



The North Carolina Shipbuilder

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AKA PROGRAM ENLARGES OUR PART IN WAR

10 C-2 Ships Bought By Large Lines

Action Shows They Prefer Vessels We Build

Ten of the C-2 type ships we've built have been purchased outright by two famous steamship lines—the Grace Line and the Mississippi Shipping company—from the War Shipping administration.

Ordinarily when we deliver a vessel to the Maritime commission the commission at once delivers it to War Shipping administration which simultaneously allocates it to an established shipping company for operation. The line's role in its operation is that of an agent. However, when a company buys one of the ships outright it shows that it prefers our craft and has a great deal of confidence in our ability as shipbuilders. It also means that these ships are destined for long-range service and are practically assured a place in the post-war days of the American Merchant Marine.

Six of the ships have been or will be acquired by the Grace Line, whose headquarters are in New York. They are the Napier, our hull No. 104, launched December 31; the Santa Rita, hull No. 117, launched March 25; the Santa Leonor, hull No. 118, launched March 31; the Santa Catalina, hull No. 121, launched April 22; the Santa Elisa, hull No. 123, launched May 6, and the Santa Ines, hull No. 125, to be launched in the near future.

Five of the above ships are to be completed by the Newport News Shipbuilding and Dry Dock company as refrigerated cargo vessels. The Napier has already been converted at our parent company's yard and is now in service.

All ships of the Grace Line are now in war service. The Grace Line, serving as operating agent for the WSA, is managing all of its own ships except those turned over to the Army and Navy, plus its share of the new ships built as a war measure for the government's own account.

Prior to the war, Grace Line ships were in service from New York to the west coast republics of South America; to the Caribbean and north coast of South America; from gulf ports to the west coast of South America, and from the west coast of the United States to the west coast of South America.

The Mississippi Shipping company, whose home office is New Orleans, has purchased the Flying Eagle, our hull No. 95; the Talisman, hull No. 110; the Sturdy Beggar, hull No. 111 and the Memnon, hull No. 112. These ships were launched on October 12, 1943, February 15, February 21 and February 26, 1944, respectively.

The Mississippi Shipping company, which is well-known in shipping circles and was established in 1919, operates

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FIRST — Mrs. Homer L. Ferguson crashes the champagne against the bow of the S. S. Black Warrior in perfect form as she sponsors her first ship. Looking on are Bishop Thomas C. Darst, who blessed the C-2 vessel, Mr. and Mrs. Storer P. Ware and Mr. Ferguson, chairman of the board of our company and president of the Newport News Shipbuilding and Dry Dock company.

Mrs. Ferguson Christens Her First Ship Here On April 8

Husband Is Considered Dean Of America's Shipbuilders

Although her husband is dean of American shipbuilders and she has attended scores of launchings, Mrs. Homer L. Ferguson, of Newport News, Va., christened her first ship here when she sponsored the S. S. Black Warrior on April 8.

Her matron of honor for the occasion was her daughter, Mrs. Storer P. Ware, of Wilmington, who christened one of our earlier Liberty ships.

Before the handsome C-2 vessel slid down the ways it was blessed by the Right Rev. Thomas C. Darst, of Wilmington, bishop of the East Carolina diocese of the Episcopal church.

Chairman of the board of directors of the company and president of the parent company, the Newport News Shipbuilding and Dry Dock company, Mr. Ferguson's career as the nation's No. 1 shipbuilder dates back to the time he entered the United States Naval Academy at Annapolis at the age of 15. He specialized on the technical side and graduated third in the class of 1892. He completed his training in Glasgow, Scotland, under the great marine architect, Sir John H. Biles.

Upon his return to the United States, he was assigned to duty as an assistant constructor in the Navy. The ability with which he carried on this work attracted the attention of the Newport News management and in 1905 he joined the company in an executive capacity.

Mr. Ferguson brought to the company expert technical know-

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National Maritime Day Set For May 22

National Maritime day will be observed on May 22 in keeping with a proclamation issued by President Roosevelt in conformity with an act of congress passed in May, 1933.

The President selected this date because of the fact that it marked the beginning of the first successful transoceanic voyage under steam propulsion from Savannah, Ga., in 1819. Observance this year will be marked with emphasis on the part that the nation's shipyards and Merchant Marine are taking in helping achieve victory in the war.

Chamber Of Commerce Honors Yard

Our part in war production was recognized by the Greater Wilmington Chamber of Commerce at its annual dinner meeting a few days ago at which the company was honored and its excellent record reviewed in the report to the members of the civic organization.

Among the guests of honor at the meeting were several officials of the yard.

The principal speaker was Clyde R. Hoey, of Shelby, former governor of North

5th Hi-Mate Show Is Well Received

Plays To Large Houses; Radio Program Aired From Stage

Presenting a wide and varied range of talent in music, comedy and dancing in colorful, fast-moving and well staged style, the yard's Fifth edition of the Hi-Mate Radio Revue played to large and appreciative audiences at New Hanover High school on April 19 and 20.

In addition to the regular show, the second performance included broadcast of the weekly Shipyard radio program from the stage, the first time such an arrangement had been carried out here.

The show continued the high entertainment standards set by previous Hi-Mates and, in addition, laid greater stress on the shipbuilding theme. The first act reached its climax with the "launching" of the S. S. Hi-Mate under the sponsorship of Miss

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Navy Needs Ships Soon As Possible

First Scheduled To Be Launched In Few Weeks

With a number of keels laid and the first launching to take place on schedule within a few weeks, we're now constructing AKA's (Cargo Ships, Attack) with the result that our responsibilities in the War effort are greater than at any time since the yard was placed into operation.

These ships are needed as soon as it is humanly possible to build them.

Later we'll discuss their great importance but right now let's not only read but study this excellent evaluation of our new assignment as given by Rear Admiral H. L. Vickery, vice chairman of the U. S. Maritime commission, in a recent letter to Captain Roger Williams, president:

"The North Carolina yard, in recognition of its splendid past performance, has been entrusted with a difficult and exacting task in the construction of the highly-important type of ship for which the plant has been converted. These vessels have an indispensable role in the United Nations' plans for victory, and in order for these plans to be carried out, the ships MUST be ready on time. The men and women in this great shipyard, therefore, carry the vital responsibilities of performing their individual jobs better and faster than ever before.

"Their part in tomorrow's battles is being fought today."

Carry The Attack

We especially like that last sentence. When we delivered Liberties and then C-2's, we were doing the most we could in the war. They were the vessels that transported the supplies to the men hitting the enemy. Now, with the AKA, we're producing ships that will carry the attack.

We're nearer the fight today than we've ever been and every man and woman here should be proud that we've been given a larger part in preparing the knockout blow for the Germans and the Japanese. Our tasks are greater and accomplishment of the goal will require the individual, patriotic effort of all.

The war is not won and only a fool would hazard a guess as to when it will end. True, the United States and her allies are strengthening their advantages, in Europe and the Pacific, weekly but we've still a long, bloody road to travel. The longer it takes to gain unconditional surrender, the more men it will cost. These AKA's are needed as soon as possible because the Navy has a definite place for them. The quicker they are delivered and go against the Axis, the more lives we will save. Remember that. More effort on

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