



The North Carolina Shipbuilder

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YARD PREPARING TO BUILD 60 C-2 VESSELS



THE C-2—Nearing completion of its first three contracts for a total of 90 Liberty ships, the yard is now preparing to fulfill contract for 60 of the C-2 type vessels, similar to the one shown above. The ship, propelled by steam turbines, has a speed in excess of 14 knots and is somewhat larger than the Liberty freighter.

CONTRACT LET FOR 36 MORE LIBERTY SHIPS

C-2 Type Larger And Much Faster Than Liberty Craft

With the 83rd Liberty ship scheduled to be launched early in April, the yard is nearing completion of its first three contracts, which called for a total of 90 ships, with the Maritime commission.

Some months ago, because of our good record both as to speed and quality of vessels produced, the Maritime commission approached us to ascertain if we would be interested in building a larger and faster ship.

Without hesitation, the answer was given in the affirmative and the yard negotiated a contract for 60 of the C-2 type cargo carriers.

Faster Ship

The C-2, propelled by steam turbines, has a speed in excess of 14 knots and is considerably faster than the Liberty ship. Its overall length is 459 feet and three inches and its length between perpendiculars is 435 feet. The beam is moulded to 63 feet and the depth to shelter deck is 40 feet and six inches.

The ship will be quite similar to those built by our parent yard, the Newport News Shipbuilding and Dry Dock company, before the war.

During the time required for the engineering and purchasing for these new long-range ships to be completed, the yard will build 36 additional Liberty ships. Thus the conversion from one type to another will not be effected until later in the summer.

Lengthening Ways

Work is already underway to lengthen the ways to take care of the larger ships. Additions are being made to the Machine shop and other additional facilities will be installed to carry out the construction of the new ships.

The award of the contracts for the 60 C-2's and the 36 additional Liberty ships may rightfully be considered another milestone in our short but highly productive history. Looking back to the start of the yard in February, 1941, to the present time, we have come a long way and we welcome the new assignment from the Maritime commission. The place we hold in furnishing ships for the nation's war-time Merchant Marine is a commendable one and the new task offers greater responsibilities and opportunities as shipbuilders.

A ton of waste paper will produce 47,000 boxes for small arms ammunition, 3,000 boxes for aero-cannon shells, 1,000 packing cases for two pounder shells, or 1,500 shell containers, so save it!

YARD TIES FOR FIRST IN U. S.

Cuts Ship Production Time To 38.2 Days In February

One of the three best producers of Liberty ships in the country!

That's the ranking the yard gained during February as it sent nine more ships down the ways to tie two West coast yards—Oregon and California—for first place in ship production per way.

In addition, we were second only to Oregon in time from keel laying to delivery of ships. The North Carolina yard's average for the nine new members of the Victory fleet was 38.2 days each, but .3 of a day behind the leader.

However, as we enjoy new pride in our production record do not forget this:

The closely competing yards of the Pacific coast are making rapid strides to increase production and by only hard work will we maintain our high place. Furthermore, our production speed slipped a cog in March because of so many rainy days. Remember, this "Liberty Ship League" of the nine outstanding yards is a fast one. Like a major league baseball race, let a first division club—which we are—slip and it soon finds itself sliding down in the standings.

Despite the fact February has but 28 days, the yard's production record during that month was the best to date. The best time on individual ships was on Hull No. 67, christened the Edward B. Dudley. It was launched 27 days after keel laying and delivered to the Maritime commission eight days later for a total of 35 days.

This production record indicates that there are mighty few of us who are not putting our
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Employees, Company Donate \$25,000 To Red Cross Fund

All Departments Help Make Campaign In Yard Success

As we go to press, the annual War Fund campaign of the Wilmington chapter of the American Red Cross is nearing completion with every indication that the yard's participation will be as successful as the part it played in the Community Chest drive last year.

With some reports still to be received, officials and employees of the company have donated \$20,000. In addition, the company itself gave \$5,000.

As was explained at the time of the Community Chest campaign, the Red Cross financial effort will be the only one besides the Community Chest Fund to be conducted in the yard this year.

Donations from practically every department of the yard have been most generous with all welcoming the opportunity to help this great American relief
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Dietitian

The employment of Miss Catherine McCown as dietitian for their cafeteria here has been announced by Crotty Brothers, Inc.

She will be in complete charge of the serving and handling of food on the counters and will also be available to suggest or prepare any special diet for anyone employed in the yard on recommendations of Dr. Davis or Dr. Thompson.

Quicker Assembly

Simplification of assembly will lead to a greater reduction in the average keel-laying to launching time. Keel-layings in some yards no longer consist of the laying of a part of the keel, but rather of the whole bottom of a ship. Placing the stern frames on a hull at the same time the afterpeak is placed is another shortcut used, said the New York Times.

J. R. HAUGHTON WINS BIG BOND

First In Suggestion Contest During Past Month

With many suggestions coming in daily, interest in the Suggestion System continued to increase throughout the yard during the past month with J. Raymond Haughton, 68173 of the Shipwrights Dept., winning the first award War bond of \$100.

Haughton led the field with a proposal calling for the use of a hydraulic jack for pulling in shell to the second deck. His suggestion was No. 3481.

Second place winner was Jim Mercy, 68518, also of the Shipwrights, who won a \$50 War bond with four suggestions, Nos. 2139, 2104, 2141 and 3239 dealing with smoke stack bracket, engine room staging, skylight staging and deck house bracket.

Four men tied for third place with each receiving a \$25 War bond.

They are E. H. McKenzie, 68027, Shipwrights, Suggestion No. 3473, dealing with inside
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91.1 Per Cent Of Employees Buying War Bond

Despite a severe jolt to our pocketbook by income tax payments early last month, more than 90 per cent of us continued to buy War Savings bonds to keep the blue Minute Man flag waving over the yard.

During the week ending March 15, 91.1 per cent of the employees were purchasing bonds on the systematic payroll deduction plan. This was a slight increase from the previous week but with tax payments out of the way, the yard should soon reach, if not pass, the 95 per cent mark, its new bond effort goal.

The latest report available at this time shows eight depart-

ments are "in the red" while 13 have 100 per cent participation.

Below the 90 per cent mark are the Tabulating Dept., Watchmen and Firemen, Machine Shop, Welders, Steam Engineers, Dormitory, Pipe Covers and Welding Training. Their percentages of purchase range from 88.8 to 4.3.

Some of these groups were formerly among those "in the blue" but have slipped in recent weeks because of negligence and a decrease in their interest in the War bond buying campaign here. To pull away from the lower part of the weekly list isn't hard. As an example, the

Blue Print department had an average of but 77.7 for the week ending March 1 but 14 days later it climbed to 94.4.

Hundred per cent departments on March 15 were Time Study, Treasurer's staff, Hull Outfitting, Joiners, Bond Department, Comptroller's staff, Time Keeping, Auditing and Bookkeeping, Purchasing, Administrative, Hull Construction, Layoff and Janitors. Not only are they leading the yard, but they are also increasing their percentages of allotments. As an outstanding example, Time Study tops all with 19.9 per cent at this writing.