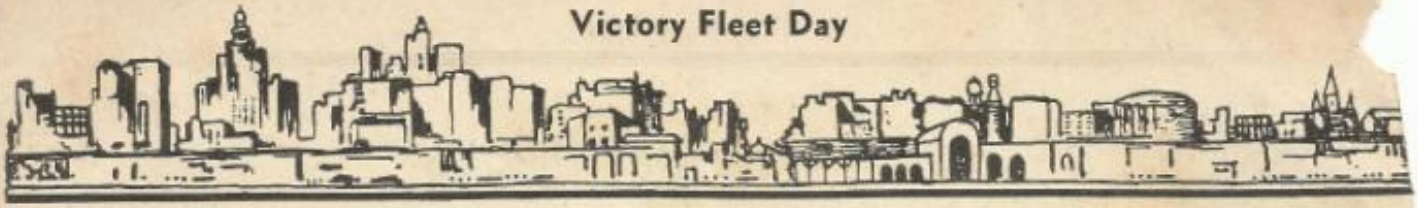
Victory Fleet Day



THE *DELTA* SHIPBUILDER

OCTOBER 7, 1943

Watching while the Parade passed—front row, from the left: E. B. Williams, Delta Vice-President; E. Kirby Newburger, Gerald Andrus and Leon Tujague, all of the War Loan staff; J. J. FitzPatrick, W. S. A.; Lieutenant E. D. Kent, Chaplain, U. S. N.; Commodore Ernest Lee Jahncke; Commodore Joseph F. Farley, U. S. C. G.; Admiral A. C. Bennett, U. S. N.; W. H. Gerhauser, Delta President; Royal G. Best, U. S. M. C.; Colonel Duval C. Watkins, U. S. A.; Colonel J. Lester White, Selective Service; Commissioner Jess Cave; Lieutenant Harold R. McPhee, U. S. N. R.; Theodore Brent, President, Louisiana Shipyards; Chester Marshall, W. S. A.; Captain C. H. Hewlett, Delta Trial Run Master; Charles Sanders, R. M. O.; James M. Dalzell, Delta General Superintendent and R. B. Ackerman.

Victory Fleet Day Pledge

"On this Victory Fleet Day, September 27th, 1943, I solemnly pledge that I will pour into the production of Ships for Victory so full a measure of my muscle, mind and money that the fighters of our United Nations will never lack war materials to blast into oblivion the enemies of free labor, wherever they may be found."

COPY OF TELEGRAM

To the Workers of Delta Shipbuilding Company
New Orleans, Louisiana

Production Communique No. 23. Your Liberty Ship—the S.S. BLACKHAWK, launched at Delta Shipyard New Orleans on January 18th, 1943, has reached the United States after twenty-seven thousand miles of sea duty through war zones. She traveled with three large convoys. Her Second Officer asked me to send you this message:

"The BLACKHAWK has been a source of pride and satisfaction to her officers throughout our six months at sea. She has performed better than any ship we have sailed. Good speed—no leaks—no sweating in the hold—good paint job. She has delivered over twenty-five thousand tons of cargo with no damage whatsoever. From the start all of our crew have taken a great liking to the BLACKHAWK, because of the high quality of workmanship you put into her. They have keen interest in keeping her looking shipshape and not one member of the crew has left her voluntarily. We thank the workers who built her for a swell job."

On this Victory Fleet Day, I congratulate you on this splendid verdict from the Men Who Sail Your Ships.

E. S. LAND, *Chairman,*
United States Maritime Commission,
Washington, D. C.

★ ★ ★ ★ ★ ★

The DELTA Shipbuilder

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Emeline K. Paige, Editor

Pete Romano, Staff Photographer

Joe Schultz, Staff Artist

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WETZEL PRINTING

WE HAD A PARADE!

Delta observed Victory Fleet Day—September 27—in true Carnival spirit topped off with a new record in War Bond purchases.

A thousand employees paraded past a reviewing stand lined with distinguished guests in thirty minutes flat . . . pinning up another record: not a minute wasted even in paying tribute to the second anniversary of the launching of the first Liberty ship, the S.S. PATRICK HENRY.

That this tribute to Victory Fleet Day was strictly an emergency job, nobody can deny. With about three days' notice, Delta put on a Grade A show. What we'd have done with a couple of weeks is anybody's guess.

Each department was busy individually, but Charlie Williams' Paint Department had to work for them all. One of the Paint Department's own placards read "Other Crafts Build 'em—We Make 'em Last!" and that could have been paraphrased for the placards—the other Crafts thought 'em up, but the Painters wrote 'em down.

Picked at random, because they were all good, these few slogans serve as samples:

More Welding Per Day Will Keep The Axis Away.

Every Job Is Important.

What Are You Doing To Help Buy This Ship?

We Have Broken This Record—We Can Break Another One.

Snatches from the brief speeches of some of the gentlemen in the reviewing stand deserve special mention. Commissioner Jess Cave, representing Mayor Maestri, said:

"If Hitler and Hirohito could have been here to see what we have seen today they'd say 'Oh, hell, what's the use, let's quit!' "

Our own Captain C. H. Hewlett, Trial Run Master, spoke with real appreciation of Delta ships, from the point of view of a man who's been to sea in them.

"You all put in 'em what it takes to get 'em across," he said. "The men of the Merchant Marine wish me to convey to you the fact that you're doing a good job . . . just do it a little faster! And dig a little deeper . . . make it 20% . . . the other 10% isn't going to hurt you!"

Speaking as State Chairman of the War Finance Committee, Leon Tujague offered the Committee's congratulations to Delta workers and read a message from Treasury Secretary Henry Morgenthau saying, in part, that Delta has demonstrated its patriotism "by producing what is necessary to back the attack in a most telling way."

Mr. Tujague gave the figures on our War Bond sales, complete to the time he spoke. The weekly deductions are up to $230,000, an increase of $55,000 or 31% over the weekly figures before the start of the Third War Loan Drive. In addition to this, cash purchases have totaled $200,000, in the same time.

"At this rate," Mr. Tujague pointed out, "you men and women of Delta will own over twenty million dollars' worth of War Bonds by September, 1944. You need take off your hats to no one!"

In the principal address of the occasion, Royal G. Best, Executive Assistant to the Regional Director, United States Maritime Commission, praised us for holding up our end of delivering the thirty ships a month the Commission gets from the Gulf area. "But that's not enough," he complained. "From now on we want forty ships a month in the Gulf. We know you can do it . . . how about it—will you do it?"

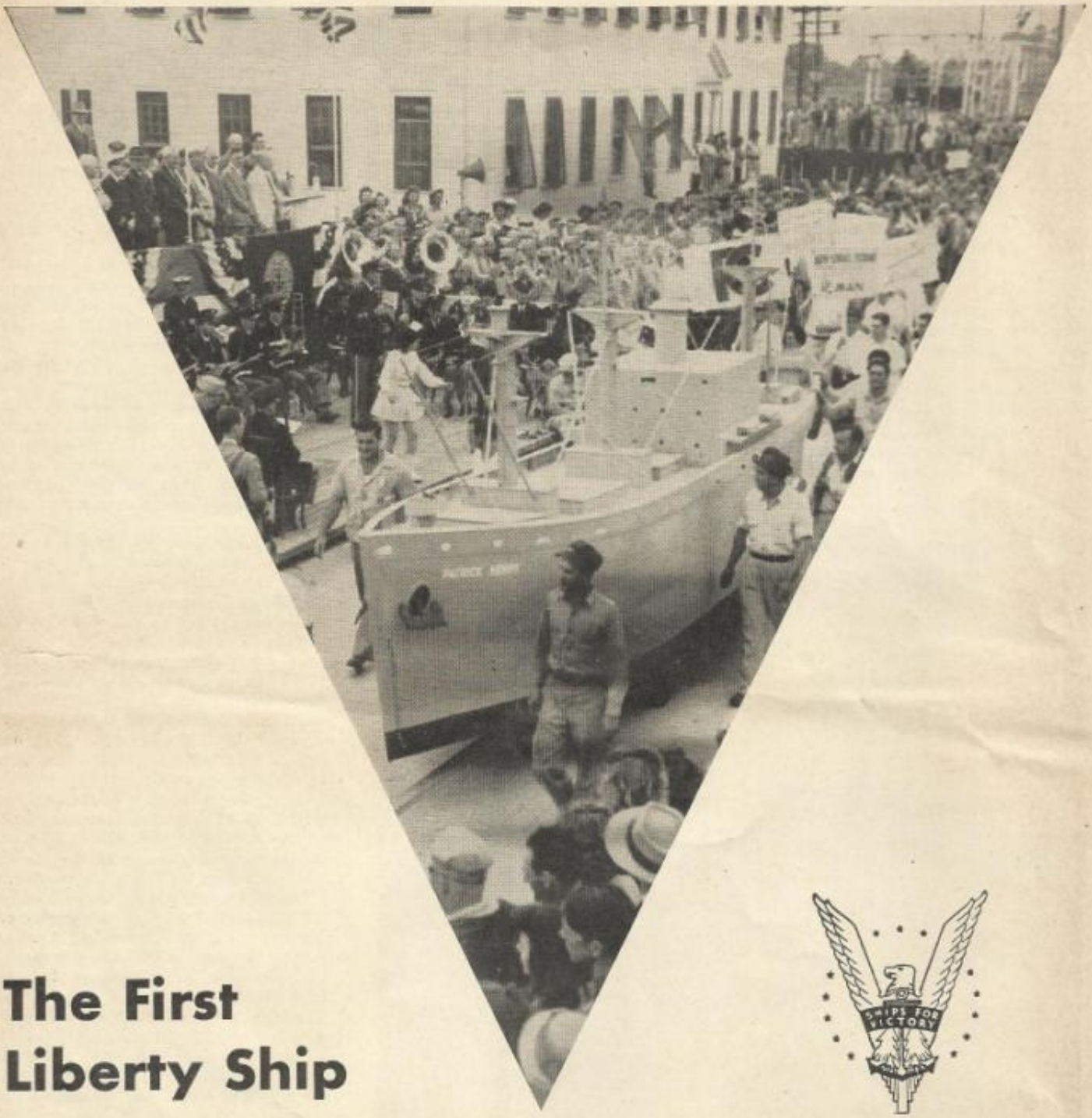
And Delta's answer rolled out: YES!

Thanking the distinguished guests who had said so many fine things about his shipyard and his ships and his employees, President Gerhauser promised us that while this had been quite a celebration, and a splendid tribute to Victory Fleet Day, we'd all get back to work to get out the forty ships a month the Commission needs," and get this War over with . . . then we'll **really** celebrate!"

As Master of Ceremonies, Vice-President Ackerman kept the show moving smoothly and without waits between numbers.

Delta's tribute to Victory Fleet Day stopped production for one hour and five minutes . . . sixty-five minutes packed with the will to win the War **first**. Every Department in the Yard was represented—including the sub-contractors . . . because it takes every Department in the Yard to deliver a ship.

Mr. and Mrs. Royal G. Best arrived early.



The First Liberty Ship

The S.S. PATRICK HENRY was launched September 27, 1941, at the Bethlehem Fairfield Shipyard, Baltimore, Maryland, and is still in operation today by the Lykes Bros. Steamship Company, New Orleans, Louisiana, survivor of prolonged German efforts to sink her by attacks from the air and under water.

Where the PATRICK HENRY is on this third Victory Fleet Day cannot, of course, be disclosed, but since she slid down the ways she has been up and down and across the Atlantic, several times. To Russia, the British Isles and the Mediterranean theaters of war she has carried many thousands of tons of weapons and other military supplies. Returning she has brought cargoes of strategic materials.

The pioneer Liberty Ship's maiden voyage, covering nearly five months, took her around the Cape of Good Hope, to Alexandria, via the Suez Canal, the Mediterranean being not yet opened to United Nations shipping.

It was on her second long voyage, a little more than a year ago, that the PATRICK HENRY got her baptism of fire. And it was no random shot. The vessel was a target in sustained attacks on a convoy to Murmansk and also while in port at Archangel. Both Nazi planes and the U-Boats failed to get her.

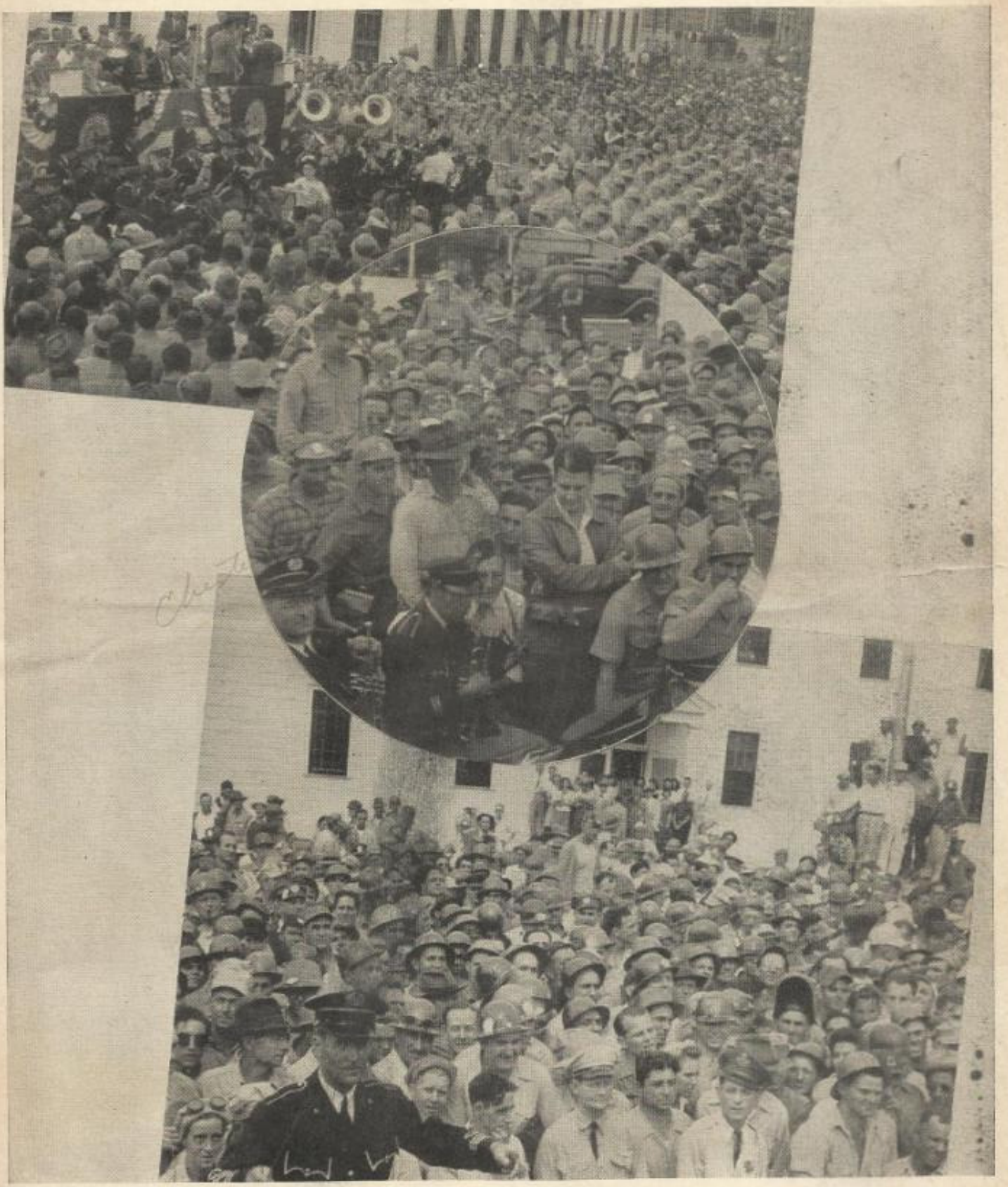
After her adventures in the Arctic zone, the PATRICK HENRY took part in the North Africa invasion last November. Still unscratched, save for machinegun bullets and minor damage from depth bomb concussion and near misses by plane bombs, she pushed steadily on her war errands.

Young women in uniform . . . young men of the Merchant Marine. * * * The Glee Club starts off the National Anthem. Colonels Watkins and White look on.

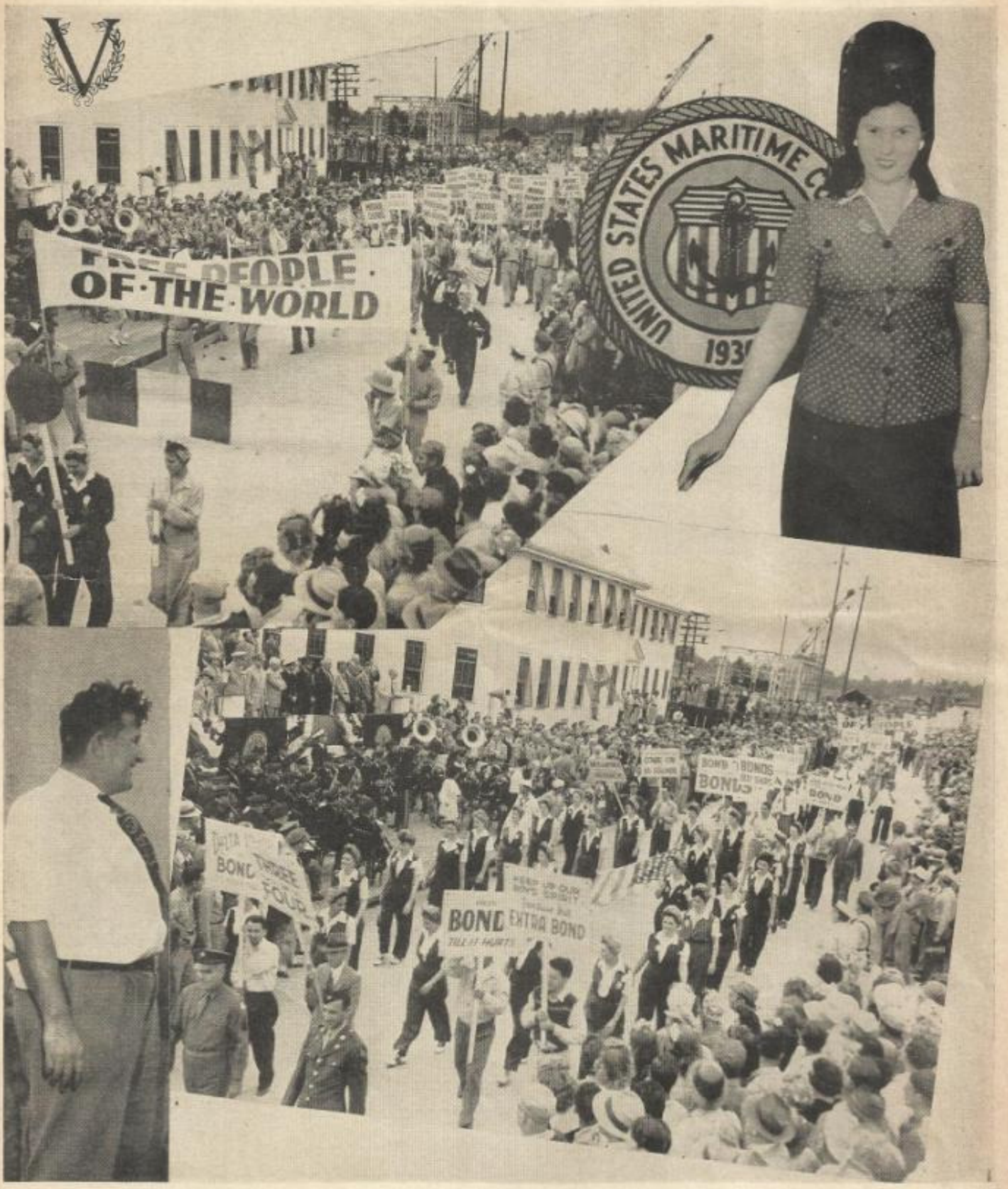
Commissioner Cave and Vice-President Ackerman smile as they think how little comfort the Parade gave our enemies.

Shop 1 Welder drum majors for the Delta Band. * * * Delta's top men look pleased.

Standing room only . . .



. . . and not too much of that!



Personnel Director Davis loves a Parade. * * * The girl at the top puts her entire salary into Bonds.

Never a dull moment . . .

Army officers, Merchant Marine Cadets and Delta workers pay attention while the Band offers "The Song of the Victory Fleet" with vocals by the Glee Club Sextet.

Commodore Farley, President Gerhauser and Mr. Best relax.

Upper left: "We want forty ships a month in the Gulf . . ." Lower right: Comptroller Rowe and Flag.

Vice-President Ackerman, Mrs. Stark, Aquilla and President Gerhauser.

Our Victory Fleet Day Launching

After seventy-seven of them, we're inclined to take launchings pretty much all in the day's work, but the launching on Victory Fleet Day was different. Not a scheduled part of the Yard's observance of the second anniversary of the launching of the first Liberty ship, the splash of the S.S. William Crompton was notable because the sponsor, Mrs. Esther E. Stark, is blind.

Representing the workers at the Lighthouse for the Blind, Mrs. Stark spoke into our brand new public address system, making its debut in the Yard down at Berth 8, saying, "As the representative of the Lighthouse, I wish to thank the Delta Shipbuilding Company for the distinguished honor and privilege of sponsoring one of its magnificent ships. This experience has given us the feeling of doing something directly concerned with the war effort . . . the feeling of being a link in the chain toward Victory."

Accompanied by her pretty daughter, Miss Ruth Stark, and Aquilla, the Seeing-Eye dog who has guided her for the past four years without a single mishap, Mrs. Stark was a gracious and efficient sponsor. Totally blind since she was eight years old, she plays the piano, sings, and composes music. She is an expert stenographer. When her services as a night airplane spotter were declined by the Office of Civilian Defense (because OCD uses only men for this) Mrs. Stark studied telegraphy at her own expense, and has now offered that skill to the organization. Her son, Leroy Stark, is serving in the Army and Ruth is at the Weather Bureau.

Three-quarters of the brooms and mops made by Lighthouse workers go direct to the armed forces. And Lighthouse workers are backing the attack by putting better than ten per cent of their earnings into War Bonds.

Thanking Mrs. Stark for coming to the Yard to sponsor the S.S. William Crompton, Vice-President Ackerman said, "Your presence here has brought home to us the realization that all can play a vital part in the protection of our homes and our liberties. We know that you feel yourself no less a part of our launching ceremony today because you are unable to **see** the shape and the color and the size of this fine vessel."

WASHINGTON DC
SEP 28 1240P
W. H. GERHAUSER
DELTA SHIPBUILDING
CO INC
PLEASE GIVE EVERY MAN AND WOMAN WHO SIGNED THE VICTORY FLEET DAY PLEDGE THIS MESSAGE QUOTE ON BEHALF OF THE PEOPLE OF THE UNITED NATIONS, AT HOME AND IN BATTLE, THE MARITIME COMMISSION DEEPLY APPRECIATES YOUR SPLENDID CONTRIBUTION TO VICTORY ALREADY PROVED BY YOUR PAST PRODUCTION AND GUARANTEED FOR THE TOUGH JOB AHEAD BY YOUR PLEDGE TODAY UNQUOTE
E S LAND
CHAIRMAN US MARITIME
COMMISSION 1259P