

## The North Carolina Shipbuilder

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Editor (Pro Tem)  
S. P. WARE

Assistant Editors  
AL. G. DICKSON  
C. T. LEWIS  
Sports Editor  
TOMMY DAVIS

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## The Liberty Ship

**Editor's Note:** Now that the yard is nearing completion of its contracts for 126 Liberty ships, we believe it would be interesting to review the history and virtues of this famous vessel. An excellent appraisal was given in a recent issue of "Ships". It follows:

She is American designed, originally built for the British on Lend-Lease account. Altered slightly to meet our specific requirements, the first contract for construction was let in March of 1941 and the first Liberty ship was delivered exactly three weeks after Pearl Harbor.

She is no beauty. She is built for utility. She lacks the rakish or streamlined appearance of the Maritime Commission's C-ships. But she is a very practical craft, sound and seaworthy. She's a sea-going truck of 10,500 deadweight tons.

The frame of the Liberty ship is based on sound quality. She was designed to meet a pressing and urgent transportation need. They have been built in greater numbers than any ship of a similar tonnage. Their performance has been uniformly excellent — the service hard and exacting.

Standardized to the last small gasket, to the final door hinge, a contract can be shifted from one shipyard to another, should the necessity arise, and no time would be lost. Repairs can be made readily at almost any place, and replacement of parts offers no serious problem. occasions no delay.

The American habit of standardization of design greatly stimulated production potentials and realities. It also meant that either an American or a British crew, in case of an emergency, could board any Liberty ship, and be ready to sail within the hour, as they would be working on premises entirely familiar and performing duties to which they had been accustomed. Training of Liberty ship crews was likewise simplified by this standardization.

To speed production the deck machinery is of somewhat simpler design than used on the more costly C-type ships.

She's about 441 feet in length and her beam is 57 feet. She is designed to carry a pay load — any place — and she does it. Superlatively!

The five big cargo holds are divided by seven water-tight bulkheads and are equipped with fire protection devices the equal of any cargo ship afloat.

Number 1 hold includes the tanks for water ballast — her double-bottom tanks have a capacity of 4,000 barrels. At times these tanks have been filled with fuel oil and thus a shortage in some remote but important port has been relieved.

Deck machinery and the central power plant are steam driven. Liberty engines are not modern. The selection of reciprocating steam engines, however, was from necessity — they could be secured in a satisfactory volume. Gears and turbines have been thus made available for other types of essential craft. Engine beds are so standardized that the nearest engine, regardless of where it has been made, will fit easily and snugly

## THANKS!

To the Editor:  
Please excuse my procrastination in not writing sooner to thank you for sending copies of The North Carolina Shipbuilder to me. This is an extremely generous gesture and I do appreciate the thought immensely.

It's really quite nice to be able to keep up with the men, and ladies, who I have worked with and without your paper this would be a difficult task. I find great diversion in looking over and reading the paper when my day's work is over.

The yard—our yard—is really "going to town" putting ships into service. These ships mean the difference between life and death to us soldiers in many cases, and I'm proud of the part that I had in their production while working in the yard.

There seems to be no limit on the War bond situation in the yard. You people are doing wonders. At times, some may think that they've given lots, but never can they give too much—we're giving everything—everything!

Everyone here is happy and in the best of spirits. Morale is high—very high, so let's keep giving "Bills for Bonds for Bombs for Bums!"

Yours for Victory,  
PFC. Eugene N. Blake,  
ASN 34666130,  
Formerly 42027.

in that bed. That shaft horsepower is 2,500. The Liberty isn't a fast vessel but she is economical on fuel. New Victory ships are now planned which will have greatly increased speeds.

Cargo ship longevity is controlled somewhat by the severity of the service in which the ship is engaged.

Every ship has five main electrical systems—lighting power, communications, fire control and radio. Propellers are of manganese-bronze, weight 20,000 pounds and are delicately and accurately machined and balanced. Almost 50,000 different bronze and brass castings and pipings of various sizes and types go into the construction of each ship.

When she's launched, the riggers and other craftsmen go to work—she is only partly finished. There's a trial run under the keen and critical eyes of Maritime commission inspectors. The ship must be complete down to the last piece of china, to the last pot—even the store-rooms must be filled with food, the water tanks filled with fresh water.

The trial cruise for six punishing hours includes full speed ahead and sudden reverse to full speed astern—a tactic which the ship may be called upon to carry out when attacked by submarines. She zigzags at full speed and is then put into tight circles. It's a rough and tough test—a weak ship or poor equipment couldn't stand it. Everything is checked by men who are qualified to pass on the fitness of ship and equipment. They are hard to satisfy, too.

When she passes the tests, she is ready for delivery, ready for instant service. The operator enjoys the certainty of knowing he will have a sound and dependable craft, built of honest materials and with good workmanship, another vital link in the bridge of ships between here, our Allies and the fighting fronts—A Liberty ship, built in the privately owned shipyards of America.

In the gravest emergency ever faced by this nation, the Liberty ship has delivered a superlative type of service. When the final victory comes, the Liberty ship will be given credit for its true accomplishments.

It took 47 years to build the original U. S. S. Alabama at the Portsmouth, N. H., navy yard. Launched in 1867, the old ship was already obsolete.



**TABULATING** — Shown here is the Accounting Machine section of the Tabulating department, V. Hickman, section supervisor. This section is responsible for distributing reports on labor and material and tabulations for statistics and taxes.

## D. H. Dixon Tops Yard Suggestion Contest In July

### Two Others Receive Bonds For Their Good Ideas

Suggesting a new type of jaw assembly for Unionmelt type "S" machines, D. H. Dixon, 85409, of the Electrical department, won a \$50 War bond and led the list of award winners in the Suggestion contest during the past month.

There were two other bond winners and six employees received War stamps for their ideas in July.

Awards made during the period brought the total amount of prizes since establishment of the system here early this year to almost \$2,000.

Suggesting a device for putting up headers, Duke Amerson, 64381, of the Fitters, was awarded a \$25 bond and Frank Darby, 73355, of the Welders, received one of the same denomination for his suggestion, No. 5525, for a concave fillet wheel for "S" head Unionmelt machines.

Other award winners were:

J. H. Mercy, 68518, Shipwrights, \$10 in stamps, No. 4280, Smokestack ladder.

R. C. Leonard, 61296, Welding, \$10 in stamps, No. 4158, Additional lights for skid 11-A.

T. H. Shields, 68525, Shipwrights, \$10 in stamps, No. 4009, Clip for setting leg staging inside the ship, eliminating the use of chains.

G. J. Bumby, 85651, Electrical, \$5 in stamps, No. 6602, Suggested 110 volt plug outlets in center of each shipway.

G. J. Bumby, 85651, Electrical, \$5 in stamps, No. 4574, Suggested 60 volt welding outlet boxes at new locations around platens.

E. J. Pickler, Jr., 61281, Welding, \$5 in stamps, No. 4784, Suggested training procedure in connection with Lincoln welding machine.

W. M. Dumond, 50041, Plant Engineers, \$5 in stamps, No. 5437, Schedule of procedure to be followed in case of air raids. To be posted at Propane pump house.

## HAVE YOU NOTICED?

The slump in the Erectors softball team since the start of the second half?

The C-2 foundations on No. 2 and No. 6 Platens? Those boys waste no time.

How the men and women employees of the yard dress up on Sundays?

The progressive trend of the Recreation committee lately? It has really out-stepped the old Shipyard Athletic association.

Bobo McKenzie's apathetic reply whenever someone inquires about his dinner engagement in the Shipwrights office sometime ago?

How few hulls are tied up at the Outfitting piers lately? Those boys are doing a fine job on the launching-to-delivery record.

The greatly increased force of Piece Work Counters?

The softball diamonds in front of Legion stadium? George Whitted has kept them in fine condition for the clubs, and deserves a vote of thanks from all concerned.

The increased attendance at

the Lunch-Time Jamboree sessions. More and more workers are enjoying this respite every day.

The pigs hanging around the outer fences since J. Weaver Kirkpatrick called 'em on the Lunch-Time Jamboree? Weaver is a hog caller from way back.

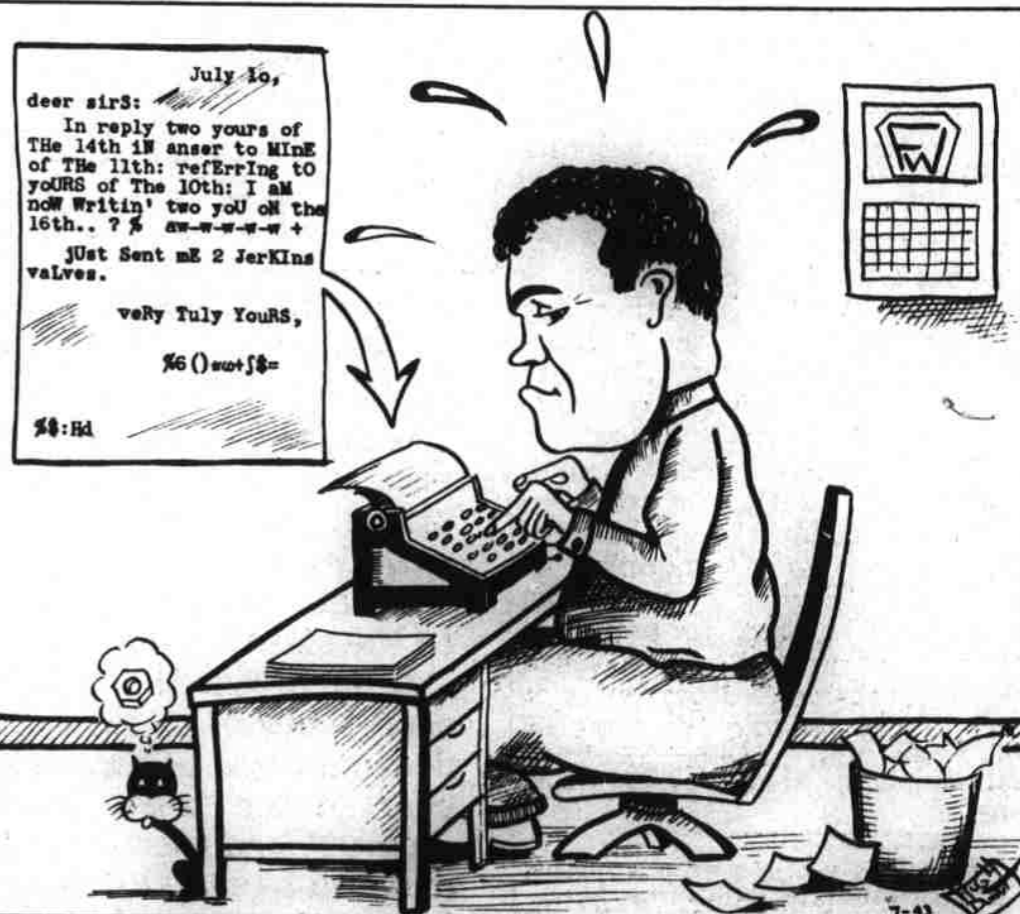
### Construction Of C-2 Vessels Under Way

(Continued from page 1)

to 63 feet and the depth to shelter deck is 40 feet and six inches. Our parent yard, the Newport News Shipbuilding and Dry Dock company, built several of these vessels before the war.

In preparing for the new construction program, the yard has met and solved numerous problems. Undoubtedly, we will face many more as we go along but if we all go about our work in the same cooperative spirit as we have in the building of the Liberty ships, there is no doubt that we can also be proud of our record on the C-2 vessels.

Bomb the Bums With Bonds!



**WHO IS HE?** Maybe he's you. If you recognize this drawing as yourself, come to the Editor's office in the Administration building and if you are the subject you will receive the original drawing.