



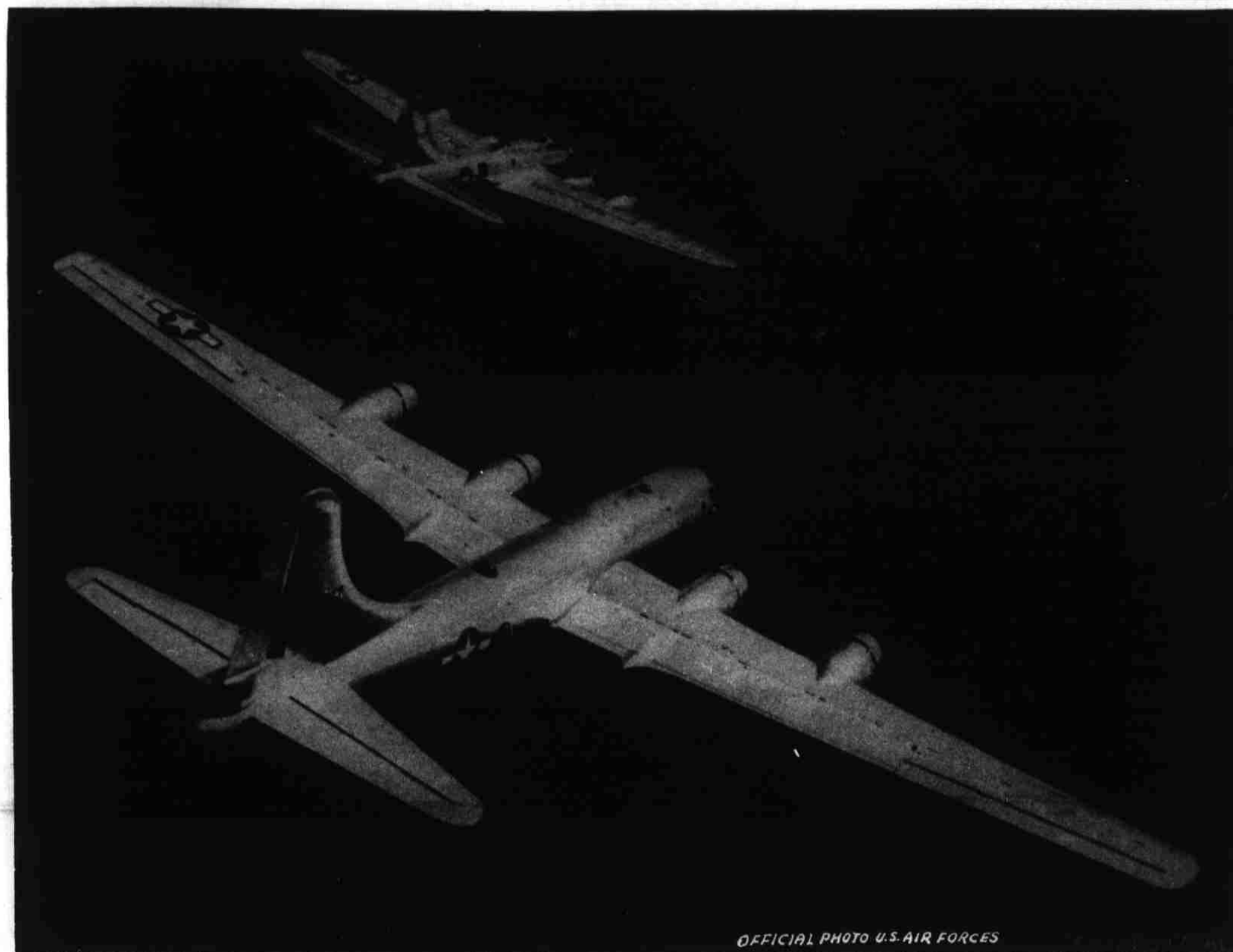
The North Carolina Shipbuilder

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NEW B-29 IS NAMED "N. C. SHIPBUILDER"



OFFICIAL PHOTO U.S. AIR FORCES

WILL CARRY OUR NAME — Here's the B-29, the Army Air Forces' Superfortress, one of which will be named "North Carolina Shipbuilder" as a reward for our outstanding participation in the Fifth War Loan drive. With a speed of well over 300 miles an hour and ceiling of more than 30,000 feet, the giant bomber bristles with .50 caliber machine guns and 20 MM cannon but this armament has been air-brushed out of the photograph for military security. Compare the size of the B-29 with that of the B-17 in the background. (Official photo courtesy U. S. Air Forces.)

Yard's Fine Bond Drive Recognized

\$445,475 Total Sets All-Time Record; Spirit Fine

Our name, which has become well-known throughout the seven seas since our first ship went down the ways, will soon take to the air as the result of the yard's record-breaking participation in the Fifth War Loan Drive.

Because of the wide margin in which we surpassed the goal in purchasing \$445,475 worth of bonds, the Bond division of the Treasury department accorded the company and employees the privilege of naming one of the Army Air Forces' new B-29's, the Superfortresses that have smashed the Japanese mainland twice and promise many more visits before the war is over.

The name selected was "North Carolina Shipbuilder."

Recognition

All who have followed the early exploits of the B-29's should take considerable pride in this new honor for the yard. Not only is it colorful recognition of our bond buying efforts but it reminds us of the importance of the dollars we lend the government to provide larger and better aircraft to crush the enemy and achieve complete victory.

Details on arrangements for the sponsorship have not been completed as we go to press but are expected to be announced within the near future. The offer of this recognition of exceptionally fine bond buying was, we understand, made to many other large industrial plants. As far as is known here, we are the first in the state to attain it.

Censorship regulations do not permit much to be said about the Army's new giant, heavily armed bomber but it is now public information that its bomb load, range and ceiling exceed that of any other airplane. It can do well over 300 miles an hour and has an altitude limit of more than 30,000 feet. Engineered by Boeing and being produced by Boeing, Bell and Martin, it is powered with four 18-cylinder radial air-cooled engines of 2,200 horsepower each.

Its wing span is 141.2 feet, as compared with the B-17 Flying Fortresses' span of 104 feet.

First Blow

The Superfortresses' first smash at Japan proper was on June 15, completing the longest offensive flight in history to shower trains of demolition bombs on the Imperial Iron and Steel works at Yawata on northern Kyushu.

"This is the beginning of our organized destruction of the Japanese industrial empire," Brig. Gen. Kenneth B. Wolfe, who was chiefly responsible for (Continued on page 7)

Nursery Schools Fill Large Need

Are Open To Children From Two Years Old To School Age

A fine solution to the problem of child care that so many mothers in war work, such as the shipyard, face is offered through the Nursery schools of Wilmington.

Eight schools are in operation in the city and suburbs and any child from two years to school age may be enrolled.

Made possible through generous contributions by the federal government, plus a reasonable charge to the parents, the schools not only provide care for the youngsters during the mothers' working hours, but also offer many other benefits. These include a place to play, companionship, toys and materials, good food and regular rest periods for the children. They give the parents time to work, quiet for day-time sleepers, assurances that their children are safe and receiving good care and more freedom. Our country also benefits in that the program means healthy, happy children and more time for war work.

Five of the nurseries are for white children and the others for Negroes. All are well staffed with teachers, registered nurses and good cooks.

The white schools and their (Continued on page 8)

Shipbuilding Proposals Save Millions In Time, Materials

Our Record Ranks Well In Comparison With National Average

Improvements in shipbuilding operations suggested by employees of this and 27 other yards holding Maritime commission contracts during the last 18 months have effected savings in man-hours and materials worth an estimated \$20,000,000 to the government, according to a recent announcement from the Maritime Commission.

The Commission-sponsored suggestion system has produced 1,800 labor and time savings (Continued on page 8)

Civilian USO Club To Be Opened Here Early In September

A civilian USO club, designed to help fill the recreational needs of Shipbuilders and other war workers in Wilmington, is scheduled to be opened on the second and third floors of the building at 221 Princess street early in September.

According to Ralph W. Richards, director of the new YMCA-sponsored unit, it will provide adequate accommodations for lounging, (Continued on page 7)

Lt. W. H. Kennick Wins Decorations

Former Employee Has DFC And Air Medal With Clusters

Lieut. Walter H. Kennick, formerly employed in the Sheet Metal department and now a copilot on a B-24 bomber in England, was recently awarded the Distinguished Flying Cross, according to word received here from the War department.

The honor isn't the first the former shipbuilder has received since he entered the Air Corps. He was previously awarded the Air Medal and later received two Oak Leaf clusters. His unit received the coveted Presidential Unit citation for success- (Continued on page 7)

Builders of S. S. Huntington Praised For Fine Job

Praise to every worker who helped build the S. S. Collis P. Huntington, 38th Liberty ship we delivered, was given recently by Chief Officer Harold E. Bonser, of New York, as he discussed her fine performance after completing five voyages.

"The basic construction of this ship is particularly good. If the workers at the Wilmington yard really

knew how well pleased we are with everything about the Collis P. Huntington it certainly would be a source of satisfaction to them. So please see that full credit is given where credit is due—to every worker on this fine job," he declared.

His comment on the materials and workmanship that went into the vessel was most favorable. The weld-

ing on the deck and hull is in excellent shape and she "maneuvers wonderfully well," he said.

Third Engineer Thomas Welsh, also of New York, added "we hope that all of your ships will be as good as this one—they couldn't be any better."

He also praised the yard's employees, saying we "did (Continued on page 2)