



The North Carolina Shipbuilder

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YARD FACES ANOTHER 12 MONTHS OF WORK

Killed In Action



Second Lieut. William Frank Pritchard, (shown above), formerly employed in the Fitters department, was killed in action over Italy on June 13, according to notification received from the War department by his parents, Mr. and Mrs. S. A. Pritchard, 504 S. Third St.

He entered the employ of the company on Sept. 12, 1941, and terminated on Jan. 4, 1943, when called to active duty in the Army Air Corps. He was awarded his commission and wings as a pilot at Luke field, Phoenix, Ariz., Nov. 3, 1943.

Don't Share Your Dinner With Rats

Put Those Scraps In Containers. Let's Starve 'Em Out

North Carolina Shipbuilding Company rats are in a quandary; for some time now they've had sub-developments of real estate hereabouts, with the rat population growing faster than Coney Island of a Sunday morning. But now, the Pied Piper, in the person of R. T. Burney, of Plant Engineers, has clamped down on them tighter than the OPA on T-Bone steaks. With Chief Kennell and his staff providing reconnaissance, the Plant Engineers are out-flanking the rat army almost as fast as General Patton outflanks the other species in France.

Rats are not well bred animals; they destroy about two million dollars worth of property every year in this country. And although cunning little beasts, they have never as yet gone in much for birth control. In rat holes, dark, cozy, and conducive little burrows, they reproduce at a rate that is probably exceeded only by the current national debt. Although our rats are almost completely illiterate, and thus not posted on current vitamin advertising, they are fairly healthy; with a balanced diet furnished them by employees — they have no vitamin deficiencies, no lack of food, and no rationing to worry about.

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Bard Appeals To Shipbuilders To 'Stay On Jobs' During Year To Meet Greater Navy Demands

Stay on your job! A strong appeal to all production workers in the Navy's shipyards and shore establishments and to private plants and shipyards engaged on naval work, such as ours, for greater production during the coming 12 months was made recently by Ralph A. Bard, Undersecretary of the Navy.

"As loyal members of the great force which has been mobilized to supply our fighting Navy with the ships and planes and guns needed on the fighting fronts, I feel you are entitled to a frank statement from that Navy as to what are your future prospects and obligations," Mr. Bard said.

"To put it in one word — it is work — and more work. The Navy's production program is still increasing. The last six months of 1944

will show an increase in production of approximately 10 per cent over the first six months of 1944, and the program for the first six months of 1945 will be approximately three per cent greater than the first six months of 1944. At the present time, we are short some 30,000 workers in the Naval establishments, principally on the Pacific coast. We expect this production program will be carried out, and it is not expected that the ending of the war in Europe during this period will affect this program. Our battle of production will end only with the defeat of Japan.

"This means that for the next year the Navy must rely upon the civilian employees of its own Naval establishments and upon (Continued on page 2)

Prisoner Of Nazis



Staff Sergeant Julian Austin Britt, Jr., (shown above), formerly employed in the Joiners department, is one of 13 New Hanover county men held as prisoners of war in German and Japanese camps.

Sergeant Britt, the son of Mrs. Annie E. Britt, of 206 N. Sixth St., entered the yard on July 13, 1942, and terminated the following Dec. 7 to join the Armed Forces. A tail gunner on a bomber, he and the other members of the crew bailed out over enemy territory just before the craft crashed on Nov. 26, 1943.

AKA's Vital In Campaign Against Foe

N. C. Ships Have Important Place In Peace Era

It's wise to pause occasionally and review the past, appraise the present and take a look into the future. Kind of gives a Shipbuilder his true bearings, a clearer picture of what we've done, what is being accomplished and what lies ahead.

First, the present. Because of the AKA's important place in the Navy's timetable of attack, our work today is the most vital in the history of the yard. These vessels must be delivered on schedule. That calls for the utmost from everyone; absenteeism must be held to the minimum and all must "stick to the job" until it is completed. This war isn't over. After Berlin's fall, there's Tokyo. If you consider that an easy road, just ask some of the men who have been on it, have had to fight for every inch of ground at such way-stations as Guadalcanal, Guam and Saipan.

Next, the future. The contracts now on hand will, according to the highest authority, run into the fall of 1945. The ships we are building are of great peace-time value and there is little or no likelihood of any cancellation of them. In the event of an early peace, there will naturally be a letup in production pressure but this will not reduce the force in any appreciable extent but will actually prolong the work. Let's recall a little history. In Wilmington's World War I shipbuilding days, the keel of the first vessel was laid on Nov. 2, 1918 — nine days before the Armistice. She wasn't launched until the fall of 1919, yet operations continued here until 1921 — approximately three years after the war was over — when the last ship was delivered. Additional work was also assigned after the Armistice.

Next, the past. On January 1, 1944, the shipyard was just through the initial stages of a major change in its work. We had, of course, long since completed our 126 Liberty-ship program, and emerged from the gestation period of the C-2 program. We had launched 14 of the new vessels and delivered four, and were struggling to smooth out the manifold problem impeding a rapid and balanced flow of vessels from layoff to erection to outfitting to delivery.

We were taking in our stride the alteration during construction of five vessels to suit the Grace Line, who were "owed" (Continued on page 8)

Community War Chest Campaign Opens Here Late In September

Needs Of Wilmington And World Relief Agencies Great

The Community War Chest campaign for local agencies of the Chest and war relief organizations of the National War Fund will be conducted in the yard during the last week in September and the first two weeks in October, Paul A. Wilson, Secretary of the Company and chairman of the Shipyard division of the campaign, said a few days ago.

As we go to press, the exact opening and closing dates have not been decided but probably will be announced in a few days.

Meantime, preparations are being made for the yard to again answer the call to do its share toward helping the community's outstanding welfare and other service agencies meet the ever-present humanitarian needs of thousands. Last year we gave \$53,603 to surpass our goal and again rank first among all group (Continued on page 7)

Our Work Included In History Of War

What we are doing here today is being recorded as a part of the history of the war.

Recently Dr. Nathan van Patten, Director of Libraries of Stanford university, asked for a complete back file of The Shipbuilder. He also requested that his name be placed on the mailing list for future issues.

"These are wanted for binding and permanent preservation as a part of the historical record of the war," he said in his letter.

The back copies have been sent to Dr. van Patten and we have seen that he will get all future issues. If he desires any other information regarding what we have done and are still doing to help achieve victory, it certainly will be made available to him.

Fuel Oil Blanks At Ration Office

Applicants Are Urged To Fill Them In Immediately

Application blanks for fuel oil rations are available at the Shipyard rationing office and all employees using this kind of heat are urged to file their applications immediately.

The procedure is as follows: The forms will be filled in by the applicant with all details explained fully and all questions properly answered. They should be returned as soon as possible to the yard rationing office. They will be screened here and forwarded to the respective local rationing boards, where they will be processed and coupons will be mailed to the applicant's home address.

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Fire Prevention Individual Duty Of Every Employee

"First, I would like to impress upon everyone, regardless of what department or type of work he or she is engaged in, that it is their individual duty and obligation to the company and themselves to employ every possible effort to prevent fires," Fire Inspector Roland Bruce said recently.

Good housekeeping, careful use of matches and

smoking, proper handling of inflammable and explosive liquids are some of the ways of preventing fires, he added.

Never before has the importance of fire prevention seemed more apparent. Fire deaths and injuries increase the manpower shortage. Industrial losses destroy critical materials and products of every description

vital to the war effort. Mercantile fires complicate the rationing problem, and dwelling losses put a further strain upon an already burdensome lack of adequate housing in many localities. The whole miserable business of fire waste can be greatly curtailed if each person will accept his or her responsibility to eliminate (Continued on page 6)