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TRAINING PROGRAM BEING EXPANDED HERE



Your RED CROSS is at his side

REMINDER — Carrying the theme of the 1944 American Red Cross War Fund appeal and symbolic of the true service of the Red Cross men and women on the far-flung fronts of the world, this reproduction of the new Red Cross poster is a reminder of the fact that the organization's representatives are standing side by side with our fighting men today.

Red Cross War Fund Appeal Will Be Made Here In March

Organization Has Big Responsibilities In The War

The 1944 War Fund appeal of the American Red Cross will begin throughout the country about March 17 and plans are well under way here for us to do our part in answering the great humanitarian call.

Last year the yard was the largest single group contributor to the campaign in New Hanover county. The employees gave \$20,207. In addition, the company donated \$5,000, W. & J. Sloane company contributed \$326, the cafeteria \$103 and the Maritime Commission, \$91. (Continued on page 7)

Scout Troops In Need Of Adult Leadership

Boy Scout troops in Maffitt Village and Lake Forest are now in need of adult Scouters and any men experienced and interested in Scout work are asked to report to the project managers at the two large housing developments, C. W. Baker, Wilmington Boy Scout Executive, said yesterday.

There are two troops in the Village, one meeting at the Raleigh building and the other at the Vance community center. The Lake Forest troop has been operating for some time but needs more adult Scouters in its program.

Fourth War Loan Drive Successful

2,557 Workers Buy \$242,250 Worth Of Bonds

One of the finest War bond campaigns ever conducted in the yard.

That description we believe, well covers the Fourth War Loan drive we concluded on Feb. 15. During the period, 2,557 employees purchased 3,067 extra bonds with a maturity value of \$242,250 or 161.5 per cent of quota.

These figures tell the story very briefly but back of them are many interesting features of a job well done. There were numerous purchases of \$1,000 bonds. The spirit and cooperation in the various departments—all met or surpassed their quotas with the exception of two—was outstanding and interest in the campaign was high from the beginning through the final day. In addition, the percentage of employees buying bonds was the greatest of any drive ever held here.

The "firsts" in the drive went to:

Fitters, largest number of sales, 401.

Welders, largest amount purchased, \$32,450.

Treasurer's Office, largest percentage of quota, 866.6.

Among the leaders in the "operating" departments were the Joiners with a percentage of 529.6 as a result of their purchases totaling \$3,575. Next were the Riveters, who bought \$24,875 worth of bonds, maturity value, for 396.4 per cent of their quota, and Layoff, whose employees' purchases amounted to \$3,700 for 344.2 per cent of quota.

In the "service" groups, the workers in the Tool Room bought \$4,725 worth for a percentage of 439.5; the Watch Force, \$11,000 and percentage of 343.7 and Piece Work Counters, \$9,225, percentage of 326.5.

The Treasurer's Office led the (Continued on page 4)



PACIFIC VETERAN

Bass Helps Even Score With Japs

Dive Bomber Attack On Tanker Ended His Career In Navy

Honorably discharged from the Navy because of injuries suffered when a Japanese dive bomber attacked his fleet tanker, N. F. Bass, of the Pipe Coverers department, is working toward evening the score with the Nipponese by helping build ships for the war here.

His life in the Navy, in which he held a Second Class Petty Officer rating, included plenty of action.

The battles of Coral Sea, Midway and Marshall and Gilbert islands engagements showed him the type of enemy we are fighting. In addition, he was among the service forces that made the Doolittle raid on Tokyo possible. Therefore, realizing the importance of plenty of good ships, he is just as busy on the production front today. In addition, he's also doing his part in the Bond buying program.

Bass, a native of Wilmington, joined the Navy on March 12, 1940. During his entire service, he was stationed aboard the same fleet tanker, an auxiliary vessel which fuels warships and other craft before and after engagements at sea. A few days prior to the attack on Pearl Harbor, the tanker was rammed by a destroyer, causing some damage to each. Both went to Pearl Harbor to be placed in dry dock for repairs. There was room for only one, however, and since the tanker's damages were (Continued on page 2)

Prepare For Work On C-2 Naval Craft

Employees Offered Opportunity To Advance

In preparation for the most important work we have ever undertaken—the building of special C-2 type ships for the U. S. Navy—expansion of the company's training program is now under way.

Classes have been held here since the beginning of the yard but never on such an intensified basis as currently planned. The new and expanded system was placed into effect in two of the outstanding trades, the Electricians and the Pipe Fitting division of the Plumbing department, last October. Since that time, this training has proved itself highly valuable to both individual employees and the yard's production rate.

Other Sections Assured

Because of the complicated work in the Outfitting division, it is imperative to concentrate first on proper training there. Training sections of the Sheet Metal and Pipe Coverers departments are under construction and will be in operation as soon as working methods and equipment can be installed. Expansion of this opportunity to employees in other trades is assured in the near future.

One of the most important features of this program is that it gives the individual the opportunity to improve his skill and therefore increase his pay. In addition, it offers the employees the opportunity to advance in the various crafts and learn trades that will be useful throughout their lives.

These programs are being arranged under the direction of competent instructors, men who have been selected as outstanding in their trade and knowledge of shipbuilding.

The methods and construction in each departmental trade are broken down into basic operations and each operating and fundamental condition is taught and demonstrated to the student (Continued on page 6)

S. S. Iredell's Survival Of Fiery Voyage Proves We Build Good Ships

Whatever the enemy could deal out — submarine attack, direct bomb hits and fire — the S. S. James Iredell, our hull No. 45, could take it with the result that she is back in a home port preparing for another go at the Axis following one of the most trying voyages ever experienced by a Liberty ship.

Recently her story was revealed by the War Shipping Administration. It rivals that of our S. S. William Moultrie, S. S. Virginia

Dare and S. S. Matt W. Ransom in turning in a gallant performance under intense fire.

Her escape from destruction is regarded as additional proof of the sturdy design and construction of these "workhorses of the sea" which are lifelines of our fighting forces overseas, the WSA report said.

Under command of Captain Alfred L. Jones, of Mobile, Ala., the S. S. Iredell sailed in convoy for the Mediterranean some weeks

ago with a vital war cargo. A shadow of things to come fell soon after Gibraltar was cleared. U-boats attacked the convoy. A ship filled with high explosives, which was sailing just ahead of the Liberty ship, was blown out of the water by the torpedo. The concussion was so great that the S. S. Iredell was damaged and 15 soldiers who were aboard were seriously injured.

The ship discharged her cargo at Palermo, Sicily,

but not without difficulty. She grounded there before it was possible to get the munitions and other war supplies ashore. After the original cargo was unloaded, aviation gasoline was taken on and the ship started for Naples and her supreme test.

Shortly after her arrival, German bombers raided Naples at night. The first bomb which struck the S. S. Iredell crashed through the number two hatch and started a fire in the hold where part of the 6,500-ton high

octane gasoline cargo was stored. While the crew was fighting the flames, two more bombs exploded in the same hold. The crewmen were thrown back and two suffered serious injuries. Chief Officer Kenneth S. Thurlow, of Long Island City, N. Y., who had been temporarily blinded when the ship carrying the high explosives blew up, was injured about the head, as was Third Officer Norman Bredeson, of Decorah, Iowa. (Continued on page 2)