

### Tar Heel Spotlight

It's time for the annual "Patriotic Education Week" — all over America. In all 50 states, the week of October 12-19 is proclaimed "Patriotic Education Week" by the President and state governors, and implemented by local chapters of Children of the American Revolution (CAR).

In North Carolina, Mrs. Dabney Enderly, North Carolina Bicentennial Director, presented the proclamation on behalf of Gov. James E. Holshouser in ceremonies in the Bicentennial office. Accepting the document for CAR chapters throughout the State were Kathleen Grant, CAR patriotic education chairman, Thomas Drew IV, president, Joel Lane Society, and Holly Trull, vice president, Joel Lane Society.

Now it is the task of the 18,000 members in 425 chapters in

North Carolina to "promote the knowledge of American history, the celebration of patriotic anniversaries and to stress the patriotism by the study of their government," according to the proclamation.

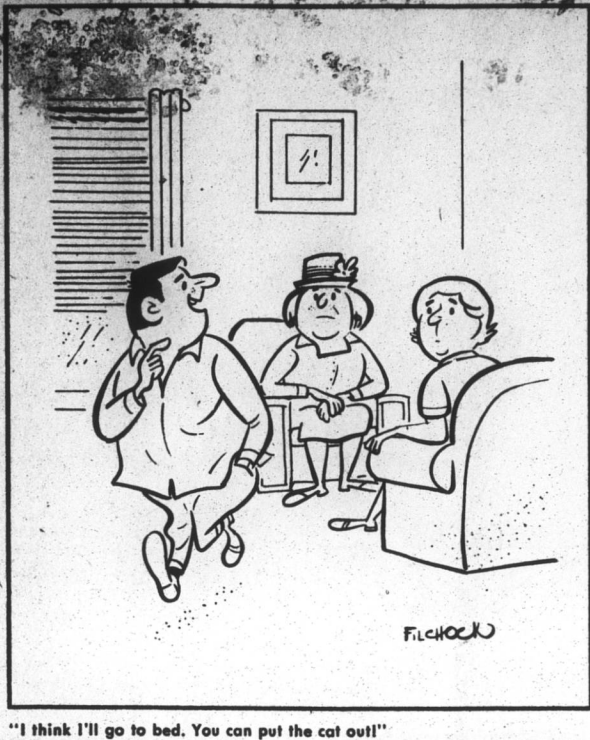
The Children of the American Revolution, an organization founded in 1895, exists to provide an opportunity for boys and girls to "acquire a knowledge of American history, to preserve and restore places of historical importance associated with men and women who forwarded American independence, to promote the celebration of patriotic anniversaries, to honor and cherish the flag of the United States, and to love and uphold and extend the principles of American liberty and freedom." These goals are carried out through individual

STATE OF NORTH CAROLINA  
DEPARTMENT OF CULTURAL RESOURCES  
Grace J. Rohrer, Secretary

societies in towns and communities with official CAR national headquarters in Constitution Hall in Washington, D.C.

The national theme for this year's observance is "Today's World — Tomorrow's Future" — with three major fields of concentration: government for the people, the American Indians, or conservation. CAR's are encouraged to select one of the three fields for in-depth work throughout the coming year. For example, the Joel Lane Society of CAR has selected "Government for the People." Members will study various departments of government, how they meet the people's needs, and the citizens' role in promoting the government, both state and national.

Next week, CAR's throughout



### Booklet Reveals Impact of Unions

Approximately 800,000 students across the nation were delayed in returning to school because of teacher strikes this year.

Last year this same problem caused approximately 10 million lost student days.

The National Association of Manufacturers Education Department is offering a timely booklet, *Public Education and Teacher Unions*, consisting of five major articles by a task force of the Association, studying collective bargaining in education.

B. V. Thompson, Jr., chairman of the board, Texas Steel Co., points out that "the basic concern with large powerful government employee unions is the predictable impact on the electoral process."

Ernst W. Farley, chairman of the board, Richmond Engineering Company, points out that the strike is principally an economic weapon and is "inappropriate to government employees."

Henry R. B. Irish, board chairman and chief executive officer The Times Spring Co., says that since the first major collective bargaining agreement in higher education in 1969, college faculties have become prime targets for organizing efforts.

Dr. Harold V. Webb, executive director, National School Boards Association says the threat to management prerogatives such as control of educational policy "shifts from the public's elected or appointed lay representatives in the direction of the teacher union."

The 36-page booklet is available from the NAM Education Department, 277 Park Avenue, New York, N.Y. at \$1.00 per copy.

## Battleship's Most Popular Feature...Guns, Guns, Guns

WILMINGTON, N. C. — The most popular feature of the USS North Carolina, the World War II battleship saved by her state from the Navy's scrap pile, is the vast array of guns...from the giant 16-inch turrets to the rapid-fire 20 mm. weapons.

In addition to the 16-inch and the 20 mm. anti-aircraft guns, the big battleship also has 5-inch gun mounts and 15 "tubs" housing four 40 mm. guns each.

### Stepping Mast Follows Ancient Sea Tradition

WILMINGTON, N. C. — Today the Battleship USS North Carolina lies placidly in her permanent berth at Wilmington, N. C., a living memorial to the more than 10,000 North Carolinians who gave their lives for their country in World War II. Admired and photographed by thousands of visitors, the gallant "Showboat", as she was affectionately called by her crew during the war, is a long way from the grim realities of combat. But it was not always so. As her battle honors show, the USS North Carolina had more than her share of fighting. And when men take a ship of the line into combat, Lady Luck becomes the girl friend of every man on board.

The superstitions of men who go down to the sea in ships are legion. One superstitious safeguard was built into the USS North Carolina — it was with her all during the war and is with her today.

When the Battleship USS North Carolina left Pearl Harbor in 1942 for the Solomon Islands to participate in her first action against the Japanese, she carried with her an ancient and unusual insurance policy that provided should a mishap occur at sea, a safe passage into the unknown would be assured all hands. This assurance was obtained April 5, 1941 during the "Stepping of the Mast" ceremony held aboard ship. The origin of the ceremony dates back to antiquity. It is a survival of the old Roman custom of placing coins in the mouths of those lost in battle to pay Charon, the mythical ferryman, for transportation across the river Styx. Dignitaries, shipbuilders and Navy personnel present for the ceremony aboard the USS North Carolina appeared to subscribe cheerfully to this superstitious traditional custom of seafaring men as many present contributed what they believed to be a good luck coin to be placed under the mast of this new Battleship.

The total collection of \$7.71 included:

- one half dollar
  - eighteen quarters
  - eleven dimes
  - twenty-three nickels
  - forty-six pennies
  - one set of 1941 proof coins from the San Francisco Mint
  - one St. Christopher's medal
  - one English penny
  - one English half-penny
  - one Chinese "cent"
- The coins were placed in a corrosion-proof receptacle at the base of the mast and immediately afterwards at 2:45 p.m. on Saturday, April 5, 1941 the mast was stepped.
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- The USS North Carolina, now a memorial and tourist attraction at Wilmington, N. C. was the first American battleship to fire into Japanese territory during World War II.

For those who wish to do so, they may inspect some of each size of weapons bristling from the ship's teakwood decks.

Two of the monstrous 16-inch turrets are open so the visitor can climb inside and look down at the gigantic loading mechanisms, including the 3,000-pound breech block. These guns send a 2,700-pound shell through the air for more than 24 miles.

As for the 5-inch mounts, there are two such guns in each mount and five sets of these splendid anti-aircraft weapons are located on each side of the famed battleship. These guns, which fired a 55-pound shell for eight miles, were hand loaded and were capable of firing 12 times a minute...every five seconds.

One of these mounts is open, as is the ammunition and powder handling-room immediately beneath the mount.

Children and even adults seem to enjoy the "40s" the most and this is probably because the brackets of these guns can be turned about in their steel "tubs" as well as the guns being raised and lowered. Six sets of these 40 mm. guns are open to visitors and can be hand-cranked to the tourist's heart's content.

During the war years (1942-45), the USS North Carolina seemed to have a 20 mm. gun just about everywhere there was available space on the decks, with more than 80 of these guns being mounted. Many of these guns can be swung to and fro by visitors and children "shoot down" hundreds of imaginary fighters each day of the year.

In addition to the guns, there are displays of the shells and powder charges for each size gun on the ship, plus a display of cleaning equipment for the individual guns.

During the four-day bombardment of Two Jima in 1945, the USS North Carolina pumped more than 1,400 of the huge 16-inch shells onto the Japanese-held island, and more than 2,900 rounds of 5-inch ammunition.

On summer nights, visitors can relive the ship's history during the war and watch the USS North Carolina's guns "fire again" through the use of sophisticated electronic equipment. A 70-minute Sound and Light Spectacular "The Immortal Showboat" is presented nightly from June 1 through Labor Day.

Crackling noise from the 40 mm. and 20 mm. guns blend with the flashes of the 5-inch and thunder and flame from the 16-inch guns to recreate portions of the ship's Pacific campaigns where she earned 12 battle stars.

## Shopping List Would Empty Grocery Store

WILMINGTON, N. C. — Most everyone has their own shopping list, but if you had to do the shopping for the battleship USS North Carolina while it was on active duty in World War II, it would take more than two shopping carts to hold the goodies.

Today, however, the ship lies at rest, permanently berthed here as a memorial to North Carolina men and women who died in the great war and also as one of the premier tourist attractions of the nation.

But, if you did have to go shopping for the battleship... get enough groceries to fill the ship's storerooms and cook for the 2,000 officers and men of the dreadnought, it would be a whopping list.

Some examples:

Evaporated milk, 35,000 pounds; flour, 74 tons; sugar, 36 tons; rice, 6 tons; 1,200 gallons of catsup; 1,800 pounds of tea; 11,000 pounds of jam; 13,000 pounds of canned peas; and etc.

In fresh items, your list would include: 864 gallons of salad oil; 3,600 pounds of pickles; 3,000 pounds of bacon; 1,500 pounds of ham; 37,000 pounds of beef, in quarters; 15 tons of Irish potatoes; 2 tons of sweet potatoes; 8,000 pounds of poultry; 6 tons of cabbage; 6,400 pounds of butter; and believe it or not...8,400 dozen (yes, dozen) eggs.

And to start off the morning, there had to be coffee, of course, and the ship was stocked with 24,000 pounds of South American product.

That figures to more than 386½ tons of food. No wonder they needed 30 full-time cooks, butchers and bakers on board the battleship!

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### Technical Employment Demand On Upswing

The Engineer/Scientist Demand Index showed a major upward spurt in the demand for technical people in July.

This indicator, based on the volume of recruitment advertising placed throughout the United States, moved up to 130.8, a gain of 23.6 points over the previous month. This is the highest Index figure since February, 1969. Last year's July level was 80.7.

Deutch, Shea & Evans, the New York recruitment advertising agency which maintains the Index, sees this as an indication of continuing increases in demand throughout the remainder of 1973.

### Pilot's Luck Passed On To Heroic Kingfisher

WILMINGTON, N. C. — "It was just pure luck!"

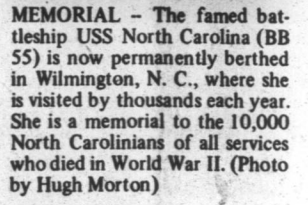
That, in simple words, is the way former U. S. Navy pilot Mac J. Roebuck of Sunnyvale, Calif., describes his crash in a small float plane during a ferry flight to Alaska in 1942.

The "luck" that Roebuck speaks of also concerns the little OS2U Kingfisher float plane, one of the workhorses of the American fleet during World War II.

On that foggy morning of Aug. 20, 1942, the 25-year-old Ensign Roebuck was at the controls of the scout observation plane as it headed north over the west coast of Canada, enroute to Dutch Harbor, Alaska.

The little plane, was near uninhabited Calvert Island, 300 miles north of Vancouver, B. C., when Roebuck says, "I couldn't see a thing and for a few seconds I kept right on flying."

He explained, "I was flying on instruments. When we ran into



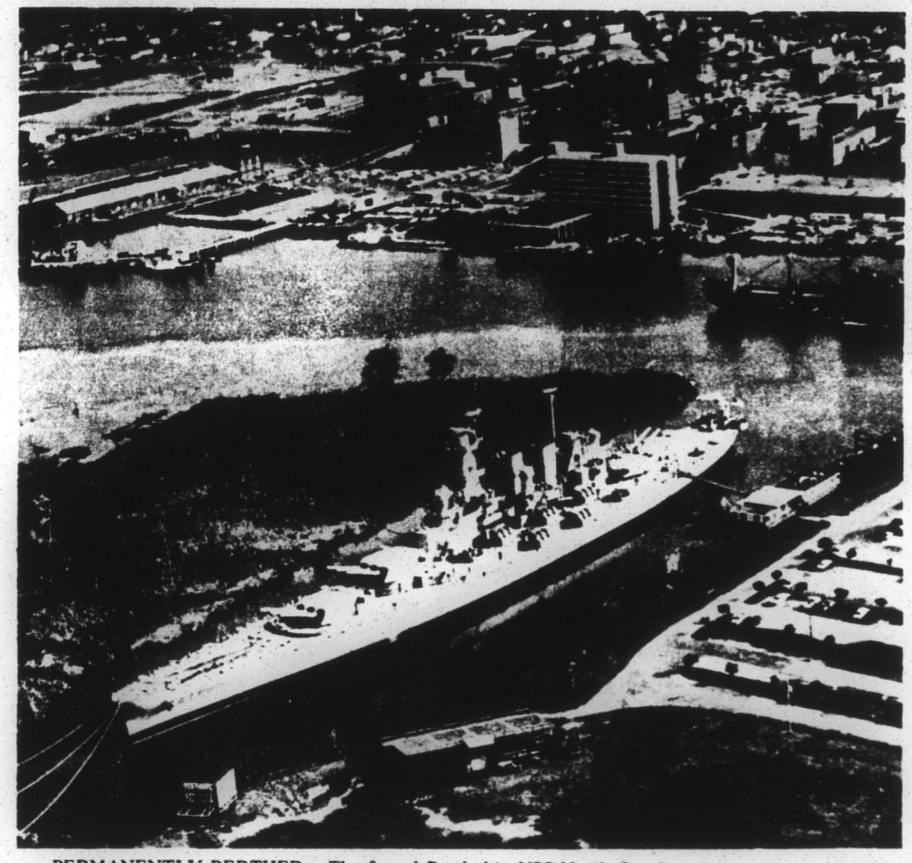
MEMORIAL — The famed battleship USS North Carolina (BB 55) is now permanently berthed in Wilmington, N. C., where she is visited by thousands each year. She is a memorial to the 10,000 North Carolinians of all services who died in World War II. (Photo by Hugh Morton)

the mountain, it was just like I came in trying to land it on the water and the float took the shock of the plane." Neither Roebuck or his passenger Stanley S. Goddard of Fremont, Calif., were even scratched.

The wrecked plane, used by battleships during the war as observation craft and also for sea rescue work, lay on top of the mountain until 1964 when the parts were recovered by the Royal Canadian Air Force.

Later, the wreckage was turned over to the USS North Carolina Battleship Commission in Wilmington who, in turn shipped the remains to Vought Aeronautics of Dallas, Texas for restoration.

Now permanently displayed on the fantail of the USS North Carolina Battleship Memorial, the plane has been visited by Roebuck who wants to get back in the pilot's seat... just to get the feel of it one more time.



PERMANENTLY BERTHED — The famed Battleship USS North Carolina, in her permanent berth open daily for visitors at Wilmington, N. C., is the destination of some 300,000 persons a year with visitors from all 50 states and many foreign countries. The Battleship has nine decks open for visitors.

### Roll Of Honor Is Heart Of Ship Memorial

WILMINGTON, N. C. — Decks of the USS North Carolina Battleship Memorial tend to be rather noisy. Exuberant youngsters climbing the gun mounts, rat-tat-tat as they shoot down imaginary planes and shouting to each other to hurry along as each new feature beckons with promises of further fascination, all blend into a multivalent symphony of happy people discovering the intrigue and history of the giant battleship.

However, at the heart of the Memorial is a small, reverently quiet, softly lit room: The Roll of Honor. This room contains the rolls on which are inscribed the names of the more than 10,000 North Carolinians who gave their lives in World War Two.

Painstakingly assembled from a multitude of sources, the names are presented alphabetically by county. Thousands of emotionally charged visitors each year stand before the Roll, searching out the names of fathers, brothers, uncles, grandfathers and comrades-in-arms who made the supreme sacrifice to assure that our Nation would remain "the land of the free."

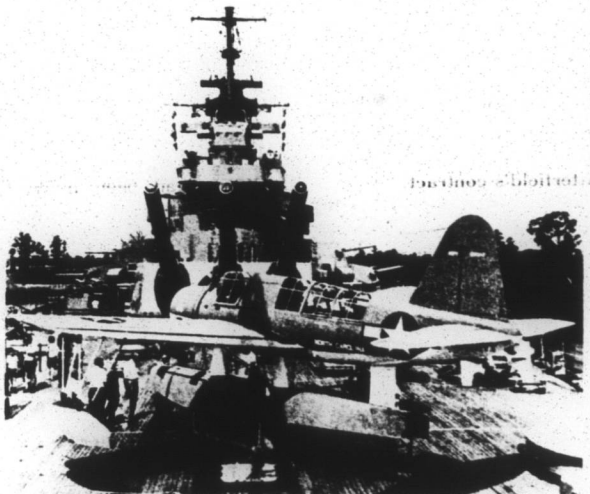
As one misty eyed visitor commented, "The guns and the galley — the bridge and the bakery — the anchor and the engine room — they are all interesting. But this Roll of Honor — this is what the USS North Carolina Battleship Memorial is all about."

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The USS North Carolina, the World War II battleship, was the first of the new dreadnoughts built by the U. S. Navy prior to and during the war.

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The Battleship USS North Carolina is now permanently berthed at Wilmington, N. C.



FEATURED ATTRACTION — This World War II float plane, the OS2U Kingfisher, sits on the deck of the USS North Carolina Battleship Memorial in the shadow of the dreadnought's mammoth 16 inch guns. The Kingfisher was used by battleships for reconnaissance and naval gunfire spotting. The aircraft is now a permanent part of the famed Battleship Memorial.

## Kingfisher Float Plane Takes Long Way Around To Battleship Memorial

WILMINGTON, N. C. — "Showboat, this is Sitting Duck." This thinly encoded radio call sign was used thousands of times during WWII to establish contact between the Battleship USS North Carolina and the ship's integral aircraft, the Vought OS2U Kingfisher. Scoring airfields and even aircraft carriers, the sturdy little Kingfisher was launched by catapult from the stern of the famed dreadnought; then landed in the sea near the battleship to be hoisted back aboard by a crane. After refueling and servicing, the OS2U was ready to do it all over again.

Although naval gunfire spotting for the USS North Carolina's massive 16 inch batteries and reconnaissance were the routine missions for the Kingfisher, the doughty little seaplane participated in rescuing many U. S. pilots shot down in aerial combat or by Japanese anti-aircraft.

More than 1500 of the Kingfishers were built in World War II by Vought and the Naval Aircraft Factory. Today only three exist in the United States, and one of these is on public display aboard the USS North Carolina Memorial in Wilmington.

The story of the finding and restoration of the USS North Carolina's OS2U reveals a combination of luck, determination and a high sense of dedication by the men who built the plane in the Vought plant early in the war.

It started back in August 1942. The Kingfisher, on a flight to Alaska, became lost in a dense fog and slammed into the side of a mountain on Calvert Island some 300 miles north of Vancouver, B. C. Both the pilot and observer walked away from the crash and were picked up by the Royal Canadian Navy.

The plane lay on the tundra of the mountain exposed to deep snow, corrosive salt air, rain and sun for 22 years.

The discovery of the near-extinct Kingfisher came by Canadian officials in 1964 when they found the wreckage of the float plane. The Royal Canadian Air Force used helicopters to remove the remains of the plane from the island mountain top and the Air Museum of Canada took possession.

The USS North Carolina Battleship Commission heard about the discovery and began negotiations to obtain the Kingfisher, even though it was in bits and pieces, plus being minus an engine, instrument panel, one wing and two wing floats.

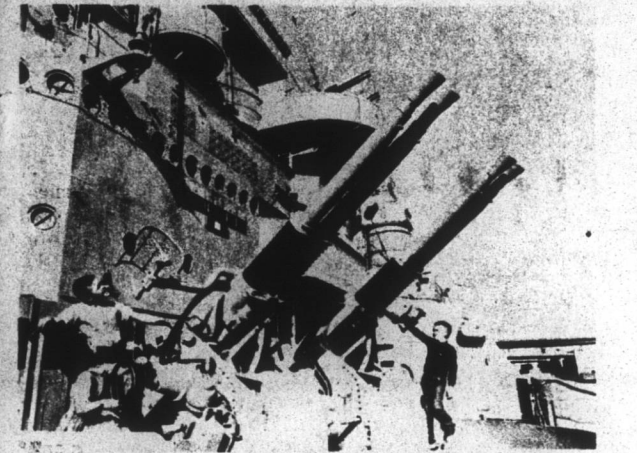
After many months of communications, the wreckage of the aircraft was finally obtained in 1969. In the following year, the remains of the tough little plane were shipped to Texas to Vought Aeronautics.

Members of Vought Aeronautics' Quarter-Century Club, many of whom had retired, volunteered to restore the plane. Some of the men who worked on the restoration project actually helped construct the plane for the old Chance Vought Company during the war years. Using hand crafting skills and techniques, lost in this modern age of high speed production lines and computers, the men carefully and lovingly restored the plane back to the last rivet and final square of fabric.

And so on June 21, the proud little Kingfisher came to her permanent home on the deck of the USS North Carolina Battleship Memorial.

Kingfishers from the USS North Carolina were main characters in two World War II sea rescue missions. In the first incident, an OS2U from the Battleship rescued nine carrier pilots shot down in the Truk raids in April 1944. On the last day of the war, Kingfishers from the USS North Carolina landed 100 yards off the coast of Japan and plucked a carrier pilot from under the nose of enemy guns.

In fact, it was a Kingfisher which found Captain Eddie Rick-ebacker and his crew in the famous rescue mission performed in the Pacific in 1942.



MOST POPULAR — The most popular item for visitors touring the USS North Carolina Battleship Memorial, Wilmington, N. C., is the vast array of guns on board the World War II veteran. Visitors are free to climb inside gun turrets and mounts and are also able to handle many types of anti-craft weaponry. (Photo by Hugh Morton)

## On Battleship Gleaming Galley Interests Women

WILMINGTON, N. C. — According to legend, the Navy has the best food of any of the military services and true to legend the sailors of the battleship USS North Carolina were no exception.

In the giant galley (kitchen) on the second deck of the World War II ship which is now permanently berthed here, visitors can walk through the area where more than 30 cooks were kept busy preparing the ship's tasty menus.

There were 36 cooks, bakers and butchers on the USS North Carolina, plus another 100 men being used to serve the hot meals from the steam serving lines.

Considering the fact there were usually 2,000 men on the sleek battleship during her active-duty war years of 1942-45, the galley was kept humming to provide food for fighting appetites.

More than eight million meals were prepared in the ship's galley during the war years, using the same 80-gallon steam kettles, turkeys, electric ranges and special ovens now on display to the public.

The galley and adjoining mess halls make up the largest open spaces on the ship with over 11,000 square feet...enough for eight average-size homes...being used for meals. Visitors to the ship, open every day of the year, can see this area.

The USS North Carolina normally carried a 30-day supply of fresh food and a 90-day supply of dry provisions. The fresh food was stored on the third deck in large refrigeration units with the dry foods being stored on the second and third decks.

Putting enough food on the "floating city" to handle three meals a day for 2,000 men was a big job and the battleship took on food in tremendous quantities. If you went shopping for the ship, your list would include 8,400 dozen eggs; 15 tons of potatoes; 128,000 pounds of flour; 21,000 pounds of lard; and etc.

Also on display near the bakery area of the ship is an original cookbook with recipes which include the ingredients to make pumpkin pie, pie crust and biscuits.

For pumpkin pie, you need 6 cases of pumpkin, a case of canned milk, 30 gallons of water, 100 pounds of sugar, 30 dozen eggs, 22 pounds of cornstarch, 15 pounds of powdered milk, 12 ounces of nutmeg, 12 ounces of ginger, 24 ounces of cinnamon and 14 ounces of salt. Yield: 1,800 slices!

For the crust, you need 100 pounds of shortening, six pounds of salt, 200 pounds of flour and 35 quarts of water. If you want to make biscuits for the neighborhood (a big neighborhood), 16 pounds of sugar, five pounds of salt, 48 pounds of shortening, 20 pounds of powdered milk, 22 pounds of baking powder and last, but surely not least, 200 pounds of flour.

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The USS North Carolina, the famed American battleship of World War II, steamed 307,000 miles during her wartime duty.

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BB-55, the number of the Battleship USS North Carolina, denotes that it was the 55th battleship-class keel laid in USS Navy history.

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The present USS North Carolina, now a memorial and tourist attraction at Wilmington, N. C., is the third ship to bear the name of the Tar Heel state.

### Tourists Love Battleship

WILMINGTON, N. C. — Comments by visitors touring the great World War II participant, the battleship USS North Carolina permanently berthed here, are profoundly pleasing to members of the Battleship Memorial's staff and laud the efforts of thousands of North Carolinians who expended effort and money to save the ship from the scrap heap.

Some comments, by the thousands of children who walk the broad teak decks and play among the scores of guns on board the veteran of 12 major Pacific battles, are as good as the quips by kids on the old Art Linkletter show.

"Great, but it should be in my backyard," remarked a youngster from King, N. C., a small town in the central portion of the state.

"Wow, how did it float?" puzzled a Cincinnati youngster.

"Great! I've been lost twice," wrote a seven-year-old from Greenville, S. C.

And the comments from adults are inspiring to all who read them.

Samuel: "A beautiful and educational masterpiece." (Pittsburgh, Pa.)

"Very gratifying. I was in New Guinea in 1944." (Dayton, Ohio)

"Kids were wild about it." (Beckley, W. Va.)

"This is the 5th time we've visited the ship. See something different everytime." (Greensboro, N. C.)

"Keep it alive as long as possible as a living memorial." (Charlottesville, Va.)

"Worthwhile, in this day of shrinking values." (Boyersville, Pa.)

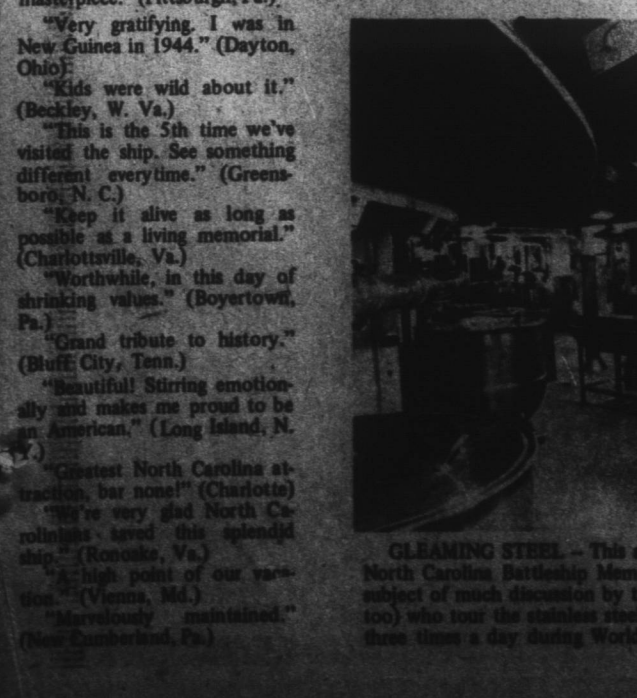
"Grand tribute to history." (Bluff City, Tenn.)

"Beautiful! Stirring emotionally and makes me proud to be an American." (Long Island, N. Y.)

"Greatest North Carolina attraction, bar none!" (Charlotte)

"I've visited the USS North Carolina and this splendid ship in Norfolk, Va." (Vermont, Md.)

"A high point of our vacation...well maintained." (Ocala, Fla.)



GLEAMING STEEL — This area of the second deck on the USS North Carolina Battleship Memorial at Wilmington, N. C., is the subject of much discussion by the thousands of women (and men, too) who tour the museum ship where 1,800 men were fed and entertained a day during World War II. (Photo by Hugh Morton)