ranging from \$25 bonds to \$2,000 worth.

30 Ships Still to Be Finished As Smith's Yard Enters 1945

Thirty ships - 15 Navy freighters, 10 water tankers, three net tenders, a gun boat, and a PC-remain to be delivered as the Smith yard enters 1945, it was pointed out this week by President Leathem D. Smith in his annual statement to employees. Only seven of these 30 vessels have been launched, so it is obvious that unless there are cancellations the yard has much work ahead of it. The text of Mr. Smith's announcement follows:

"At the close of our fourth year in building ships for the war effort it is well to look at what we have done, and I know that you are all interested in what we still have to do on this program, with some idea of the prospects for work if the war program should be completed.

"In our first year of work for the government in this emergency period, 1941, we delivered four small tugs to the U. S. Army Engineers. In 1942. we delivered 10 vessels - coasters and PCs. In 1943, we delivered 27 ships, including coasters, PC's. and frigates. Out of a total of 96 ships under contract we have delivered 66, leaving 30 more for completion during 1945. As you can all see, we have a full year's work ahead of us.

"I want to assure you all that the management appreciates the cooperation and the effort made by all of you in producing this really worthwhile accomplishment in shipbuilding. I feel that our record of low absenteeism is one to be particularly proud of when we take into consideration the distance that many of our people have to travel to and from the job.

"I am sure that, because of the type of vessels we are building, which are all going for service in the Pacific, as long as the Japanese war requires the full effort of our Navy and the supplying of our forces across the Pacific, these ships will be needed and will be completed.

"If the war in Europe continues into next summer, which we fervently hope it will

HELLO THERE! This pretty tacker was just disappearing from sight down a man-hole. She is Joyce Ness, No. 324, a Green Bay gal now making her home at a dormitory here.



not, and the Japanese war still continues, it is extremely likely that additional shipbuilding contracts will be entered into.

"I also want to report that on the outlook for postwar work our specially designed ship and utilization of containers for package freight handling is receiving most encouraging support. It offers one of our best outlooks for postwar employment."

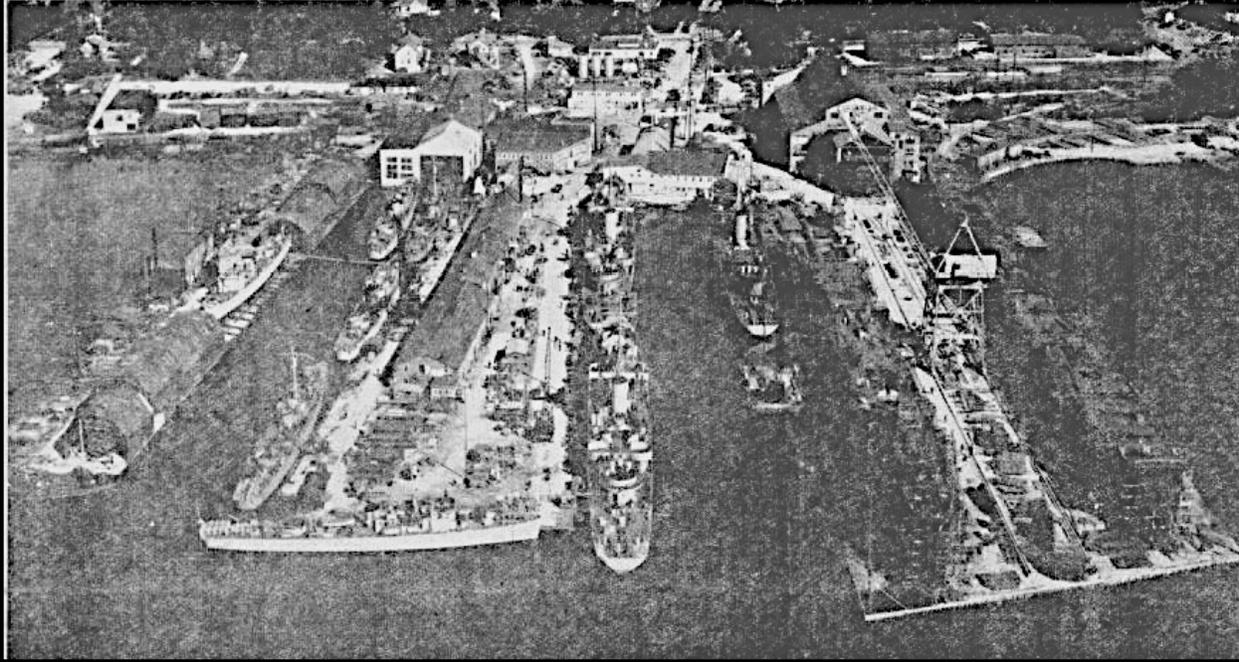
Vessels Completed Here Total 13,350 Feet in 3 Years

Ships built by the Smith yard in the three year period 1942-44 cannot be laid end to end, of course; for they have important work to do (and besides, some of them have been sunk), but if they were they would extend a distance of more than two and a half miles.

The 10 ships delivered in 1942 totaled 1,985 feet, and the 27 ships delivered in 1943 added up to 5,441 feet. Completions by the end of 1944 will put 25 more on the list, but their average length is greater so that the year's total will be some 5,930 feet.



Smith Shipyard During Frigate Construction Period



THIS AERIAL VIEW of the Leatham D. Smith Shipbuilding taken in 1943 shortly before the departure of PC 1172 (left foreground) on September 18. Eight ships are in the water and several others are visible on the ways. Many months passed before the picture could be released for publication due to security precautions. All of the vessels shown have long since been put into active service.

Lay 11th Freighter Keel

Keels have now been laid for more than half of the 20 freighters for which the Leatham D. Smith Shipbuilding company has Maritime commission contracts. The eleventh was put down last Thursday on the berth vacated by the Sebastian, No. 7 of the series.

The No. 11 ship will be christened the Tipton, named for counties in Tennessee and Indiana. Ships now on the ways will be named the Somerset, Sussex, Tarrant, and Tipton.

Holiday Hits Attendance Record

1,015 absent at the yard the day after Christmas. Nearly 25 per cent of the employees did not show up for work on December 26 even though they had a 64-hour holiday.

Speculations About Ending of the War Curtail Production

Public statements by officers and officials indicating an early end of the war tend to reduce production of war materials and have been officially banned, according to a notice received by the local Navy office.

The following is the text of a letter addressed to the Secretary of the Navy by the President of the United States:

“At a most critical time, when production of essential supplies vital to the war effort must be kept at a high level, speculative public statements by responsible military and civilian public officials at home and abroad indicating an early termination of the war tend to curtail production of essential war materials.

Yard's Population Rising; Fell in 1944

Smith's yard entered 1945 with 820 more employees, exclusive of office and executive personnel, than it had at the beginning of 1943 but 568 fewer than were on the same payroll January 1, 1944. Employment dropped almost continuously from the all-time peak of 4,847 reached December 10, 1943, until November of 1944 when it rose sharply from a low point of less than 4,000.

As of January 1, 1945, there were 1,278 with Navy numbers, 2,942 with Maritime numbers, a total of 4,220. The yard population including office workers and executives, but not counting those working for sub-contractors was 4,513.

Of 4,220 employees in the production departments, 452 or 10.7 per cent were women. In the yard as a whole, the women constituted 15 per cent of the total.

War Bond Sales Greater in 1944

Series E War Bond investments at the Smith company bond office last year totaled \$1,156,-293.75. an amount which paid for bonds having a maturity value of more than \$1,500,000. In spite of the fact there have been fewer employees in the yard, sales ran ahead of the 1943 total of \$918,916.50. More intensive War Loan campaigns are partly responsible for the increase, though the company has never adopted the high pressure sales methods which have boosted purchases, and probably bond cashing, at some plants.

Final figures on the Sixth War Loan show that the yard came close to achieving its goal of \$400,000, bonds worth \$377,700 at maturity having been purchased by employees.

Upgrading Tests Given to Over 1,700 Last Year

Of those taking tests, 1,224 passed and 552 failed. Some workers took two different examinations and were successful in later quizzes.



LOOKING DOWN on the South yard from one of the freighters under construction on the Maritime side.

Woman Welder Burned in Fire On Cargo Ship

First and second degree burns were suffered Saturday morning by Mrs. Orville (Lillian) Jacques, Green Bay, a Smith welder, when sparks fell into a 5-gallon can of lacquer thinner on which she was standing and exploded the contents.

The accident occurred in the cadet quarters on the main deck of the Sebastian, Hull No. 331, which was launched recently. Mrs. Jacques had been doing overhead welding on an air vent for the Contractor's Supply company.

When the blast occurred, Mrs. Jacques fell to the deck, which was this week. Her legs and right arm covered with blazing fluid. Ed Keehan of the Contractor's Supply company was present but escaped injury, while Ed Barinson, another employee of that firm, had his hair singed slightly as he entered the compartment.

Her clothes afire, Mrs. Jacques fled aft to the galley of the ship, breaking away in her panic from workers trying to help her. She ran about 20 feet and then fainted. She was removed from the ship on a stretcher and rushed to the Door County Memorial hospital from which she was to be transferred to a Green Bay hospital this week. Her legs and right arm were burned.

To Launch Somerset Sunday

Eighth of 20 cargo vessels being built for the U. S. Navy at the Smith yard, the motorship Somerset, will be launched Sunday noon, January 21.

When the 338-foot vessel rides into the water she will be the 74th launched by Smith's yard since 1940. Twenty five of that total are credited to the Maritime berths. Other types built there have been coastal cargo ships and frigates.

Survivor of PC 1261 Tells of Ship's Death; Sunk on D-Day

(a story that had to be told, a story of what this was all about)

Never before has the Port Light had the privilege of telling the complete battle story of a Smith Ship, but a printed account of "Experiences Aboard the First Ship Sunk in the D-Day Invasion of France," written in a hospital in England by Lt. Halsey V. Barrett, an officer of Smith built PC 1261, gives us that opportunity.

President Leathem D. Smith has received a copy, inscribed to himself "who built the ship that died proudly."

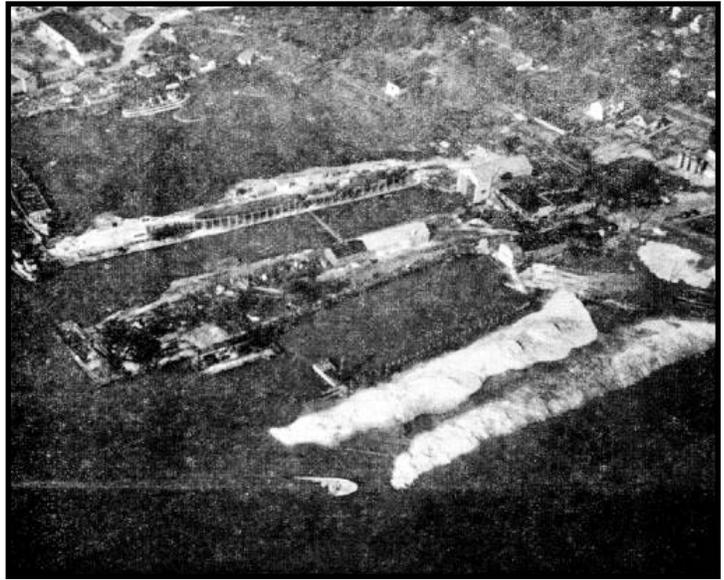
The 1261 was launched here February 28, 1943, and left May 2.

Also mentioned in the thrilling account is the PC 1176 which was launched here August 28 and departed at the end of October of that year.

In his foreword, Lieutenant Barfrett said "American soldiers and sailors are great! No flinching! No whimpering! No self-pity! Paradoxically, the D-Day experience was a reaffirmation of faith in the basic goodness of human nature. The thousands of men I saw on D-Day, and afterward in hospitals in England, showed a human dignity that could not and should not be forgotten."

Lieutenant Barrett's account follows:

The seriousness of our duty grew gradually yet progressively from January seventh until about May fifteenth. Leaving we were told, we were going to a place where there would be a



WHEN THIS PICTURE WAS TAKEN, in 1941, Smith's first subchaser, the 496. was still on the ways. the Maritime dock was being filled in. the main building had not yet been built.

scarcity of "soap and shoes." An omniscient and ominous supply officer alluded to where we were going with gravity.

Radio messages assured us that submarines were within a hundred mile zone of us, and a false contact showed how tight the intensity was aboard.

The climax of the trip came when we entered down through the Irish Sea into a Welsh port. There we saw ships in the harbor sunk to their topmasts or showing just a spar or stack above the water.

The crew's constant hope throughout the trip that this was simply convoy duty and that we would proceed back to "Times Square." Hopes were shattered and worries increased when they found in South England port that we were now launched to the Amphibious Force.

Within a few days a Lieutenant Donovan came aboard and in the company of small British control vessels took us out to the beaches and casually showed us what our duty was to be, to lead the first invasion waves, to navigate them at the right precise time and to the right precise beach. Going in and then lying to 4,000 yards off the invasion beach seemed as hot a job as any in the whole Navy, especially against the notoriously strongly fortified Nazified French coast. I wondered why our PC of all should be fated for this singular task; yet immediately the thought came that, some PC had to do it.

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No duty Atlantic or Pacific seemed hotter. Tacitly we were all depressed. Tacitly I had to do it, and why did or should I think my PC was any more exempt than any other. This rationalization helped reconcile me to the duty.

There was considerable mental turmoil as to the where and when of D-Day. Daily suggestive clues would come to ear; then sealed packages of data labeled "not to be opened until notified" came aboard. Certain events and timing of work to be finished showed D-Day would now likely be within two weeks.

Still nothing specific as to the time of D-Day. Then the sealed bag of data was authorized to be opened and the flood of intelligence and organizational data was made available to the officers. We felt sure D-Day was within the week now,

The crescendo grew, so gradually that when June 5th at dawn was named the hour, no officer was surprised. It seemed a relief to know that the date was soon and the strain of prolonged waiting would clear up.

After patrolling on Friday afternoon on a beautiful, warm, sunny, blue-sky, blue-sea day out in the bay off South England, we mustered our crew on the signal bridge and informally sat around. In all that sea beauty the Captain told the crew of the intense nature of our duty and of its proximity. He showed them that our job had to be done right or hundreds of soldiers might lose their lives by being landed on an unprotected beach. All hands were quiet and sober, but no flinching whatsoever. There was idle joking and jesting but seriousness underlined all.

We were all set to sail Saturday night; all equipped with life pre-servers, anti-gas equipment, knives, flashlights, whistles, and all damage control gear with utmost readiness for action. Sunday morning word came that the invasion was postponed 24 hours because of poor weather in the channel. Hence a day of reading, resting, and thinking that further postponements might be forthcoming.

Monday morning was the real departure. We topped off with fuel and with water, and after an earlier chow we cast off all lines and got under way in all the usual manner.

Off the Port we were met by a tremendous convoy speeding at 12 knots. Our PC was in the best of company; the Admiral's ship was two ahead of us. Aft was the battleship Nevada with her fourteen-inch guns, the heavy cruiser Tuscaloosa (Admiral Deyo aboard), the Quincy and the famous British cruiser, the Black Prince. The PT's were around about us and the PC 1176 with my friend Larry Barrett aboard, was five hundred yards off our starboard beam.

We arrived at our transport anchorage at 3:00 a.m. on D-Day morning, this was 11 miles off the beach out in the English Channel. Still all quiet. At about 4:00 a.m. small craft with army aboard started mulling around and we got our navigational gear all primed for the very important run in. At 4:30 we slowly left the Transport Area, started our course of 236 degrees true into the Beach.

Certain rocket ships hadn't showed up on time so we were delayed but were making up time and were nearly on schedule. By 4:35 gun roars were prevalent. The coast of France was illuminated by flares and explosions of all colors a colossal Bastille Day or Fourth of July demonstration. Ships were silhouetted and planes were now visible over the shore.

The Quartermaster came into the chart room and reported a shore battery had straddled us with gun fire - that the last shell had landed about a thousand feet off our starboard. After taking another navigational reading - a crash - not terribly loud - a lunge - a crash of glass - a rumble of gear falling around the decks - an immediate, yes, immediate 50 degree list to starboard - all lights darkened and the dawn's early light coming through the pilot house door which had been blown open. The Executive Officer immediately said, "That's it" with a finality, and threw down his chart pencil. I saw the Captain on the flying bridge talking down the voice tube to tell radiomen to notify the Admiral that we were out of action—sinking....

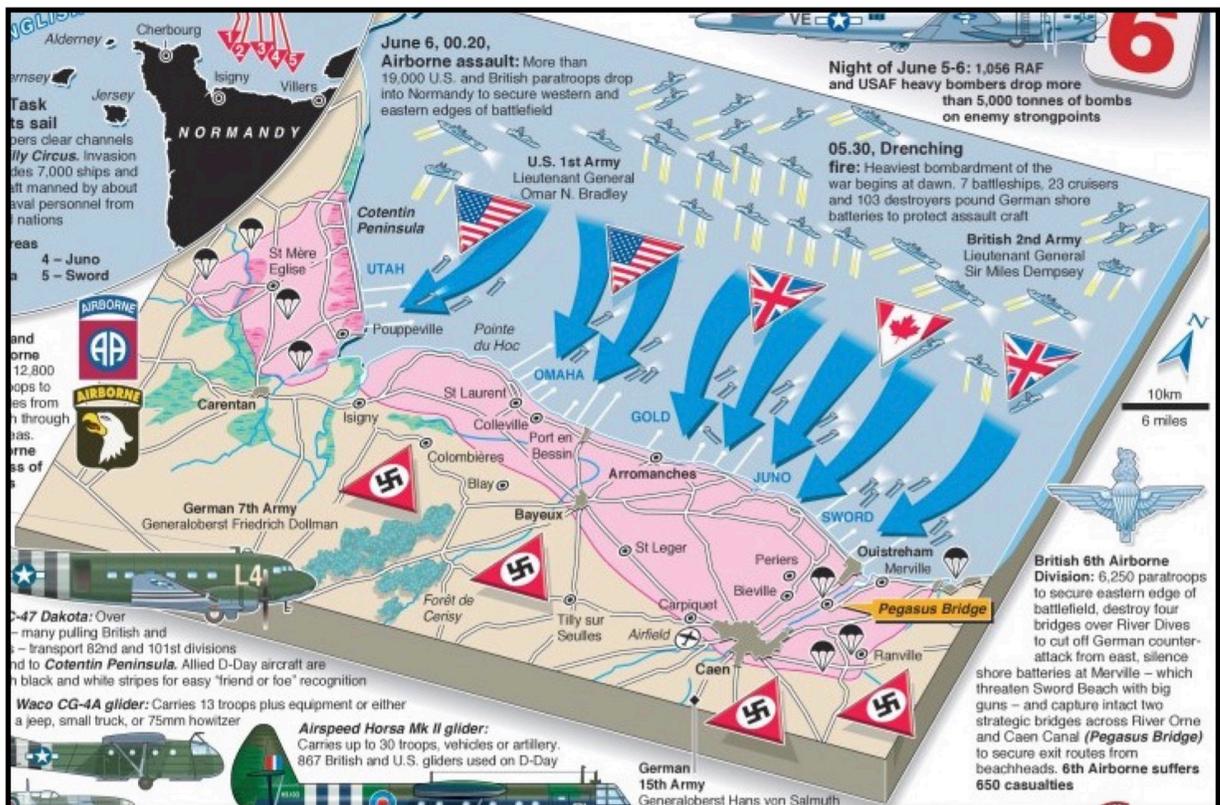
I watched the hull with just the title, PC 1261, still above water, felt a bit sentimental and even glad that the sinking had been without fire, greater violence, or utter catastrophe.

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The shell struck at 5:34 a.m. D-Day, June 6, 1944, or 58 minutes before H-Hour. Until Naval Intelligence learns differently, the USS PC 1261 (Smith built) was the first assault ship to be sunk in the Invasion of France. Our group was the first survivors to report to the Transport area and the first assault survivors to reach the shores of England again. American soldiers and sailors are great! No flinching! No whimpering! No self-pity!

Lt. Halsey V. Barrett's, an officer on the PC 1261, story was adapted in an abbreviated form for this book, it can be found in it's entirety by googling the Port Light, Volume 11-Number 9, Sturgeon Bay, Wisconsin. Tuesday, January 16, 1945.



Launch 8th Cargo Vessel

First Ship to go down the ways at the Smith yard in 1945, the motor vessel Somerset was christened Sunday. The ship is the eighth of a freighter fleet being built here and the 74th hull launched the emergency and war construction program was started four years ago.

Hull No. 333, ninth in the series of cargo vessels built under Maritime commission contract for Navy use will be launched at noon on Saturday, February 3. The No. 9 ship will be named the Sussex.

Yard Has Used 9,400 Miles of Welding Rod

More than 41,000,000 sticks of welding electrode have been used in the Smith yard in building the fleet of ships which began with the PC 496 back in 1941. If the 41,654,000 rods were laid end to end in a single line, they would extend from Sturgeon Bay far beyond either Tokyo or Berlin, for the line would be 9,400 miles long.

About 65 per cent of the total has been used on Maritime contracts and 35 per cent on Navy contracts. At the normal rate of consumption, it would take one welder over 1,000 years to use such a quantity.

Only 17 production welders were employed here in August of 1941. The number increased steadily until September 1943, when there were about 425 production welders and 350 tackers on the payroll. At the present time, the department is operating with 337 production welders and 206 tackers.

Of the production welders, 94 are women, but among the tackers the fair sex predominates with 133 of the total.

Frank Buck's Famous Movie to Be Shown At Sunrise Tonight

Tonight's movie program at the Sunrise apartment community center will include a Frank Buck film and a musical short. George Spencer reports that the film on the life of Tom Sawyer will be shown in March.



THIS IS MORE IN SEASON. A Smith-built freighter is towed to the canal and Lake Michigan's open water. Towing prevents possible damage to the propeller.

Next week's film will probably be "Becky Sharp." Admission charges are 10 cents for children and 20 for adults. The movies are shown at the trailer camp Sunday night, Sunset Dorms Monday night, and Sunrise apartments Tuesday night.

Publishing Firm Retains Officers

All officers of Smith Employees, Inc., the non-profit corporation which publishes the Port Light were continued in office by the board of directors at a recent special meeting.

C. W. McKee continues as president, Robert F. Moynihan as vice-president, and David Martin, Sr., as secretary-treasure.

Members of the board are Robert F. Moynihan, chairman, James Lyons, Otis Goserude, Howard Hunt, and Wallace Ives.

Warnings Issued Against Clock Jumping And Loafing

Clock jumping, soldiering on the job, and wash room powwows don't build ships. and the minority of the 4,500 Smith employees who indulge in such practices will find that starting this week the company has taken off its kid gloves in dealing with them.

Routine checks will be made hereafter, and offenders are likely to join the ranks of "former employees." A few dozen loafers not only fail to earn their own pay, but the spectacle of them getting away with loafing makes many others feel like taking it easier.

JOIN THE BOND PARADE

To Launch 75th Vessel at Smith Yard on Feb. 3

Many a small nation would consider itself well supplied with warships, merchant vessels, and auxiliary craft if it had the ships which have been built at the Smith yard during the present emergency program. Launching of the 75th vessel of the fleet, the Navy cargo ship Sussex, is scheduled Saturday February 3. She will be the ninth of her class christened here since the first went into the water May 22, 1944.

The keel for the 13th freighter, the Tulare, will be laid on the berth vacated by the Sussex.

Warn Against Private Work In Shipyard

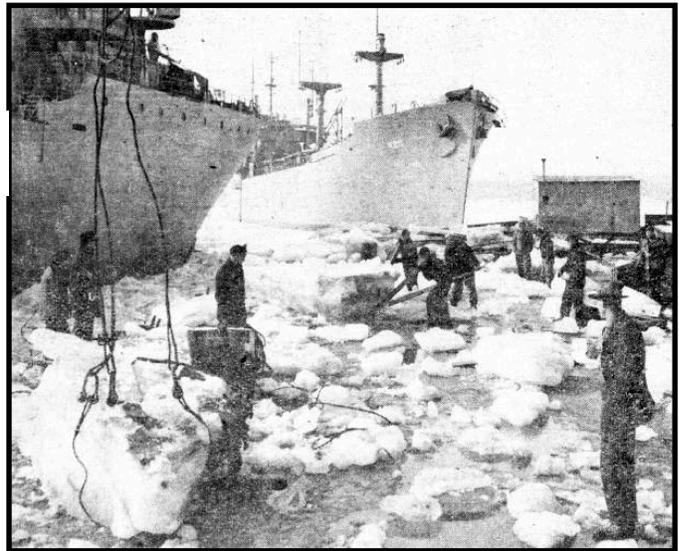
Heads of all departments have been cautioned by Supt. C. R. Christianson not to permit anyone to do private work either for himself or anyone else, excepting in cases where such work has been requested on a regularly executed accounts receivable work order. This applies regardless of the insignificance of the work involved.

"The reason for this drastic order," the superintendent said, "is that most material and all personnel are being reimbursed by the government in one form or another. Job numbers for private work can be secured from Pat May in the accounting department."

Even then, such work must be kept at a minimum.

Misuse of pass books was also hit by Mr. Christianson, who said that passes have sometimes been issued for taking material out of the yard without proper authority.

"Also, it is contrary to company rules to bring anything into the yard without special permission, other than personal tools to be used in the yard, clothes, and lunches. The guard force has been instructed to be very diligent in its efforts to stop the



Quite a Wash Up. Huge ice blocks were lifted out of the slip by the waves of water rolled up when cargo vessel Somerset was launched at the Smith shipyard. The picture above shows men prying some of the smaller pieces off the outfitting dock. Cranes were needed to remove the bigger chunks as the picture below proves. Because the ice in the slip is broken before the ships goes in, damage to the hull is unlikely.



practice."

Smith, Dry Dock Yards Contribute To Sports Fund

Biggest contributors to the drive for funds for the Potawatomi Winter Sports center sponsored by the Sturgeon Bay Winter Sports club are the Leathem D. Smith Shipbuilding company which has given \$1,500, and the Sturgeon Bay Shipbuilding and

Wife of Veteran Marine Leader Christens Sussex

Christened by Mrs. Carl O. Rydholm of Cleveland, wife of Captain Rydholm, marine superintendent of the Cleveland Cliffs Iron company, the 338-foot motor vessel Sussex rode smoothly down the ways at the Smith yard Saturday afternoon and splashed into the broken ice of the outer slip, it was another perfect launching, the 75th at the Smith yard since the company began building ships for service in World War II.

Mr. Rydholm commented upon the fact that the yard has a vastly different "grown up" appearance than when he visited here at the time Smith self-unloaders were installed on several of his company's ships. The Sussex is the ninth of 20 motor ships for which the yard has Maritime commission contracts.

Yard Employing More Veterans; 20 Last Month

Returning veterans of the present war, some who were employed here before entering the armed services, are being hired by Smith yard in increasing numbers, the personnel department reported last week.

Four new employees, discharged veterans, were hired by the yard in December, and in January a total of 20 new employees, also all World War It veterans were added to the roster of Smith employees.

Absentees Facing Draft

Figures given out by the yards absentee department last week showed that an average of 299 employees were absent daily from work during January.

New Year's Day provided the highest number of absentees with 619, or about 14.6 per cent of the yard's payroll, failing to report for work. Low for the month was on the 19th when 191 employees were absent.

The absentee department pointed



THE POWERFUL John Roen III stands by at the launching of a Smith-built freighter. The ship beyond the tug is the K 211, or Sebastian. The ship being launched was the Somerset.

out that the figures for January "were a "slight improvement over December," but emphasized that there is still room for improvement."

Employees eligible for selective service are warned by the yard's deferment officer, Lieut. L. A. Hirsch, that their attendance and absentee records are an important factor in determining the recommendation for deferments.

"We cannot secure deferments for employees who fail to come to work regularly," Hirsch said.

24,000 Vessels Will be Added To Navy in '45

Secretary of the Navy James Forrestal announced last week that more than 24,000 ships will be added to the U. S. fleet this year, giving the Navy the total of approximately 85,000 ships.

He said that the Navy this year has now scheduled the construction of 3,596,000 tons of new ships, and will ask congress for money to build an additional 500,000 tons.

The building program includes 206 combatant ships, 223 patrol craft, 50 mine craft, 694 auxiliaries, 22,560 landing craft, 657 district craft a total of 24,396 ships. costing more than five billion dollars.

Transit Company Buys Another Large City Bus

Yard's Red Cross Goal; \$4,500

Smith employees are being asked to give nearly \$1,000 more to the Red Cross this year than they contributed in the 1944 campaign. Last year's donations amounted to \$3,568, and in the drive which starts March 1 a total of \$4,500 is sought. The increase reflects a growing need for funds to do the great and indispensable war work of the Red Cross. The national goal is \$200,000,000.

Door county's quota last year was \$11,400. but \$5,000 more than that was raised. This year \$17,200 is set as the county goal.



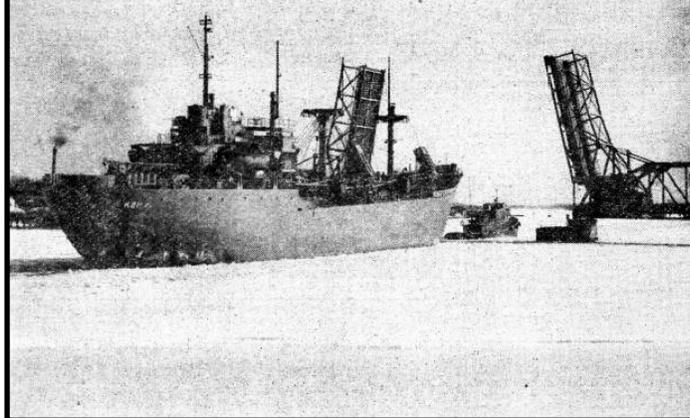
"Only two fund drives are conducted each year, the one by the War Fund and the one by the Red Cross, and I know that we can count on the Smith employees to do their share."

Mistake of One inch in Reading Draft Can Cause 32-Ton Error

An error of only an inch in the reading of drafts forward and aft of a freighter of the type now being built at Smith's could cause an error in the calculation of weight or displacement of about 32 tons, according to R. A. Stearn, naval architect here.

The white numerals on a ship at the bow, amidship and at the stern are placed there to indicate the draft in the water of the ship at those respective points. These numerals are

THE SEBASTIAN is towed to Lake Michigan through the channel kept open by the car ferries.



called draft marks. The ship operator can tell at any time before leaving the dock just how the ship is floating; whether it is down by head or stern, or hogging or sagging in the middle.

The total displacement or weight of the ship can be determined from the draft marks in connection with the use of hydrostatic curves and other available data.

In the past a common practice has been to choose the nearest whole number to the water's edge and report that figure. This is decidedly not accurate enough as information generally desired in this yard requires the draft be given to nearest inch, or closer.

Readings to the nearest inch may be accomplished by observing the following facts:

1. The draft numerals are 6 inches high.
2. The bottom of each number is located in even feet above the keel.
3. The numbers are formed by a band about an inch wide.
4. The span between the upper edge of one and the lower edge of the other is 6 inches.

As an example take the numeral 6:

- a. A water level at the lower edge of #6 would read 6 ft. 0 in.
- b. At the lower edge of the band in the #6 would read 6 ft. 1 in.
- c. At the upper edge of that band in the #6 would read 6 ft. 2 in.
- d. At the center of the number 6 would read 6 ft. 3 in., etc.

To Christen 'Tarrant' Sunday

Smith's 10th 338-foot cargo ship will be christened the "Tarrant" at a ceremony scheduled Sunday noon, February 25. The vessel will be the third of her type launched here since the first of the year and the second in February.

Not only is the company getting them into the water in speedy succession, but it is completing them so rapidly that the Somerset, launched Jan. 21, is booked for trials this week and probably will set a new national record of 136 or 137 days from keel laying to delivery to the Maritime commission.

Draft invoked As Penalty For Shirking

Just being on the payroll of a war industry does not qualify any worker for deferment. If he is a chronic absentee, his contribution to the war effort is often less than half what it would be were he on the job every day.

Deferment of war workers is as basic a part of Selective Service as securing men for the armed forces. It makes little difference to the government whether a man is a welder in a shipyard or with a ship repair unit, a burner at Smith's or a burner cutting up wrecked jeeps in France provided that he is working full time at a necessary job.

When a man is absent, the war effort of course loses the benefit of his labor, but it also is hampered in other ways. Time is lost readjusting work plans. Little wonder then, that excessive absenteeism is regarded as sufficient reason for dismissal and induction into the armed forces.



Need 500 More Workers

Rumors that the yard is reducing the number of employees were denied Friday when the supervisors' bi-weekly letter reported that right now we need about 500 men and when farm workers here on seasonal basis leave on April 1, we will need an additional 300 men.

The first of 4 PGMs or Gunboats built by Smith. Its picture could not be printed until now because of Navy security regulations.