

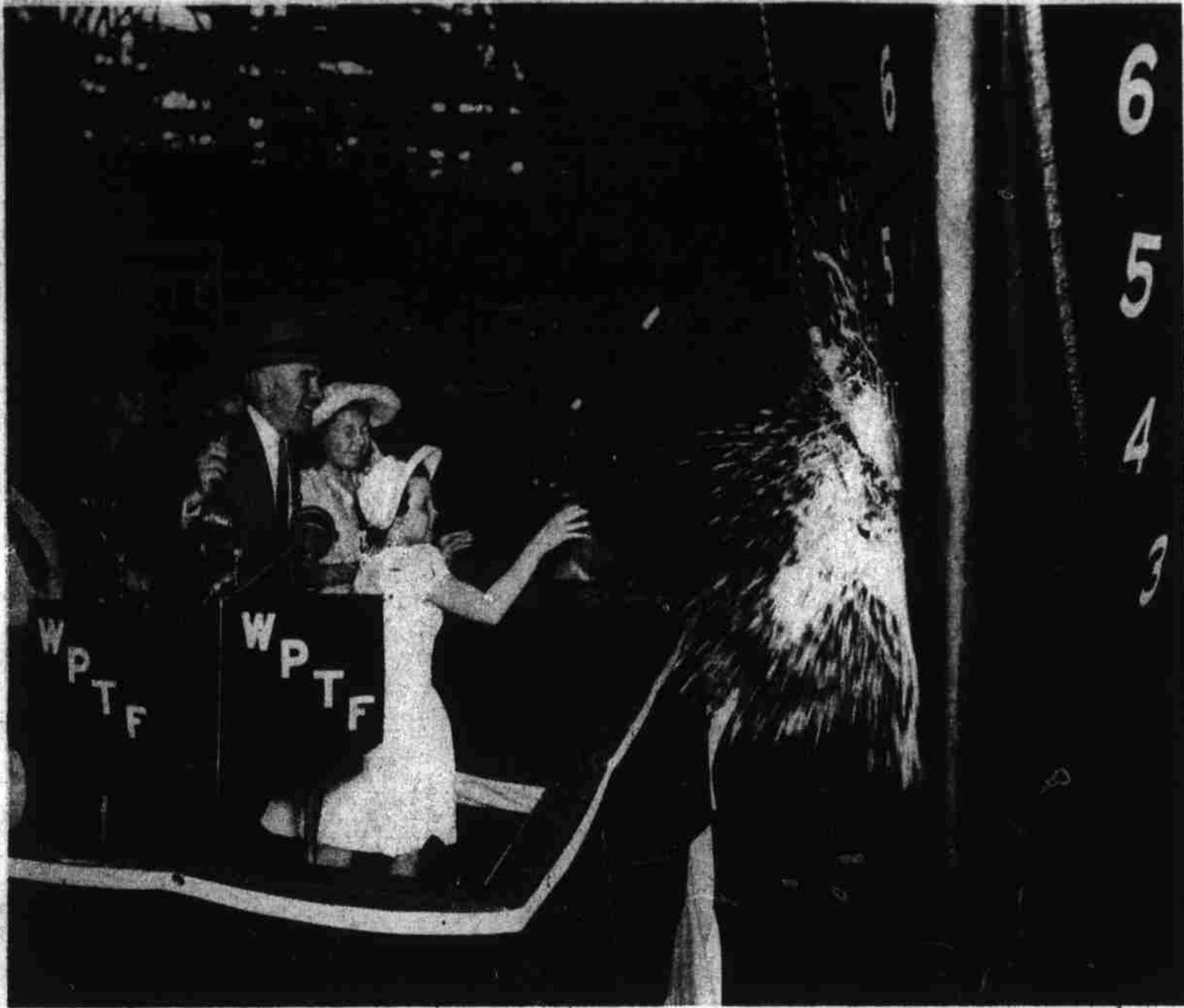
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The North Carolina Shipbuilder

July 1, 1942

PUBLISHED FOR THE EMPLOYEES OF THE NORTH CAROLINA SHIPBUILDING COMPANY

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Champagne from the hands of Marjorie Fletcher marks launching on Maritime Day.

Yard Has Maintained Steady Improvement

Since May 1, only ninety days ago, we have done a lot of shipbuilding at this yard. Eight vessels have been launched and nine delivered, which is a considerable better average than was the case when the "North Carolina Shipbuilder" first went to press.

For the past month and a half launchings have been taking place at weekly intervals and in July it is expected that the pace will be stepped up to one every six days, or better. Deliveries will necessarily have to be increased to keep up the pace.

As an illustration of how the employees have really put their back into building more ships faster since operations began at the yard, we are giving below a tabulation of the number of days it took to complete the first fifteen vessels.

Name of Vessel	Keel to Launching	Launching to Delivery	Total
Zebulon B. Vance	198	73	271
Nathanael Green	240	54	294
Virginia Dare	250	52	302
William Hooper	183	45	228
Daniel Morgan	186	39	225
Francis Marion	199	36	235
Joseph Hewes	188	39	227
John Penn	201	29	230
John C. Calhoun	207	25	232
Charles C. Pinckney	150	18	168
John Cropper	115	18	133
William Motltrie	106	20	126
Thomas Sumter	95	17	112
Jeremiah Van Rensselaer	89	17	106
Artemas Ward	82	16	98

Nation Celebrates National Maritime Day Coast to Coast

Great Britain, Russian Governments Extend Greetings On Occasion

At one minute past midnight on May 22, Maritime Day, the first of 27 ships slid down the ways in a west coast shipyard. Launchings, which were held in 19 yards on all coasts and the Great Lakes, continued through the day until almost midnight as one feature of the annual observance of National Maritime Day, as proclaimed by President Roosevelt.

Of the total, three ships were launched by one yard, six yards launched two each and in 12 other yards there were single launchings. Several of the shipyards followed the launchings by laying keels for new ships.

It was previously announced that 30 ships would be launched on Maritime Day, however, so that the rate of production would not be hindered, three ships which were ready were launched in advance of the scheduled time.

High ranking officials of the Navy, Army and Great Britain joined on this day in paying tribute to the shipyard and factory workers and merchant seamen who are building and sailing the ships of our Victory Fleet.

The Russian Government extended its greetings to the American Merchant Marine and the American Navy on this occasion.

In a letter to Admiral Emory S. Land, Chairman of the United States Maritime Commission, Rear Admiral M. I. Akulin of the Russian Embassy said: "I send you greetings and my best wishes for success in your work which is of such vast importance to our joint interest. In this war against German fascism our suc-

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NAME CONTEST

We have received numerous suggestions for new names for this publication—some excellent, others only fair. However, due to the depletion in the staff of the paper no decision could be reached on a name change before we went to press.

White House Says Shipbuilders Will Come Through

WASHINGTON—"The American people can be assured that the shipyards will do the job assigned to them," the White House said in a statement issued May 16. The statement disclosed that the vast cargo-building construction program was on schedule.

It was understood that a shortage on tonnage will continue to exist until sinkings throughout the world are brought under control and building gets into full swing.

During the first 130 days of 1942 the nation's shipyards delivered 120 new vessels, or 20 per cent more than were built in all of 1941. This compares with a total of 111 American merchant ships reported sunk since Pearl Harbor. The United States, however, must build also to replace ships sunk under the flag of other United Nations.

The White House assertion that "there is no lag today in

It certainly took a long time to build the first three ships, but, as is usually the case, the first few are the hardest. The rate of improvement looks pretty good, doesn't it? But some of our competitors have completed Liberty ships within two months from keel laying to delivery and who is there to say that North Carolina boys can't do what the West Coast boys can.

What others are doing—Oregon Shipbuilding took 253 days to complete their first ship, 120 days for its 15th, and 46 days for its 40th. Our first ship took 271 days, our 15th—98—our 40th—How many?

cargo shipbuilding, coincided with reports in informed quarters that the War Production board had decided to slow down on construction of new war equipment plants.

Indicating that a tremendous volume was now coming from existing factories, it was explained that steel and other materials which would go into new factories were needed for immediate arms production.

If the shipbuilding rate attained in the first 130 days were continued throughout this year the program would fall far short of the goal of 800 vessels totaling 8,000,000 tons for 1942, but the White House said the peak of production had not been reached and construction was gaining momentum. Next year the goal has been set at 1,500 aggregating 15,000,000 tons.

Asserting that this country's ship shortage, dating from the outbreak of the war in 1939, had been aggravated due to the "far flung battle fronts of the World war and to increased activity of Axis submarines," the statement continued:

"To offset this situation, current reports by the Maritime commission show that American shipyards are building merchant vessels faster than ever before in the history of the world.

"Liberty ships are being built in less time originally allotted. Some shipyards are well ahead of schedule; others are on schedule; few are behind, but are catching up rapidly. The overall average, however, shows that the program is on schedule. At first the task appeared fantastic, but now records are being made that were once believed impossible."

GAS RATIONING

The O. P. A. has decided that the original gas rationing program was not stiff enough. Therefore, on July 9, 10 and 11 it will be necessary for all automobile owners to register for new "A" ration books, each coupon on which will entitle the holder to 4 gallons of gasoline.

In order to obtain any supplemental ration, an applicant must prove that his occupational driving is greater than 1,800 miles a year. Furthermore, he will be required to form a Car Sharing Club to drive three or more fellow employees to work.