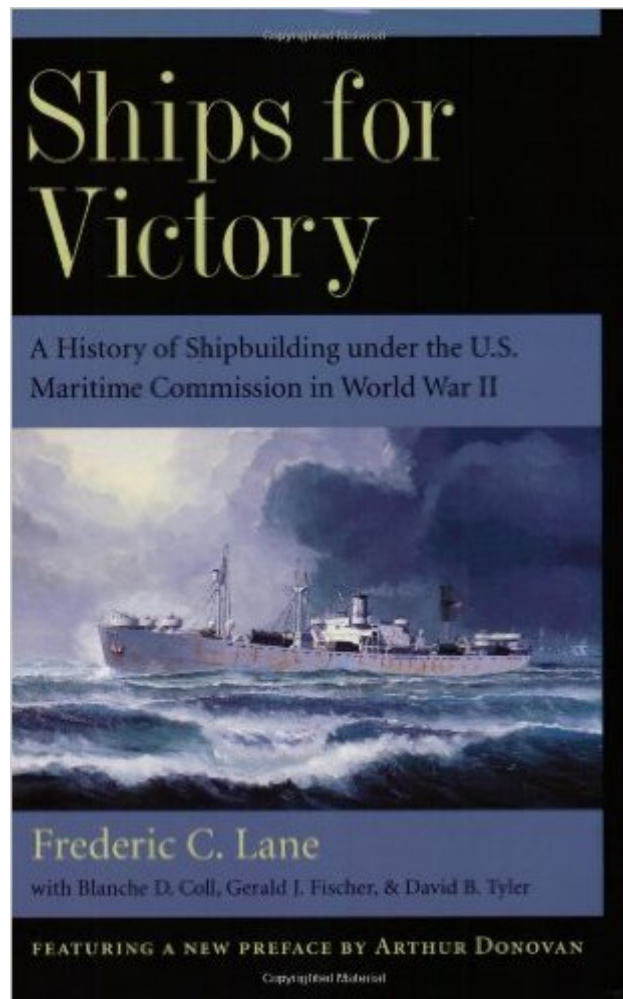


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Ships For Victory: A History Of Shipbuilding Under The U.S. Maritime Commission In World War II



Synopsis

During World War II, America's shipbuilding industry, mobilized under the U.S. Maritime Commission, set records of production that have never been equaled. Given the daunting task of building ships faster than they were being sunk, shipbuilding firms across the country found new ways to increase their efficiency and scale of production. Huge new shipyards were built, a labor force of 640,000 was employed, and over 55 million deadweight tons of ocean-going ships were delivered, including the famous Liberty and Victory ships. First published in 1951, *Ships for Victory* chronicles this remarkable wartime program in magisterial detail: the development of revolutionary construction methods; the upheavals in management, awarding of contracts, and allocation of steel and other materials; the recruitment, training, housing, and union activities of the workers; the crises, confusions, and scandals that arose; and the role of shipbuilding within the total war effort.

Book Information

Paperback: 944 pages

Publisher: Johns Hopkins University Press; Johns Hopkins Paperbacks Ed edition (August 21, 2001)

Language: English

ISBN-10: 0801867525

ISBN-13: 978-0801867521

Product Dimensions: 6 x 1.7 x 9 inches

Shipping Weight: 2.7 pounds (View shipping rates and policies)

Average Customer Review: 5.0 out of 5 stars Â Â See all reviews Â (6 customer reviews)

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The ultimate account, I think, of the American Liberty Ship and Victory Ship programs. I suspect that this is the primary source for just about all other books on the subject of the American cargo shipping effort of World War II. It was originally published in 1951 and uses the Maritime Commission and other original records to tell its story.. I especially appreciated the chapters on the production effort, the analysis of issues such as labor productivity, and the discussion of the particular design features of the Liberty Ship that made it easy to produce. There is also extensive discussion on the establishment and layout of the new shipyards that were constructed to produce

the ships.

Excellent, authoritative and well-written, this book is the classic history of its kind. The new (2001) edition should give courage to new generations of Americans who may not know the immensity of the challenge we met in World War II.

You need to be into the industrial history for this to be fun. Lane has done an exhaustive job pulling together data, charts and materials and weaving them into a compelling history.

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