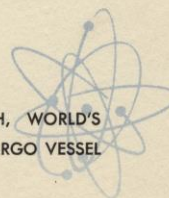




NATIONAL
MARITIME DAY 1958

Thursday May twenty-second

KEEL LAYING OF THE NS SAVANNAH, WORLD'S
FIRST NUCLEAR POWERED PASSENGER CARGO VESSEL





Honored Guest

Mrs. Richard M. Nixon
Wife of the Vice President
of the United States

The NS Savannah

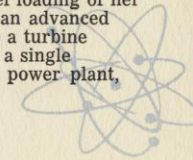
The building of the SAVANNAH is the result of the personal interest of President Dwight D. Eisenhower in a nuclear powered merchant ship to demonstrate to the world America's determination to develop the peaceful application of atomic energy. In July, 1956, Congress authorized construction of the ship to gain practical engineering, building and operating experience and to gauge the economics of future nuclear ships in foreign commerce.

When the President announced in October, 1956, that he had directed the Atomic Energy Commission and the Department of Commerce to proceed with design and construction, he stated: "This new vessel will be a floating laboratory, providing indispensable information for the further application of atomic energy in the field of ocean transportation . . . I am confident that the ship will be the forerunner of atomic merchant and passenger fleets which one day will unite the nations of the world in peaceful trade."

It was President Eisenhower who selected the name NS SAVANNAH for the atom peace ship—NS for Nuclear Ship, and Savannah in honor of the SS SAVANNAH, first steamship to cross an ocean employing steam power. The SS SAVANNAH began her historic voyage at Savannah, Georgia, on May 22, 1819. Maritime Day is proclaimed each year by the President to commemorate this event.

The original SS SAVANNAH was a three masted, full rigged ship with a 90 horsepower, single cylinder steam engine. She cost \$50,000 to build, and was 100 feet long. Her voyage was made largely under sail, for the old SAVANNAH could carry only enough fuel to drive her engine for 90 hours of the month-long trip to Liverpool.

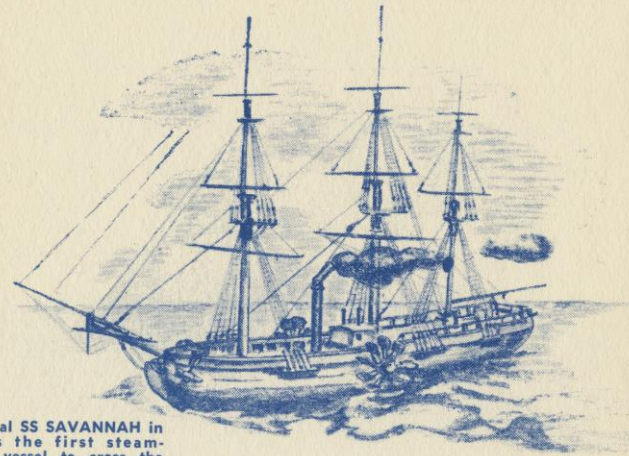
The new SAVANNAH, by contrast, will be able to operate for over three years on the initial fuel loading of her reactor. The nuclear power plant will be of an advanced pressurized water design, supplying steam to a turbine connected through double reduction gears to a single propeller shaft. The operation of the entire power plant,



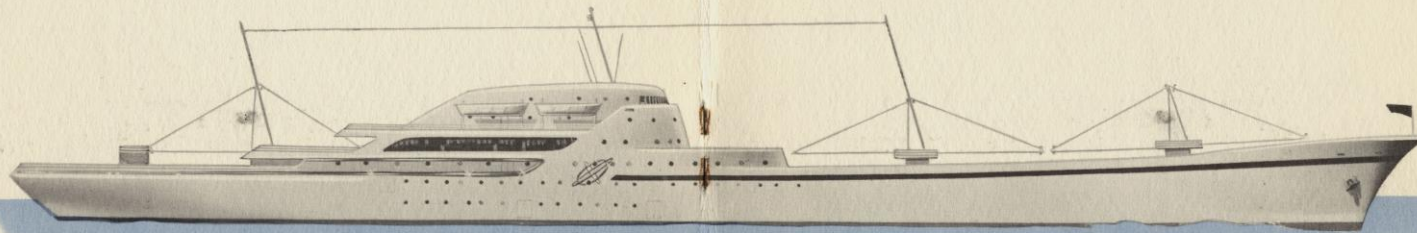
both nuclear and conventional equipment, will be remotely controlled from a single console located within an air-conditioned control room. Provisions have been made to permit tours by visitors to view the ship's machinery in operation.

The SAVANNAH was designed by George G. Sharp, Inc., of New York. Under a construction contract awarded in November, 1957, New York Ship will build the vessel and install and test the nuclear propulsion system to be furnished by The Babcock & Wilcox Co. Production plans call for the SAVANNAH to be launched in 1958 and placed in seagoing operation in 1960.

The NS SAVANNAH is the first application of nuclear energy to commercial marine transportation . . . the prototype of a great merchant fleet of the future, dedicated to peaceful trade and better understanding among nations.



The original SS SAVANNAH in 1819 was the first steam-propelled vessel to cross the Atlantic Ocean.



Artist's sketch of the NS SAVANNAH. This streamlined, completely modern passenger-cargo ship will demonstrate to the world America's determination to develop peaceful applications of nuclear energy.

NS Savannah

FACTS

Length	595'6"
Beam	78 feet
Full Load Displacement	21,840 tons
Gross Tonnage	12,220 tons
Normal Shaft Horsepower	20,000
Service Speed	20.25 knots
Passenger Capacity	60
Cargo Capacity	9,990 tons

Builders of the NS SAVANNAH New York Shipbuilding Corporation

The architect and engineer, draftsman, steelworker, rigger, welder, loftsmen, machinist — these and a host of other individual skills constitute the backbone of shipbuilding. The tools can be the finest in the world, but it takes craftsmen to build a ship.

When the NS SAVANNAH finally slides down the ways, the hearts and best wishes of the men who will build her will go with her. There is an old and honored tradition, for the builders of ships have made possible the conquest of oceans, the expansion of trade and the spreading of knowledge and culture to distant lands.

New York Ship is proud of its men who build ships. A few of these men, still active, have been with the Yard almost since its inception. The New York Shipbuilding Corporation's 40 year club is a blue book of shipbuilding personnel, and the vessels they have helped build display records no less imposing.

These are the men who build ships . . . men of skill . . . men of integrity . . . craftsmen all. Their skills and the facilities of the Yard combine to provide an unmatched source of structural steel fabrication, production of heavy machinery, as well as many new and unique developments in nuclear energy. An unbeatable record in many fields is the heritage of the men of New York Ship . . . men whose lives have been spent as "builders of the finest ships afloat."



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