

**The North Carolina Shipbuilder**

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**ROLL OF HONOR**

**PFC. DOUGLAS FAIRBANKS POTTER**, formerly of the Warehouse and Store Room, 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.

**What Did You Do Today?**

Editor's Note: Lieut. Dean Shatlain, tank commander, wrote this poem on the battlefield of Africa. Wounded severely, he amputated his own foot with a jackknife, and thought he was dying when he wrote this poem, but was rescued by Americans after about two hours of hiding from the enemy and was taken to a hospital in England, where he recovered.

What did you do today, my friend,  
From morning until night?  
How many times did you complain  
The rationing is too tight?  
When are you going to start to do  
All of the things you say?  
A soldier would like to know,  
my friend,  
**WHAT DID YOU DO TODAY?**

We met the enemy today  
And took the town by storm.  
Happy reading it will make  
For you tomorrow morn.  
You'll read with satisfaction  
The brief communique  
We fought, but are you fighting?  
**WHAT DID YOU DO TODAY?**

My gunner died in my arms today;  
I feel his warm blood yet;  
Your neighbor's dying boy gave out  
A scream I can't forget.  
On my right a tank was hit,  
A flash and then a fire;  
The stench of burning flesh  
Still rises from the pyre.

**WHAT DID YOU DO TODAY, MY FRIEND,**  
To help us with the task?  
Did you work harder and longer for less,  
Or is that too much to ask,  
What right have I to ask you this,  
You probably will say;  
Maybe now you'll understand  
**YOU SEE, I DIED TODAY.**

**SHIPS ALLOCATED**

Allocation of two additional Liberty ships to the Royal Greek government has been announced by the War Shipping Administration. The vessels will be manned by Greek seamen and officers under charter agreements with the WSA but title will remain vested in the United States. In September, 1943, the WSA transferred two Liberties, the S. S. Ameriki and the S. S. Hellas to the Greek government.

**Welding School Ends Quarter Without Lost-Time Accident**

Congratulations to Roger C. Oxford, foreman, his staff of instructors and the student trainees of the Welding school for the unusual feat of completing the first quarter of 1944 without a single lost-time accident.

The supervisors in the Welding school feel that the answer is simple.

They say:  
All our employees, or trainees, reach us before they have had time to form unsafe or hazardous practices or habits which must later be broken. It is up to the instructor to start them off on the right foot, helping them to form constructive work habits which will be the basis of their work when they graduate from the school and go out into production.

From the start, the trainees are impressed with their own responsibility for the prevention of accidents to both themselves and their fellow workers. This is accomplished by a program of instruction whereby they are told how to do the job properly and, therefore, safely. They are shown how to do the job correctly, and during their entire period of training they are constantly being observed and checked until the proper and safe working method is so ingrained that it is performed automatically.

Among other things, the instructors are responsible for the trainees receiving prompt first aid treatment for every injury, no matter how slight. The students are made to realize that every little cut or scratch is a potential serious case of blood poisoning or infection unless it is promptly and properly treated. The frequency of first aid treatments among the welding trainees is higher than for most other departments but that this pays dividends is evidenced by the fact that no lost-time accidents of any nature have occurred in over three months. It is far better to lose a few minutes for first aid treatment than to lose days, maybe weeks later on, due to the lack of prompt

treatment of a minor cut or scratch.

More than 50 per cent of the accidents reported by the students are eye injuries. Therefore the need for protective equipment for the eyes is of paramount importance. The yard furnished every student with a welding helmet designed to keep out the harmful infrared and ultra-violet rays emitted by the welding arc. These helmets are checked constantly by the instructors for possible light leaks and the students are shown how to make this check and are instructed not to use helmets which allows the light to leak in. It is also in the welding school that the use of protective goggles under the helmets are most widely needed, for the students are shown the hazards of stray light rays from other nearby welding arcs striking their eyes when their own helmets are necessarily raised. It is also at this time that chips of metal and slag create a serious eye hazard. With the protective goggles under the helmets both of these hazards are reduced.

Although the yard does not furnish work clothes for the welders, certain items of personal protective equipment are required such as chrome leather sleevelets, non-flammable trousers, clothing fastened at the neck, etc. The reason for this equipment is shown to all employees and the instructors do not permit trainees to work unless they conform to these standards.

As the majority of the students are women, the need for hair protection is stressed. The hair must be covered and prevented from hanging loose where it could be caught in revolving equipment or be burned from falling sparks.

The Welding school is attempting to produce a steady flow of skilled workmen. It realizes that injured workers are not productive workers and therefore stresses the need for combining safety with production to produce the most efficient workers.

**Automobile Tire Rules Explained**

**Eligibility Is Subject To Limited Quota Given Panel**

The recent announcement that "B" gasoline ration book holders are eligible for new tires is somewhat misleading to many employees, according to an explanation from officials of the Rationing office.

All shipyard workers, it was said, who use their cars going to and from work have been eligible for new tires for several months. However, this eligibility is subject to a limited quota given the yard's Rationing panel. This quota has been so small that the panel has been unable to issue any new tires for cars traveling less than 300 miles a month.

The June quota of new tires at the present is less than the number issued during May. The Ration panel is seeking to get this quota increased to at least the number issued last month. However, it is very doubtful that holders of "B" rations will be able to get other than third grade tires.

One important change in the regulations is of interest to "A" book holders — they are now eligible for third grade tires, the same as the "B" book holders under the present quota system. It is no longer necessary

**Eyes Too Precious To Risk Without Goggles**

Men, you cannot buy one good eye with all the money in the world.

You should care enough for your eyesight to wear goggles when necessary. Not just any old goggles, but the ones best suited to your work. You never can tell when your goggles will save your sight, when the sturdy lens will stop a flying particle that might otherwise rob you of nature's most precious gift. If but once in a lifetime you were exposed to the loss of any eye, that time would be of vital importance and when the best is not too good. Remember that a blind man wants nothing but his eyes.

**Marriages**

Robert C. Deal, Electrical department, and Miss Dorothy Lowrance, of Conway, at York, S. C., on April 3.

William A. Rometry, Electrical department, and Miss Beulah Tompkins, of Mullins, S. C., at Conway, S. C., on May 14.

to have a "B" book to get third grade tires.

The Ration panel is not approving any gasoline for cars that have not been bringing workers to the yard previously, except in extreme emergencies. This action is necessary because of the continual gasoline shortage and the low quota on tires.



"These Bonds your husband is sending to you have maturity value, Mrs. Swanson. Not maternity!"

**British Officer Speaks At Yard**

**Lieut. Commander Scott Tells Of Importance Of Ships In War**

Lieut. Commander John Scott, of the Royal Navy Volunteer Reserve and who has been on anti-submarine duty in British, Mediterranean and Atlantic waters since the beginning of the war, visited the yard on May 29 and spoke at the 11 a. m. and 7:30 p. m. lunch periods.

He told of some of his experiences, including the torpedoing of his ship by a German U-boat while on shuttle service between Alexandria and Tobruk. He also discussed the great importance of shipbuilding in the United Nations' global war.

While in Wilmington, he appeared at the Rotary and Kiwanis club meetings.

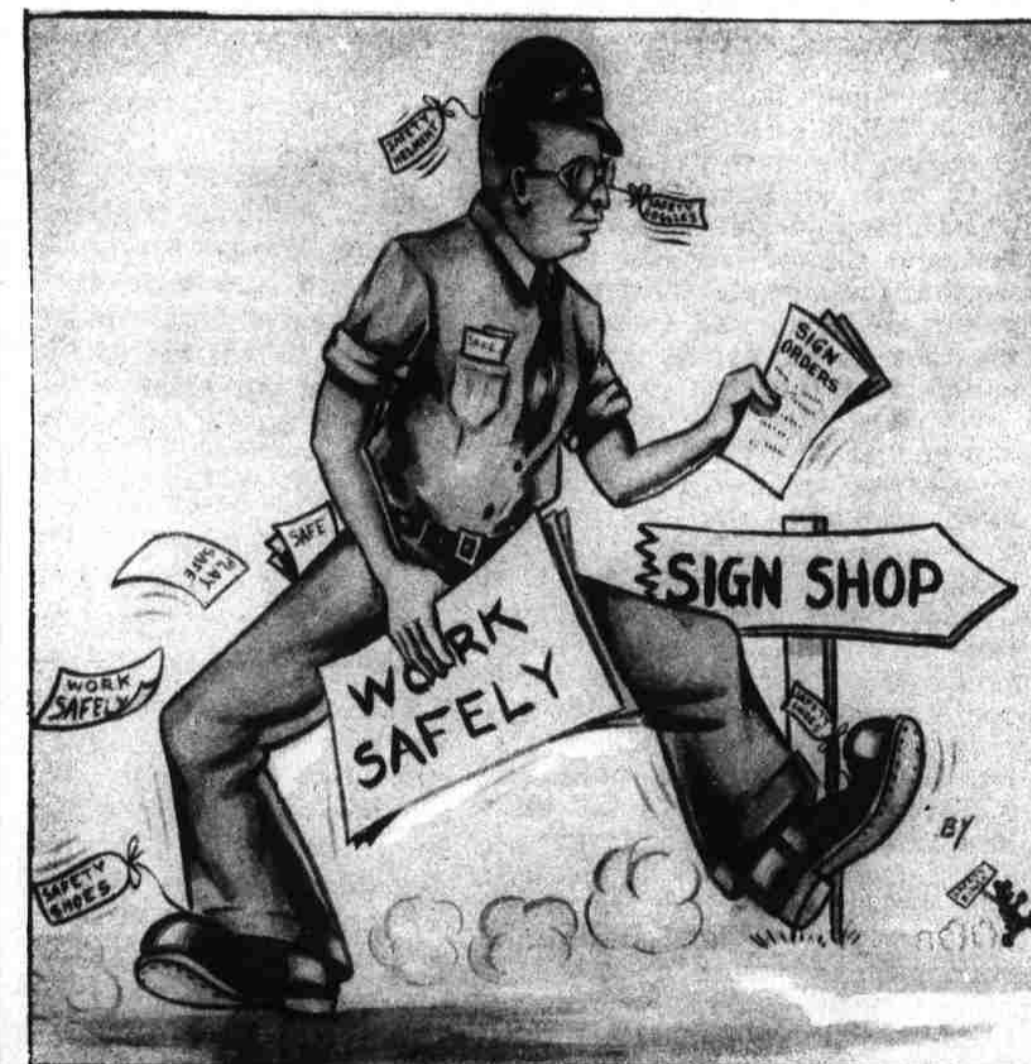
Commander Scott is now in command of an American-built frigate, a war vessel slightly larger than a destroyer escort.

When war broke out, he was made navigating officer of a converted luxury yacht on anti-submarine patrol off the English coast. Later he served aboard a ship assigned to the Mediterranean and a member of an escort group along the coasts of Palestine, Crete and North Africa. He was given command of H. M. S. Cocker, a whaler converted to anti-submarine duty in May, 1941, and took part in the evacuation of Crete. Three ships of his group were lost in that action and his own craft later went down at the hands of the enemy between Alexandria and Tobruk.

Returning to England in September, 1942, Commander Scott put in a brief period of shore duty before he joined the Atlantic Escort Force on a corvette. He has been awarded the Distinguished Service Cross.

**The Market Place**

**FOR SALE** — Electric hand sander, belt type. Also Briggs and Stratton motor, one-half horsepower, gasoline. Call 2-3608 during morning.



**CARICATURE** — Who is he? Maybe he's you. If you recognize the man in the sketch as yourself, call at the Editor's office in the Administration building and if you are the subject you can have the original drawing.