

The North Carolina Shipbuilder

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PUBLISHED FOR THE EMPLOYEES OF THE NORTH CAROLINA SHIPBUILDING COMPANY

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MOVING INTO SECOND YEAR OF PRODUCTION

President Roosevelt Calls For Intensified Campaign Against Possible Accidents

Since December 7, our country has been at war. Our minds and hearts are with the fighting forces but we dare not let enthusiasms and anxieties divert our energies from the job which is ours—that of supporting our brave fighting men and the allies with a continuous and increasing flood of the materials of war. In this job the prevention of accidents is essential; it must not be neglected.

As the menace to human freedom from across the seas grew more and more threatening, it became increasingly evident that greater effort for the prevention of accidents would be demanded by our armament program. This urgent need was brought home to the nation last summer in President Roosevelt's proclamation:

"Now, therefore, I, Franklin D. Roosevelt, President of the United States of America, do hereby call upon the officers and directors of the National Safety Council to mobilize its nation-wide resources in leading a concerted and intensified campaign against accidents, and do call upon every citizen, in public or private capacity, to enlist in this campaign and do his part in preventing wastage of human and material resources of the nation through accidents."

The vitalness of time was expressed in his usual forceful way by Secretary of the Navy Frank Knox when he spoke recently to assembled delegates at the thirtieth National Safety congress in Chicago. He said:

"The billion and a half man-hours lost last year through work accidents were sufficient to build 45 battleships, or 375 destroyers; 450 submarines or 195 light tanks; 12,500 trainer planes or 75,000 fighter planes; 30,000 medium bombers or 15,000 heavy bombers.

"Those hours weren't just unused; they were lost. They are part of eternity. Perhaps, in so-called 'normal' times, with business 'proceeding as usual', they could have been replaced by man-hours drawn from the reservoir of the future with no appreciable damage to the security of our nation as a whole. But not now. Things are different now. The bomber that's delayed now may never be finished; the keel that's not laid now may never be laid; and the 16-inch rifle, that in the turret of a battleship might speak its message to the foes of democracy in the only language they will ever understand, may never be bored—because the time that we need to build these things is no longer inexhaustible or replaceable from the future, but, instead, is ticking away now. I talk, this minute and every minute of today and tomorrow and this week and next week. We no longer have the future to draw upon."

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Since January 1, U. S. ships have launched six tons of shipping for every ton of U. S. shipping sunk off the Atlantic coast by under-sea raiders. There have been less sinkings recently than was the case during the first three months of the war and by now we should be further ahead of the subs.

Shipyard Registers For Military Service

More than 1,200 employees registered under the Selective Service act at the shipyard during the two days which were granted to list those workers who are eligible for military service.

On Sunday, February 15, volunteers from the administration department and the employment office listed the large number wishing to avoid the rush the following day. Volunteers from the City of Wilmington's registrars were enlisted to serve Monday.

Registration on the first day took place in the new steel storage building, from ten o'clock a. m. to 5 o'clock p. m., and from seven a. m. to nine o'clock p. m. on Monday.

The North Carolina Shipbuilding Company expressed appre-

\$25.00 DEFENSE BOND FOR A NAME

The name of this paper is not altogether original. If any employee can think of a better and more appropriate name for this publication, the editors are ready and willing to receive suggestions.

While the paper is not backed up with substantial funds the editors are offering a reward of a \$25 Defense Bond to the best name-picker. The editors reserve the right to act as judges for this contest.

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ciation to Mr. Dudley Humphrey and members of Local Board No. 2 for making it possible to have the registration at the shipyard, thus cutting the number of working hours that might have been lost by men having to register.

All men are asked to get in touch with the deferment office immediately upon the receipt of questionnaires. This office is located in the northern end of the administration building.

Whenever employees receive notices regarding classification or other communications from their local board, it is requested that they contact their foremen immediately.

Registration of men between 45 and 65 took place on Monday, April 27th at the Foreman's Building. There was a considerably larger number of employees in this age category than had been thought.

Considerable Progress Made During Initial Operations

From a swampy waste to a mechanized shipyard preparing to turn out "a ship a week"—all in a little more than a year's time—is practically a miracle. Especially when that shipyard has taken the men from the farms, the stores and other professions, and trained them to do the difficult tasks that go to make up shipbuilding.

With six ships, the "Zebulon B. Vance", the "Nathanael Greene", the "Virginia Dare", the "William Hooper", the "Daniel Morgan" and the "Francis Marion" delivered for service, nine ships launched, and a total of eighteen keels laid, the shipyard is straining for the

Stockholders Re-elect Directors At Meeting

The annual meeting of the stockholders of the North Carolina Shipbuilding Company was held in Wilmington April 16, 1942 at 2:30 p. m. At this meeting all ten directors of the company were unanimously re-elected.

The directors are: H. L. Ferguson, Roger Williams, W. E. Blewett, Jr., Bruce B. Cameron, Karl D. Fernstrom, Robert I. Fletcher, Edmund F. Heard, Hugh MacRae, E. J. Robeson, Jr. and J. B. Woodward, Jr.

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Apprentice Dormitory

A Sick Bay has recently been installed in the Dormitory in order that the danger of spreading contagious infections may be eliminated. There have been but a few occupants of this room as yet.

The South Wing of the Dormitory has been converted into a Class Room for instruction in drafting and other shipbuilding courses.

highest possible peak of production in order to complete delivery of virtually all 90 ships by the close of 1943.

A year ago February 4, a merged group of contractors, Loftis, Orrell and Underwood, began the huge task of filling in mud holes, and dredging the river for the new shipyard. One building went up to house the Contractors in one end, and the Plant Engineering department of the North Carolina Shipbuilding Company in the other. That building is still in use by the Watch Force, Safety and Personnel Departments.

Roads were built, railroad tracks were laid, blueprints were drawn and redrawn, buildings and cranes rose as the sandy land grew quickly and steadily into the rudiments of a shipyard.

The N. C. Shipbuilding Company rented the large house at the corner of Third and Grace streets in the city as headquarters, and furnished it comfortably in order to provide immediate accommodations for skilled workers borrowed or transferred from our parent company the Newport News Shipbuilding and Dry Dock Company on a moment's notice to train men for the new company.

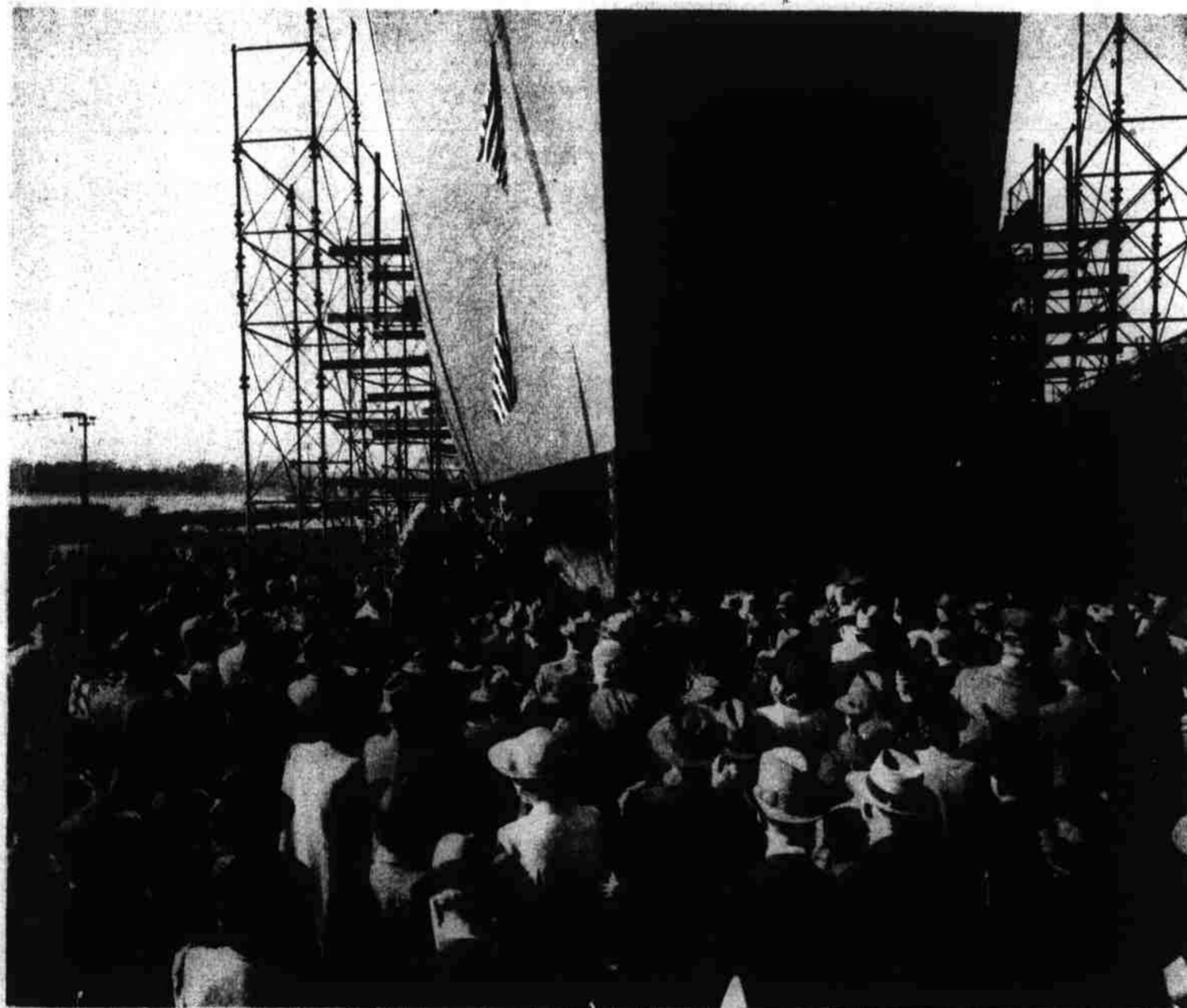
On March 18, 1941, the U. S. Maritime Commission in Washington, announced that the first contract in the President's "Bridge of Ships" program went to the North Carolina Shipbuilding Company, for 25 ships at an estimated base cost of \$37,500,000.

About three months later, May 22, 1941, the first keel was laid amid a small group of officials and employees. Thrilled eyes watched the giant arm of the crane deposit the keel in a "perfect landing". At the time, it seemed a long leap to a finished vessel, but less than seven months later, the "Zebulon B. Vance" slid down the ways into the Cape Fear river.

A lot had happened in those seven months. Buildings dotted the entire yard, fabricating shops were in full swing, storage space had emptied and filled again, and numerous cranes depicted the activity as they clanged along the tracks.

In the meanwhile the company received a contract for 12 additional vessels, making 37 in all. This meant that the original yard of 6 ways and two piers had to be expanded to one of 9 ways and three piers. When the Maritime Commission awarded the company 53 more ships last January, all of which are to be completed by the end of 1943, it became necessary to buy more land for the additional personnel and

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The first launching—the "Zebulon B. Vance" goes overboard on December 6, one day before Pearl Harbor, witnessed by a crowd of more than 12,000 people.