

now six of the 15 days behind us and only 62 boats built.

### **You Have Done A Marvelous Job**

After a day of rest and worship, we resumed work on Monday the 19th, refreshed and with the new machine in action. On Wednesday of this week the Colonel flew down from Atlanta and was astounded to see boats stacked all over the place. By this time we were up to 42 boats per day. Chapel time came. The local Baptist minister conducted the devotional period and invited the Colonel to say a word to the men. He stood on top of a cutting bench (in the middle of the blocked-off highway) and looking down into the faces of 320 workmen, said "Men, you have done a marvelous job, and I want to compliment you. I have just flown to three other plants in the North on this same job, and all of them together are not doing what you men are doing."

We had trucks and airplanes traveling all over the United States to get material to keep us going, and many times the material arrived just as our supply was giving out. Some of our drivers traveled over Vermont mountains when storms were severe and other vehicles stayed off the road. We give God the credit for bringing them through safely (the answer to our prayers). We could now add evidence to our faith that all things are possible through Jesus Christ, but without Him we can do nothing.

### **Quota Reached Three Days Ahead of Schedule**

Saturday noon, February 24: We stood on the sidetrack and saw the express train haul away the 306th boat. Mr. McNab, the Army engineer in charge of our plant, said, "Ralph, there goes our quota three days ahead of time. Someone other than man did this job." (Had it rained only one day we could not have reached our quota.)

On Friday, February 23, we received a request from the Chief's office asking that we build another 100 boats, as the other three contractors were falling short of their quotas. The entire 400 boat order was delivered ahead of time.

The same labor expeditor who urged us to work seven days a week, came to visit us on March 2nd. Standing in front of the shop, with tears trickling down his cheeks, he said "You folks certainly have faith in the Lord and I wish to congratulate you." He then shook our hands and walked away.

### **Army/Navy "E" Award**

We were awarded the Army and Navy "E" Award (on record in Washington as the "miracle production").

For weeks people came from all over the United States to see the place where 400 boats were built in 15 days without infringing on the Lord's Day. To us it was simply an indication that the Lord has again honored the obedience of His servants.

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# MIRACLE IN BOATS



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## **Miracle Production**

Among the war construction records in Washington, D.C. is one for our firm, CORRECT CRAFT, INC. (known then as Pine Castle Boat and Construction Company) of Orlando, Florida, with the simple words "*Miracle Production.*"

What is not recorded is that the "Miracle Production" resulted from earnest prayer and determination to put the Lord first in every operation (even to shutting down the plant for weekly chapel services and not working on Sunday).

## **A Message From The Watchman**

The plant was closed the afternoon of February 9, 1945, in respect to a close business associate whose funeral service was being held at the little church adjoining our property. At the close of the service we were met by our watchman with a message: "The United States Engineers have been trying to reach you by phone all afternoon. We've had calls from the district office in Jacksonville, the divisional office in Atlanta, as well as the Chief's office in Washington, D.C."

## **How Many Boats Can You Make In 19 Days?**

A contact to each of the three offices revealed that they all wanted an answer to the same question: "How many army storm boats can you make by February 28?" To increase this challenge, they wanted them with a triple-A preference rating. They did offer all the cooperation necessary from the U.S. Engineers to do the job.

## **Why Such Urgency?**

Our armies in Europe were running out of supplies and ammunition. Unless our troops crossed the Rhine River immediately (and much ahead of schedule) there would certainly be a great loss of men. The greatest obstacle between the Allies and Berlin at this time was their need for storm boats. (General Eisenhower's request was for 569 such boats to be on the banks of the Rhine by March 5.)

Our schedule for February was 48 boats, but after a family conference and moments with the Lord, seeking His guidance, we committed to 300 storm boats.

## **We Set Out To Accomplish An Impossible Task**

Saturday, February 10, (sunrise to midnight) was spent building jigs and preparing the layout. The plant was closed Sunday for rest and worship, with work resuming at 1:00 A.M. Monday. Work force was increased from 60 to 320. Our problems were many:

- material shortages
- crowded transportation
- new (thus inexperienced) help
- shortage of time.

The U.S. Engineers sent in a plant engineer, a staff of inspectors, auditors, material and labor expeditors. At this point, we were looking at 15 days to complete 300 boats.

## **Request To Work On Sunday Denied**

The Government Labor Expediter made many suggestions (some workable – some

not). He thought we should work seven days a week, that those three extra days were absolutely necessary to accomplish this task. That question received only nominal consideration – we had settled that long ago with the Lord. "No," we intended to accomplish this task in such a way as to bring glory to God. God's plan for this boat company was not to work seven days a week. We made it known to the government representatives that we knew the job was impossible for man alone. We were setting out with faith that God would see us through, therefore we were attempting to do it God's way. If they insisted on Sunday work, they should take the contract back. Permission was granted to continue on a six day work schedule.

## **Heads Were Shaking In Doubt**

One boat was built on Monday the 12th, three on Tuesday and seven on Wednesday. (We took time out on Wednesday for our usual weekly chapel service.) Heads were shaking in doubt – three of the 15 days had gone and only 11 boats completed. That night we prayed more earnestly, asking God to direct our thoughts as to how to meet the deadline. That very night my brother Walt was inspired to try a new machine and one change on the present jig. We located a fine Christian man that agreed to build the machine. (That in itself was a God-send, even though it took him the rest of the week to complete it.) Meanwhile, the change in the jig speeded up production to 13, 17 and 21 boats during the next three days. There were