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# The North Carolina Shipbuilder

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## YARD WINS MARITIME AWARD

A HAPPY OCCASION



In the group on the launching stand prior to the "M" award ceremonies are Gov. J. Melville Broughton, Mrs. Broughton, Admiral Emory S. Land, Mrs. Chanler, Captain Roger Williams, Mrs. Williams, Mr. Chanler.

### Admiral Land Presents "M" Pennant To North Carolina Shipbuilding Co.

On Sunday afternoon, August 30, in a gala but brief ceremony before more than 15,000 visitors and employees, our yard was formally presented with the United States Maritime Commission's coveted "M" Pennant for exceptional achievement in ship production by Admiral Emory S. Land, Chairman of the Maritime Commission.

Admiral Land was introduced by Governor J. Melville Broughton in a short talk in which he praised the work done by Wilmington and the people of the shipyard in meeting the government's demand for ships.

He paid high tribute to Admiral Land in saying that "when the government decided to build Liberty freighters, it didn't get a man who delivered blueprints of how it was to be done. It got a man who could build and deliver ships in the shortest possible time. That man was Admiral Emory S. Land."

Admiral Land then spoke briefly congratulating the workers and the officials of the Company for the great piece of work they had done since the beginning of the yard back on February 3, 1941 and presented the challenge which lies ahead.

He said that "when President Roosevelt first made his demand for increased ship production in the yards throughout the nation, American shipbuilders rolled up their sleeves and started. They didn't wait for Pearl Harbor.

"This true American spirit of determination sprang from the heart of every fighting man who could run a lathe, every patriotic citizen who could hold a welding torch or a rivet gun. A fighting America increased its enthusiasm with the passing of the vicious attack upon Pearl Harbor, and later upon the heroic defenders of the Philippine Islands.

"The nation's shipyard workers not only proved that the President's demands for increased tonnage could be met, but by sheer determination and all out effort they have more than met that demand. For your part, I congratulate the fifteen thousand workers of the North Carolina Shipbuilding Yards who have played a large part in the United Nation's war effort."

He also said that this yard here has been established by "guts and spirit" and that "shipbuilding efficiency is made up of two essentials—time and cost. We have evidence now that when the 'election returns' and all the yards throughout the United States are finally counted, the name of the North Carolina Shipbuilding Company will be like Abou Ben Adam—it will lead all the rest. My heartfelt congratulations in advance."

Captain Roger Williams accepted the pennant for the yard and in doing so said:

"Admiral Land it gives me great pleasure to accept the 'M' Pennant and the Victory Fleet Flag on behalf of the North Carolina Shipbuilding Company. I am especially glad to welcome Governor Broughton and our other guests to the yard on this day.

"Fourteen thousand five hundred and seventy-five of us have come from the farms and the town of North Carolina and other states to work together in building Liberty Ships. We had to learn as we went along—and the 'M' pennant proves that we learned well.

"It is a source of great satisfaction to me that the North

Carolina Shipbuilders have earned this award not for what the Maritime Commission asked, but because we have done even more. We intend keeping on doing just that."

As a result of the award the yard has the right to fly the "M" Pennant and the Victory Fleet Flag and every employee has the privilege to wear the Maritime Labor Merit badge which is symbolic of a company being on the Maritime Commission's production honor list.

The first badge was presented by Admiral Land to A. B. Riggs of the Painters Department, who expressed the feeling of every shipyard worker when he said:

"We intend to keep on building ships as long as the government wants them—so let's all do our part and buy more bonds so we may have the chance to do just that."

Along with Mr. Riggs were six other employees who received the merit badges. They were L. S. Everett, Warehouse; T. T. Fisher, Steel Storage; H. F. Howie, Fitters; W. T. Hague, Pipe Shop; James Evans, Erectors; D. F. Stallings, Anglesmiths. All these men were chosen by lot to represent everybody in the yard.

The Pennant is awarded to any shipyard when it consecutively delivers Liberty Ships into service in 105 days or less from keel laying to delivery from all its shipways. From our nine ways we have delivered that number of ships with the time of construction of each of them ranging from 105 days to 72 days, a record for the yard.

Our yard is the second of its type on the Atlantic Coast to be awarded the "M" Pennant. The first was won by the Bethlehem-Fairfield yard at Baltimore about a month ago.

The Pennant is presented for a period of six months. In order for a shipyard to keep it in its possession a record must be maintained comparable to that which was first set. If such a pace is kept, a star is added to the Pennant. If not, the right to fly the flag is revoked. In this way the award acts as a challenge to every man and woman in the yard to better the record and obtain an additional star.

Following the presentation ceremony, our Hull No. 33, the ROGER WILLIAMS was launched. The ship was sponsored by Mrs. William Chanler of Seyoset, Long Island, daughter of Captain Williams. Her only attendant was her mother.

While the ship bears the same (Continued on Page 2)

## What We Are Building And Why

Backbone of the fleet of 2,300 ships to be delivered before the end of 1943 are the 1,600 Liberty ships, America's mass-production emergency cargo vessels for war service. Scores of the more than 200 which had been placed into service by September 1 are already veterans of the war, and performance records have been made available.

Most frequently compared with the squat, angular Hog Islander of the last war, the ship once called the "ugly duckling" has made the comparison ividuous. The Hog Islander, mass-production type of World War 1, formed but a small portion of the fleet built at the end of the last war. Of the 2,316 hulls which slid down the ways of the nation's yards between 1917 and 1922, but 110 of the A-type Hog Islanders and twelve of the B-type were delivered to the Emergency Fleet Corporation.

However, despite the minuteness of the number of its type delivered, a method of ship construction was born with the Hog Islander, which, with variations, is now being used to construct Liberty ships. Hog Island was transformed from a swamp to a bristling latticework of fifty shipways, supplied by eight miles of railroad track and eighteen miles of road, where 30,000 workers used a new construction process—fabrication. Hog Island was the first of the ship assembly plants.

Eighty-eight steel fabricating plants, from Montreal to Kansas City, turned out plates for the Hog Islanders, while 4,000 manufacturing plants from all over the United States supplied the machinery and gear. First keel to be laid was that of the Quintconck, on February 12, 1918, which was launched on August (Continued on Page 3)

## 68 Ships Built In Last Month Are Delivered

The Maritime Commission has just announced that American shipyards delivered 68 new cargo vessels and large tankers during August. The total in deadweight tons was given as 753,600.

The production for August fell below that of July when the nation's yards delivered 71 ships totaling 790,300 deadweight tons.

West Coast yards regained the lead by delivering 31 ships. Atlantic Coast yards, which led last month, delivered 24 ships, and Gulf Coast yards turned out 12. One ore carrier was completed on the Great Lakes.

The California Shipbuilding Company, Wilmington, California, delivered 11 ships, the largest single producer for the month.

The average time for the deliveries in all yards building Liberty Ships was 83.3 days from keel laying to delivery, the average for one yard was 74.25 days for the 4 ships delivered.

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A great majority of the copy in the North Carolina Shipbuilder is contributed by workers in the yard. It is everybody's paper, so the editors will welcome any suggestions or gladly receive any copy which may be submitted to their office.

## Parent Yard Repeats

The Newport News Shipyard received notification this week that it had been awarded for the second consecutive time the Navy E pennant for excellency in production.

Admiral H. A. Wiley, chairman of the Navy board for production awards, informed Homer L. Ferguson, president, that the award granted for the past six months' period, is being renewed. A white star will be added, signifying renewal of the award.

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## Something To Shoot At

The Oregon Shipbuilding Company has just set a new record by delivering a Liberty Ship thirty-one days after her keel was laid. The feat trimmed fifteen days off the old national record of forty-six days held by the same company.

The keel of the ship, the Pierre S. DuPont, was laid on August 1. Twenty-six days later she slid down the ways only to spend slightly less than five days at the outfitting docks before completion and commissioning.

