



The North Carolina Shipbuilder

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SUGGESTION PLAN MAKES EXCELLENT START

COMPANY TIES FOR SECOND IN SHIPS PER WAY

Builds Nine During January Averaging 43.5 Days

"How do you stand in comparison with the other yards in the production of Liberty ships?"

As an employee of the North Carolina Shipbuilding company you probably have been asked that question many times.

Here are the answers, based on the reports of ship construction in January throughout the nation, compiled and released by the United States Maritime commission:

First, during the past month we were tied for second with two west coast yards—Richmond Shipyard No. 1, Permanente Metals corporation, Richmond, California, and the California Shipbuilding corporation, Wilmington—in the number of ships delivered per way. Next, we ranked third in the average minimum days of construction per ship among the nation's nine consistent producers of Liberty freighters.

Then, our yard topped the East coast in the number of vessels per way and number turned over to the Maritime commission. And last, we were fourth in the total number of Liberty freighters sent into the Victory fleet during the first month of 1943.

We achieved this fine standing by delivering nine of the 10,800-ton ships during the month. The average time of construction from keel laying to launching was 32.3 days and from launching to delivery, 11.2 days, for a total average of 43.5 days—the shortest construction time in the history of the yard—for each ship.

We have reduced the average time of production of vessels from 249 days for the first nine delivered to the 43.5 days in slightly less than a year. The Zeb Vance, launched on December 6, 1941, and the first to be completed by the yard, required 280 days. The time required to deliver the ships has been reduced each month. In November, when we built seven, the average was 52.5 days and in December, when nine were completed, 47 days.

The construction record of the company in January was 9.1 days below the national average for Liberty shipyards of 52.6 days.

In January, the Oregon Shipbuilding corporation, of Portland, led the country by delivering 12 vessels with an average time of construction of 32.5 days each.

In making these comparisons we have, in fairness, excluded the more recently completed Liberty shipyards, such as Marinship, Panama City and Brunswick, Ga., because they have not reached their expected stride.



THE WINNERS — Here are the top place winners in the Suggestion contest for the Feb. 1-4 period. On the extreme left Fred Keane, foreman of Fitters Dept., is presenting a \$25 War Savings bond to F. E. White, of the Fitters. Next R. R. Lewis, of the Ship Carpenters Dept., is receiving his \$25 bond from W. J. Robertson, foreman of that department.

LEWIS, WHITE AWARDED WAR SAVINGS BONDS

Ninety Suggestions Are Offered In Three Days

With almost a hundred suggestions received during the first three days after establishment of the boxes throughout the yard, the Suggestion System made an excellent start here last month with every indication that it will play an important part in improving the operations of the company in the future.

All the proposals submitted showed considerable thought and covered a broad range of production and other fields. Eight departments were represented among the 14 prize winners and the Committee is well pleased with the fine early response, considered a real welcome of the Plan to the yard.

The 19 Suggestion boxes were placed at convenient points in the yard on Feb. 1 and the first collection of suggestions was on Feb. 4. A total of 90 were offered and the Committee soon began the task of investigating, studying and judging them.

Winners Notified

The winners have been notified and those whose proposals did not merit War Savings bond and stamp prizes have been informed of their rejection. However, this does not mean that all work on this first group of ideas has been completed as further investigation, such as computation of costs, is being carried out on some. Therefore, they are being held in abeyance.

While every idea was worth consideration, there was none that could be termed "revolutionary or startling" in improvement of operations in the yard at this early a stage in the Committee program. All showed, however, that the employees are giving real thought to better (Continued on Page 4)

Yard Loses Ship During January Because Of 10.3 Per Cent Unexcused Absenteeism

Health For Victory Club Is Organized For Wives, Mothers

Organized for the wives and mothers of our employees, the Health for Victory club is now functioning and making definite progress in presenting the National Nutrition program to the thousands of busy homemakers.

As a part of the Health for Victory program, the company is providing a free monthly cook book, called the Meal-Planning Guide, to the members of the club. The first copies have been distributed.

This interesting book provides many menu suggestions for every meal in the month, including lunch boxes. They are low cost meals but they are most tasty—and check perfectly with the government's daily-eating suggestions. If the homemaker follows them she will know that the members of her family are getting the food they (Continued on page 4)

Thousands Of Days Of Vital Time Lost Here

Our yard lost a ship in January.

No, it wasn't torpedoed by a German submarine or blasted by a mine, neither was it sunk by a Japanese bomber off the Solomon islands. But it was destroyed by something just as deadly—absenteeism.

During the month, there were enough man-hours lost through unexcused absences to have built a tenth ship here. We had the materials and the men and women on the payroll but too many decided they "would take an extra day off." The result was that there were 56,870 man-days unexcused absences for 10.3 per cent of total working time during the period. The vessel—so badly needed to rush supplies to our fighting armies—we lost is the one we could have built with that 10.3 per cent time. (Continued on page 4)

Point Rationing Of Canned Fruits, Vegetables Begun

Point rationing of all canned, bottled and frozen fruits and vegetables, plus dried fruits, fruit juices and canned soups, is here.

At first glance, it looks a bit complicated but a study of the system shows it's relatively simple.

By registering during the last week in February, housewives received War Ration books No. 2 for their families.

The blue coupons in the book are for canned goods; the red ones will be used later for meat. A, B and C Blue coupons may be "spent" in March. The figures—1, 2, 5 or 8—are the point values. These 12 stamps add up to 48 points and each member of every family is entitled to a book.

Thus, a family of three has 144 points for use during March. (Continued on page 3)

The Moultrie And The Battle Of Spitzenbergen

Here is an interesting story of the 12th ship built here.

Told by a merchant seaman who sailed on her, it shows we are constructing good ships.

I, Frank Maslany, Seaman, together with my comrades, Joseph Kosnsky, Folsom and Vesta Smith, sailed on the S. S. William Moultrie, which was built by the North Carolina Shipbuilding Company in 1942. We picked up our cargo in June of 1942 and left America for the high seas. On the way to Russia, we were

bombed on ten different occasions. A ship carrying explosives was blown up right in our face. The concussion was so great it knocked everybody flat on their backs. The Moultrie was literally blown clear of the water. It hit so hard coming down that it bounced back again. After the second bounce, the bow took a deep dive, leaving the stern high in the air, but she settled and righted herself, and later investigation proved that not a quart of water leaked through her seams during this severe strain. No direct hits were made on the Moultrie but

near misses sprayed her with shrapnel.

This was the Battle of Spitzenbergen and we were attacked for ten days in succession by hundreds of torpedo planes operated by Heines. When we finally got into Russia we got the biggest attack of all while in the harbor. Each attack was followed by observation planes which invariably dropped two incendiary bombs before leaving our convoy. During these engagements our convoy shot down sixty-two enemy planes, the Moultrie accounting for more than her part. (Continued on page 4)

Hurst's Suggestion Improves Production

If the Suggestion system placed into operation here last month was retroactive, then A. D. Hurst, of the Fitters Dept., would have been a winner of one of the larger prizes.

His suggestion—a booklet entitled "Ship Marking for Welding"—was written and adopted several months ago in the yard. It has proved most valuable and while it cannot be considered for a prize because it was produced before the Suggestion system was established, the company and employees are appreciative of his efforts in improvement of production.