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The North Carolina Shipbuilder

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YARD COMPLETES FIRST TWO CONTRACTS



SUCCESS STORY

On Sunday, November 1, 1942, we launched our 38th vessel, the Collis P. Huntington, named for the founder of the Newport News Shipbuilding & Dry Dock Company. In addition to organizing our parent yard, Huntington was largely responsible for the building up of several of our country's largest railroad and steamship lines.

He was born in Harwinton, Connecticut, October 22, 1821. Receiving his education at a local school, he worked on his father's farm until he was fourteen years old. It was at this early age that he "secured his freedom" from his father by promising to support himself. He traveled for a while in the mercantile business. In his sixteenth year he procured credit in New York for \$3,000 worth of clocks and traded them through the South and West. He then, together with one of his brothers, set up as a general merchant at Oneonta, N. Y., where he immediately prospered.

In 1848 he made a shipment of goods to California. In 1849 he decided to follow the goods, so in March of that year he set out for California by way of the Isthmus where he was detained for three months on account of overcrowded conditions. During this time he used his small capital to such good purpose that he increased it from \$1,200 to \$5,000. He then took a ship to California where he did business in a tent. His greatest trade was with mining materials. He later opened a large hardware store in Sacramento where he became associated with Mark Hopkins, and in 1860 matured a scheme for the transcontinental railroad. Leland Stanford, Charles Crocker, and Mark Hopkins united with Huntington in paying the expenses of a survey across the Sierra Nevada mountains. Five men organized the Central Pacific Railroad Company, of which Mr. Stanford was elected President, Mr. Huntington, Vice-President and Mr. Hopkins, Treasurer.

After Congress had agreed to

aid the enterprise by an issue of bonds, Mr. Huntington and his associates carried on the construction of the railroad out of their private means until the bonds became available for the completion of a stipulated mileage. The road was finished in 1869. This was the crowning achievement of Huntington's life, and at his death, the railroad, known as the Southern Pacific of whose managing board he was President, comprised a corporation, with more than 9,000 miles of track and 5,000 miles of steamship lines.

Another achievement was the upbuilding of the Chesapeake and the Ohio railroad and the accompanying marvelous development of Newport News, Virginia, and the growth of the peninsula in that section of the state.

He founded the Newport News Shipbuilding and Drydock Company in 1886 which now has the distinction of being the oldest major shipyard in America, and also the largest.

Huntington was one of the largest landowners in the country and his fortune of which he gave a great part to Hampton Institute, Tuskegee Institute, the New York Metropolitan Museum and many other public institutions, was valued at thirty-five million dollars. He was one of the foremost art collectors of his time, leaving a magnificent collection of paintings valued at \$3,000,000 to the New York Metropolitan Museum.

He died at Pine Knot camp near Lake Raquette, N. Y., August 13, 1900.

Four Ships A Day

Right now, a ship is being delivered every 8 hours, Admiral Vickery said at the National Foreign Trade Convention last week. "In January you may expect nothing less than four ships a day. . . ." He said that the increased skill and experience of shipyard workers and the training of women for shipyard work would make possible sustained production.

GOLD STAR

For the second time in less than three months the North Carolina Shipbuilding Company has received recognition of its outstanding production from the United States Maritime Commission. On October 22, 1942, the Board of Awards advised us that we had been awarded a gold star for maintaining and improving our record of production during the period August 15 through October 10.

The star is to be sewn on the "M" Pennant which now flies over the yard and which was presented to us on August 30, 1942, by Admiral Emory S. Land at the time of the launching of the S. S. ROGER WILLIAMS. This time the award will be presented by Mr. J. F. McInnis, East Coast Regional Director of Construction of the Maritime Commission, and the ceremony will take place on November 15th on the occasion of the launching of the S. S. ABNER NASH.

The telegram of notification, sent to Captain Roger Williams, president of the company, and signed by Admiral H. L. Vickery, Chairman of the Committee of Awards read:

"As Chairman of the U. S. Maritime Commission Board of Awards I take pleasure in advising you that the board, in recognition of your continued outstanding achievement in ship construction, has awarded your yard its first gold star to be added to its 'M' Pennant."

A spokesman for the company stated that:

"The new honor was made possible through the cooperation of all our employees and we're proud of the fine schedule of production, not only being maintained but being bettered in the yard. The star will serve as a goal for even greater improvement in production."

The average time for the ships from each of our nine ways during the period August 15 through October 10, from keel laying to delivery was 76 days each.

COMMUNITY CHEST

A goal of \$50,000 has been set for the first Wilmington United Community and War Chest drive, which is scheduled to open here November 17.

By providing this one major campaign instead of 15 or more each year, much time and effort is saved and contributors are protected from continuous solicitation.

The drive will extend through November 27. Agencies included in the Community and War Chests are: Associated Charities, Boy Scouts, Brigade Boys Club, Wilmington Council of Girl Scouts, Salvation Army, Travelers Aid, Wilmington Public Nursing and all foreign relief agencies that have been approved by President Roosevelt and which have not conducted drives in New Hanover County.

It has been decided to have the Yard run its own campaign so that employees may make their contributions here and thus eliminate the necessity of outside solicitation by other members of the chest drive.

The drive in the yard starts on November 9 and runs until the 23rd. Let's see if we can't put it over the top.

Company Biggest In State

The North Carolina Shipbuilding Company, employing approximately 17,000 workers, now distinguishes itself for being the largest industry in the state. Since one year ago, November 1, 1941, when 3,591 persons were on our rolls we have grown into our present full war time production to take the title of largest industry in the state from the R. J. Reynolds Tobacco Co., Winston-Salem, which at the latest check employed about 13,000 persons.

WORLD'S RECORD

The most outstanding ship production record ever achieved in world history was accomplished by American shipyards in September. Of the 93 vessels, totaling 1,009,800 tons deadweight, delivered during September, 67 were Liberty ships, 7 cargo carriers for British account, 7 large tankers, 3 C-1 vessels, 4 C-2's, 3 C-3's, one passenger and cargo vessel, and one large ore carrier. Average time from keel-laying to delivery for Liberty ships was cut to 70.1 days from the August average of 83.3 days. Thus far, during 1942, American shipyards have produced 460 vessels totaling 5,101,956 tons deadweight.

The West Coast yards delivered 37 of the Liberty ships, the East Coast 18, and the Gulf Coast 12. Bethlehem-Fairfield Shipyard, Inc., of Baltimore, Maryland was tied with the California Shipbuilding Corporation of Wilmington, Calif., in delivering 12 Liberty ships. Calship also launched 12 and laid 12 keels. Oregon Shipbuilding Corp. of Portland, Ore., was second with 11, and Richmond Shipyards Nos. 2 and 1 followed with 8 and 6 respectively. The Houston SB Corp of Houston, Texas, the North Carolina SB Co. of Wilmington, N. C. and the Delta SB Co., Inc. of New Orleans, La., were tied at 5 each. Todd-Bath Iron SB Corp of South Portland, Me. delivered 7 ships for British account. These are similar to Liberty ships.

Second Production

The second edition of "Hi Mate," produced by employees of the North Carolina Shipbuilding Company will soon be presented. Rehearsals are in full-swing, and Lawrence Dranard of the Erectors, promises a swell show, with much new talent.

This production will be presented on the evenings of Thursday and Friday, November 19th and 20th, in the auditorium of the New Hanover High school for the benefit of the Brigade Boys club and the N. C. S. B. company's athletic association.

Among the favorites of the previous production who will again be prominently featured are the D'Aubours, nationally known ballroom dance team; Bob Page, also well known in the entertainment world; James Gordon of the Metropolitan Opera. New talent making their first appearance will be Misses "Tommie" McNair, "Salty" Robertson, Arthur John, songs; Tommie Baker, dance and the Steam Engineers No. 90016 in song and piano numbers.

37 Ships Have Been Launched, Delivered

With the launching of the S. S. Benjamin Smith, our thirty-seventh vessel, on October 28, and with its delivery some days after, the company completed its first two contracts for building EC-2 Cargo vessels for the U. S. Maritime Commission. As is well known, the first contract, which was entered into in March of 1941, was for 25 Liberty ships, while the second was for 12 more such ships. It is interesting to note the increased speed made in constructing these vessels by figuring out the average number of days from keel laying to delivery on the first four sweeps of our nine ways.

	High-est	Low-est	Aver-est
1st Sweep of Ways	303	225	249
2nd Sweep of Ways	168	85	113
3rd Sweep of Ways	77	72	74
4th Sweep of Ways	79	60	70

The Benjamin Smith, which is not included in the above figures, was delivered in 59 days after its keel was laid.

We are now working on our third contract for 53 Liberty ships. At the rate steel is being fabricated, assembled and erected on the ways, and from the speed in which the ships are now being outfitted, the average time of construction for these 53 ships should be in the low fifties, if not lower.

The progress which we have made is due to a number of factors including a greater knowledge of how to build ships, improved facilities, etc., but most of all to hard and sustained work on the part of everyone in the yard.

Merchant Marine Hero

The first award of the Merchant Marine Distinguished Service Medal will be made to Edwin F. Cheney, Jr., a 25-year old seaman from Yeadon, Pennsylvania, Admiral Emory S. Land, Chairman of the United States Maritime Commission, announced today. President Roosevelt will present the medal to Cheney at the White House on Thursday noon.

The Maritime Commission was authorized by a recent act of Congress to award medals to those members of the United States Merchant Marine who distinguish themselves by outstanding deeds or conduct or service in the line of duty.

Cheney, quartermaster on a tanker torpedoed by an enemy submarine, displayed such extraordinary courage and heroism in saving several of his shipmates who had been trapped on the burning vessel that he was chosen by the Merchant Marine Medals Award Committee to receive the medal.

Cheney was at the wheel of the Atlantic Refining Co. tanker JOHN D. GILL when it was struck by a torpedo amidship on the starboard side on the night of March 12. A geyser of oil was shot into the air, filling with oil the lifeboats on that side that were not smashed by the explosion.

It was quickly apparent that the ship was doomed, and Captain Allen D. Tucker, master of the vessel, gave the order to abandon ship. Cheney's boat station was in the after part of the ship on the starboard side, which was suddenly surrounded by

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