

Two Weeks to Germany

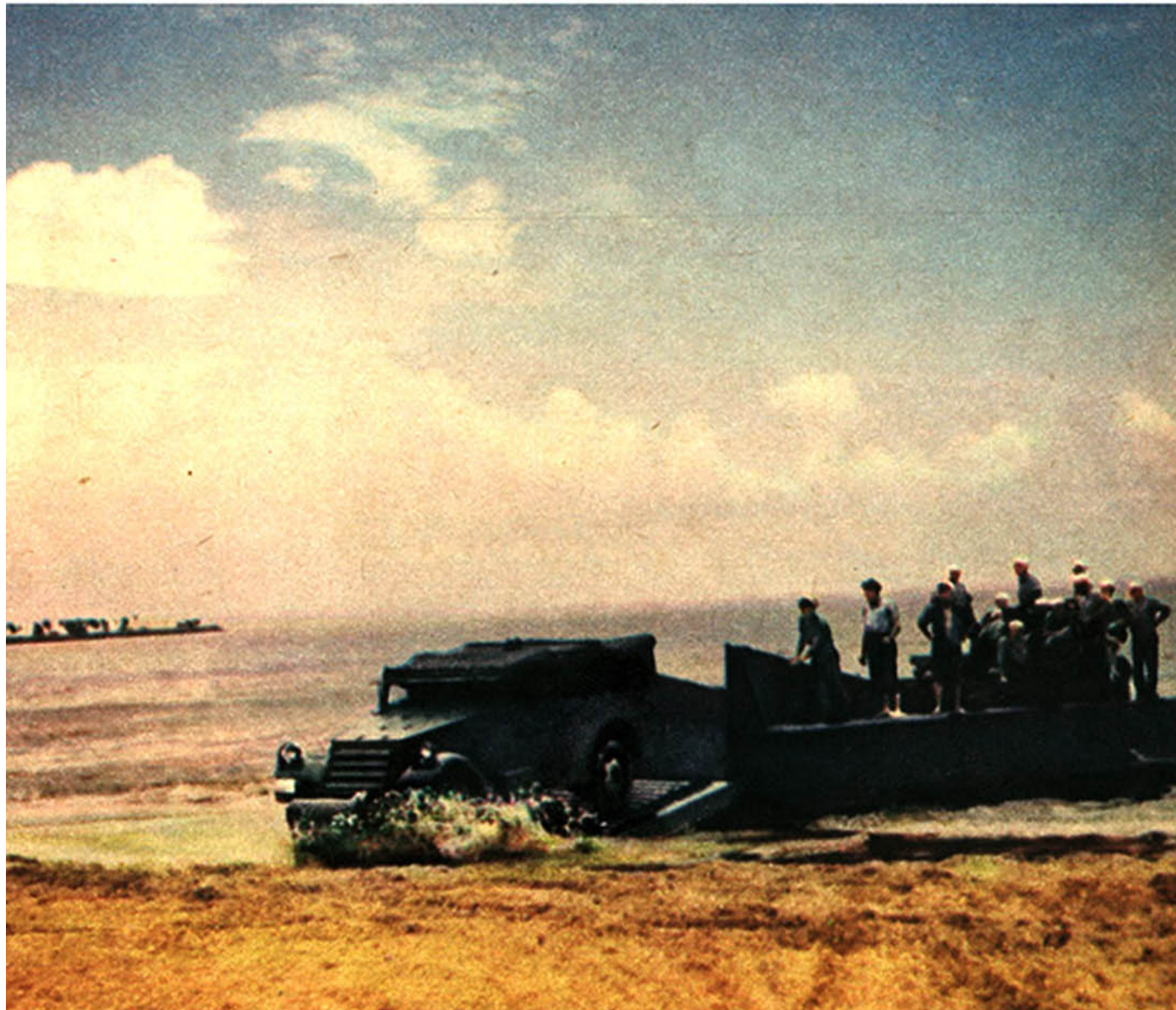
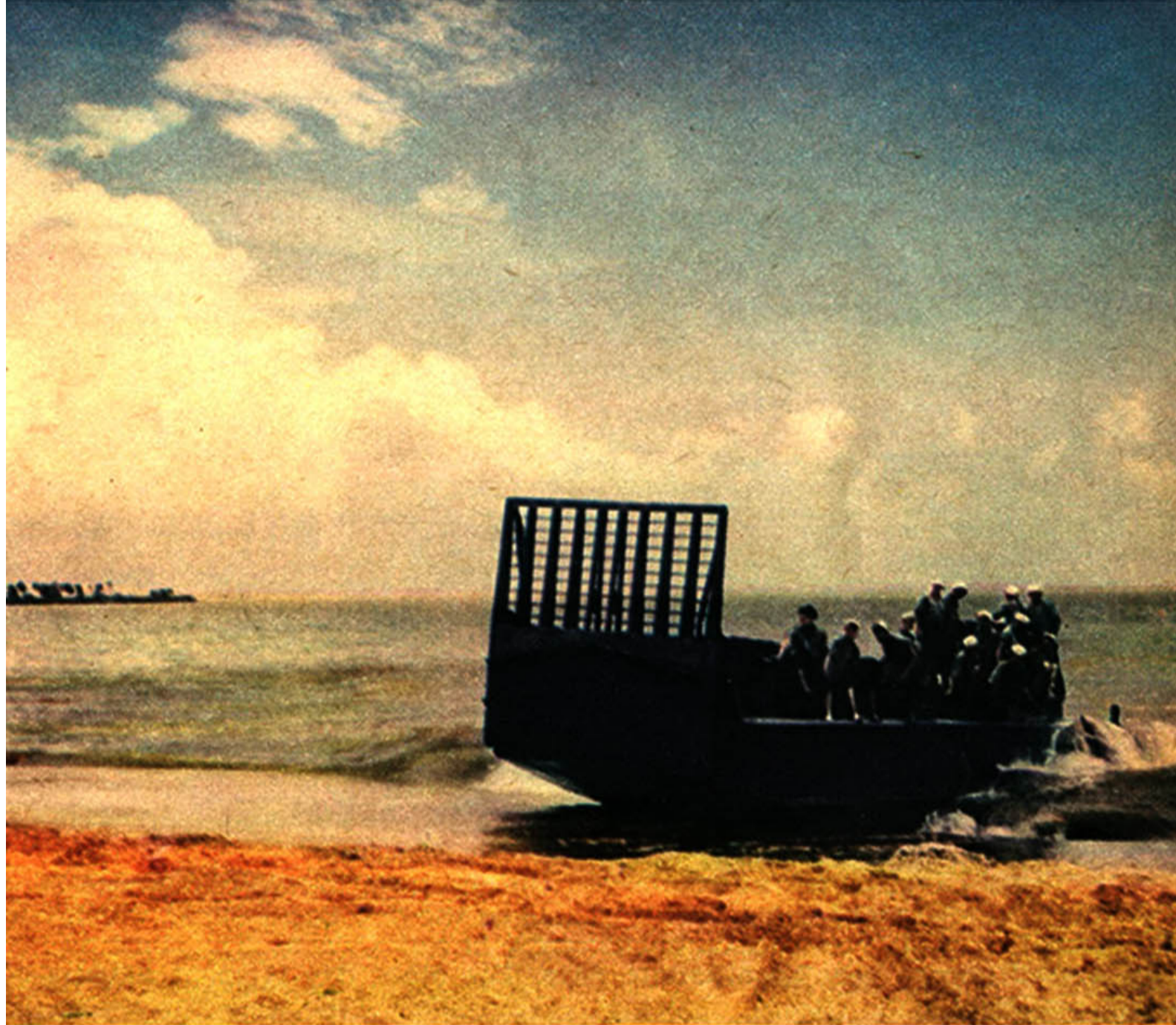
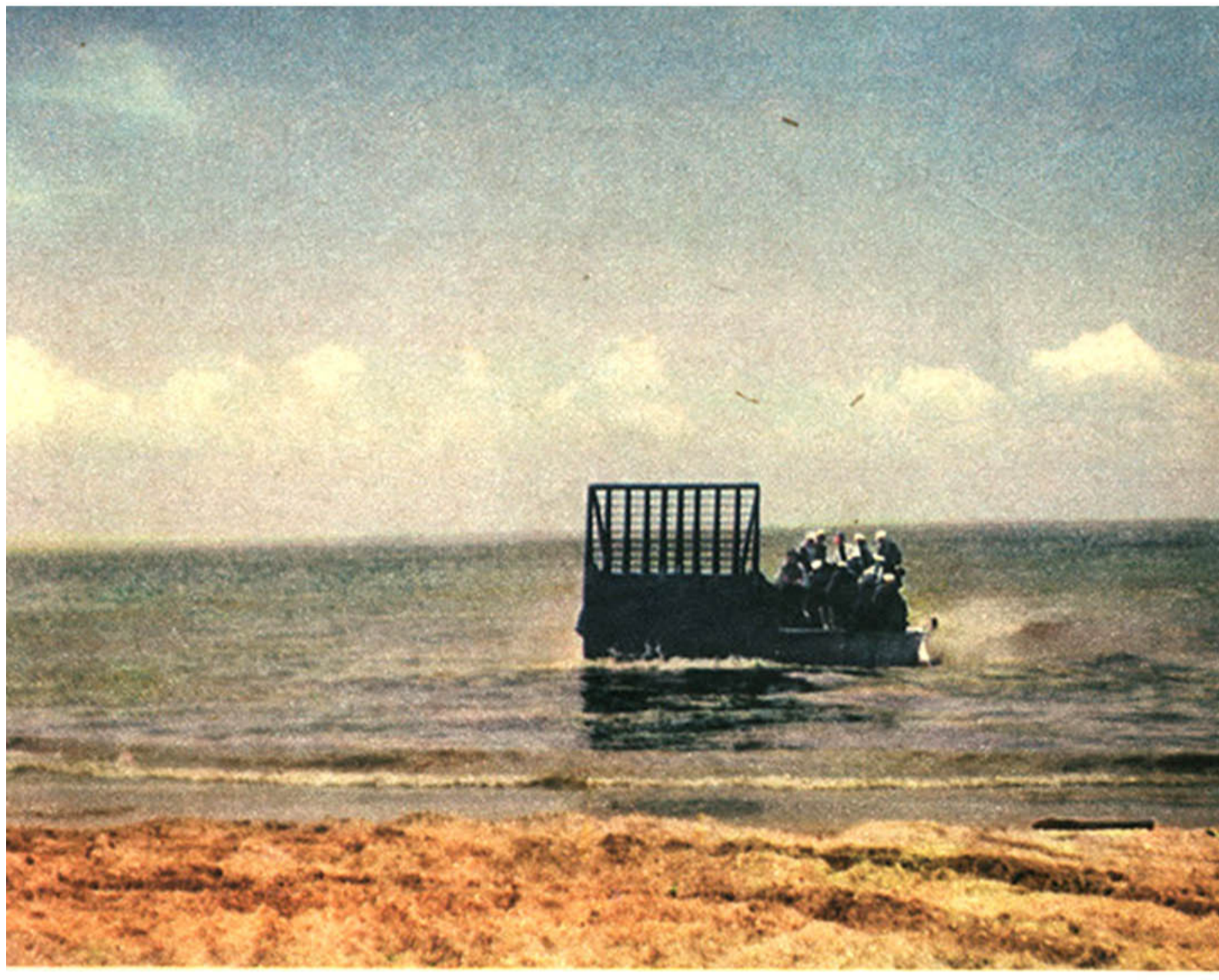
Crews of American "Invasion Boats" will take the war to the enemy's own shores

To invade Europe successfully, thousands of tanks and millions of fighting men must be landed along a wide coastal area, says Andrew Jackson Higgins. He also says he knows how to do this. A good many people seem to agree with him—including the U. S. Navy, which is buying as many landing boats, tank carriers and torpedo boats as he can build. And he is building plenty.

The operation of these boats, which will result in the fastest, deadliest invasion ever seen by man, is of extreme importance. The Navy, therefore, with Higgins' help, is running a school where expert company instructors give an intensive two-week course in operation and maintenance.

This unique school is located near the palm-lined, peaceful shores of Lake Ponchartrain, just outside New Orleans. In close proximity are other Higgins war projects. Near City Park he builds landing and torpedo boats; on the Industrial Canal all-steel tank carriers; and on St. Charles Avenue, in the heart of the city, he is building an amphibian tank. Higgins says that his "invasion" school is one of his most important contributions toward winning the war.

With big guns from far-off battleships blazing and tons of explosives from bombers clearing the way, with trained operators at the helms and his speedy "invasion boats" filled with tough Yanks, with thousands of tank carriers in the vanguard, Higgins knows the invasion will be successful.



When a tank carrier hits the shore its ramp drops and a tank or armored car races out spitting death. Heavy field guns mounted on motor vehicles will also be moved by these 50-foot, high-speed invaders. Students at the school learn to operate these as well as landing boats so crews can be interchanged. These boats can back speedily away from shore. Most of the British equipment lost at Dunkerque could have been saved by these carriers.

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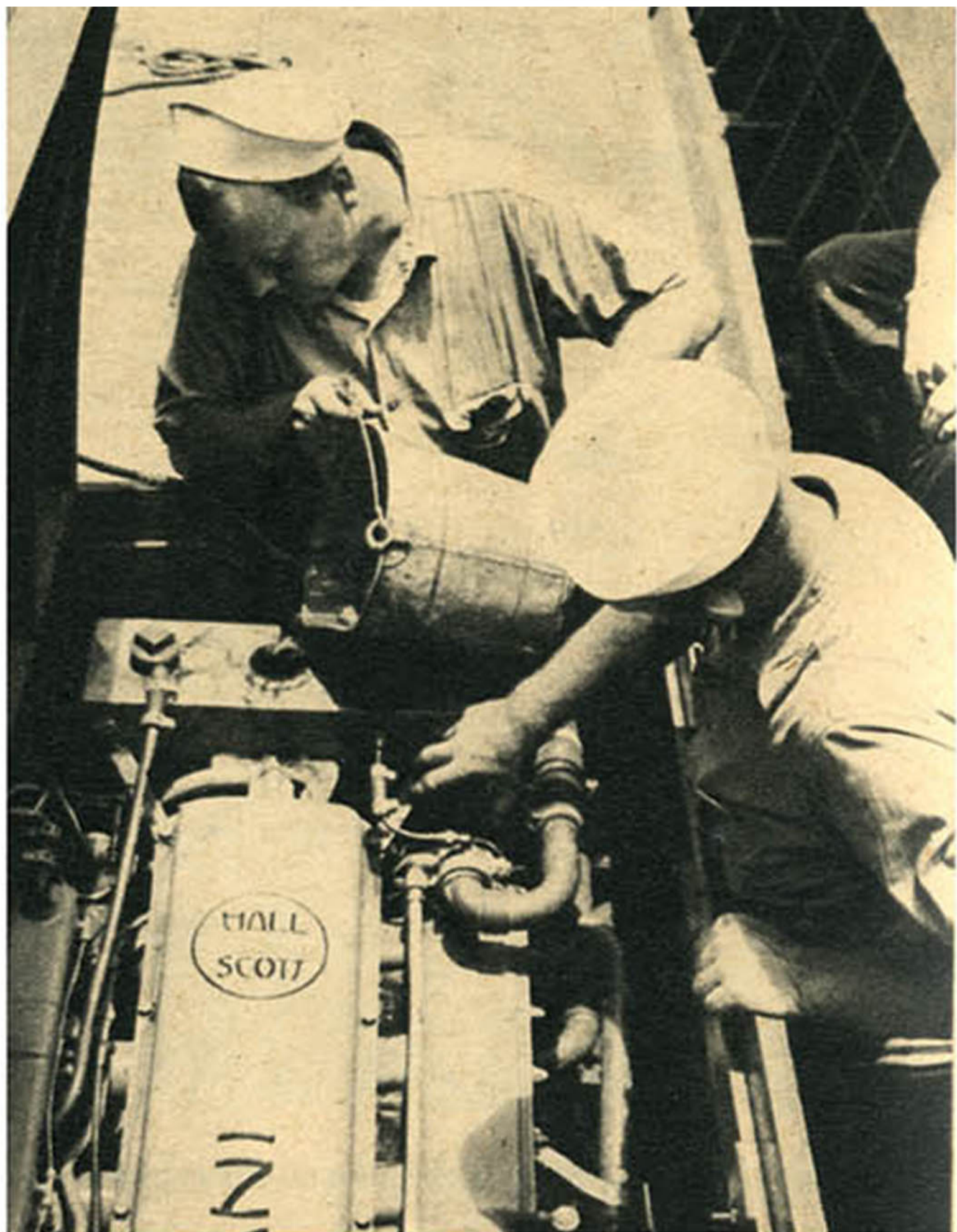
BRITISH COMMANDO SERGEANT R. G. Herbert discusses invasion problems with Andrew Jackson Higgins, New Orleans' two-fisted boat builder. Higgins turns out more than fifteen boats of various types daily. He also operates the school where crews are trained.

Trainees learn how they will invade Europe

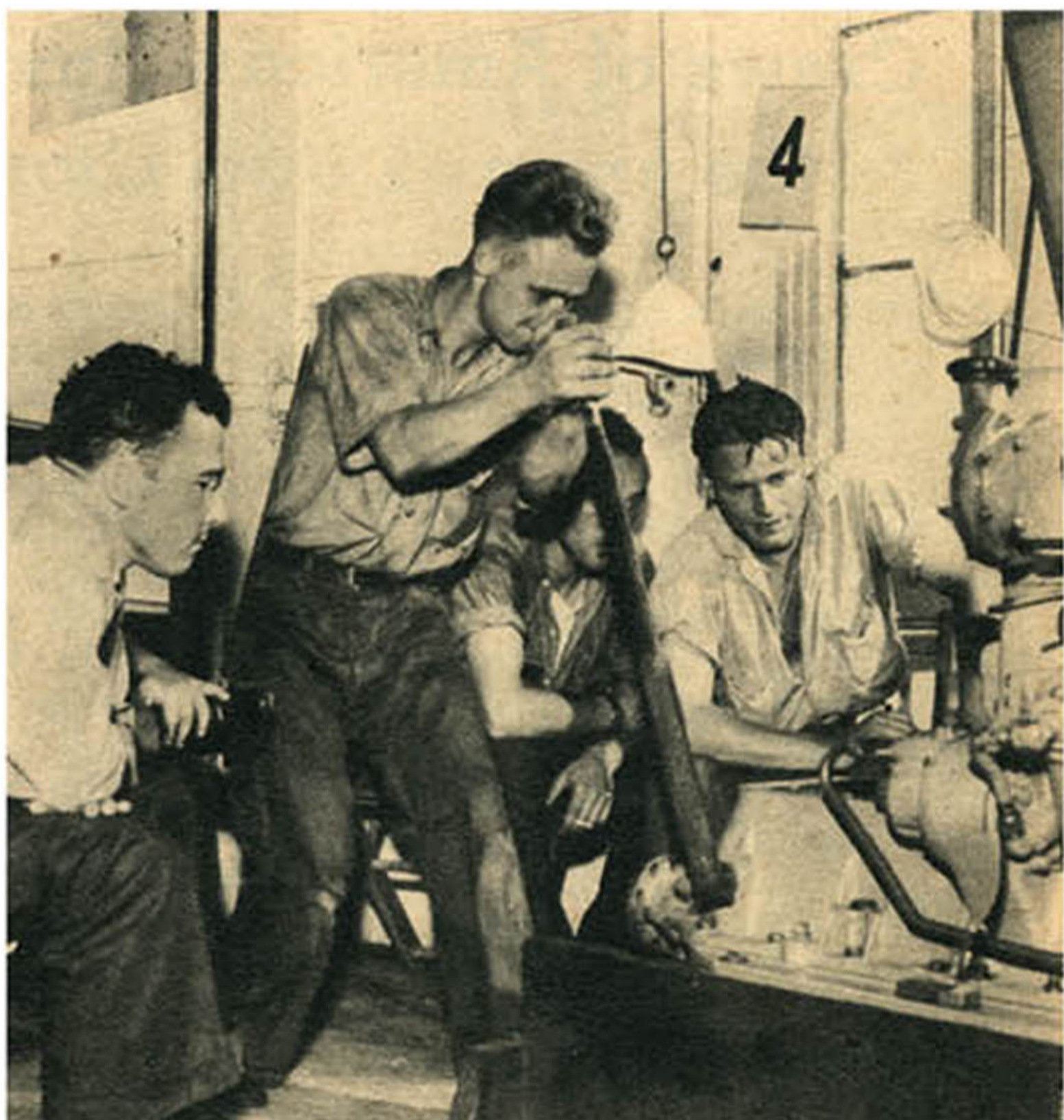
Over 40,000 men per hour can be landed on the enemy's soil by 1,000 speedy, tough, motor boats, each operated by only two men. They are the answer to the Army's request for "a boat to land troops dry-footed." At the Navy-Higgins school, crews consisting of coxswain and engineer learn details of the boats' construction, take motors apart daily, practice landing under all kinds of conditions (left). Boats' greatest advantages: dockless landings, high speed.



TWO WEEKS TO GERMANY continued



EACH STUDENT IS TRAINED as both engineer and coxswain so one can assist the other in emergencies. This seaman putting water in high-powered Hall-Scott engine will make practice landings, learn practical navigation not in books.



ADJUSTING A CLUTCH in class is serious business. A recent gift of poison arrows from a South American firm which uses similar craft for rubber shipments reminded that boats must be in perfect condition in presence of danger.



IT'S A TOUGH COURSE. Coming back from the beach, this worn-down sailor snoozes against the boat's steel walls. Ramp at top left lowers so mechanized equipment can run ashore. Corregations on ramp keep wheels from slipping.

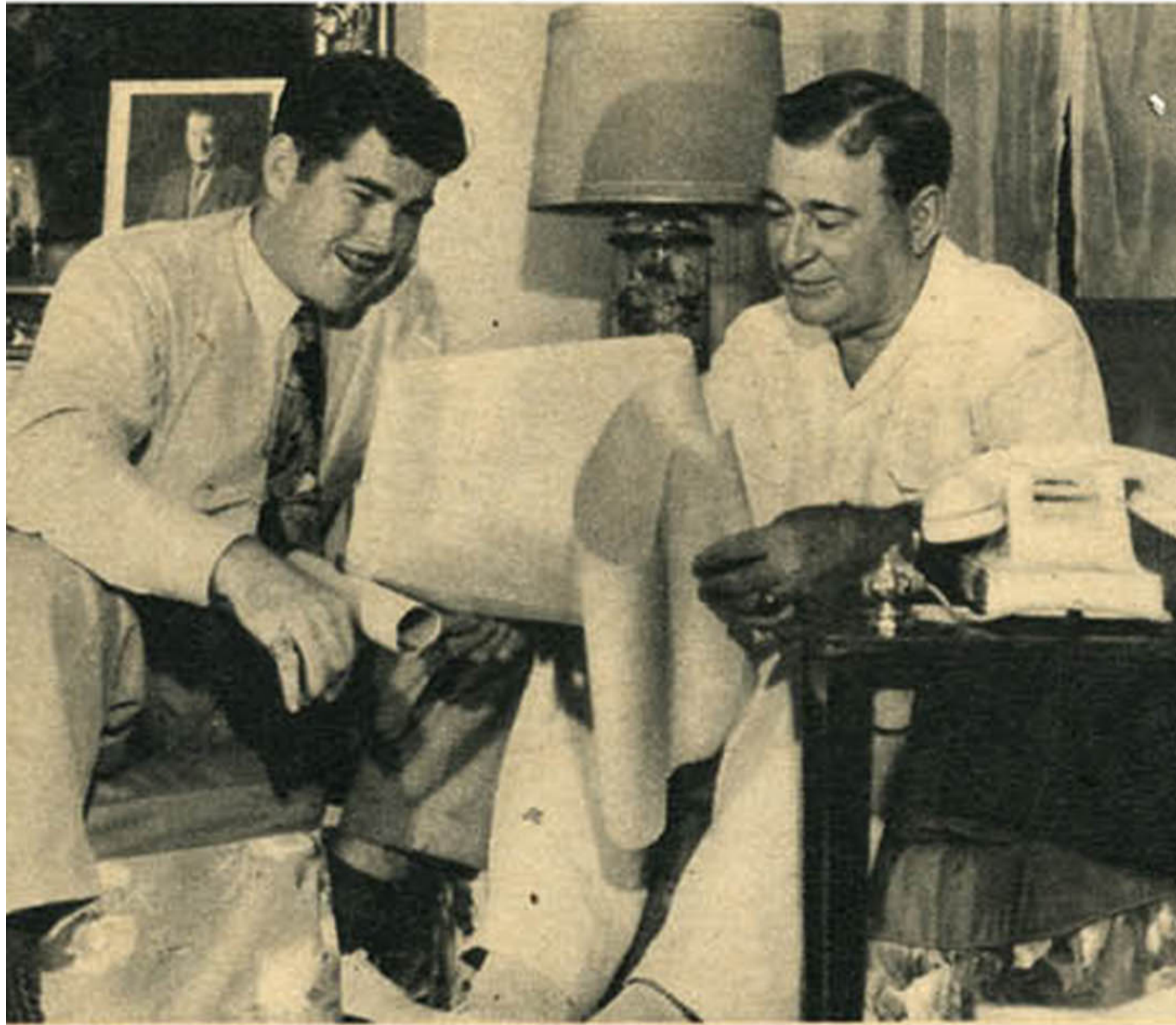
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November, 1942

p. 11



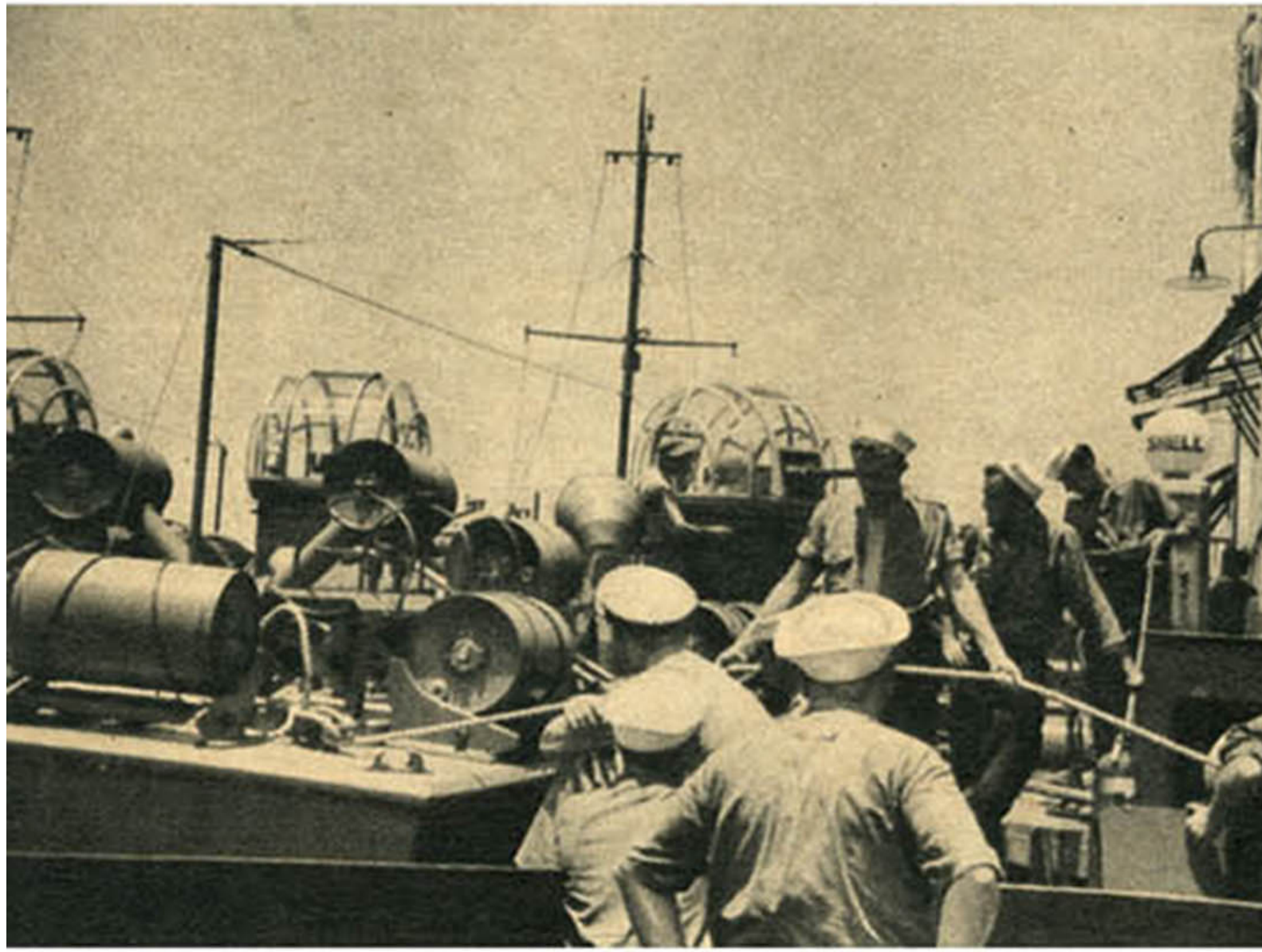
U. S. "INVASION BOATS" DEMONSTRATING NEW OFFENSIVE TACTICS LAND MARINES, EQUIPMENT ON LAKE PONCHATRAIN BEACH NEAR NEW ORLEANS



HOMERWORK TAKES UP most of Higgins' time away from his office. Roland, youngest of four sons, all of whom work for him, checks plans for expansion. Not just another production genius, Higgins has proved patriotism by cracking steel's "black market," meeting "impossible" work schedules.

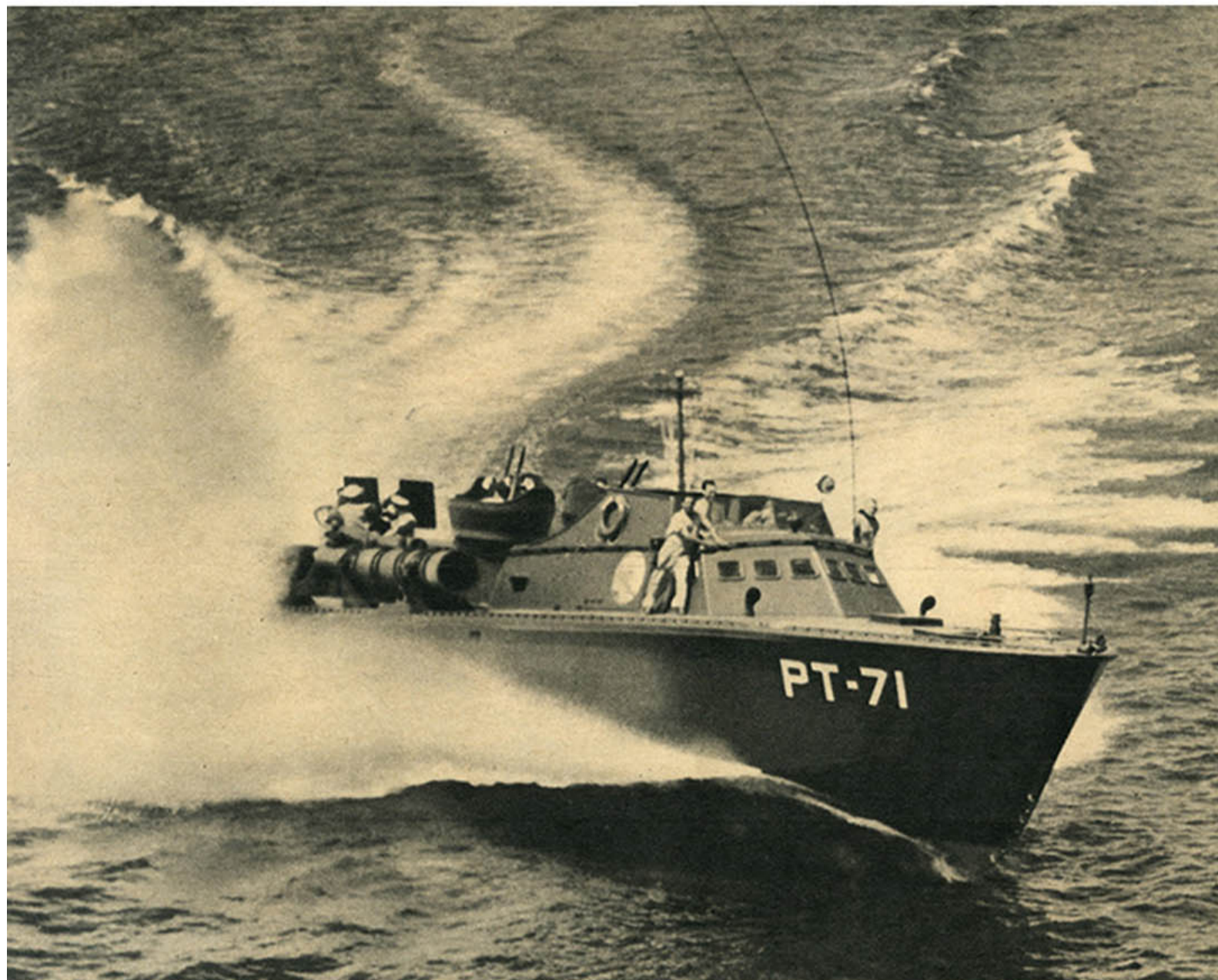


HIGGINS' LAKESIDE SHOWROOM is now the "invasion" school and is carefully guarded night and day. It is located on the New Basin Canal, which runs from Lake Ponchatrain to the centre of New Orleans. The students attend classes here on alternate days. The other day is spent afloat

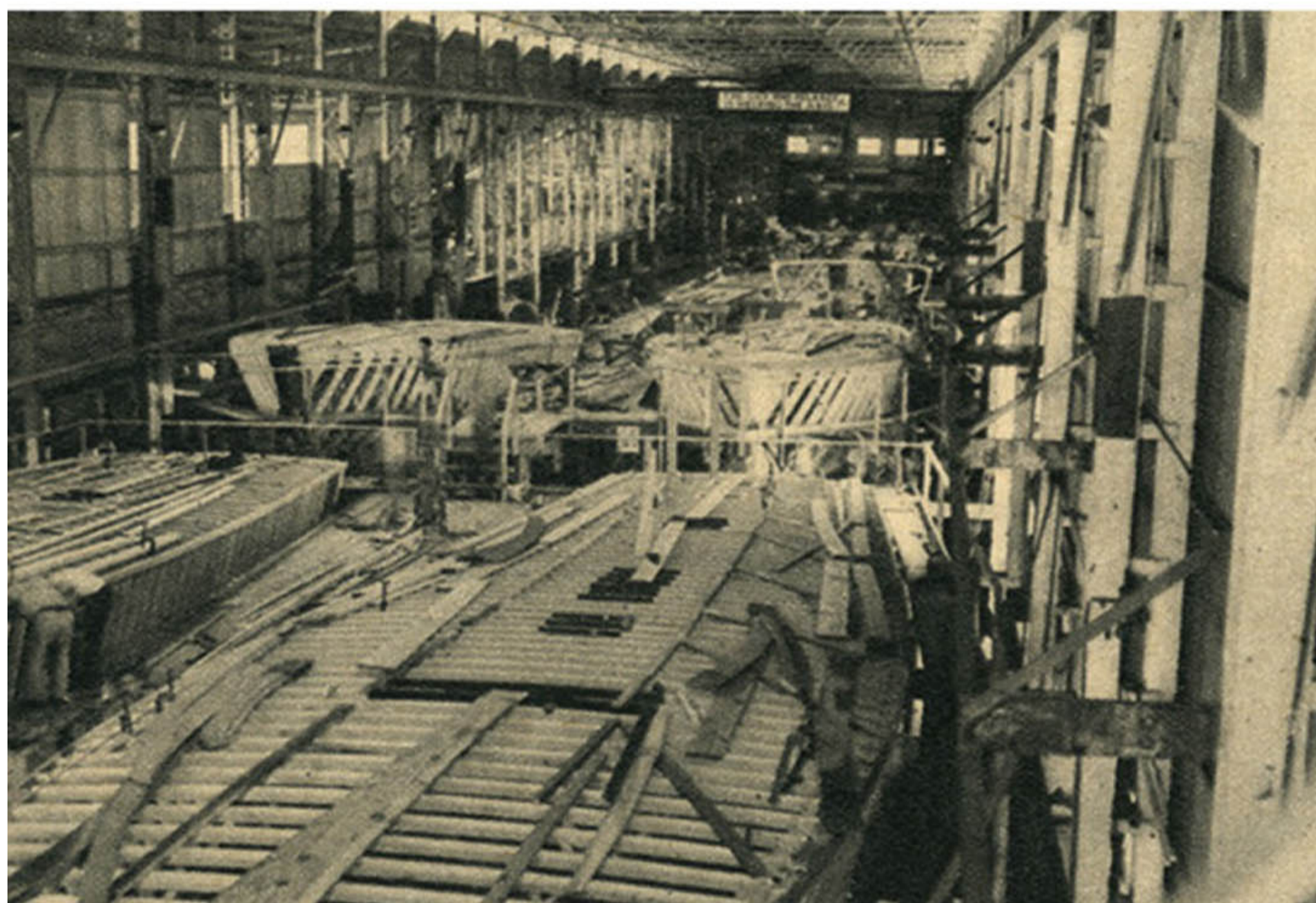


SUBMARINE-ELIMINATOR on the left is ready to proceed down the river to the Gulf of Mexico to clean out southern submarine nests. The round cans on the back are depth charges filled with a new ultra-powerful explosive. The 50-mm. turret machine-guns are also manufactured by Higgins.

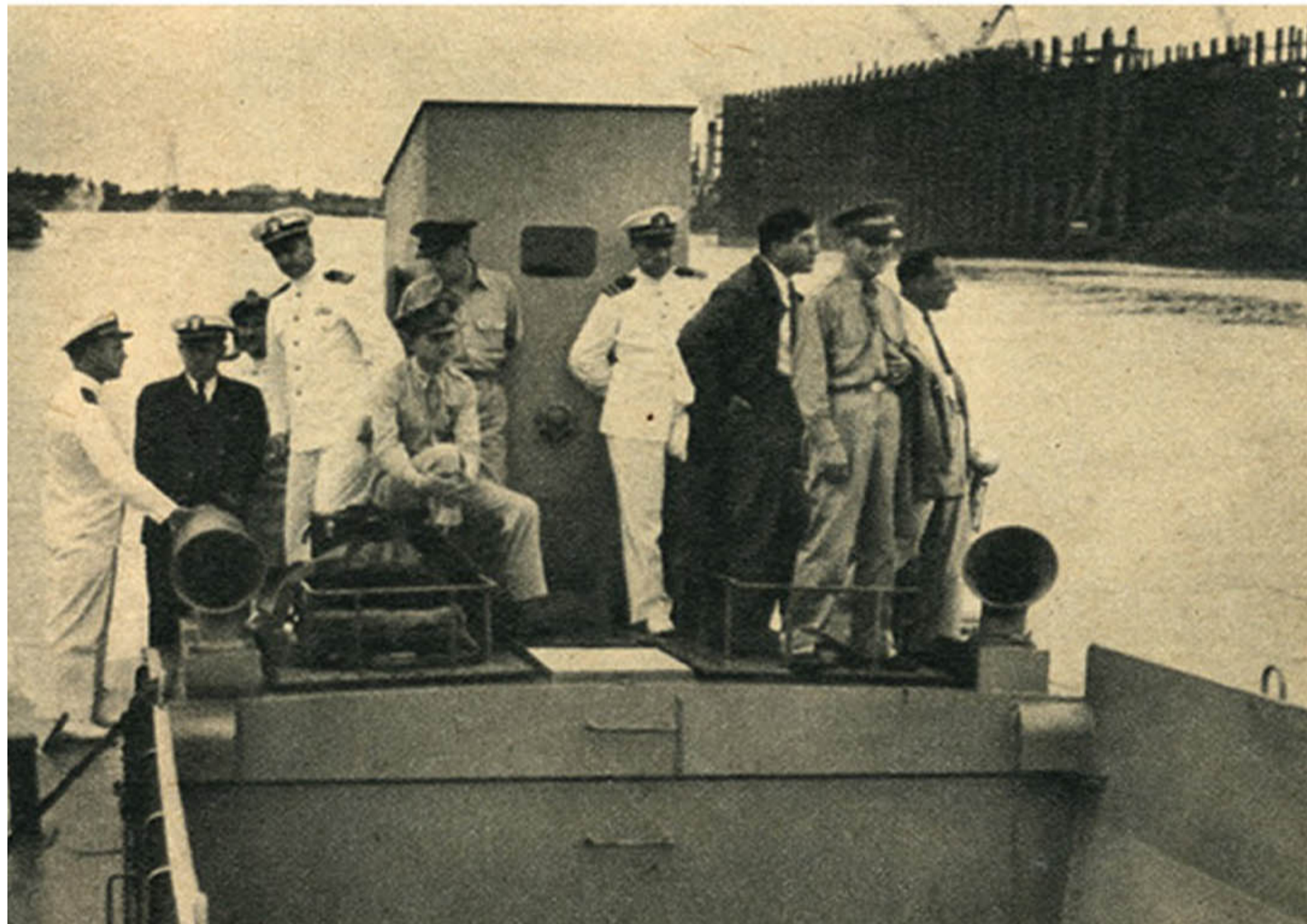
TWO WEEKS TO GERMANY continued



LATEST HIGGINS TORPEDO BOAT GOES OVER 50 M. P. H., CARRIES FOUR TORPEDO TUBES, TWO 50-MM. ARMOR-PIERCING GUNS, EIGHT DEPTH CHARGES, RADIO, SMOKE SCREEN DEVICES. HARD-HITTING "PT'S" ALREADY HAVE SUBS TO THEIR CREDIT.



"THE GUY WHO RELAXES is helping the Axis," says the sign in the middle of this assembly line. Thousands of men are now working in the five Higgins plants turning out hundreds of invasion craft every month. These men learned recently that one of their boats sank a Japanese destroyer.



HEROES from the Philippines, Africa, Australia and England, traveling on a tank carrier, visited the various Higgins war industries and approved them highly. In the background is the Delta shipyard, one of the largest in the South, where the new Liberty ships are being speedily constructed.



HIGGINS INSTRUCTOR gives a lesson and explains that it is almost impossible to capsize this boat. Because of its patented construction it will leap over logs, climb out of water onto sand, beach, or jungle; and then back speedily away.



SCHOOL IS OVER AND "A. J." gives a going-away party at the "Blue Room," New Orleans' best night club, for the students who pass the stiff final examination. Higgins is not a speech maker and the Navy boys like him better for it. He throws one of these parties every two weeks.

**Andrew Jackson saved New Orleans
Andrew Jackson Higgins may save
the United Nations**

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