

The North Carolina Shipbuilder

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ROLL OF HONOR

PFC. DOUGLAS FAIRBANKS POTTER, formerly of the Personnel department, killed in an airplane accident near Pratt, Kansas, on Oct. 4, 1943 while a member of the United States Army Air Forces.

FRANK L. JOHNSON, JR., formerly of the Employment department, reported missing and presumed to be lost following the sinking of the U. S. ship on which he was serving as a member of the Merchant Marine early in the spring of 1943.

The Roll Of Honor

Beginning in this issue of The Shipbuilder and continuing hereafter, the names of all former employees who have given their lives while serving in the nation's armed forces and Merchant Marine will be published on a Roll of Honor.

A concerted effort is being made to see that every former North Carolina Shipbuilder who has made the supreme sacrifice is listed. If you know of anyone who formerly worked here and has died in the service, please notify the editor immediately. Efforts are also being made through the Adjutant General's office in Washington to obtain the names.

A plaque on which the names of the men will be inscribed will, according to present plans, be placed in an appropriate location in the yard within the near future.

There is little we can do to bestow further honor on these men, our former fellow workers and friends, who have given their all to protect us and ours from the most ruthless foe in the history of the world. Not only did they help make ships, one of the weapons that will ultimately bring victory, but they went into the field and sought to meet the foe face to face. Any sacrifices we may make toward winning this war are pitifully small compared to what they have given. Let us remember them and in doing so resolve to accomplish our full share in our small but important sphere in achieving victory and a lasting peace—the things for which they died.

GETS HIS WISH

The Red Cross Courier tells of a young soldier whose face looked red and earnest when he came into the Red Cross Canteen in Los Angeles. Would he like some doughnuts and coffee? "No thank you." Cigarettes? No. Stationery? No. Still he lingered, his face getting redder. "I wonder—" he finally blurted. "Well, it's this. Four weeks ago my wife had a baby and I've never seen it. I'd just kinda like to hold a baby for a little while to see what it would be like. I thought maybe you folks could get one for me."

Within an hour, the soldier sat comfortably holding a baby—exactly four weeks old—which a cooperative young neighborhood mother had loaned for the purpose.

U. S. Maritime Commission Men And Their Work

Have Important Parts In Getting Ships To Uncle Sam

We believe the activities of the Maritime commission representatives in the yard will be of interest to many shipbuilders, so here's a brief outline of the work of the staff.

The Resident Construction Engineer, Morales C. Vendig, supervises construction and maintenance of all plant facilities; keeps accurate accounts of progress and expenditures against various work orders and purchase orders; acts on all facility purchase orders and certifies as to the need for material called for on all purchase orders for maintenance and operating expenses. He is a member of the Salvage Committee and ex-officio member of the Safety Committee.

He acts as intermediary between the Regional Office and the N. C. Shipbuilding company on transmittal of all administrative orders and various reports as required by the U. S. Maritime commission.

The Division of Finance, W. T. Dixon, resident auditor, has general supervision over the records involving financial transactions; the auditing of these records and releasing funds in order to maintain the shipbuilding program.

The Purchase Controllor, Thomas F. Matthews, receives all orders for shipyard purchases chargeable to ship construction contract for final approval. Before arriving there in their journey from the Purchasing Department of the N. C. Shipbuilding company, they have passed through the office of the Resident Construction Engineer or the Office of the Material Coordinator. Having passed muster as to necessity, the purchase orders are checked for price and conformity with the Maritime Purchase Controllor.

The Material Coordinator, Joseph A. Shine, expedites materials to meet shipyard schedule; notifies the shipyard to ship excess or badly needed items that the yard can spare, to help out other yards that are in need of same, after receiving approval from the Regional Office.

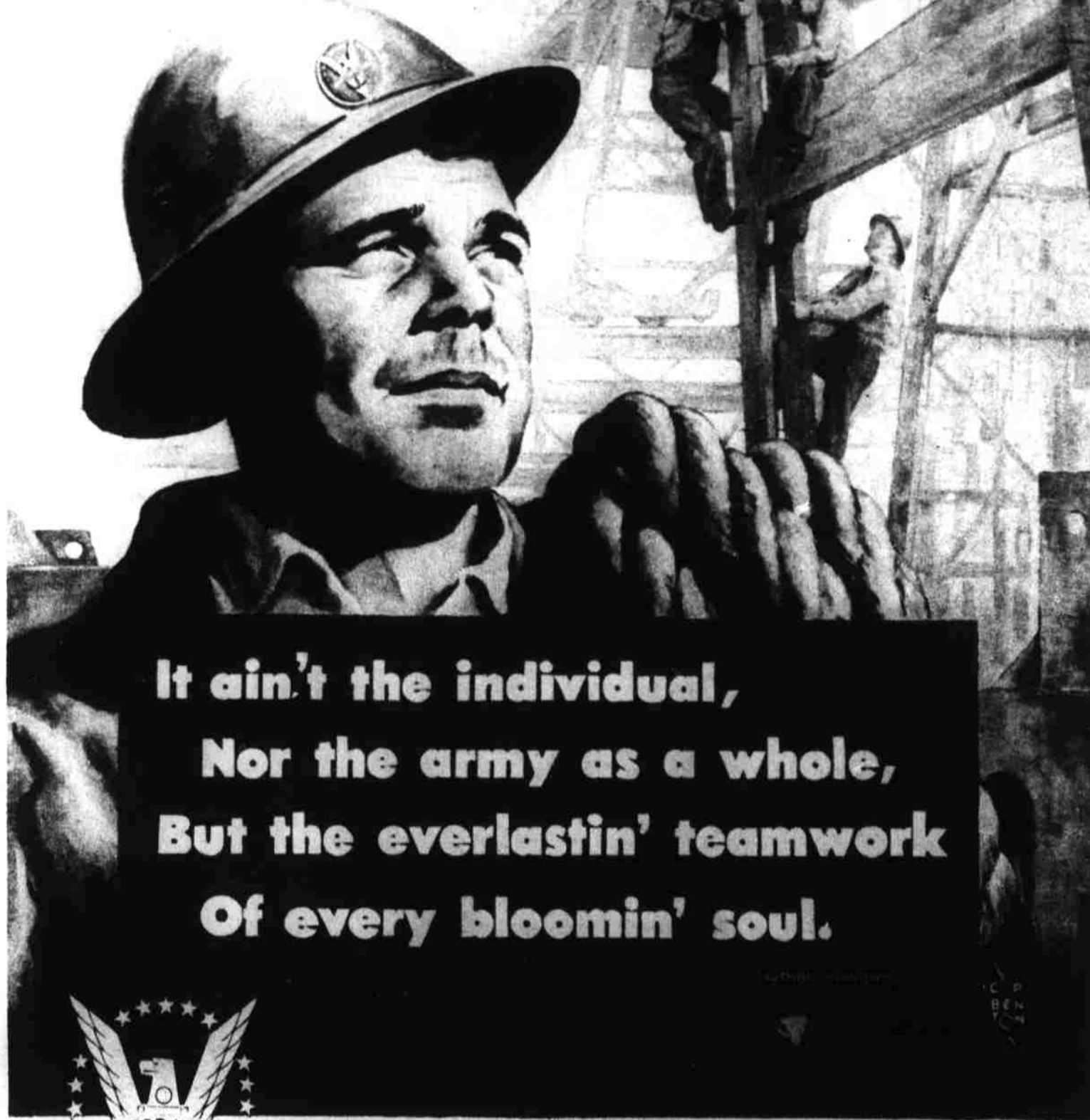
He reports to Washington and the Regional Office materials received by the yard. If material ordered will not arrive in time, he approves emergency purchases to cover same. This applies to ship material only.

The Supply Officer, Procurement Division, George L. Shelhorse, supervises receipt and handling of allowance material; makes emergency purchases for any vital material not in stock; issues government bills of lading to cover all Maritime Commission material moving out of the shipyard; purchases fuel oil, gasoline and lube oil for storing new ships, and for shipyard facilities, audits invoices and issues ration certificates to cover gas and fuel delivered for the shipyard use. He is Special Representative for the War Shipping Administration in accepting delivery of completed vessels turned over from the shipyard to the Maritime commission.

(Editor's Note: We hope to have an item on the Hull Inspectors' group in the next issue).

Three stripes on the collar of the Navy man's uniform are copied from the British uniform, signifying the three great sea victories of Admiral Nelson: Trafalgar, The Nile and Copenhagen.

TEAMWORK WINS



It ain't the individual,
Nor the army as a whole,
But the everlastin' teamwork
Of every bloomin' soul.



UNITED STATES MARITIME COMMISSION

—U. S. Maritime Commission Photo.

Safety Sam Says---

Let's have a Safety Quiz today. Get someone to read you the questions and see how well you can answer them. You'll probably learn something more about safety that may prove valuable to you in the future. Here goes:

What is the most frequent injury in the shipyard?

Injury to the eyes.
Name five jobs which require the use of goggles.

Chipping, grinding, caulking, striking steel, burning, exposure to welding arc, riveting, working with chemicals.

What per cent of total injuries are to the eyes?

About 50 per cent.

What is the difference between flashed eyes and burned eyes?

Flashed eyes is caused by the ultra violet rays of welding and burned eyes is caused by heat.

What is the best-known two-word safety slogan?

Safety First.

In case that you are injured, but not seriously injured, what should you do?

Report to supervisor, get pass to Clinic and then report to Clinic.

What term is given a tool that has been flattened by being struck?

Mushroomed.

What two gases are used in burning?

Oxygen and propane.

In going up or down a ladder which way should you face?

The ladder.
In order to prevent heat sick-

Daring Blockade Runners Supplied Southern Armies

Many Vessels Wrecked Along Shores Of New Hanover

One of the 126 Liberty ships we built very properly was named for Captain John Newland Maffitt, a Wilmingtonian, who was a gallant officer in the Confederate States navy. As master also of the blockade runners, Owl and Lillian, which he commanded prior to duty as captain of the Confederate cruiser Florida, he rendered valiant service. Launching of the S. S. John Newland Maffitt several weeks ago brought back recollections and memories of the blockade runners of 1861-65. Their operation made Wilmington the busiest port along the South Atlantic coast. The

ness, what is supplied by the yard?

Salt tablets.

What object is the only object permitted to be thrown in a shipyard?

A hot rivet.

When calling for emergency equipment, such as ambulance or fire truck, what should you do?

1.—Tell operator location—2.—Tell operator nature of trouble.—3.—Meet emergency equipment at roadway and direct to scene of accident or fire.

thousands of employees of this yard may be interested in reading about the accomplishments of the blockade runners. Car-goes they brought enabled the Confederacy to continue the struggle until the fall of Fort Fisher, 18 miles below Wilmington, on Jan. 15, 1865.

Silent but eloquent reminders of the blockade runners are from thirty to fifty wrecks along the beaches of New Hanover and Brunswick counties.

These were swift and graceful steamers. They were employed in perilous and dangerous enterprise. As a matter of course every trip they made brought danger either of capture, or sinking, by the Northern fleet, which hovered close to the coast in the effort to suspend the bringing in of supplies of varied nature.

The blockade runners were designed for speed. In many cases the fleet craft escaped capture simply by running away from the gun-boats. Some completed trips with the regularity of mail-boats. Many made thirty to fifty round-trips successfully, making millions of dollars for their fortunate owners. Successful operation depended as a matter of course upon the skill and daring of their commanders and pilots. It has been said that those commanded by Confederate naval officers were never captured; but many were taken, sunk, or otherwise disposed of when naval officers were not in charge.

The principal traffic originated with the British port of Nassau, located in the Bahama islands.