



The North Carolina Shipbuilder

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CONTRACT AWARDED FOR 15 MORE SHIPS

YOUNGEST BOND BUYER IN FIFTH WAR LOAN DRIVE HERE



Barney M. Hayden, five-year-old son of Mr. and Mrs. J. W. Hayden, of Maffitt Village, is shown receiving a \$25 War bond for the \$18.75 he saved in his bank. While his mother looks on, Master Hayden tells Mr. Wilson he wants the money used to "help buy a torpedo to beat the Japs." The youngster's father is an employee of W. & J. Sloane Company and his mother works on the Second shift of the Hull Construction staff. Before coming here, the family lived in Burlington, N. C.

Fifth War Loan Drive Here Exceeds Quota of \$250,000

Sales Total \$308,825.00
Several Days Before
End Of Campaign

Inspired by the invasion of Europe a few days before the Fifth War Loan drive opened, Shipbuilders were advancing toward new bond buying records as we went to press with a total of \$308,825.00 worth of extra ones purchased to surpass the \$250,000 quota — largest we've ever been assigned — by 123.5 per cent.

Indications are that when all reports are in after July 8, the formal closing date, the campaign will go down as the best ever conducted in the yard.

Not only did we exceed the \$242,000 record set in the Fourth campaign but many more extra bonds were purchased. Scores, including departmental solicitors and others who helped advertise the drive, gave their time and efforts and the spirit as a whole was the best we've ever seen.

The campaign opened on June 12 with a program that included music by the Marine Corps Women's Reserve band from Camp Lejeune and talks at two of the lunch periods by Major J. C. Bell, USMC, of Camp Lejeune. He told us what our bond buying means to the men fighting in the Pacific and France and urged all to "buy more than ever before." The distinction of being the first to buy a \$1,000 bond was won by F. R. Shoemaker, crane operator in the Erectors department. Since that time many more "big ones" have gone across the counter at the Treasurer's office.

Interest continued high and on June 21 two veteran air aces from Bluethenthal field—Captain MacArthur Powers and First Lieut. James L. Smith—spoke in the yard and stressed

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Shipbuilder Offered To Former Employees Now In Armed Forces

Several months ago we announced that The Shipbuilder would be mailed free to former employees now in the Armed Forces. This offer still stands and friends and relatives of former shipbuilders are again asked to help us make the publication available to them, no matter where they are serving.

We believe that anyone who worked here any appreciable length of time is still interested in what we are doing to win the war. The Shipbuilder is a link with former friends and acquaintances in the yard.

If you are interested in getting the monthly paper to a man in the Army, Navy, Marines or Merchant Marine, just call the Editor and give his address. If it isn't convenient to call, then just drop a card. The address should be as complete as possible.

160 World War II Vets Build Ships

Have Been Hired With-
in First Six Months
Of This Year

Approximately 160 former servicemen of World War II have been employed in the yard during the first six months of 1944 and are today building ships as well as they served their country while at Army posts, Naval stations or overseas. This number is a substantial percentage of the total number of persons hired in recent months.

Many of the men worked here before entering the service and, after their discharge from the Army, Navy or Marines because of medical or other honorable reasons, returned.

Some were in uniform but a few months. Others' military records date over periods of five, seven or nine years. Several have fought in the South Pacific and North Africa and still carry the memories and scars of some of the hardest battles the world has ever known. Because they have seen and know the great need of supplies to keep our armed forces going against the enemy, they realize the necessity of building more good ships

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S. S. Zebulon B. Vance Designated Hospital Ship

A veteran of war service including tens of thousands of miles travel to and from the Allies' far-flung fronts, the S. S. Zebulon B. Vance, first of the 126 Liberty ships we built, was recently designated an Army hospital ship and is now engaged on errands of mercy that will doubtless save the lives of many of our fighting men. She has been renamed the U. S. S. John J. Meany in

honor of a gallant major and flight surgeon who died in action on March 20, 1943, in the North African campaign.

In accordance with international conventions, the enemy has been notified of the ship's new role.

Because she was our first, no other ship built here has won as much interest as the S. S. Vance. She was launched on December 6,

Job Follows Land's More Work Report

Commission Chief Denies Program Reduction

We received another assignment — contract for 15 additional C-2's and AKA's — from the Maritime commission late last month and the award is tangible substantiation of Rear Admiral Emory S. Land's recent statement that most major Maritime commission yards are going to receive more work.

The contract announcement came four days after the Commission chairman slashed out at irresponsible rumors that the shipbuilding program is about to be reduced.

"The persistence of such rumors suggests to me the source might be interested in sabotaging the shipbuilding program at the most crucial point in the war by seeking to drive skilled workmen from the shipyards to look for employment elsewhere," Admiral Land said.

Will Increase Work

"Let me say emphatically that the work load in those shipyards is to be increased very shortly and not decreased or cut back. Our current construction program and its projection into 1945 is based upon firm recommendations of the Joint Chiefs of Staff. The Joint Chiefs are urging us to increase our current efforts to deliver ships in every possible way and their present requirements exceed existing contracts for the most important types of ships in the program."

Admiral Land then forecast additional work "in a few weeks" and declared that "the job is not finished."

McInnis Breaks News

Announcement of the new contract was made by J. F. McInnis, of Philadelphia, regional director of the Maritime commission, in an address before the June meeting of the Propeller club of the Port of Wilmington.

The state should be proud of our production record, he declared as he termed it an

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D-Day Speaker



—U. S. Navy Photo.

REAR ADMIRAL JAMES

N. C. Ships Take Part in Invasion

Admiral James Says AKA's Will Carry War To Japan

"Many ships — both Libertys and C-2's — built by the North Carolina Shipbuilding company are taking part in the invasion today," Rear Admiral Jules James, of Charleston, S. C., Commandant of the Sixth Naval district, told us and hundreds of our guests in a short address during the launching ceremonies of the U. S. S. Torrance on D-Day.

Our first AKA was christened a few hours after Allied forces stormed across the beaches of Normandy. The launching was a most timely and significant part of our observance of the great beginning of the mighty offensive to liberate Nazi-held Europe and crush its captors. Many recalled that our first Liberty, the S. S. Zebulon B. Vance, went down the ways the day before the attack on Pearl Harbor.

In his remarks, Admiral James reviewed the war's past, placed emphasis on the day's events and looked into the future.

"We have been preparing for this day since Pearl Harbor. Nothing else could finish the war within a reasonable time. We definitely had to finish off one of our enemies before we could conquer the other."

"In our prayers for the success of the invasion and for our loved ones taking part, we must not forget to thank God that we are invading instead of being invaded, as came very close to being the case, due to the efforts of well-meaning isolationists. We almost delayed our entrance into the war until our strongest ally, England, was seriously crippled. If England had fallen, it would have meant that Canada and all England's dominions would have gone down and they (the Axis armies) would have been on our borders."

Looking to the future, Ad-

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